# Agenda

## City Council Regular Meeting

Folsom City Hall | City Council Chambers, First Floor

50 Natoma Street, Folsom, CA 95630

August 27, 2024, 6:30 PM

## Welcome to Your City Council Meeting

We welcome your interest and involvement in the city's legislative process. This agenda includes information about topics coming before the City Council and the action recommended by city staff. You can read about each topic in the staff reports, which are available on the city website and in the Office of the City Clerk. The City Clerk is also available to answer any questions you have about City Council meeting procedures.

### Participation

If you would like to provide comments to the City Council, please:

- Fill out a blue speaker request form, located at the back table.
- Submit the form to the City Clerk before the item begins.
- When it's your turn, the City Clerk will call your name and invite you to the podium.
- Speakers generally have three minutes, unless the presiding officer (usually the mayor) changes that time.

### Reasonable Accommodations

In compliance with the Americans with Disabilities Act, if you are a person with a disability and you need a disability-related modification or accommodation to participate in this meeting, please contact the City Clerk's Office at (916) 461-6035, (916) 355-7328 (fax) or CityClerkDept@folsom.ca.us. Requests must be made as early as possible and at least two full business days before the start of the meeting.

### How to Watch

The City of Folsom provides three ways to watch a City Council meeting:

| In Person | Online | On TV |
|---|---|---|
| | | |
| City Council meetings take place at City Hall, 50 Natoma Street | Watch the livestream and replay past meetings on the city website, www.folsom.ca.us | Watch live and replays of meetings on Sac Metro Cable TV, Channel 14 |

**More information about City Council meetings is available at the end of this agenda**

**City Council Regular Meeting**
**Folsom City Hall | City Council Chambers, First Floor**
**50 Natoma Street, Folsom, CA 95630**
**www.folsom.ca.us**

**Tuesday, August 27, 2024 6:30 PM**

*Mike Kozlowski, Mayor*

*Sarah Aquino, Vice Mayor* | *YK Chalamcherla, Councilmember*
*Rosario Rodriguez, Councilmember* | *Anna Rohrbough, Councilmember*

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**AGENDA**

**CALL TO ORDER**

**ROLL CALL:**

**Councilmembers: Rodriguez, Rohrbough, Aquino, Chalamcherla, Kozlowski**

The City Council has adopted a policy that no new item will begin after 10:30 p.m. Therefore, if you are here for an item that has not been heard by 10:30 p.m., you may leave, as the item will be continued to a future Council meeting.

**PLEDGE OF ALLEGIANCE**

**BUSINESS FROM THE FLOOR:**

Members of the public are entitled to address the City Council concerning any item within the Folsom City Council's subject matter jurisdiction. Public comments are generally limited to no more than three minutes. Except for certain specific exceptions, the City Council is prohibited from discussing or taking action on any item not appearing on the posted agenda.

**AGENDA UPDATE**

**CONSENT CALENDAR:**

Items appearing on the Consent Calendar are considered routine and may be approved by one motion. Councilmembers may pull an item for discussion.

1. Approval of July 23, 2024 Regular Meeting Minutes
2. Approval of August 8, 2024 Special Meeting Minutes
3. Ordinance No. 1347 – An Uncodified Ordinance of the City of Folsom Adopting Prima Facie Speed Limits on Folsom Lake Crossing, White Rock Road, and Savannah Parkway (Second Reading and Adoption)

4. Resolution No. 11238 – A Resolution Electing the Population and Inflation Factors and Establishing the Fiscal Year 2024-25 Appropriations Limit

5. Resolution No. 11239 – A Resolution Authorizing the City Manager to Execute a Purchase Agreement with Golden State Fire Apparatus Inc. for One Pierce Velocity PUC Type 1 Fire Engine

6. Resolution No. 11240 - A Resolution Authorizing the City Manager to Execute Amendment No. 1 to the Agreement (Contract No. 173-21 22-007) with PSOMAS for Additional Construction Management and Inspection Services for the Natoma Alley Rehabilitation and Replacement Project (Project WW1404) and Appropriation of Funds

7. Resolution No. 11241 - A Resolution Authorizing the Police Department to Accept a Cannabis Tax Grant in the Amount of $83,029.81 from the California Highway Patrol and Appropriation of Funds

8. Resolution No. 11242 - A Resolution Authorizing the City Manager to Execute Amendment No. 1 to the Agreement (Contract No. 173-21 24-006) with HydroScience Engineers, Inc. for Additional Design and Engineering Services During Construction for the Tower Tank Rehabilitation Project (Project WA2402)

9. Resolution No. 11243 - A Resolution Authorizing the City Manager to Execute an Agreement with West Yost & Associates, Inc. for Construction Management and Inspection Services for the Tower Tank Rehabilitation Project (Project WA2402)

10. Resolution No. 11244 – A Resolution of the Folsom City Council Supporting California Proposition 36 "Increase Drug and Theft Penalties and Reduce Homelessness"

11. Resolution No. 11245 – A Resolution Authorizing the City Manager to Execute an Agreement with Pape Machinery, Inc. for the Purchase of a 12 Yard Vacuum/Sewer Cleaning Truck and Appropriation of Funds

12. Resolution No. 11246 - A Resolution Authorizing the City Manager to Execute an Agreement with Euro Style Management for the Construction of the Tower Tank Rehabilitation Project (Project PW2402) and Appropriation of Funds

13. Resolution No. 11248 – A Resolution to Reject all Bids for the Pavement Repair and Resurfacing Project FY 24-25, Project No. 8017

14. Resolution No. 11249 – A Resolution of the City Council of the City of Folsom Authorizing the City Manager or City Manager's Designee to Execute Agreements with California Department of Transportation for the Sustainable Transportation Planning Grant Program for a Sustainable Transit Connections to Health Services Planning and Feasibility Study and Appropriation of Funds

15. Resolution No. 11254 - A Resolution Authorizing the City Manager to Execute a Subdivision Improvement Agreement with Habitat for Humanity of Greater Sacramento for the Project Located at the Address Formerly Listed as 300 Persifer for the Purpose of Developing Affordable Housing

16. Resolution No. 11255 - A Resolution Authorizing the City Manager to Execute a Subdivision Improvement Agreement and Accept Offers of Dedication for the Toll Brothers at Folsom Ranch Phase 2B Subdivision, and Approval of the Final Map for the Toll Brothers at Folsom Ranch Phase 2B Subdivision

**PUBLIC HEARING:**

17. City of Folsom 2035 General Plan Amendments for Increased Residential Capacity Project and Related Actions

    i. Resolution No. 11250- A Resolution of the City Council of the City of Folsom Certifying the Subsequent Environmental Impact Report for the 2035 City of Folsom General Plan Amendments Increased Residential Capacity Project and Related Actions

    ii. Resolution No.11251- A Resolution of the City Council of the City of Folsom Amending the 2035 City of Folsom General Plan as it Relates to the Increased Residential Capacity Project and Related Actions

    iii. Resolution No 11252- A Resolution of the City Council of the City of Folsom Amending the Folsom Plan Area Specific Plan as it Relates to the Increased Residential Capacity Project and Related Actions

**NEW BUSINESS:**

18. Resolution No. 11253 - A Resolution to Approve and Adopt A City-Wide Pay Schedule as Required by the California Public Employees' Retirement System (CalPERS)

**COUNCIL REQUESTS FOR FUTURE AGENDA ITEMS**

**CITY MANAGER REPORTS**

**COUNCIL COMMENTS**

**ADJOURNMENT**

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*NOTICE: Members of the public are entitled to directly address the City Council concerning any item that is described in the notice of this meeting, before or during consideration of that item. If you wish to address Council on an issue, which is on this agenda, please complete a blue speaker request card, and deliver it to a staff member at the table on the left side of the Council Chambers prior to discussion of the item. When your name is called, stand to be recognized by the Mayor and then proceed to the podium. If you wish to address the City Council on any other item of interest to the public, when the Mayor asks if there is any "Business from the Floor," follow the same procedure described above. Please limit your comments to three minutes or less.*

*NOTICE REGARDING CHALLENGES TO DECISIONS: Pursuant to all applicable laws and regulations, including without limitation, California Government Code Section 65009 and or California Public Resources Code Section 21177, if you wish to challenge in court any of the above decisions (regarding planning, zoning and/or environmental decisions), you may be limited to raising only those issues you or someone else raised at the public hearing(s) described in this notice/agenda, or in written correspondence delivered to the City at, or prior to, the public hearing.*

*As presiding officer, the Mayor has the authority to preserve order at all City Council meetings, to remove or cause the removal of any person from any such meeting for disorderly conduct, or for making personal, impertinent, or slanderous remarks, using profanity, or becoming boisterous, threatening or personally abusive while addressing said Council, and to enforce the rules of the Council.*

*PERSONS INTERESTED IN PROPOSING AN ITEM FOR THE CITY COUNCIL AGENDA SHOULD CONTACT A MEMBER OF THE CITY COUNCIL.*

*The meeting of the Folsom City Council is being telecast on Metro Cable TV, Channel 14, the Government Affairs Channel, and will be shown in its entirety on the Friday and Saturday following the*

*meeting, both at 9 a.m. The City does not control scheduling of this telecast and persons interested in watching the televised meeting should confirm this schedule with Metro Cable TV, Channel 14. The City of Folsom provides live and archived webcasts of regular City Council meetings. The webcasts can be found on the online services page of the City's website www.folsom.ca.us.*

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*Any documents produced by the City and distributed to the City Council regarding any item on this agenda will be made available at the City Clerk's Counter at City Hall located at 50 Natoma Street, Folsom, California and at the Folsom Public Library located at 411 Stafford Street, Folsom, California during normal business hours.*

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CITY OF
FOLSOM
DISTINCTIVE BY NATURE

# City Council Regular Meeting

## MINUTES

**Tuesday, July 23, 2024 6:30 PM**

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### CALL TO ORDER

The regular City Council meeting was called to order at 6:30 pm with Vice Mayor Aquino presiding.

### ROLL CALL:

| | |
|---|---|
| Councilmembers Present: | Anna Rohrbough, Councilmember<br>YK Chalamcherla, Councilmember<br>Rosario Rodriguez, Councilmember<br>Sarah Aquino, Vice Mayor |
| Councilmembers Absent: | Mike Kozlowski, Mayor |

### PLEDGE OF ALLEGIANCE

The pledge of allegiance was recited.

### BUSINESS FROM THE FLOOR:

The following speakers addressed the City Council:

1. Sharon Kindle
2. Cesar Plascencia
3. Margie Donovan
4. Lejas Sood
5. Dennis Rodgers
6. Justin Raithel

### AGENDA UPDATE

Assistant City Attorney Sari Dierking advised that there are updates for items 6 and 8.

### CONSENT CALENDAR:

Items appearing on the Consent Calendar are considered routine and may be approved by one motion. Councilmembers may pull an item for discussion.

1. Approval of July 9, 2024 Special and Regular Meeting Minutes
2. Appointment of Two At-Large Members to the Folsom Landscaping and Lighting District Advisory Committee to Represent the American River Canyon North #2 District and the Willow Springs District

3. Ordinance No. 1346 - An Uncodified Ordinance to Amend the Zoning District for a 2.47-acre parcel (Lot 1) from R-1-ML and A-1-A to R-1-ML and to Amend the Zoning District for a 2.14-acre parcel (Lot 2) from A-1-A to R-1-ML for the 1000 East Natoma Rezone to Residential Project (Second Reading and Adoption)
4. Resolution No. 11237 – A Resolution Authorizing the City Manager to Execute an Agreement with Got Power Inc. DBA C D & Power for Replacement of the City of Folsom Water Treatment Plant Generator

Councilmember Chalamcherla commented on item 2 on the agenda to thank Mark Klovee and Paul Romero for volunteering to serve on the L&L Advisory Committee.

**Motion by Councilmember Rodriguez, second by Councilmember Chalamcherla, to approve the consent calendar. Motion passed by the following roll-call vote:**

**AYES: Rohrbough, Chalamcherla, Rodriguez, Aquino**
**NOES: None**
**ABSENT: Kozlowski**
**ABSTAIN: None**

**PUBLIC HEARING:**

5. Ordinance No. 1347 – An Uncodified Ordinance of the City of Folsom Adopting Prima Facie Speed Limits on Folsom Lake Crossing, White Rock Road, and Savannah Parkway (Introduction and First Reading)

Public Works Director Mark Rackovan gave a presentation and responded to questions from the City Council.

The public hearing opened at 6:55 p.m. Hearing no requests to speak, the public hearing closed.

**Motion by Councilmember Rodriguez, second by Councilmember Rohrbough, to introduce Ordinance No. 1347. Motion passed by the following roll-call vote:**

**AYES: Rohrbough, Rodriguez, Aquino**
**NOES: Chalamcherla**
**ABSENT: Kozlowski**
**ABSTAIN: None**

6. Resolution No. 11232 - A Resolution of the City Council of the City of Folsom Approving and Confirming the Report of Delinquent Utilities Charges and Requesting Sacramento County to Collect Such Charges on the Tax Roll ***(amended)***

Revenue Services Supervisor Liz Hanna made a presentation.

The public hearing opened at 6:59 p.m. Hearing no requests to speak, the public hearing closed.

Assistant City Attorney Sari Dierking advised the City Council to approve the updated report to reflect the updated amounts.

**Motion by Councilmember Rodriguez, second by Councilmember Chalamcherla, to approve Resolution No. 11232 as updated. Motion passed by the following roll-call vote:**

**AYES: Rohrbough, Chalamcherla, Rodriguez, Aquino**
**NOES: None**
**ABSENT: Kozlowski**
**ABSTAIN: None**

7. Resolution No. 11233 – A Resolution Amending Resolution No. 11172 and Approving the Updated City Impact and Connection Fee Schedule for Law Enforcement, Fire Suppression, General Facilities, Vehicles and Equipment, Park Improvement, Humbug-Willow Creek, Housing Trust, Water, Sanitary Sewer, Solid Waste, Transportation Improvement, Drainage, and Light Rail Impact Fees

Revenue Services Supervisor Liz Hanna made a presentation. Chief Financial Officer Stacey Tamagni and Community Development Director Pam Johns responded to questions from the City Council.

The public hearing opened at 7:04 p.m. Hearing no requests to speak, the public hearing closed.

**Motion by Vice Mayor Aquino, second by Councilmember Rodriguez, to approve Resolution No. 11233. Motion passed by the following roll-call vote:**

**AYES: Rohrbough, Chalamcherla, Rodriguez, Aquino**
**NOES: None**
**ABSENT: Kozlowski**
**ABSTAIN: None**

8. Resolution No. 11235 – A Resolution Amending Resolution No. 11219 and Enacting the Annual Inflationary Adjustment for City User Fees for Planning

Revenue Services Supervisor Liz Hanna made a presentation. Chief Financial Officer Stacey Tamagni responded to questions from the City Council.

The public hearing opened at 7:06 p.m. Hearing no requests to speak, the public hearing closed.

**Motion by Councilmember Rodriguez, second by Councilmember Chalamcherla, to approve Resolution No. 11235. Motion passed by the following roll-call vote:**

**AYES: Rohrbough, Chalamcherla, Rodriguez, Aquino**
**NOES: None**
**ABSENT: Kozlowski**
**ABSTAIN: None**

9. Resolution No. 11236 - A Resolution Approving the Final Engineer's Report for the Following Landscaping and Lighting Districts for Fiscal Year 2024-2025 American River Canyon North, American River Canyon North No. 2, American River Canyon North No. 3, Blue Ravine Oaks,

Blue Ravine Oaks No. 2, Briggs Ranch, Broadstone, Broadstone No. 4, Broadstone Unit No. 3, Cobble Ridge, Cobble Hills Ridge II/Reflections II, Folsom Heights, Folsom Heights No. 2, Hannaford Cross, Lake Natoma Shores, Los Cerros, Natoma Station, Natoma Valley, Prairie Oaks Ranch, Prairie Oaks Ranch No. 2, Prospect Ridge, Sierra Estates, Silverbrook, Steeplechase, The Residences at American River Canyon, The Residences at American River Canyon II, Willow Creek Estates East, Willow Creek Estates East No. 2, Willow Creek Estates South, and Willow Springs

Municipal Landscape Services Manager Jamison Larsen made a presentation and responded to questions from the City Council.

The public hearing opened at 7:09 p.m. Hearing no requests to speak, the public hearing was closed.

**Motion by Councilmember Rodriguez, second by Councilmember Chalamcherla, to approve Resolution No. 11236. Motion passed by the following roll-call vote:**

**AYES: Rohrbough, Chalamcherla, Rodriguez, Aquino**
**NOES: None**
**ABSENT: Kozlowski**
**ABSTAIN: None**

## NEW BUSINESS

10. Resolution No. 11234 - A Resolution of the City of Folsom Conditionally Approving an Affordable Housing Loan in the Amount of $2,700,000 from the City's Housing Fund to Pacific West Communities, Inc. Authorizing the City Manager to Execute a Loan Agreement and Related Documents for the Construction of 52 Affordable Housing Units at the Proposed Harrington Grove Multifamily Affordable Housing Development, and Appropriation of Funds

Community Development Department Senior Planner Stephanie Henry made a presentation and responded to questions from the City Council.

Project proponent Mike Kelly, Pacific Companies, spoke briefly regarding their projects.

**Motion by Councilmember Rodriguez, second by Councilmember Chalamcherla, to approve Resolution No. 11234. Motion passed by the following roll-call vote:**

**AYES: Rohrbough, Chalamcherla, Rodriguez, Aquino**
**NOES: None**
**ABSENT: Kozlowski**
**ABSTAIN: None**

## COUNCIL REQUESTS FOR FUTURE AGENDA ITEMS

Councilmember Rodriguez commented about the study mission to Columbus, Ohio and requested to have Choose Folsom do a presentation regarding the trip.

Councilmember Rohrbough commented about the Kids Play Park "Castle Park" project and requested a progress update. She also requested to have the economic development consultant provide their report at the 8/27 City Council meeting.

## CITY MANAGER REPORTS

City Manager Elaine Andersen spoke about the Sacramento Regional Transit construction project and the extension of bus, bridge and road closures, as well as about the Spirit of Folsom Award and the Battle of Badges Blood Drive.

## COUNCIL COMMENTS

Councilmember Chalamcherla spoke about the coffee with a cop event at the Big Wave Coffee Shop.

Councilmember Rohrbough spoke about the school board decision reducing bus transportation, thanked Mark Rackovan and Marie McKeeth for coming to a meeting with a resident, thanked Chris O'Keefe for putting a plaque on a bench in her neighborhood, and thanked Kelly Gonzalez for going on the Choose Folsom trip in Columbus, Ohio. Lastly, she spoke about recent discussions regarding public and private partnerships.

Councilmember Rodriguez spoke about moving forward with the support of Prop 36 and about customer service from the City of Folsom.

Vice Mayor Aquino spoke about the ceremony at the Teichert plant that she attended with the Mayor regarding 25 million dollars that the Capital SouthEast Connector received from the Department of Transportation and thanked Congressmen Bera and Kiley for securing the funds, and reminded everyone about the City Council recess on August 13.

## ADJOURNMENT

There being no further business to come before the City Council, the meeting was adjourned at 7:31 p.m.

SUBMITTED BY:

_____
Christa Freemantle, City Clerk

ATTEST:

_____
Sarah Aquino, Vice Mayor

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CITY OF
FOLSOM
DISTINCTIVE BY NATURE

# City Council Special Meeting

## MINUTES

**Thursday, August 8, 2024 4:00 PM**

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## CALL TO ORDER

The special City Council meeting was called to order at 4:01 pm with Mayor Kozlowski presiding.

## ROLL CALL:

| | |
|---|---|
| Councilmembers Present: | Sarah Aquino, Vice Mayor<br>YK Chalamcherla, Councilmember<br>Rosario Rodriguez, Councilmember<br>Anna Rohrbough, Councilmember<br>Mike Kozlowski, Mayor |
| Councilmembers Absent: | None |

## ADJOURNMENT TO CLOSED SESSION FOR THE FOLLOWING PURPOSES:

1. Conference with Legal Counsel - Existing Litigation - Pursuant to Government Code Section 54956.9(d)(1): Darlene Miranda v. City of Folsom, Sacramento County Superior Court Case No. 23CV000662
2. Conference with Legal Counsel - Existing Litigation - Pursuant to Government Code Section 54956.9(d)(1): Darcy Pierce v. City of Folsom, Sacramento County Superior Court Case No. 24CV013645
3. Conference with Legal Counsel - Existing Litigation - Pursuant to Government Code Section 54956.9(d)(1): Robert Ryder v. City of Folsom, et al., Sacramento County Superior Court Case No. 24CV014949
4. Public Employee Appointment – Recruitment to Fill the Position of City Manager Following Retirement Announcement of Current City Manager Pursuant to Government Code section 54957(b)(1)

**Motion by Vice Mayor Aquino, second by Councilmember Rodriguez to adjourn to closed session for the above referenced items. Motion passed by the following roll-call vote:**

| | |
|---|---|
| **AYES:** | **Aquino, Chalamcherla, Rodriguez, Rohrbough, Kozlowski** |
| **NOES:** | **None** |
| **ABSENT:** | **None** |
| **ABSTAIN:** | **None** |

## RECONVENE

City Attorney Steven Wang announced that no final action was taken in discussion of items 1-3.

Vice Mayor Aquino announced that in consideration of item 4, the Mayor will issue a request for proposals on August 12 to executive search firms for the recruitment of a city manager; the City Council will hold a closed session on August 20 at 8:00 am to review proposals and will hold another closed session on August 28 at 3:00 pm to interview search firms.

## ADJOURNMENT

There being no further business to come before the City Council, the meeting was adjourned at 5:15 p.m.

SUBMITTED BY:

_____
Christa Freemantle, City Clerk

ATTEST:

_____
Mike Kozlowski, Mayor

# Folsom City Council
## Staff Report

| | |
|---|---|
| **MEETING DATE:** | 8/27/2024 |
| **AGENDA SECTION:** | Consent Calendar |
| **SUBJECT:** | Ordinance No. 1347 – An Uncodified Ordinance of the City of Folsom Adopting Prima Facie Speed Limits on Folsom Lake Crossing, White Rock Road, and Savannah Parkway (Second Reading And Adoption) |
| **FROM:** | Public Works Department |

## RECOMMENDATION / CITY COUNCIL ACTION

The Public Works Department recommends that the City Council conduct the second reading and adopt Ordinance No. 1347 – An Uncodified Ordinance of the City of Folsom Adopting Prima Facia Speed Limits on Folsom Lake Crossing, White Rock Road, and Savannah Parkway.

## BACKGROUND / ISSUE

State law requires local agencies to establish speed limits on public streets based on an Engineering and Traffic Study for Speed Zoning (ETS). The procedure for conducting such a study is defined in the California Vehicle Code (CVC) and the Manual of Uniform Traffic Control Devices (MUTCD). Whenever a new roadway is opened to traffic or when traffic conditions have significantly changed on an existing roadway, then an ETS must be conducted by the local agency. If the ETS concludes that a speed limit higher than the state minimum of 25 miles per hour (MPH) but less than the state maximum of 65 MPH is recommended, the speed limit must be adopted by City Council by ordinance, following a public hearing.

## POLICY / RULE

Section 10.08.030 of the Folsom Municipal Code states that speed limits shall be established by an Engineering and Traffic Study and adopted by ordinance of the City Council.

## ANALYSIS

Speed limits are set to establish a uniform speed that allows traffic to safely traverse a given road segment. The underlying theory is that a proper speed limit will improve traffic flow by reducing conflicts between vehicles traveling at greatly differing speeds. Artificially low limits can create safety problems (i.e., rear-end collisions, tailgating), while artificially high limits can be unsafe under typical roadway and environmental conditions. If a proper speed limit is posted, motorists who significantly exceed the posted limit are clearly unsafe compared to the general traffic flow and can be cited. Further, an ETS allows speed limits to be enforced with radar.

Speed surveys are necessary to determine speed limits in excess of the minimum speed limit of 25 MPH but less than the state maximum limit of either 55 or 65 MPH, depending on the roadway's functional classification. Certain roadways or sections of roadways have "prima facie" limits associated with them. A "prima facie" speed does not require a radar survey, as long as the road segment in question meets specific requirements. Some examples of "prima facie" limits are as follows:

1. 25 MPH on residential streets that are less than 40 feet wide, not more than one-half mile between traffic control devices, and only one lane of traffic per direction.

2. 25 MPH in business districts, as defined by the California Vehicle Code.

3. 25 MPH when passing a senior care facility.

4. 25 MPH when passing a children's play area during times when children are typically present (usually dawn to dusk).

5. 25 MPH when passing a school while children are present when the school is not separated from the roadway by a fence. When the school is fenced, then the 25 MPH limit only applies when children are going to or coming from school, if the roadway is used by school age pedestrians to access the campus.

6. 15 MPH in alleys.

On roadways that do not meet these criteria, an ETS must be performed to determine the proper prima facie speed. An ETS evaluates existing roadway geometric conditions, collision history, and the land uses adjacent to a given road segment. A radar survey is conducted to determine the 85$^{th}$-percentile speed (the speed that is not exceeded by 85 percent of vehicles surveyed), the average speed, and the 10 MPH pace (a 10 MPH range of speeds in which the majority of vehicles were traveling). The nearest 5 MPH increment to the 85$^{th}$-percentile speed is typically deemed the appropriate speed limit, unless other conditions are present that, in the opinion of the traffic engineer, justify further reduction; in which case the engineer may cite a one-time, downward zoning of an additional five miles per hour.

The Public Works Department conducts speed surveys on a road-by-road basis, conducting several speed surveys along a given roadway wherever there are logical segments based on the road geometry and adjacent land use. The item before the Council currently focuses on three roadways:

One newly created roadway, Savannah Parkway from East Bidwell Street to White Rock Road, and two existing roadways that have recently undergone improvements which require it to be re-surveyed to establish a new 85th percentile speed; White Rock Road and Folsom Lake Crossing. White Rock Road was redesigned in 2022 to expand the roadway from a two-lane undivided roadway to a four-lane divided roadway as part of the Capital SouthEast Connector Project. A median barrier was recently installed on Folsom Lake Crossing between East Natoma Street and Folsom Dam Road, which changed the conditions of the roadway enough to warrant a new ETS. The recommended speed limit of 45 MPH on Folsom Lake Crossing between East Natoma Street and Folsom Dam Road would create a continuous speed limit of 45 MPH beginning at Empire Ranch Road and East Natoma Street to Folsom Lake Crossing and Dam Road. Folsom Lake Crossing from Dam Road to Folsom Auburn Road would continue to have its existing 55 MPH speed limit posted. In the future, the second phase of the Folsom Lake Crossing Median Barrier project would trigger the need to re-survey that section of the roadway.

The results of the speed surveys conducted for these roadways are attached for your information.

The Traffic Safety Committee reviewed the recommended speed limits for Folsom Lake Crossing and Savannah Parkway at the May 23, 2024 meeting and voted 6-0 to support the recommendation to establish the 45 MPH speed limit on Folsom Lake Crossing between East Natoma Street and Folsom Dam Road and establish the 35 MPH speed limit on Savannah Parkway from East Bidwell Street to White Rock Road. The Traffic Safety Committee reviewed the recommended 60 MPH speed limit for White Rock Road between East Bidwell Street and Prairie City Road at the January 26, 2023 meeting and approved the recommendation unanimously 5-0. A copy of each Action Summary from that meeting is attached.

## FINANCIAL IMPACT

This item has no impact on the City's General Fund.

## ENVIRONMENTAL REVIEW

This action is exempt from environmental review under the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15301.

## ATTACHMENTS

1. Ordinance No. 1347 – An Uncodified Ordinance of the City of Folsom Adopting Prima Facie Speed Limits on Folsom Lake Crossing, White Rock Road, and Savannah Parkway (Second Reading and Adoption)

2. Action Summaries of the January 26, 2023 and the May 23, 2024 Traffic Safety Committee Meetings

Submitted,

Mark Rackovan, PUBLIC WORKS DIRECTOR

# Attachment 1

# Ordinance No. 1347

# ORDINANCE NO. 1347

## AN UNCODIFIED ORDINANCE OF THE CITY OF FOLSOM ADOPTING PRIMA FACIE SPEED LIMITS ON FOLSOM LAKE CROSSING, WHITE ROCK ROAD, AND SAVANNAH PARKWAY

The City Council of the City of Folsom hereby does ordain as follows:

### SECTION 1. PURPOSE

A. State law requires that local agencies establish speed limits on public streets within their jurisdictions using criteria defined in the California Vehicle Code; and

B. No previous adoption of speed limits on Savannah Parkway exists in the City of Folsom; and

C. White Rock Road and Folsom Lake Crossing have had significant roadway improvements completed since their last valid Engineering and Traffic Study performed; and,

D. The Public Works Department has conducted valid Engineering and Traffic Studies for speed zoning to determine prima facie speeds on Folsom Lake Crossing, White Rock Road, and Savannah Parkway; and

E. The proposed speed limits were reviewed and approved by the Traffic Safety Committee on January 26, 2023 for White Rock Road and May 23, 2024 for Folsom Lake Crossing and Savannah Parkway; and

F. Notice of hearing has been given in the form and in the manner required by State law and the Folsom Municipal Code.

### SECTION 2. DESIGNATION OF PRIMA FACIE SPEED LIMITS

The Prima Facie speed limits on Folsom Lake Crossing, White Rock Road, and Savannah Parkway are summarized as set forth on Exhibit A.

### SECTION 3. SEVERABILITY

If any section, subsection, clause, phrase, or portion of this Ordinance is for any reason held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Ordinance. The City Council hereby declares that it would have adopted this Ordinance and each section, subsection, sentence, clause, phrase or portion thereof, irrespective of the fact that any one or more sections, subsections, clauses, phrases or portions be declared invalid or unconstitutional.

### SECTION 4. EFFECTIVE DATE

This ordinance shall become effective thirty (30) days from and after its passage and adoption, provided it is published in full or in summary within twenty (20) days after its adoption in a newspaper of general circulation in the City.

This ordinance was introduced and the title thereof read at the regular meeting of the City Council on July 23, 2024 and the second reading occurred at the regular meeting of the City Council on August 27, 2024.

On a motion by Councilmember _____, seconded by Councilmember _____, the foregoing ordinance was passed and adopted by the City Council of the City of Folsom, State of California, this 27th day of August 2024 by the following roll-call vote:

**AYES:** Councilmember(s):
**NOES:** Councilmember(s):
**ABSENT:** Councilmember(s):
**ABSTAIN:** Councilmember(s):

_____
Michael D. Kozlowski, MAYOR

ATTEST:

_____
Christa Freemantle, CITY CLERK

# Exhibit A

CHART OF RECOMMENDED SPEED LIMITS

**Table 2** – Speed Survey Recommendations

| Street Segment | Existing Speed Limit (mph) | Recommended Speed Limit (mph) | 85% Speed (mph) | Median Speed (mph) | 10 mph Pace Range (mph) | % of Veh. In Pace |
|---|---|---|---|---|---|---|
| **Folsom Lake Crossing** between East Natoma St and Folsom Dam Rd | 55 | 45* | 51.6 | 47.6 | 44-53 | 86% |
| **Savannah Parkway** between East Bidwell St and White Rock Rd | Not Posted | 35* | 39.3 | 35.6 | 31-40 | 76% |
| **White Rock Road** between Prairie City Road and East Bidwell Street | Not Posted | 60* | 66.3 | 61.6 | 55-64 | 57% |

Note:
* 5 MPH reduction applied. Refer to Speed Survey Worksheet for summary of roadway conditions in support of reduction.

*Figure 1*
*Folsom Lake Crossing Vicinity Map*

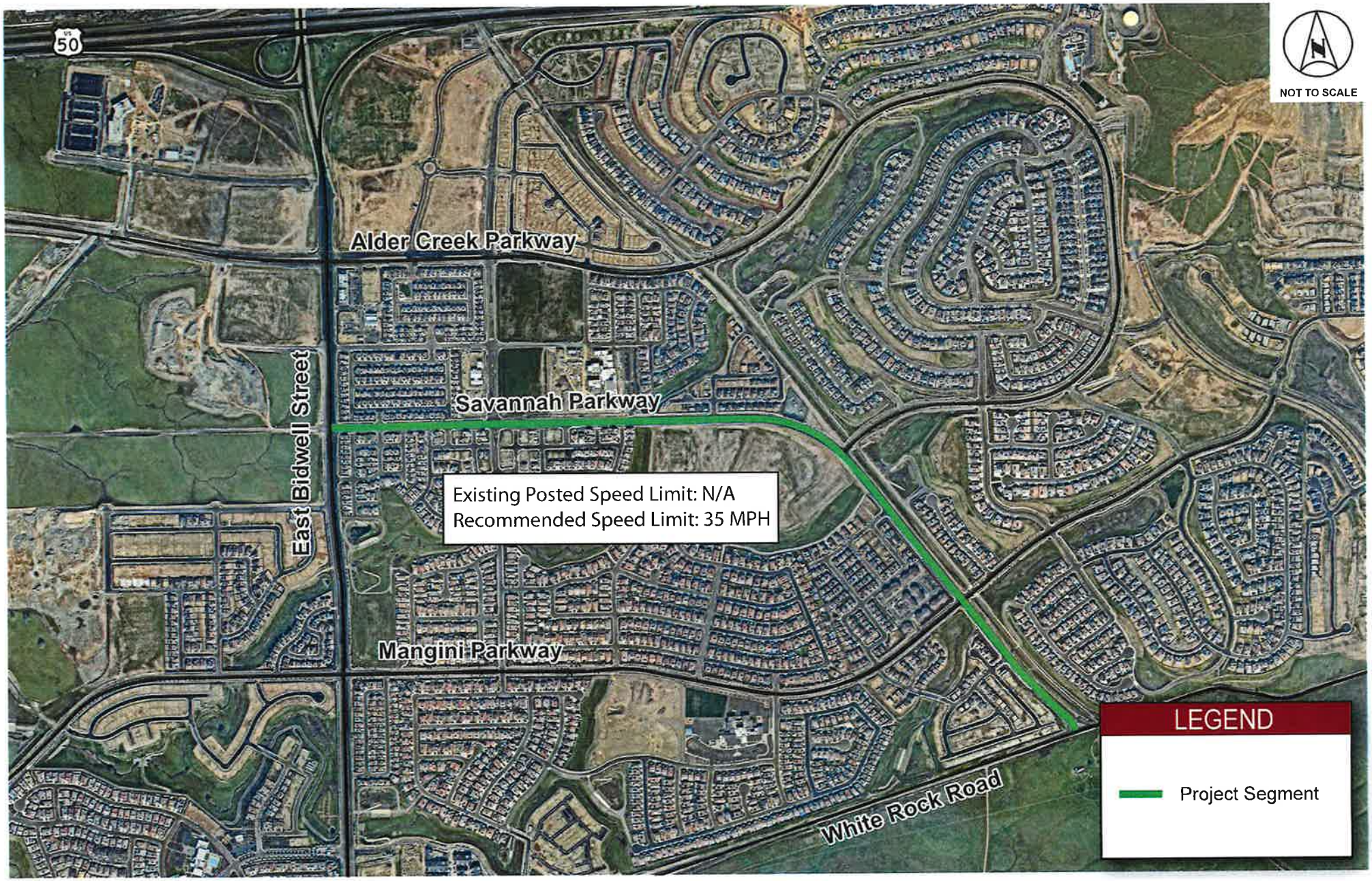


*Figure 2*
*Savannah Parkway Vicinity Map*

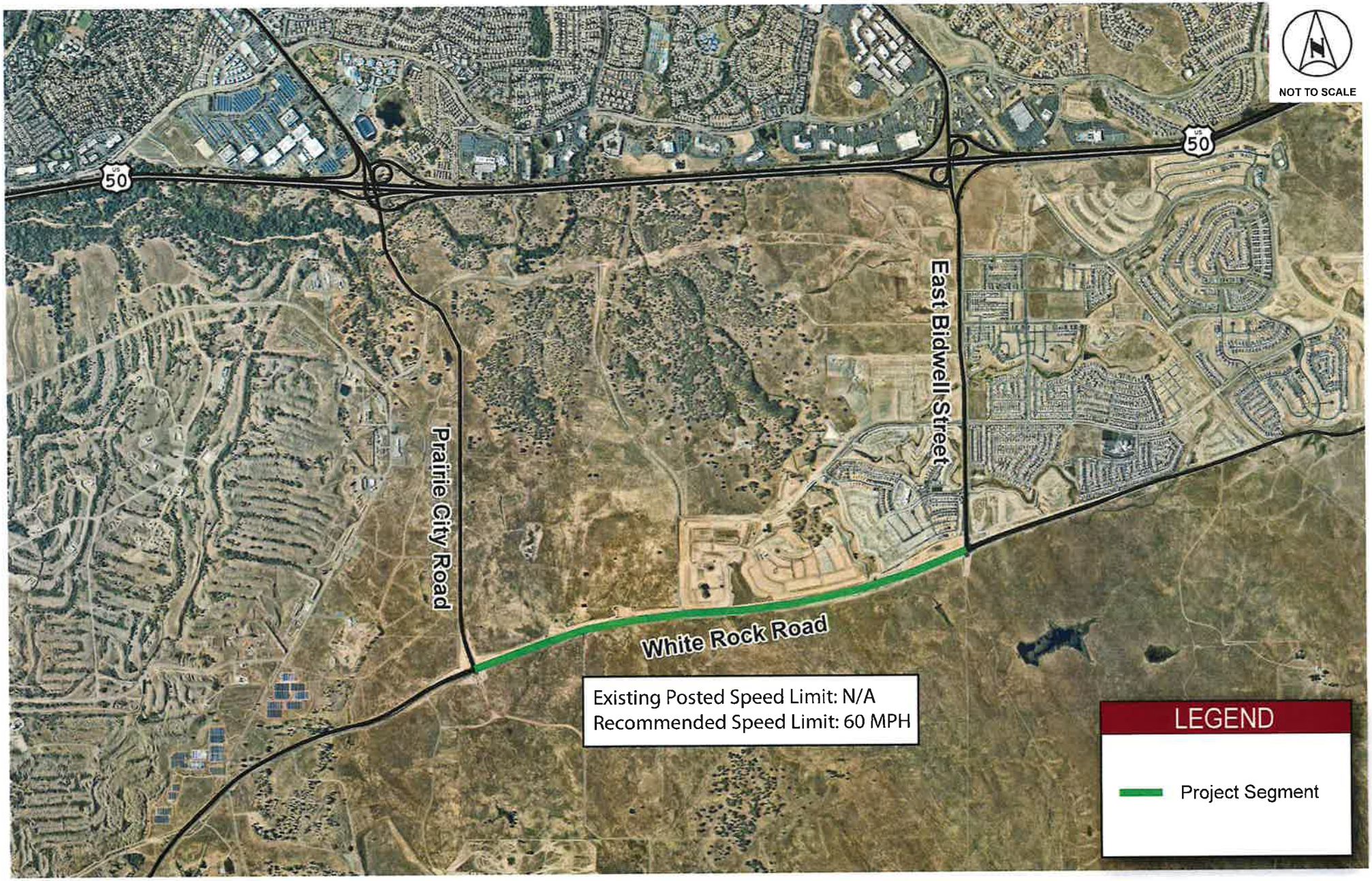




*Figure 3*
*White Rock Road Vicinity Map*

# Attachment 2

Action Summaries

Traffic Safety Committee Meetings

January 26, 2023, and May 23, 2024

City of Folsom
**TRAFFIC SAFETY COMMITTEE**
**MEETING MINUTES**
4:00 p.m., Thursday, January 26, 2023

## 1. MEETING CALLED TO ORDER

Meeting called to order at 4:05 pm

## 2. ROLL CALL:

Bailey, Bosch, Brausch, Galovich, Goddard, McGee, Washburn

Present: Bailey, Bosch, Brausch, Galovich, Goddard Absent: McGee, Washburn

## 3. APPROVE ACTION SUMMARY

Action Summary of the October 27th, 2022, and Dec 8th, 2022 meeting will stand approved unless any Committee member requests a revision.

Bailey moved and Bosch seconded, committee unanimous that both stand approved.

## 4. BUSINESS FROM FLOOR/GOOD OF THE ORDER

Discuss any items not on the agenda that a member of the public wishes to bring to the Committee's attention. The Committee cannot take formal action on the item but can request that it be placed on a future agenda for further discussion if necessary.

Daren Sandusky, a Folsom Ranch resident, requested that in the future a 3 way stop sign be considered at the intersection of East Bidwell and Old Ranch Way.

## 5. ACTION/DISCUSSION ITEMS

Administrative Business

a. Oath of Office for At-Large Representatives

Zach Bosch administered the Oath to all At-Large representatives and the documents were properly signed.

b. Selection of Chair/Vice Chair

Brausch moved and Goddard seconded, committee unanimous that Scott Bailey be selected as Chair. Brausch moved and Bosch seconded, committee unanimous that Kevin Goddard be selected as Vice Chair.

c. Meeting Schedule for 2023 and 2024

Bailey moved and Goddard seconded, committee unanimous. Committee voted to maintain a monthly schedule (on an as-needed basis) on the fourth Thursday of those months, at 4:00 pm.

Neighborhood Issues

d. Parkshore Drive RRFB request

Goddard moved and Bausch seconded, committee unanimous. Committee approves Rectangular Rapid Flashing Beacons at both crosswalks on Parkshore Drive.

Action Items

e. Speed Limit on White Rock Road between East Bidwell and Prairie City Road

Brausch moved and Goddard seconded, committee unanimous. The Committee recommends a posted speed limit of 60 MPH on White Rock Road between East Bidwell and Prairie City Road.

## 6. INFORMATIONAL ITEMS

a. Retention of Traffic Safety Committee Records

- Bosch presented the City's newly approved retention schedule that requires the retention of Committee audio recordings of meetings for 2 years.
- Committee informally discussed Folsom Lake Crossing and East Natoma barriers. Bailey asked Bosch for cost estimate information for this project to be provided at the February TSC meeting if possible.

## 7. ADJOURNMENT

Meeting adjourned at 5:30 pm

CITY OF FOLSOM
DISTINCTIVE BY NATURE

**Traffic Safety Committee Meeting**

**Meeting Minutes**

City Council Chambers | 50 Natoma Street, Folsom CA 95630
May 23, 2024
4:00 PM

## 1. CALL TO ORDER

Committee Member Goddard called the meeting to order at 4:01 p.m.

## 2. ROLL CALL

PRESENT: S. Bailey, Z. Bosch, J. Brausch, T. Galovich, K. Goddard, C. Wilson, M. Washburn

ABSENT: M. McGee

## 3. MINUTES

Approval of the Minutes of the April 4, 2024, Regular Meeting.
Goddard motioned to accept the minutes.
Brausch seconded the motion.
Motion carried with the following vote:

| | |
|---|---|
| AYES: | Bosch, Brausch, Galovich, Goddard |
| ABSTAIN: | Bailey, Washburn |
| ABSENT: | McGee |

## 4. BUSINESS FROM THE FLOOR/GOOD OF THE ORDER

None

## 5. ACTION/DISCUSSION ITEMS

NOTE: 4:26 p.m.; Sargent Galovich asked to be excused as he was called to an accident scene. Five Committee Members remained.

Neighborhood Issues

a. Speed Limit Adoptions for Folsom Lake Crossing & Savannah Parkway

Member Bosch presented the Kimley Horn speed study data and recommendations for these segments. The Traffic Safety Committee recommends the adoption of these speed limits: 45 MPH on the Folsom Lake Crossing segment between East Natoma Street and Folsom Dam Roadd and 35 MPH the entire length of Savannah Parkway (East Bidwell Street to White Rock Road).

Brausch proposed the motion.
Goddard seconded the motion.
Motion carried with the following vote:

| | |
|---|---|
| AYES: | Bosch, Brausch, Bailey, Goddard, Washburn |
| ABSTAIN: | None |
| ABSENT: | McGee, Galovich |

b. Folsom Boulevard Bike Ped Overcrossing Preferred Alternative Grant Application

Brett Bollinger, Senior Trails Planner with the Parks and Recreation Department, presented information on this topic and concluded with a request that we give direction that it be submitted for grant consideration.

The Traffic Safety Committee recommends that the Folsom Boulevard Bike Pedestrian Overcrossing Project be submitted for consideration in the Active Transportation Cycle 7 round for both the statewide and regional programs.

Brausch proposed the motion.
Washburn seconded the motion.
Motion carried with the following vote:

| | |
|---|---|
| AYES: | Bosch, Brausch, Goddard, Bailey, Washburn |
| ABSTAIN: | None |
| ABSENT: | McGee, Galovich |

## 6. INFORMATIONAL ITEMS

a. FAQ's for City/Traffic Safety Committee Website

Member Brausch created the discussed and proposed FAQs.

During the discussion, Chairman Bailey suggested some additions relative to school areas (buses, hug and go, etc.). Member Brausch will discuss these further with Member Washburn and develop that section further.

Member Brausch recognized a need to add scooters/e-bike section and she will further develop this section.

Generally, this document seems valuable and the Traffic Safety Committee recommends it be put into use as soon as it is updated/revised to include the above suggested additional information.

Bailey proposed the motion.
Bosch seconded the motion.
Motion carried with the following vote:

| | |
|---|---|
| AYES: | Bosch, Brausch, Bailey, Goddard, Washburn |
| ABSTAIN: | None |
| ABSENT: | McGee, Galovich |

NOTE: At 4:44 p.m.; Matt Washburn asked to be excused as he needed to attend Folsom High School graduation ceremonies.

b. Project Update for Folsom Lake Crossing Median Barrier Phase 2

Member Bosch informed the committee that Caltrans is awaiting Federal release of the appropriations. Once released, they will flow quickly to the City of Folsom, and the project will get underway. Member Bosch anticipates it will be a one-year project.

Member Brausch asked that, during the official design phase of the project, a conversation take place regarding the collision activity in the Gun Range Road area, with consideration being given to potentially closing off the turn lanes in the middle of this segment so the barrier can be continuous/solid all the way through.

c. Traffic Safety Committee Action Item Updates

Member Bosch reported that most of the back-ordered items are in or due in and that many of our outstanding items will be cleared very soon.

Member Brausch asked for a quick Local Roadway Safety Plan (LRSP) update. Member Bosch informed the committee that Kimley-Horn is in the process of developing the data for the update of this document. Member Brausch requested a discussion regarding the status/completion of the 2019 priorities as the 2024/25 priorities are developed. Member Bosch stated that staff has identified Folsom Boulevard, City limit Folsom/Auburn Road through to Highway 50 as a priority for improvements. Others suggested Blue Ravine Road and East Bidwell Steet. All will be discussed in the creation of the updated LRSP, which is needed before Highway Safety Improvement Program (HSIP) applications are due in September.

d. Upcoming Traffic Safety Committee Items

No right turn on red at Scott Street and Riley Street is still to be a future agenda item.

The next meeting is on June 27, 2024.

## 7. ADJOURNMENT

Meeting adjourned at 5:09 p.m.

# Folsom City Council
## Staff Report

| | |
|---|---|
| **MEETING DATE:** | 8/27/2024 |
| **AGENDA SECTION:** | Consent Calendar |
| **SUBJECT:** | Resolution No. 11238 – A Resolution Electing the Population and Inflation Factors and Establishing the Fiscal Year 2024-25 Appropriations Limit |
| **FROM:** | Finance Department |

## RECOMMENDATION / CITY COUNCIL ACTION

It is recommended that the City Council adopt Resolution No. 11238 – A Resolution Electing the Population and Inflation Factors and Establishing the FY 2024-25 Appropriations Limit.

## BACKGROUND / ISSUE

The Gann Spending Limitation Initiative (Article XIII B of the State Constitution) adopted as Proposition 4 in June 1979 (and subsequently modified by Proposition 111 in June 1990), requires the City to annually adopt a resolution setting an appropriations limit for the upcoming fiscal year. The Gann Spending Limitation was intended to provide citizen control of government spending and taxation.

The City Manager's Fiscal Year 2024-25 Operating Budget and Capital Improvement Plan (CIP) was adopted by the City Council on June 25, 2024.

## POLICY / RULE

California Government Code, Section 7910 (a) "each year the governing body of each local jurisdiction shall, by resolution, establish its appropriations limit and make other necessary determinations for the following fiscal year pursuant to Article XIII B of the California Constitution at a regularly scheduled meeting or noticed special meeting…."

California Constitution, Article XIIIB, Sec. 1. "The total annual appropriations subject to limitation of the State and of each local government shall not exceed the appropriations limit of the entity of government for the prior year adjusted for the change in the cost of living and the change in population, except as otherwise provided in this article.

Folsom Municipal Code, Section 3.02.030, Budget
"An Annual Budget shall be prepared by the City Manager, with the assistance of the Finance Director. . . . (G) The City Council shall adopt the annual budget by Resolution by fund and program by affirmative vote of at least three members, on or before the last working day of the last month of the current fiscal year. If the City Council fails to adopt the budget by the last working day of the current fiscal year, the budget as presented by the City Manager shall be deemed adopted."

## ANALYSIS

Information from the California Department of Finance regarding population and per capita personal income has now been received and the calculation for the Gann Spending Limitation is attached. The establishment of the 2024-25 Appropriations Limit ("Gann Limit") is necessary to comply with Article XIIIB of the State Constitution. The Gann Limit limits the amount of revenue classified as proceeds of taxes that can be appropriated in any fiscal year by a government entity. Certain exclusions are allowed including transfers, capital outlay and payments for debt service. The maximum allowable appropriation of revenues subject to limitations for Fiscal Year 2024-25 is $139,413,598 and the FY 2024-25 Budget with the exclusions, referenced above, is within this limit. This maximum amount increases or decreases each year depending on the percentage change in the per capita personal income (3.62%) and the percentage change in population (2.41%). The California Department of Finance has estimated the total population for the City of Folsom as of January 1, 2024 as 88,023, and after deducting prison population the estimated population is 83,443. The formula for calculating the limits was based on the Fiscal Year 1978-79 "base year" revenues. For Fiscal Year 2024-25 the budgeted revenues subject to limitation total $91,059,496 which is $48,354,102 less than the maximum allowed.

## ATTACHMENTS

1. Resolution No. 11238 – A Resolution Electing the Population and Inflation Factors and Establishing the FY 2024-25 Appropriations Limit
2. Gann Appropriations Limit for FY 2024-25

Submitted,

Stacey Tamagni, Finance Director/CFO

# ATTACHMENT 1

Resolution No. 11238 – A Resolution Electing the Population and Inflation Factors and Establishing the FY 2024-25 Appropriations Limit

# RESOLUTION NO. 11238

## A RESOLUTION ELECTING THE POPULATION AND INFLATION FACTORS AND ESTABLISHING THE FISCAL YEAR 2024-25 APPROPRIATIONS LIMIT

**WHEREAS,** Section 3.02.030 of the Folsom Municipal Code states "An Annual Budget shall be prepared by the City Manager, with the assistance of the Finance Director . . ."; and

**WHEREAS,** the City Council is required by Government code 7910 to establish its appropriations limit by resolution and approve the appropriate inflation and population factors used in the calculation of the limit; and

**WHEREAS,** on the 25th day of June 2024, the City Council approved the Fiscal Year 2024-25 Operating Budget and Capital Improvement Plan; and

**WHEREAS**, the Budget sets forth the "Proposition 4 Appropriations Limitation Schedule", computed using the City population growth factor of 2.41% and the California Per Capita personal income change factor of 3.62% as determined by the State of California, Department of Finance, for the Fiscal Year 2024-25 for the City of Folsom; and

**WHEREAS,** the documentation used in the determination of the appropriations limit has been available to the public in the City Clerk's Office for fifteen days prior to the meeting; and

**WHEREAS**, the City of Folsom's appropriations limit for the Fiscal Year 2024-25 shall be $139,413,598.

**NOW, THEREFORE, BE IT RESOLVED** by the City Council of the City of Folsom that the Gann Appropriations Limit is approved.

**PASSED AND ADOPTED** this 27th day of August 2024, by the following roll-call vote:

AYES: Councilmember(s):
NOES: Councilmember(s):
ABSTAIN: Councilmember(s):
ABSENT: Councilmember(s):

Michael D. Kozlowski, MAYOR

ATTEST:

Christa Freemantle, CITY CLERK

# ATTACHMENT 2

## Gann Appropriations Limit for FY 2024-25

| RESOURCES | | APPROPRIATIONS | |
|---|---|---|---|
| PROCEEDS OF TAXES | | SUBJECT TO LIMITATIONS: | |
| Property Taxes | $ 44,658,430 | | |
| Sales Taxes | 29,075,767 | | |
| Special Taxes | 4,677,000 | | |
| State Subventions | 10,819,022 | | |
| Franchise Taxes | 817,000 | | |
| Business Licenses | 779,525 | | |
| TOTAL PROCEEDS OF TAXES | $ 90,826,744 | $ 90,826,744 | |
| Interest Income | 232,752 | 232,752 | |
| TOTAL SUBJECT TO LIMITATIONS | $ 91,059,496 | $ 91,059,496 | |
| NON-PROCEEDS OF TAXES | | NOT SUBJECT TO LIMITATIONS: | |
| | | $ 26,009,551 | General Fund not financed with proceeds of taxes |
| | | 11,936,049 | Special Revenue Funds |
| | | 7,114,733 | Capital Project Funds |
| | | 54,116,756 | Enterprise Funds |
| | | 23,924,211 | Internal Service Funds |
| | | 21,371,666 | Trust Funds |
| | | - | Miscellaneous General Funds |
| TOTAL NON-PROCEEDS OF ALL TAXES | 144,472,966 | 144,472,966 | |
| TOTAL ALL RESOURCES | $ 235,532,462 | $235,532,462 | |

| | |
|---|---|
| Maximum allowable appropriation subject to limitations 2024-2025 fiscal year | $139,413,598 |
| Less: Total appropriation subject to limitation for 2024-2025 fiscal year | (91,059,496) |
| BALANCE UNDER ARTICLE XIIIB LIMIT: | $ 48,354,102 |

# Folsom City Council
## Staff Report

| | |
|---|---|
| **MEETING DATE:** | 8/27/2024 |
| **AGENDA SECTION:** | Consent Calendar |
| **SUBJECT:** | Resolution No. 11239 – A Resolution Authorizing the City Manager to Execute a Purchase Agreement with Golden State Fire Apparatus Inc. for One Pierce Velocity PUC Type 1 Fire Engine |
| **FROM:** | Fire Department |

## RECOMMENDATION / CITY COUNCIL ACTION

The Fire department recommends that the City Council move and adopt Resolution No. 11239 – A Resolution Authorizing the City Manager to Execute a Purchase Agreement with Golden State Fire Apparatus Inc. for One Pierce Velocity PUC Type 1 Fire Engine

## BACKGROUND / ISSUE

Fire engines are the front-line vehicles used by the Fire department to carry hose, water, tools, and the pump to extinguish fires. The Fire department requires a replacement Type 1 fire engine for Station 37. This purchase is approved in the Fire department Fiscal Year 2024-25 Operating Budget. This fire engine will take approximately 48 months to build with an estimated delivery date of August 2028. City vehicle #1231 (2016 Pierce Velocity Pierce Ultimate Configuration (PUC)) will be placed as a reserve engine in the Fire department fleet inventory.

Staff is recommending that the City of Folsom enter into a cooperative purchase agreement with Golden State Fire Apparatus Inc. of Sacramento, California using the Houston-Galveston Area Council Cooperative Purchasing Program (HGACBuy) to purchase one Type 1 fire engine. The total price to purchase this fire engine is $1,241,742.

## POLICY / RULE

Folsom Municipal Code, Section 2.36.170, Cooperative Purchasing, describes the procedures to enter into a cooperative purchase agreement with another public agency for the procurement of supplies, equipment, or service.

Section 2.36.080, Award of Contracts of the Folsom Municipal Code states, in part, that contracts for supplies, equipment, services, and construction with an estimated value of $73,209 or greater shall be awarded by City Council.

## ANALYSIS

The Fire department staffs five Type 1 fire engines daily. Station 35 maintains one Type 1 engine as a ready reserve, and two additional Type 1 fire engines are kept as mechanical reserves. The City of Folsom replaces its fleet based on age and maintenance costs.

The Fire department has conducted extensive research and determined that cooperative purchase through the HGACBuy would provide the City of Folsom with the best product at the best price. HGACBuy has for 30 years assisted local government members nationally in reducing competitive bid costs associated with procuring products and services. There are several California municipalities who participate in the HGACBuy program. They include the Cities of Auburn, Roseville, Rancho Cordova, Sacramento, Vacaville, and Woodland. The County of Sacramento and the Sacramento Metropolitan Fire District are also participants in the program.

Golden State Fire Apparatus Inc. has been awarded a contract through HGACBuy to supply fire apparatus on behalf of Pierce Manufacturing Inc. The City of Folsom will save an additional 5% over the lowest bid price that Golden State Fire Apparatus Inc. can offer by utilizing HGACBuy. The City Attorney's office has reviewed the HGACBuy process and determined its use to be consistent with city policy.

This purchase would replace our oldest Pierce Velocity (PUC) in-service engine in our fleet. This engine would be a Pierce Velocity (PUC) Type 1, full size fire engine equipped with seating for four, a five-hundred-gallon water tank, a 1,500 gallon per minute pump, and all required equipment. The engine would respond as an in-service apparatus on medical aids, public assists, structure fires, fire alarms, and hazardous materials incidents.

## FINANCIAL IMPACT

The contract with Golden State Fire Apparatus Inc. would be authorized for $1,241,742 with a 5% contingency amount of $62,087 for a total amount not to exceed $1,303,829.

Funds in the amount of $1,303,829 are budgeted and available in the Fiscal Year 2024-25 Fire department budget.

| | | |
|---|---|---|
| One Velocity PUC Type 1 Fire Engine | | $1,246,382 |
| (HGAC contract number FS12-23, MODEL 23P-108) | | |
| Discount For 100% Pre-Payment at Time of Order | $182,010 | |
| Fire Fighting Equipment | | $68,904 |
| One (1) Factory Inspection Trip | | $8,524 |
| Delivery / Dealer Preparation | | $7,800 |
| Total Apparatus Cost | | $1,149,600 |
| *Sales Tax @ 7.75%* | | $89,094 |
| California Tire Fee | | $11 |
| Performance Bond | | $3,037.00 |
| **Total Purchase** | | **$1,241,742** |
| *5% Contingency* | | $62,087 |

## ENVIRONMENTAL REVIEW

This action is not considered a project under Section 15061(b)(3) or 15378(b)(2) of the California Environmental Quality Act Guidelines, and as such is exempt from environmental review.

## ATTACHMENTS

1. Resolution No. 11239 – A Resolution Authorizing the City Manager to Execute a Purchase Agreement with Golden State Fire Apparatus Inc. for One Pierce Velocity PUC Type 1 Fire Engine

Submitted,

Ken Cusano, Fire Chief

# RESOLUTION NO. 11239

## A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE A PURCHASE AGREEMENT WITH GOLDEN STATE FIRE APPARATUS INC. FOR ONE PIERCE VELOCITY PUC TYPE 1 FIRE ENGINE

**WHEREAS,** the Fire department staff has completed extensive research and validated the need to acquire a replacement Type 1 fire engine; and

**WHEREAS,** staff reviewed and recommended participation in a cooperative purchasing agreement with the Houston-Galveston Area Council utilizing Golden State Fire Apparatus Inc., for purchase of a new fire engine to ensure purchase of the best product at the best price; and

**WHEREAS**, Golden State Fire Apparatus will manufacture, supply, and deliver one Pierce Velocity PUC Type 1 fire engine meeting the Fire department's specifications in the amount of $1,241,742 with a 5% contingency in the amount of $62,087 for a total amount of $1,303,829; and

**WHEREAS,** sufficient funds have been allocated and budgeted in the Fire department's Fiscal Year 2024-25 Budget; and

**WHEREAS**, the agreement will be in a form acceptable to the City Attorney;

**NOW, THEREFORE, BE IT RESOLVED** that the City Council of the City of Folsom authorizes the City Manager to execute a purchase agreement with Golden State Fire Apparatus Inc., for one Pierce Velocity PUC Type 1 fire engine for a total amount not to exceed $1,303,829.

**PASSED AND ADOPTED** this 27th day of August 2024, by the following roll-call vote:

**AYES:** Councilmember(s):
**NOES:** Councilmember(s):
**ABSENT:** Councilmember(s):
**ABSTAIN:** Councilmember(s):

Michael D. Kozlowski, MAYOR

ATTEST:

Christa Freemantle, CITY CLERK

# Folsom City Council
## Staff Report

| | |
|---|---|
| **MEETING DATE:** | 8/27/2024 |
| **AGENDA SECTION:** | Consent Calendar |
| **SUBJECT:** | Resolution No. 11240 – A Resolution Authorizing the City Manager to Execute Amendment No. 1 to the Agreement (Contract No. 173-21 22-007) with PSOMAS for Additional Construction Management and Inspection Services for the Natoma Alley Rehabilitation and Replacement Project (Project WW1404) and Appropriation of Funds |
| **FROM:** | Environmental and Water Resources Department |

## RECOMMENDATION / CITY COUNCIL ACTION

The Environmental and Water Resources Department recommends the City Council pass and adopt Resolution No. 11240 – A Resolution Authorizing the City Manager to Execute Amendment No. 1 to the Agreement (Contract No. 173-21 22-007) with PSOMAS for Additional Construction Management and Inspection Services for the Natoma Alley Rehabilitation and Replacement Project (Project WW1404) and Appropriation of Funds.

## BACKGROUND / ISSUE

The Environmental and Water Resources (EWR) Department identifies sewer infrastructure rehabilitation and replacement projects through sewer master plans and ongoing sewer condition assessment programs. As a condition of the City's State permit for its wastewater collection system, the EWR Department is required to perform ongoing condition assessments on the wastewater system and correct any defects/deficiencies identified through this process. Through these efforts, City staff identified the Natoma Alley Rehabilitation and Replacement Project as needing improvement.

In January 2022, Folsom City Council approved Resolution No. 10790 authorizing the City Manager to execute an agreement with PSOMAS to perform construction management and inspection services for the Natoma Alley Rehabilitation and Replacement Project.

This project involves the rehabilitation of approximately 5,000 feet of sewer infrastructure along the Persifer and Mormon Alleys between Stafford Street and Coloma Street and along Natoma Street, Coloma Street, Mill Street, and Mormon Street. This project also involves relocating private sewer laterals. Through the City's sewer condition assessment program, City staff has had to perform continual maintenance in this area in order to sustain operations of these systems. These pipes are beyond their serviceable life and require rehabilitation and replacement.

This resolution will authorize the City Manager to execute Amendment No. 1 to the Agreement (Contract No. 173-21 22-007) with PSOMAS for additional Construction Management and Inspection Services for the Natoma Alley Rehabilitation and Replacement Project for a not-to-exceed amount of $30,000 and appropriation of funds.

## POLICY / RULE

In accordance with Chapter 2.36 of the Folsom Municipal Code, supplies, equipment, services, and construction with a value of $73,209 or greater shall be awarded by City Council.

## ANALYSIS

In October of 2018, the EWR Department completed a pre-qualification process for construction management and inspection services for water and wastewater projects. The consulting firm PSOMAS was one of six firms selected to provide these services for this type of project through this previously completed competitive selection process. In January 2022, of the six consultants pre-qualified for construction management and inspection services, PSOMAS was selected to provide these services for the Natoma Alley Rehabilitation and Replacement Project based on their past municipal project experience involving property owner notification and coordination and alternative construction methods, qualifications, and abilities for performing these types of construction management and inspection services. Previous project experience also included customer related impacts due to service shutdowns, relocation of public and private water and sewer services, and private property restoration related to infrastructure improvements.

In February 2022, the City of Folsom entered into an agreement with PSOMAS to provide construction management and inspection services for the Natoma Alley Rehabilitation and Replacement Project for a not-to-exceed amount of $548,000. This initial work included project management during construction, inspection services, submittal management, responses to Requests for Information (RFI), construction meetings, progress payment reviews, etc. PSOMAS is currently providing construction management and inspection services for the Natoma Alley Rehabilitation and Replacement Project.

The construction phase for the Natoma Alley Rehabilitation and Replacement Project was unexpectedly extended due to design changes, weather conditions, and delays in obtaining necessary easements. The original schedule for construction management and inspection services was from January 2022 through February 2023. However, the actual construction management and inspection services began in June 2022 and continued through August 2024. The additional construction management and inspection services that PSOMAS is providing include the following:

- Additional hours for project management and resident engineer services
- Additional hours for construction inspection
- Additional hours to create electronic version of As-Builts

This resolution will authorize the City Manager to execute Amendment No. 1 to the Agreement (Contractor No. 173-21 22-007) with PSOMAS for Additional Construction Management and Inspection Services for the Natoma Alley Rehabilitation and Replacement Project and Appropriation of Funds for a new not-to-exceed amount of $30,000.

## FINANCIAL IMPACT

The City Council approved Resolution No. 10790 at the January 25, 2022 City Council meeting authorizing the City Manager to execute an agreement with PSOMAS for construction management and inspection services during construction for the Natoma Alley Rehabilitation and Replacement Project (Project WW1404) for a total amount not to exceed $548,000. The Natoma Alley Rehabilitation and Replacement Project is included in the Capital Improvement Plan with a Fiscal Year 2024-2025 project budget of $5,311,000. The project budget will require an appropriation in the amount of $30,000 for this amendment. This will bring the total project budget up to $5,341,000 and new contract amount with PSOMAS up to $578,000. Sufficient funds are available in the Sewer Operating Fund (Fund 530) for the appropriation.

## ENVIRONMENTAL REVIEW

This project is replacement and/or improvement of existing infrastructure with negligible or no expansion of use and therefore is categorically exempt from environmental review under the California Environmental Quality Act as noted in Title 14 – California Code of Regulations, Chapter 3 – Guidelines for Implementation of the California Environmental Quality Act, Article 19 – Categorical Exemptions, Sections 15301 (Existing Facilities) and/or 15302 (Replacement or Reconstruction).

## ATTACHMENT

Resolution No. 11240 – A Resolution Authorizing the City Manager to Execute Amendment No. 1 to the Agreement (Contract No. 173-21 22-007) with PSOMAS for Additional Construction Management and Inspection Services for the Natoma Alley Rehabilitation and Replacement Project (Project WW1404) and Appropriation of Funds

Submitted,

_____

Marcus Yasutake, Director
ENVIRONMENTAL AND WATER RESOURCES DEPARTMENT

# RESOLUTION NO. 11240

## A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE AMENDMENT NO. 1 TO THE AGREEMENT (CONTRACT NO. 173-21 22-007) WITH PSOMAS FOR ADDITIONAL CONSTRUCTION MANAGEMENT AND INSPECTION SERVICES FOR THE NATOMA ALLEY REHABILITATION AND REPLACEMENT PROJECT (PROJECT WW1404) AND APPROPRIATION OF FUNDS

**WHEREAS,** the City is currently implementing its Sewer System Management Plan (SSMP) which consists of condition assessment, as well as operation and system improvements; and

**WHEREAS,** the City has identified this project as a priority to maintain integrity and operation of the sanitary sewer collection system; and

**WHEREAS,** PSOMAS by reason of their past experience and abilities for performing these types of services, are qualified to perform the required construction management and inspection services for the project; and

**WHEREAS,** the Natoma Alley Rehabilitation and Replacement Project was included in the FY 2024-25 Capital Improvement Plan with a project budget of $5,311,000; and

**WHEREAS,** an additional appropriation of funds in the amount of $30,000 is needed for a revised project budget of $5,341,000 and sufficient funds are available in the Sewer Operating Fund (Fund 530) for this appropriation; and

**WHEREAS**, the agreement will be in a form acceptable to the City Attorney:

**NOW, THEREFORE, BE IT RESOLVED** that the City Council of the City of Folsom authorizes the City Manager to execute Amendment No. 1 to the Agreement (Contract No. 173-21 22-007) with PSOMAS for Additional Construction Management and Inspection Services for the Natoma Alley Rehabilitation and Replacement Project (Project WW1404) for a not-to-exceed amount of $30,000 and a total contract amount of $578,000.

**BE IT FURHTER RESOLVED** that the Finance Director is authorized to appropriate an additional $30,000 to the Fiscal Year 2024-25 Wastewater Operating Fund (Fund 530) for the Natoma Alley Rehabilitation and Replacement Project (Project WW1404) for a total project budget of $5,341,000.

**PASSED AND ADOPTED** this 27th day of August, 2024, by the following roll-call vote:

**AYES:** Councilmember(s):
**NOES:** Councilmember(s):
**ABSENT:** Councilmember(s):
**ABSTAIN:** Councilmember(s):

Michael D. Kozlowski, MAYOR

ATTEST:

Christa Freemantle, CITY CLERK

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CITY OF
FOLSOM
DISTINCTIVE BY NATURE

# Folsom City Council
## Staff Report

| | |
|---|---|
| **MEETING DATE:** | 8/27/2024 |
| **AGENDA SECTION:** | Consent Calendar |
| **SUBJECT:** | Resolution No. 11241 -A Resolution Authorizing the Police Department to Accept a Cannabis Tax Grant in the Amount of $83,029.81 from the California Highway Patrol and Appropriation of Funds |
| **FROM:** | Police Department |

**RECOMMENDATION / CITY COUNCIL ACTION**

The Police Department requests the City Council approve Resolution No. 11241 - A Resolution Authorizing the Police Department to Accept a Cannabis Tax Grant in the Amount of $83,029.81 from the California Highway Patrol and Appropriation of Funds

**BACKGROUND / ISSUE**

The goal of the California Highway Patrol's Cannabis Tax Grant is to reduce drunk/impaired driving crashes, increasing public awareness surrounding the dangers of impaired driving, and making California's roadways a safer place to travel. Through a partnership with law enforcement, funding is provided to local jurisdictions to identify primary collision factors, conduct education and enforcement to reduce the number of fatal and injury DUI traffic collisions.

In an application to the California Highway Patrol (CHP), the Folsom Police Department has requested overtime funding for conducting DUI Saturation patrols, DUI Checkpoints, DUI field sobriety training classes for officers, community education campaigns such as "know your limits", and school presentations to driver's ED classes, in the City of Folsom. Funding would also provide new road-side drug impairment testing equipment to further drug DUI investigations.

By accepting this grant, the Police Department agrees to participate and report data (as required) in the following campaigns: DUI Checkpoints, DUI Saturation Patrols, and Educational campaigns (local bars and High School presentations).

The Police Department will also send officers to training for Standardized Field Sobriety Testing (SFST).

## POLICY / RULE

The City Council Adopted Resolution No. 7332 Financial Policies of the City of Folsom on May 25, 2004. Section D – Intergovernmental Revenues, Paragraph C – Grant Project Resolutions states, "All grants received from the Federal or State government for operating or capital purposes shall be recognized in separate grant project resolutions.

## ANALYSIS

The CHP provides grant funding to reimburse law enforcement agencies for the cost of conducting selective enforcement geared at reducing DUI/impaired driving fatal and injury collisions.

Since 2023, the Folsom Police Department has applied for grant funding from CHP to provide directed enforcement towards the reduction of DUI/impaired drivers on the roadways of our community. These grants have provided additional officers in the field for enforcement of DUI/impaired drivers, as well as education efforts in Folsom schools. By participating in the CHP Cannabis Tax Grant the Folsom Police Department intends to continue its work in bringing awareness of Drunk/Impaired driving through enforcement and education in an effort to reduce the number of fatal and injury related traffic collisions in the City of Folsom.

## FINANCIAL IMPACT

The California Highway Patrol Cannabis Tax Fund Program is granting $83,029.81 to the City of Folsom. Staff is requesting an appropriation in the FY 2024-25 General Fund (Fund 010) Operating Budget in the Police Department for the grant, in the amount of $83,029.81

## ENVIRONMENTAL REVIEW

n/a

## ATTACHMENTS

Resolution No. 11241 - A Resolution Authorizing the Police Department to Accept a Cannabis Tax Grant in the Amount of $83,029.81 from the California Highway Patrol and Appropriation of Funds

Submitted,

Richard Hillman, Chief of Police

# RESOLUTION NO. 11241

## A RESOLUTION AUTHORIZING THE CITY MANAGER TO ACCEPT A CANNABIS TAX GRANT IN THE AMOUNT OF $83,029.81 FROM THE CALIFORNIA HIGHWAY PATROL AND APPROPRIATION OF FUNDS

**WHEREAS,** the City of Folsom Police Department is requesting the City Council authorize the acceptance of a grant titled "Cannabis Tax Grant" for the Period of July 1, 2024 through June 30, 2025, from the California Highway Patrol, in the amount of $83,029.81; and

**WHEREAS,** selective enforcement of the primary causes of collisions are an effective way to deter motorists that would speed, drive while under the influence, or otherwise drive unsafe, thereby reducing fatal and injury collisions; and

**WHEREAS,** the grant monies will be used to reimburse personnel overtime costs associated with selective traffic enforcement and the training of officers in the detection, apprehension, and prosecution of impaired drivers; and

**NOW, THEREFORE, BE IT RESOLVED** that the City Council of the City of Folsom hereby authorizes the acceptance of the grant titled "Cannabis Tax Grant" from the California Highway Patrol, which will provide funding to conduct selective traffic enforcement geared at reducing the number of DUI/Impaired fatal and injury collisions in the City. The City Manager or her designee is hereby authorized and empowered to accept and execute in the name of the City of Folsom all necessary contacts, agreements, amendments, and payment requests hereto for the purposes of accepting and fulfilling the requirements of the grant titled "Cannabis Tax Grant"

**NOW, THEREFORE, BE IT FURTHER RESOLVED** that the City Council of the City of Folsom authorizes the Finance Director to appropriate the grant amount of $83,029.81 to the Police Department Fiscal Year 2024-25 Operating Budget in the General Fund (Fund 010).

**PASSED AND ADOPTED** this 27 day of August 2024, by the following roll-call vote:

**AYES:** Councilmember(s):
**NOES:** Councilmember(s):
**ABSENT:** Councilmember(s):
**ABSTAIN:** Councilmember(s):

Michael D. Kozlowski, MAYOR

ATTEST:

Christa Freemantle, CITY CLERK

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CITY OF
FOLSOM
DISTINCTIVE BY NATURE

# Folsom City Council
## Staff Report

| | |
|---|---|
| **MEETING DATE:** | 8/27/2024 |
| **AGENDA SECTION:** | Consent Calendar |
| **SUBJECT:** | Resolution No. 11242 – A Resolution Authorizing the City Manager to Execute Amendment No. 1 to the Agreement (Contract No. 173-21 24-006) with HydroScience Engineers, Inc. for Additional Design and Engineering Services During Construction for the Tower Tank Rehabilitation Project (Project WA2402) |
| **FROM:** | Environmental and Water Resources Department |

## RECOMMENDATION / CITY COUNCIL ACTION

The Environmental and Water Resources Department recommends the City Council pass and adopt Resolution No. 11242 – A Resolution Authorizing the City Manager to Execute Amendment No. 1 to the Agreement (Contract No. 173-21 24-006) with HydroScience Engineers, Inc. for Additional Design and Engineering Services During Construction for the Tower Tank Rehabilitation Project (Project WA2402).

## BACKGROUND / ISSUE

The Environmental and Water Resources (EWR) Department identifies water infrastructure rehabilitation and replacement projects through water master plans, ongoing water condition assessment programs, and regulatory changes. Through these efforts, portions of the water system have been identified as needing rehabilitation or replacement in order to improve the water distribution system reliability. Through these efforts, EWR Staff identified the Tower Tank Rehabilitation Project as a priority project.

In February 2024, Folsom City Council approved Resolution No. 11167 authorizing the City Manager to execute an agreement with HydroScience Engineers, Inc. for design and engineering services during construction for the Tower Tank Rehabilitation Project.

The Tower Tank Rehabilitation Project involves improvements and repairs to five of the City's water tanks due to aging infrastructure. The water tanks that will be rehabilitated include Tower Tank, Foothills Tanks No. 1 and No. 2, South Tank, and East Tank No. 2. As part of the City's Water Tank Inspection Program Project, the Tower Tank and East Tank No. 2 were inspected in 2018 and the Foothills Tanks No. 1 and No. 2 and South Tank were inspected in 2019. The tanks were also inspected by the State Water Resources Control Board Division of Drinking Water (DDW) in April 2022.

This resolution will authorize the City Manager to execute Amendment No. 1 to the Agreement (Contract No. 173-21 24-006) with HydroScience Engineers, Inc. for additional Design and Engineering Services During Construction for the Tower Tank Rehabilitation Project for a not-to-exceed amount of $70,844.

## POLICY / RULE

In accordance with Chapter 2.36 of the Folsom Municipal Code, supplies, equipment, services, and construction with a value of $73,209 or greater shall be awarded by City Council.

## ANALYSIS

In October 2018, the EWR Department completed a pre-qualification process for consultants for design and engineering services during construction for water and wastewater projects. The consulting firm HydroScience Engineers, Inc. was one of the firms selected to provide these services for this type of project through this pre-qualification process. In January 2024, after the City requested proposals from consultants to provide design and engineering services during construction for the Tower Tank Rehabilitation Project, HydroScience Engineers, Inc. was selected based on their project understanding, project team staffing, recent relevant project experience, and project costs. HydroScience Engineers, Inc. is currently providing design and engineering services during construction for the Tower Tank Rehabilitation Project.

During the design process, multiple previously unknown issues were discovered that required either a redesign or a new design. For the Tower Tank Rehabilitation Project, HydroScience Engineers, Inc. will provide additional design and engineering services during construction. The following describes the additional services that HydroScience Engineers, Inc. will be performing:

- Additional Design Services:
    - Design changes to the tank drainage piping connected to the overflow drainage structure at Tower Tank, East Tank #2, and South Tank.
    - New electrical service design at the Foothills Tank site to increase the power service.
    - Relocation of electrical equipment at Tower Tank and Foothills Tank site.
    - Design of block retaining wall at Tower Tank site.
    - Design of the sites at Tower Tank and Foothills Tanks to accommodate a pre-engineered metal structure to house the electrical equipment.
    - Investigation to locate an existing valve on a transmission main near the Tower Tank site.

  - Miscellaneous design changes and preparation of drawings and technical specifications for the additional work.

- Additional Engineering Services During Construction:
  - Review of additional submittals.
  - Review of additional Requests for Information (RFI's).
  - Additional Design Modification.

This resolution will authorize the City Manager to execute Amendment No. 1 to the Agreement (Contract No. 173-21 24-006) with HydroScience Engineers, Inc. for Additional Design and Engineering Services During Construction for the Tower Tank Rehabilitation Project for a new not-to-exceed amount of $70,844.

## FINANCIAL IMPACT

The City Council approved Resolution No. 11167 at the February 13, 2024, City Council meeting authorizing the City Manager to execute an agreement with HydroScience Engineers, Inc. for design and engineering services during construction for the Tower Tank Rehabilitation Project (Project WA2402) for a total amount not to exceed $398,950. The Tower Tank Rehabilitation Project is included in the Capital Improvement Plan with a Fiscal Year 2024-25 project budget of $4,363,950. Sufficient funds are available in the Water Operating Fund (Fund 520) for the cost of the amendment. The EWR Department recommends approving Amendment No. 1 to the agreement with HydroScience Engineers, Inc. for $70,844 for the Tower Tank Rehabilitation Project (Project WA2402) for a new contract total amount not-to-exceed $469,794.

## ENVIRONMENTAL REVIEW

This project is replacement and/or improvement of existing infrastructure with negligible or no expansion of use and therefore is categorically exempt from environmental review under the California Environmental Quality Act as noted in Title 14 – California Code of Regulations, Chapter 3 – Guidelines for Implementation of the California Environmental Quality Act, Article 19 – Categorical Exemptions, Sections 15301 (Existing Facilities) and 15302 (Replacement or Reconstruction).

## ATTACHMENT

Resolution No. 11242 – A Resolution Authorizing the City Manager to Execute Amendment No. 1 to the Agreement (Contract No. 173-21 24-006) with HydroScience Engineers, Inc. for Additional Design and Engineering Services During Construction for the Tower Tank Rehabilitation Project (Project WA2402)

Submitted,

_____

Marcus Yasutake, Director
ENVIRONMENTAL AND WATER RESOURCES DEPARTMENT

# RESOLUTION NO. 11242

## A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE AMENDMENT NO. 1 TO THE AGREEMENT (CONTRACT NO. 173-21 24-006) WITH HYDROSCIENCE ENGINEERS, INC. FOR ADDITIONAL DESIGN AND ENGINEERING SERVICES DURING CONSTRUCTION FOR THE TOWER TANK REHABILITATION PROJECT (PROJECT WA2402)

**WHEREAS,** the City has identified this project as a priority to maintain integrity and operation of the water distribution system; and

**WHEREAS,** the rehabilitation work identified to enhance the City's water distribution system and to continue to provide reliable water service to the City includes rehabilitating Tower Tank, Foothills Tanks No. 1 and No. 2, South Tank, and East Tank No. 2; and

**WHEREAS,** HydroScience Engineers, Inc. by reason of their experience and abilities for performing these types of services, are qualified to perform the required design and engineering services during construction for this project; and

**WHEREAS,** the Tower Tank Rehabilitation Project is included in the Fiscal Year 2024-25 Capital Improvement Plan with a total project budget of $4,363,950; and

**WHEREAS,** sufficient funds are budgeted and available in the Water Operating Fund (Fund 520) in the amount of $70,844; and

**WHEREAS,** the City Council approved Resolution No. 11167 at the February 13, 2024, City Council meeting authorizing the City Manager to execute an agreement with HydroScience Engineers, Inc. for design and engineering services during construction for the Tower Tank Rehabilitation Project for a total amount not-to-exceed $398,950; and

**WHEREAS,** the EWR Department recommends approving Amendment No. 1 to the agreement with HydroScience Engineers, Inc. for $70,844 for the Tower Tank Rehabilitation Project for a new contract total amount not-to-exceed $469,794; and

**WHEREAS**, the agreement will be in a form acceptable to the City Attorney:

**NOW, THEREFORE, BE IT RESOLVED** that the City Council of the City of Folsom authorizes the City Manager to execute Amendment No. 1 to the Agreement (Contract No. 173-21 24-006) with HydroScience Engineers, Inc. for additional design and engineering services during construction for the Tower Tank Rehabilitation Project for $70,844 for a new contract total not-to-exceed amount of $469,794.

**PASSED AND ADOPTED** this 27th day of August, 2024, by the following roll-call vote:

**AYES:** Councilmember(s):
**NOES:** Councilmember(s):

**ABSENT:** Councilmember(s):
**ABSTAIN:** Councilmember(s):

Michael D. Kozlowski, MAYOR

ATTEST:

Christa Freemantle, CITY CLERK

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CITY OF
FOLSOM
DISTINCTIVE BY NATURE

# Folsom City Council
## Staff Report

| | |
|---|---|
| **MEETING DATE:** | 8/27/2024 |
| **AGENDA SECTION:** | Consent Calendar |
| **SUBJECT:** | Resolution No. 11243 – A Resolution Authorizing the City Manager to Execute an Agreement with West Yost & Associates, Inc. for Construction Management and Inspection Services for the Tower Tank Rehabilitation Project (Project WA2402) |
| **FROM:** | Environmental and Water Resources Department |

## RECOMMENDATION / CITY COUNCIL ACTION

The Environmental and Water Resources Department recommends the City Council pass and adopt Resolution No. 11243 – A Resolution Authorizing the City Manager to Execute an Agreement with West Yost & Associates, Inc. for Construction Management and Inspection Services for the Tower Tank Rehabilitation Project (Project WA2402).

## BACKGROUND / ISSUE

The Environmental and Water Resources (EWR) Department identifies water infrastructure rehabilitation and replacement projects through water master plans, ongoing water condition assessment programs, and regulatory changes. Through these efforts, portions of the water system have been identified as needing rehabilitation or replacement in order to improve the water distribution system reliability. Through these efforts, EWR Staff identified the Tower Tank Rehabilitation Project as a priority project.

The Tower Tank Rehabilitation Project involves improvements and repairs to five of the City's water tanks due to aging infrastructure. The water tanks that will be rehabilitated include Tower Tank, Foothills Tanks No. 1 and No. 2, South Tank, and East Tank No. 2. As part of the City's Water Tank Inspection Program Project, the Tower Tank and East Tank No. 2 were inspected in 2018 and the Foothills Tanks No. 1 and No. 2 and South Tank were inspected in 2019. The tanks were also inspected by the State Water Resources Control Board Division of Drinking Water (DDW) in April 2022.

Per the recommendations from the inspection reports and recommendations by EWR staff from the City's routine maintenance inspections, some of the improvements and repairs at the five tank locations will include:

- Interior tank recoating.
- Structural repairs.
- Blower and mixer installation.
- Ladder/stair upgrades for climbing the outside of the tank.
- Cathodic protection system upgrades.
- Electrical upgrades.
- Interior and exterior overall upgrades.
- Exterior spot recoating.

The City publicly bid the construction of the Tower Tank Rehabilitation Project in July 2024. During construction, the City will need construction management and inspection services for the project during the duration of the construction.

This resolution will authorize the City Manager to execute an agreement with West Yost & Associates, Inc. for construction management and inspection services for the Tower Tank Rehabilitation Project for a not-to-exceed amount of $549,734.

## POLICY / RULE

In accordance with Chapter 2.36 of the Folsom Municipal Code, supplies, equipment, services, and construction with a value of $73,209 or greater shall be awarded by City Council.

## ANALYSIS

In October 2018, the EWR Department completed a pre-qualification process for consultants for construction management and inspection services for water and wastewater projects. The consulting firms West Yost & Associates, Inc., PSOMAS, and Inferrera Construction Management (ICM) Group, Inc. were among a group of firms selected to provide these services for this type of project through this previously completed pre-qualification process.

On July 10, 2024, the City requested proposals from consultants to provide construction management and inspection services consisting of full-time, on-site inspection, project schedule tracking, review and/or coordinating of project submittals and Requests for Information (RFI's), labor compliance review, materials testing and special inspections, and overall owner representation throughout construction of the Tower Tank Rehabilitation Project. On August 2, 2024, EWR received proposals from West Yost & Associates, Inc., PSOMAS, and ICM.

The three proposals were evaluated by three EWR staff members for technical evaluation prior to reviewing project costs. The proposals were reviewed and scored for project understanding, deliverables, and project team staffing. The technical evaluations were scored and are shown in Table 1.

| Consultant | EWR 1 | EWR 2 | EWR 3 | Total | Average |
|---|---|---|---|---|---|
| West Yost & Associates, Inc. | 62.0 | 59.0 | 70.0 | 191.0 | 63.7 |
| PSOMAS | 61.0 | 62.0 | 53.0 | 176.0 | 58.7 |
| ICM | 53.0 | 49.0 | 30.0 | 132.0 | 44.0 |

*Table 1: Consultant Technical Scores without Costs*

After reviewing each proposal for project understanding, deliverables, and project team staffing, the proposals were reviewed for project costs. The fee schedules for the scope of work outlined in the request for proposals from each consultant are shown in Table 2.

| Consultant | Fee Amount |
|---|---|
| West Yost & Associates, Inc. | $549,734.00 |
| PSOMAS | $821,240.33 |
| ICM | $861,656.00 |

*Table 2: Consultant Project Costs*

West Yost & Associates, Inc. was determined to provide the best value to the City based on the fee amount, past project experience involving work of similar scope and complexity including staff coordination and technical knowledge and expertise for these types of projects. West Yost & Associates, Inc. included a detailed and thorough project understanding as well as past relevant construction project experience. Table 3 shows the overall total scores including project costs based on a maximum score of 100.

| Consultant | Technical Score (Avg.) | Cost Score | Total Score |
|---|---|---|---|
| West Yost & Associates, Inc. | 63.7 | 25.0 | 88.7 |
| PSOMAS | 58.7 | 16.7 | 75.4 |
| ICM | 44.0 | 15.9 | 59.9 |

*Table 3: Consultant Overall Scoring Including Project Costs*

This resolution will authorize the City Manager to execute an agreement with West Yost & Associates, Inc. for Construction Management and Inspection Services for the Tower Tank Rehabilitation Project in the amount of $549,734.

## FINANCIAL IMPACT

The Tower Tank Rehabilitation Project (Project WA2402) is included in the Capital Improvement Plan with a Fiscal Year 2024-25 project budget of $4,363,950. Sufficient funds are budgeted and available in the Water Operating Fund (Fund 520). The EWR Department recommends that the contract be awarded to West Yost & Associates, Inc. for a not-to-exceed amount of $549,734.

## ENVIRONMENTAL REVIEW

This project is replacement and/or improvement of existing infrastructure with negligible or no expansion of use and therefore is categorically exempt from environmental review under the California Environmental Quality Act as noted in Title 14 – California Code of Regulations,

Chapter 3 – Guidelines for Implementation of the California Environmental Quality Act, Article 19 – Categorical Exemptions, Sections 15301 (Existing Facilities) and 15302 (Replacement or Reconstruction).

**ATTACHMENT**

Resolution No. 11243 – A Resolution Authorizing the City Manager to Execute an Agreement with West Yost & Associates, Inc. for Construction Management and Inspection Services for the Tower Tank Rehabilitation Project (Project WA2402).

Submitted,

_____

Marcus Yasutake, Director
ENVIRONMENTAL AND WATER RESOURCES DEPARTMENT

# RESOLUTION NO. 11243

## A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE AN AGREEMENT WITH WEST YOST & ASSOCIATES, INC. FOR CONSTRUCTION MANAGEMENT AND INSPECTION SERVICES FOR THE TOWER TANK REHABILITATION PROJECT (PROJECT WA2402)

**WHEREAS,** the City has identified this project as a priority to maintain integrity and operation of the water distribution system; and

**WHEREAS,** the rehabilitation work identified to enhance the City's water distribution system and to continue to provide reliable water service to the City includes rehabilitating Tower Tank, Foothills Tanks No. 1 and No. 2, South Tank, and East Tank No. 2; and

**WHEREAS,** West Yost and Associates, Inc. by reason of their past experience and abilities for performing these types of services, are qualified to perform the required construction management and inspection services for this project; and

**WHEREAS,** the Tower Tank Rehabilitation Project is included in the Fiscal Year 2024-25 Capital Improvement Plan with a total project budget of $4,363,950; and

**WHEREAS,** sufficient funds are budgeted and available in the Water Operating Fund (Fund 520) in the amount of $549,734; and

**WHEREAS**, the agreement will be in a form acceptable to the City Attorney:

**NOW, THEREFORE, BE IT RESOLVED** that the City Council of the City of Folsom authorizes the City Manager to execute an agreement with West Yost and Associates, Inc. for construction management and inspection services for the Tower Tank Rehabilitation Project for a not-to-exceed amount of $549,734; and

**PASSED AND ADOPTED** this 27th day of August, 2024, by the following roll-call vote:

**AYES:** Councilmember(s):
**NOES:** Councilmember(s):
**ABSENT:** Councilmember(s):
**ABSTAIN:** Councilmember(s):

Michael D. Kozlowski, MAYOR

ATTEST:

Christa Freemantle, CITY CLERK

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CITY OF
FOLSOM
DISTINCTIVE BY NATURE

# Folsom City Council
## Staff Report

| | |
|---|---|
| **MEETING DATE:** | 8/27/2024 |
| **AGENDA SECTION:** | Consent Calendar |
| **SUBJECT:** | Resolution No. 11244 – A Resolution of the Folsom City Council Supporting California Proposition 36 "Increase Drug and Theft Penalties and Reduce Homelessness" |
| **FROM:** | City Clerk's Department |

**RECOMMENDATION / CITY COUNCIL ACTION**

Staff recommends that the City Council approve Resolution No. 11244 – A Resolution of the Folsom City Council Supporting California Proposition 36 "Increase Drug and Theft Penalties and Reduce Homelessness".

**BACKGROUND / ISSUE**

California Proposition 36, the Increase Drug and Theft Penalties and Reduce Homelessness Initiative, is on the November 2024 ballot in California as an initiated state statute. Proposition 36 seeks, in part, to reform elements of the 2014 Proposition 47, which reduced certain property crimes from felonies to misdemeanors – notably, identifying shoplifting as a mere misdemeanor offense when the value of the stolen property does not exceed $950. Proposition 47 also authorized defendants currently serving sentences for felony offenses that would have qualified as misdemeanors under the proposition to petition courts for resentencing under the new misdemeanor provisions and authorized defendants who have completed their sentences for felony convictions that would have qualified as misdemeanors under the proposition to apply to reclassify those convictions to misdemeanors.

**POLICY / RULE**

One of the City of Folsom Legislative Platform foundational principles is to "Enhance Quality of Life Through Adequate Public Safety", noting support for criminal justice laws that reinforce public safety protection for Folsom residents.

## ANALYSIS

Proposition 36 is a bi-partisan measure that provides targeted reforms to Proposition 47. It will hold repeat offenders accountable, rather than putting them back on the streets. In addition, it provides critical mental health, drug treatment services, and job training within the justice system for people who are homeless and suffering from mental illness or struggling with substance abuse.

More specifically, the initiative would increase penalties for certain drug crimes by increasing sentence lengths and level of crime. Importantly, the initiative adds fentanyl to the list of drugs (cocaine, heroin, and methamphetamine) that will warrant a felony charge if an individual possesses one of the listed drugs and a loaded firearm. The punishment for this crime is up to four years in prison. Currently, possessing fentanyl and a loaded firearm is punishable by only up to one year in jail.

The initiative would also increase sentences based on the quantity of certain drugs sold illegally. The initiative would also require individuals who receive increased sentences because of this to serve their entire sentence in state prison regardless of their criminal history.

The initiative would increase penalties for certain theft crimes. For crimes where money or property worth $950 or less is stolen, the initiative would make the crime punishable as a felony for individuals who have two or more prior theft-related convictions. The initiative would make the punishment up to three years in jail or prison depending on their criminal history. Currently, it is punishable by up to six months in jail. The initiative would also increase sentences based on the amount of property stolen.

The California Legislative Analyst's Office (LAO) reports that Proposition 36's enhanced penalties are expected to deter criminal activity, thereby improving public safety and reducing the strain on our judicial and correctional systems. The League of California Cities (Cal Cities) has voiced their support of Yes on Proposition 36.

## ATTACHMENT

Resolution No. 11244 – A Resolution of the Folsom City Council Supporting California Proposition 36 "Increase Drug and Theft Penalties and Reduce Homelessness"

Submitted,

_____

Christa Freemantle, CMC
City Clerk

**RESOLUTION NO. 11244**

**A RESOLUTION OF THE FOLSOM CITY COUNCIL SUPPORTING CALIFORNIA PROPOSITION 36 "INCREASE DRUG AND THEFT PENALTIES AND REDUCE HOMELESSNESS"**

**WHEREAS,** Proposition 36, the "Increase Drug and Theft Penalties and Reduce Homelessness" Initiative, will be on the November 2024 ballot; and

**WHEREAS,** Proposition 36 presents a critical opportunity to enhance public safety and address the pervasive issue of homelessness in our community and across the state; and

**WHEREAS,** Proposition 36 proposes to increase penalties for drug-related and theft offenses, which have become increasingly prevalent throughout California; and

**WHEREAS,** the California Legislative Analyst's Office (LAO) reports that these enhanced penalties are expected to deter criminal activity, thereby improving public safety and reducing the strain on our judicial and correctional systems. The LAO emphasizes that Proposition 36 is designed to be fiscally responsible, ensuring that the increased penalties generate sufficient revenue to support these vital programs without imposing additional financial burdens on taxpayers; and

**WHEREAS,** Proposition 36 takes a balanced approach, recognizing the importance of not only addressing criminal behavior but also mitigating its root causes. A key component of Proposition 36 is the allocation of funds generated from these increased penalties to homelessness reduction programs; and

**WHEREAS,** in Folsom, we have witnessed firsthand the impact of rising crime rates and the growing homelessness crisis. Our residents deserve a safe and secure environment, and those experiencing homelessness deserve the opportunity to rebuild their lives. Proposition 36 offers a comprehensive solution that addresses these interconnected issues in a meaningful and sustainable way:

**NOW, THEREFORE BE IT RESOLVED** that the Folsom City Council expresses its support for Proposition 36.

**PASSED AND ADOPTED** on this 27th day of August 2024, by the following roll-call vote:

**AYES:** Councilmember(s):
**NOES:** Councilmember(s):
**ABSENT:** Councilmember(s):
**ABSTAIN:** Councilmember(s):

_____
Michael D. Kozlowski, MAYOR

ATTEST:

_____
Christa Freemantle, CITY CLERK

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CITY OF
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# Folsom City Council
## Staff Report

| | |
|---|---|
| **MEETING DATE:** | 8/27/2024 |
| **AGENDA SECTION:** | Consent Calendar |
| **SUBJECT:** | Resolution No. 11245 – A Resolution Authorizing the City Manager to Execute an Agreement with Pape Machinery, Inc. for the Purchase of a 12 Yard Vacuum/Sewer Cleaning Truck and Appropriation of Funds |
| **FROM:** | Environmental and Water Resources Department |

## RECOMMENDATION / CITY COUNCIL ACTION

The Environmental and Water Resources Department recommends the City Council pass and adopt Resolution No. 11245 – A Resolution Authorizing the City Manager to Execute an Agreement with Pape Machinery, Inc. for the Purchase of a 12 Yard Vacuum/Sewer Cleaning Truck and Appropriation of Funds

## BACKGROUND / ISSUE

The Environmental and Water Resources Department (EWR) recognizes the need to maintain a fleet of vehicles that will be able to provide reliable, efficient and responsive service. In coordination with the City of Folsom Fleet Manager, current department vehicles are reviewed to assess expected service life and associated maintenance costs.

The Wastewater Collection Division uses a vacuum/sewer cleaning truck to maintain sewer lines throughout the City as part of the preventive maintenance program, and to respond to sewer spills. This equipment is essential for protecting public health and maintaining compliance with the City's Sewer System Management Plan. Since it was purchased in 2010, the current response vacuum/sewer cleaning truck for wastewater collection system maintenance has completed 5,366 engine hours. Reduced use of the vehicle is recommended to extend its service life.

Growth of the City has resulted in longer response times to sewer complaints. Mobilizing a vacuum/sewer cleaning truck from the city's corporation yard to locations in the Folsom Plan Area can take up to an hour.

The EWR Department proposes purchasing a second vacuum/sewer cleaning truck and housing the two vehicles at separate locations in the City. Having two vacuum/sewer cleaning trucks would help reduce response times, minimize the volume of sewer spills, and extend the service life of the vehicles. This would also allow one of these vehicles to serve as a backup in case one was unavailable.

This resolution authorizes the City Manager to execute an agreement with Pape Machinery, Inc. for the purchase of a 12 yard Vacuum/Sewer Cleaning Truck and appropriation of Funds.

## POLICY / RULE

In accordance with Chapter 2.36 of the Folsom Municipal Code, supplies, equipment, services, and construction with a value of $73,209 or greater shall be awarded by City Council.

Section 2.36.170 of the Folsom Municipal Code permits cooperative purchasing agreements for the procurement of any supplies, equipment, service, or construction with one or more public procurement units in accordance with an agreement entered into or between the participants.

## ANALYSIS

EWR staff coordinated with the Fleet staff to obtain a quote from Sourcewell, previously known as the National Joint Powers Agency, for the required vehicle. Sourcewell is a national cooperative purchasing entity of which the City of Folsom is a member. The City has purchased numerous items and vehicles through Sourcewell.

Pape Machinery, Inc. has a current contract with Sourcewell and provided a quote for the requested 12 Yard Vacuum/Sewer Cleaning Truck for a total of $710,848.

The Environmental and Water Resources Department recommends that the City Council authorize the City Manager to execute an agreement with Pape Machinery, Inc. for the purchase of a 12 Yard Vacuum/Sewer Cleaning Truck for a total amount of $710,848

## FINANCIAL IMPACT

Pape Machinery, Inc. has agreed to provide the 12 Yard Vacuum/Sewer Cleaning Truck for a total amount of $710,848. There is a total of $381,000 available in the FY 2024-25 Wastewater Operating Budget (Fund 530) to replace sewer vehicles. Staff is requesting an appropriation in the amount of $330,000 in the Wastewater Operating Fund (Fund 530) for the purchase of the 12 Yard Vacuum/Sewer Cleaning Truck.

## ENVIRONMENTAL REVIEW

This action is exempt from environmental review under the California Environmental Quality ct. (CEQA).

## ATTACHMENT

Resolution No. 11245 – A Resolution Authorizing the City Manager to Execute an Agreement with Pape Machinery, Inc. for the Purchase of a 12 Yard Vacuum/Sewer Cleaning Truck and Appropriation of Funds

Submitted,

_____

Marcus Yasutake, Director
ENVIRONMENTAL AND WATER RESOURCES DEPARTMENT

# RESOLUTION NO. 11245

## A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE AN AGREEMENT WITH PAPE MACHINERY, INC. FOR THE PURCHASE A 12-YARD VACUUM/SEWER CLEANING TRUCK AND APPROPRIATION OF FUNDS

**WHEREAS,** Environmental and Water Resources Department staff has validated the need to purchase a 12 Yard Vacuum/Sewer Cleaning Truck based on protecting public health and maintaining compliance with the City's Sewer System Management Plan.; and

**WHEREAS,** this purchase will be made through Sourcewell, which used its recognized cooperative purchasing agreement to award a contract to Pape Machinery, Inc. in an amount not to exceed $710,848; and

**WHEREAS**, an additional appropriation will be required in the Wastewater Operating Fund (Fund 530) for this purchase; and

**WHEREAS**, staff is requesting an appropriation in the Wastewater Operating Fund (Fund 530), in the amount of $330,000; and

**WHEREAS**, sufficient funds are available in the Wastewater Operating Fund (Fund 530) for the requested appropriation; and

**WHEREAS**, the agreement will be in a form acceptable to the City Attorney:

**NOW, THEREFORE, BE IT RESOLVED** that the City Council of the City of Folsom authorizes the City Manager to execute an Agreement with Pape Machinery, Inc. for the purchase of a 12 Yard Vacuum/Sewer Cleaning Truck for a not-to exceed amount of $710,848.

**BE IT FURTHER RESOLVED** that the Finance Director is authorized to appropriate $330,000 in the Wastewater Operating Fund (Fund 530).

**PASSED AND ADOPTED** this 27th day of August, 2024, by the following roll-call vote:

**AYES:** Councilmember(s):
**NOES:** Councilmember(s):
**ABSENT:** Councilmember(s):
**ABSTAIN:** Councilmember(s):

_____
Michael D. Kozlowski, MAYOR

ATTEST:

_____
Christa Freemantle, CITY CLERK

# Folsom City Council
## Staff Report

| | |
|---|---|
| **MEETING DATE:** | 8/27/2024 |
| **AGENDA SECTION:** | Consent Calendar |
| **SUBJECT:** | Resolution No. 11246 – A Resolution Authorizing the City Manager to Execute an Agreement with Euro Style Management for the Construction of the Tower Tank Rehabilitation Project (Project WA2402) and Appropriation of Funds |
| **FROM:** | Environmental and Water Resources Department |

## RECOMMENDATION / CITY COUNCIL ACTION

The Environmental and Water Resources Department recommends the City Council pass and adopt Resolution No. 11246 – A Resolution Authorizing the City Manager to Execute an Agreement with Euro Style Management for the Construction of the Tower Tank Rehabilitation Project (Project WA2402) and Appropriation of Funds.

## BACKGROUND / ISSUE

The Environmental and Water Resources (EWR) Department identifies water infrastructure rehabilitation and replacement projects through water master plans, ongoing water condition assessment programs, and regulatory changes. Through these efforts, portions of the water system have been identified as needing rehabilitation or replacement in order to improve the water distribution system reliability. Through these efforts, EWR Staff identified the Tower Tank Rehabilitation Project as a priority project.

The Tower Tank Rehabilitation Project involves improvements and repairs to five of the City's water tanks due to aging infrastructure. The water tanks that will be rehabilitated include Tower Tank, Foothills Tanks No. 1 and No. 2, South Tank, and East Tank No. 2. As part of the City's Water Tank Inspection Program Project, the Tower Tank and East Tank No. 2 were inspected in 2018 and the Foothills Tanks No. 1 and No. 2 and South Tank were inspected in 2019. The tanks were also inspected by the State Water Resources Control Board Division of Drinking Water (DDW) in April 2022.

Per the recommendations from the inspection reports and recommendations by EWR staff from the City's routine maintenance inspections, some of the improvements and repairs at the five tank locations will include:

- Interior tank recoating.
- Structural repairs.
- Blower and mixer installation.
- Ladder/stair upgrades for climbing the outside of the tank.
- Cathodic protection system upgrades.
- Electrical upgrades.
- Interior and exterior overall upgrades.
- Exterior spot recoating.

This resolution will authorize the City Manager to execute an agreement with Euro Style Management for the construction of the Tower Tank Rehabilitation Project in the amount of $4,777,000 and the budget for this agreement to include a 15% contingency in the amount of $716,550 and Appropriation of Funds.

## POLICY / RULE

In accordance with Chapter 2.36 of the Folsom Municipal Code, supplies, equipment, services, and construction with a value of $73,209 or greater shall be awarded by City Council.

## ANALYSIS

The City completed plans and specifications for the Tower Tank Rehabilitation Project and publicly advertised for bids on July 10, 2024. In addition, the City provided these documents to www.ciplist.com which is also picked up by several area builders' exchanges and the City of Folsom's website. The Environmental and Water Resources Department received the following bids on August 12, 2024, for construction of the Tower Tank Rehabilitation Project:

| Contractor | Bid Amount |
|---|---|
| Euro Style Management | $4,777,000 |
| Farr Construction Corp. DBA Resource Development Company | $5,270,172 |

The bids from Euro Style Management and Farr Construction Corp. DBA Resource Development Company were received by the City Clerk's Department before the deadline. The City Clerk's Department received one late bid after the deadline. That bid was deemed unresponsive and was not opened or considered.

Staff has reviewed the bids submitted and found the low bidder's bid to be without error, however, a discrepancy in the bid amount provided by the second low bidder (Farr Construction Corp) was identified. The City's General Provisions Section 2.01.A states,

> "In case of a discrepancy between the total bid price for an item of work and the unit price for that item of work, the unit price will control."

Therefore, since unit price governs, a revised bid tab sheet has been established. The total bid for the second low bidder changed from $5,270,172 to $5,276,472. This is an increase in the total bid price by $6,300. The table below shows the corrected bids for the Tower Tank Rehabilitation Project:

| Contractor | Corrected Bid Amount |
|---|---|
| Euro Style Management | $4,777,000 |
| Farr Construction Corp. DBA Resource Development Company | $5,276,472 |

On August 15, 2024, the EWR Department received via email a bid protest (see Attachment No. 2) from Farr Construction Corp. DBA Resource Development Company (Farr) requesting that the low bid from Euro Style Management (ESM) be deemed non-responsive due to:

- ESM did not include a qualified electrical subcontractor on their Sub-Bidder Form included in their bid package,
- ESM does not hold a C-10-Electrical Contractor License, and
- ESM cannot self-perform the electrical scope of this project with its A-General Engineering License. Farr claimed that the bidding contractor is required to have or have subcontracted with a firm with a C-10-Electrical Contractor License.

The City Staff has reviewed the bid protest and coordinated with the City Attorney's Office and outside Legal Counsel and is of the opinion that Euro Style Management is a responsive and responsible bidder for the following reasons:

1. Since the bid protest notification, ESM has provided the City with a Bid Protest Response letter (see Attachment No. 3) confirming that they have an A-General Engineering License, B-General Building License, and C-33-Painting and Decorating License. ESM also has an electrical in-house foreman that carries a C-10-Electrical License (lic #428558) to execute the electrical scope of work.
2. ESM has confirmed that they will self-perform the electrical and instrumentation work on this project (see Attachment No. 4).

On August 21, 2024, EWR Staff sent out a letter (Notice of Intent to Award) to all responsive bidders of the Tower Tank Rehabilitation Project informing them that on August 27, 2024 at 6:30 p.m. the City Council will consider awarding construction of the Tower Tank Rehabilitation Project to Euro Style Management (see Attachment No. 5). This letter was also posted to www.ciplist.com.

Based on the foregoing, Staff in conjunction with the City Attorney's Office and Outside Legal Counsel recommends denying the bid protest from Farr Construction. Euro Style Management is the lowest responsible and responsive bidder who meets the requirements and specifications set forth in the invitation for bids. The engineer's estimate for this project was $4,800,000.

## FINANCIAL IMPACT

The EWR Department recommends that the contract be awarded to the lowest responsible, responsive bidder, Euro Style Management for $4,777,000 with the project budgeted for this agreement in the amount of $5,493,550 which will include a 15% contingency in the amount of

$716,550. A contingency of 15% is recommended for this project due to the unknown tank condition issues that will not be fully discovered until the construction phase is underway.

Approximate project costs to date include design, advertisement, Community Development Department Building Permit fees, construction administration services, and construction management and inspection services, and total approximately $1,042,345. The Tower Tank Rehabilitation Project (Project WA2402) is included in the FY 2024-25 Capital Improvement Plan with a total project budget of $4,363,950. An appropriation is therefore needed for construction costs, and staff is requesting an appropriation of $2,171,945 in the Water Operating Fund (Fund 520) for an updated total project budget of $6,535,895. Sufficient funds are available in the Water Operating Fund (Fund 520) for the appropriation.

## ENVIRONMENTAL REVIEW

This project is replacement and/or improvement of existing infrastructure with negligible or no expansion of use and therefore is categorically exempt from environmental review under the California Environmental Quality Act as noted in Title 14 – California Code of Regulations, Chapter 3 – Guidelines for Implementation of the California Environmental Quality Act, Article 19 – Categorical Exemptions, Sections 15301 (Existing Facilities) and 15302 (Replacement or Reconstruction).

## ATTACHMENTS

1. Resolution No. 11246 – A Resolution Authorizing the City Manager to Execute an Agreement with Euro Style Management for the Construction of the Tower Tank Rehabilitation Project (Project WA2402) and Appropriation of Funds

2. Bid Protest Email from Farr Construction

3. Bid Protest Response Letter from Euro Style Management

4. Euro Style Management Email Confirming Self-Performing Electrical Work

5. Notice of Intent to Award to Euro Style Management

Submitted,

_____

Marcus Yasutake, Director
ENVIRONMENTAL AND WATER RESOURCES DEPARTMENT

# ATTACHMENT 1

# RESOLUTION NO. 11246

## A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE AN AGREEMENT WITH EURO STYLE MANAGEMENT FOR THE CONSTRUCTION OF THE TOWER TANK REHABILITATION PROJECT (PROJECT WA2402) AND APPROPRIATION OF FUNDS

**WHEREAS,** the City has identified this project as a priority to maintain integrity and operation of the water distribution system; and

**WHEREAS,** the rehabilitation work identified to enhance the City's water distribution system and to continue to provide reliable water service to the City includes rehabilitating Tower Tank, Foothills Tanks No. 1 and No. 2, South Tank, and East Tank No. 2; and

**WHEREAS,** plans and specifications were prepared for this work and publicly advertised for bids on July 10, 2024; and

**WHEREAS,** the City received a bid protest from Farr Construction Corp. DBA Resource Development Company, which Staff in conjunction with the City Attorney's Office and outside Legal Counsel, reviewed and deemed to not be valid and therefore denied; and

**WHEREAS**, on August 21, 2024, EWR Staff sent out a letter (Notice of Intent to Award) to all responsive bidders of the Tower Tank Rehabilitation Project informing them that on August 27, 2024 at 6:30 p.m. the City Council will consider awarding construction of the Tower Tank Rehabilitation Project to Euro Style Management; and

**WHEREAS,** Euro Style Management was the lowest responsive bidder, with an amount of $4,777,000; and

**WHEREAS,** sufficient funds are available in the in the Water Operating Fund (Fund 520), however an appropriation in the amount of $2,171,945 is needed for the project, increasing the overall project budget to $6,535,895; and

**WHEREAS**, the agreement will be in a form acceptable to the City Attorney:

**NOW, THEREFORE, BE IT RESOLVED** that the City Council of the City of Folsom authorizes the City Manager to execute an agreement with Euro Style Management for the Construction of the Tower Tank Rehabilitation Project (Project WA2402) for an amount of $4,777,000 with the budgeted amount to include a 15% contingency of $716,550 for a total amount not to exceed $5,493,550; and

**BE IT FURTHER RESOLVED** that the Finance Director is authorized to appropriate $2,171,945 for this agreement. The appropriation will be from the Water Operating Fund (Fund 520) fund balance in the amount of $2,171,945.

**PASSED AND ADOPTED** this 27th day of August, 2024, by the following roll-call vote:

**AYES:** Councilmember(s):
**NOES:** Councilmember(s):
**ABSENT:** Councilmember(s):
**ABSTAIN:** Councilmember(s):

Michael D. Kozlowski, MAYOR

ATTEST:

Christa Freemantle, CITY CLERK

# ATTACHMENT 2

## Kelsie Gugino

**From:** Jeff Farr <jfarr@resourcedevelopmentco.com>
**Sent:** Thursday, August 15, 2024 8:34 PM
**To:** Kelsie Gugino; Todd Eising
**Cc:** Nick Stefan; Stephanie Pauley
**Subject:** City of Folsom Miscellaneous Tank Rehab Protest Letter

**Follow Up Flag:** Follow up
**Flag Status:** Flagged

Some people who received this message don't often get email from jfarr@resourcedevelopmentco.com. Learn why this is important

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Kelsie, Todd

I am writing this email expressing our concerns regarding Euro Style Management recent sub-contractor listing (just received today) related to the City of Folsom Miscellaneous Tank Rehab Project that bid on 8/12/2024. Euro Style Management has failed to include a qualified electrical subcontractor on their list of subcontractors. Furthermore, Euro Style Management does not hold an electrical license, and cannot self-perform the electrical scope with its General Contracting License. The bidding contractor is required to have or have subcontracted with a firm with a C-10 California Contractors License, which they do not have and have not listed a qualified subcontractor with a C-10. This oversight is material and therefore deems Euro Style Management Non-Responsive. This makes Resource Development Company the lowest responsive Bidder. The contract must be awarded to Resource Development Company (RDC) under the bid specs and approval law. RDC reverses all rights.

Thank you

Sincerely,
Jeff Farr

Office: (775) 356-8004 Cell: 775-842-9174
Address: 1050 Linda Way, Sparks, NV 89431
**Farr Construction Corporation dba.**
RDC RESOURCE DEVELOPMENT COMPANY

# ATTACHMENT 3

# Euro Style Management

1401 Main Ave Sacramento CA 95838
Office: 916-331-4858, Fax 916-880-5504
Email Address: support@esm.cc
License No. 841418 A, B, C-33
SSPC Certified QP1 & QP2
SBE # 60442
DIR # 2000001358

August 20, 2024

BID PROTEST RESPONSE

To: City of Folsom
50 Natomas St
Folsom CA 95630

Attn: Kelsie Gugino, P.E.

According to the bid documents required the bidding contractors to either be an A-General Engineering contractor, or a C-33 Painting and Decorating contractor with an A-licensed subcontractor to perform all non-coating related work.

ESM holds A-General Engineering, B-General Building, and C33-Painting and Decorating licenses, and for many years has been performing complex tank rehabilitation projects. ESM's A- license covers all aspects of the project, including those that are or could be subcontracted to specialty subcontractors. Business and Professions Code section 7056 in pertinent part can undertake "fixed works requiring specialized engineering knowledge and skill, including the following divisions or subjects: . . . **water power, water supply**, . . . sewers and sewage disposal plants and systems, waste reduction plants, . . . refineries, chemical plants and similar industrial plants requiring specialized engineering knowledge and skill, powerhouses, powerplants and other utility plants and installations. . . "

https://www.cslb.ca.gov/About_Us/Library/Licensing_Classifications/Licensing_Classifications_Detail.aspx?Class=A

ESM satisfies these requirements and can legally self-perform the entirety of the work with qualified people if it chooses, or subcontract portions of the work as was indicated with ESM's listed subcontractors. However, in response to Farr Construction; ESM has an Electrical in-house foreman that carries a C-10 (lic #428558) to execute the electrical scope of work.

Sincerely,

Vitaliy Bugriyev C.E.O

# ATTACHMENT 4

## Kelsie Gugino

**From:** ESM <support@esm.cc>
**Sent:** Tuesday, August 13, 2024 1:59 PM
**To:** Kelsie Gugino
**Cc:** Emma Atkinson
**Subject:** RE: Tank Rehab Project - Bid Questions

**Follow Up Flag:** Follow up
**Flag Status:** Completed

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Hello Kelsie,
We confirm that Euro Style Management will self-perform Bid Items : 11-15, 28, 31, 33 and 36. I also requested experience statements from our Scaffolding and Cathodic Protection Subs.

Thank you,
Alan Bugriyev
Euro Style Management
1401 Main Ave Sacramento CA 95838
916-331-4858

---

**From:** Kelsie Gugino <kgugino@folsom.ca.us>
**Sent:** Tuesday, August 13, 2024 12:36 PM
**To:** Euro Style Management <support@esm.cc>
**Cc:** Emma Atkinson <eatkinson@folsom.ca.us>
**Subject:** Tank Rehab Project - Bid Questions

Hi Alan,

I'm verifying the bid results for the Miscellaneous Tank Rehabilitation Project and I had a few questions about the Euro Style Management bid.

- On the Sub-Bidder Form, I see that you included Sub-Contractors for the Cathodic Protection System and for Scaffolding. The City's requirement is that if a Contractor contracts with a Sub-Contractor that will be performing work more than 0.5% of the Total Cost Base Bid, then they need to be listed on the Sub-Bidder Form.
    - I wanted you to confirm that Euro Style Management will be self-performing the following work since there were no other sub-contractors listed on the Sub-Bidder Form (performing more than 0.5% of the work). Please confirm.
        - Construction Facilities and Temporary Controls (Bid Item #4).
        - Rafter Replacement (BI #11 and #12)
        - Seal Weld Roof (BI #13)
        - Staircase and Guardrail (BI #14)
        - Access Catwalk Bridge (BI #15)

  - Storm Drain Modifications (BI #28)
  - Pre-Engineered Canopy (BI #31)
  - Electrical and Instrumentation Upgrades (BI #33)
  - All Other Ancillary Work (BI #36)
- Also per the Special Provisions Section SP-5, please submit the Sub-Contractors' applicable project experience within 3 days of the bid opening (by Thursday (8/15) at 3pm).

Please respond to this email by 3pm today.

Thanks,

CITY OF FOLSOM
DISTINCTIVE BY NATURE

**Kelsie Gugino, P.E.**
*Associate Civil Engineer*

**City of Folsom**
50 Natoma Street, Folsom, CA 95630
kgugino@folsom.ca.us
o:916-461-6166

**www.folsom.ca.us**

# ATTACHMENT 5

CITY OF
FOLSOM
DISTINCTIVE BY NATURE

ENVIRONMENTAL AND WATER RESOURCES DEPT
50 NATOMA STREET
FOLSOM, CALIFORNIA 95630

PH: 916.461.6162
FAX: 916.351.8912

August 21, 2024

Bidders: Miscellaneous (Tower) Tank Rehabilitation Project

SUBJECT: **NOTICE OF INTENT TO AWARD FOR THE MISCELLANEOUS (TOWER) TANK REHABILITATION PROJECT**

Please be advised that it is the intent of the City of Folsom to award the Miscellaneous (Tower) Tank Rehabilitation Project to Euro Style Management at the **August 27, 2024 City Council Meeting**. This meeting will be held at **6:30 p.m.** at **Folsom City Hall Council Chambers, 50 Natoma Street, Folsom, CA 95630**.

All bidders shall provide a written notice to the City of Folsom regarding any dispute and/or protest regarding the Miscellaneous (Tower) Tank Rehabilitation Project. Written notice was required to be received by the City of Folsom no later than **Thursday, August 22, 2024 at 3:00 p.m.** For questions and clarifications please email kgugino@folsom.ca.us.

Sincerely,

Marcus Yasutake, P.E.
City of Folsom
Environmental & Water Resources Department Director

# Folsom City Council
## Staff Report

| | |
|---|---|
| **MEETING DATE:** | 8/27/2024 |
| **AGENDA SECTION:** | Consent Calendar |
| **SUBJECT:** | Resolution No. 11248 - A Resolution to Reject all Bids for the Pavement Repair and Resurfacing Project FY 24-25, Project No. 8017 |
| **FROM:** | Public Works Department |

## RECOMMENDATION / CITY COUNCIL ACTION

The Public Works Department recommends that the City Council pass and adopt Resolution No. 11248 - A Resolution to Reject all Bids for the Pavement Repair and Resurfacing Project FY 24-25, Project No. 8017.

## BACKGROUND / ISSUE

The Public Works Department manages the City of Folsom's Pavement Management Program, which includes funding for the ongoing repair, resurfacing, and maintenance of roadways in the City.

The Pavement Repair and Resurfacing Project FY24-25, Project No. 8017, is included in the adopted Fiscal Year 24-25 Capital Improvement Plan, with funding in the amount of $2,000,000, utilizing both Measure A (Fund 276) and SB-1 Road Maintenance and Rehabilitation (Fund 235).

Public Works staff prepared construction drawings, and the project was advertised for bid in June 2024. All eight bids received were a minimum of 39% over the engineer's estimate, and the scope of the project is now being modified to reduce costs and keep in line with available funding.

## POLICY / RULE

Section 2.36.180, Award of Contracts of the Folsom Municipal Code states, in part, that the City Council may reject any or all bids or proposals when it is for good cause and in the best interests of the City.

## ANALYSIS

Public Works staff prepared the bid package, and the project was publicly advertised on June 18, 2024. On July 10, 2024, the Public Works Department received the following bids:

| | |
|---|---|
| • Consolidated Engineering, Inc. | $ 2,276,483.00 |
| • Central Valley Engineering & Asphalt, Inc. | $ 2,326,469.00 |
| • B&M Builders, Inc | $ 2,343,420.00 |
| • VSS International | $ 2,418,000.00 |
| • Lucas Paving | $ 2,481,145.00 |
| • Pavement Coatings Co. | $ 2,540,645.00 |
| • Martin Brothers Construction | $ 2,564,010.00 |
| • United Pavement Maintenance | $ 2,676,340.00 |

The Engineer's Estimate for this project was $1,636,520. The Public Works Department has evaluated the bids received and recommends that all bids be rejected.

The primary factors that contributed to the difference between the estimate and bid results include rapid inflation, fluctuating construction costs, and the lack of a clearly defined scope in one or more areas of work.

## FINANCIAL IMPACT

All eight bids exceed the current project budget and should be rejected so that the scope of the project can be modified and rebid.

Staff expects to rebid the project in the winter of FY 24-25 and begin construction in spring FY 24-25.

## ENVIRONMENTAL REVIEW

This project is exempt from environmental review under the California Environmental Quality Act (CEQA) pursuant to CEQA Guidelines Section 15301.

## ATTACHMENT

Resolution No. 11248 - A Resolution to Reject all Bids for the Pavement Repair and Resurfacing Project FY 24-25, Project No. 8017

Submitted,

Mark Rackovan, PUBLIC WORKS DIRECTOR

# RESOLUTION NO. 11248

## A RESOLUTION TO REJECT ALL BIDS FOR THE PAVEMENT REPAIR AND RESURFACING FY 24-25 PROJECT, PROJECT NO. 8017

**WHEREAS,** the City of Folsom desires to repair and rehabilitate the existing pavement and asphalt on various roadways within the City; and

**WHEREAS,** the project was publicly advertised on June 18, 2024, and the bids were received on July 10, 2024, with Consolidated Engineering, Inc. being the lowest responsible bidder at $2,276,483; and

**WHEREAS,** the Engineer's Estimate was $1,636,520; and

**WHEREAS,** funds in the amount of $2,000,000 are budgeted and available in the Pavement Repair and Resurfacing Project FY24-25, Project No. 8017, utilizing both Measure A (Fund 276) and SB-1 Road Maintenance and Rehabilitation (Fund 235); and

**WHEREAS,** the scope of the project will be reevaluated and modified to more closely align with the available budget and readvertised after the rejection of all bids;

**NOW, THEREFORE, BE IT RESOLVED** that the City Council of the City of Folsom reject all bids for the Pavement Repair and Resurfacing Project FY 24-25, Project No. 8017.

**PASSED AND ADOPTED** on this 27th day of August 2024, by the following roll-call vote:

**AYES:** Councilmember(s):
**NOES:** Councilmember(s):
**ABSENT:** Councilmember(s):
**ABSTAIN:** Councilmember(s):

Michael D. Kozlowski, MAYOR

ATTEST:

Christa Freemantle, CITY CLERK

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CITY OF
FOLSOM
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CITY OF FOLSOM
DISTINCTIVE BY NATURE

# Folsom City Council
## Staff Report

| | |
|---|---|
| **MEETING DATE:** | 8/27/2024 |
| **AGENDA SECTION:** | Consent Calendar |
| **SUBJECT:** | Resolution No. 11249 – A Resolution of the City Council of the City of Folsom Authorizing the City Manager or City Manager's Designee to Execute Agreements with California Department of Transportation for the Sustainable Transportation Planning Grant Program for a Sustainable Transit Connections to Health Services Planning and Feasibility Study and Appropriation of Funds |
| **FROM:** | Community Development Department |

## RECOMMENDATION / CITY COUNCIL ACTION

Approve Resolution No.11249 – A Resolution of the City Council of the City of Folsom Authorizing the City Manager or City Manager' Designee to Execute Agreements with California Department of Transportation for the Sustainable Transportation Planning Grant Program for the Sustainable Transit Connections to Health Services Planning and Feasibility Study and Appropriation of Funds.

## BACKGROUND / ISSUE

The Sacramento Regional Transit District (SacRT) operates the bus service for the City of Folsom. Folsom Stage Line Routes 10, 20, and 30 currently serve the area north of Highway 50. There are currently no fixed bus routes serving the Folsom Plan Area south of Highway 50.

In April of 2010, a Transit Master Plan was prepared for the Folsom Plan Area. The Transit Master Plan identifies proposed roadways to be used by future bus transit routes, along with potential locations for bus turnouts, pedestrian shelters, and bus transfer stations. The Transit Master Plan also identifies a "high capacity" bus route along Alder Creek Parkway that would link the residential areas with the major commercial areas in the Folsom Plan Area and the Hazel Avenue light rail station. According to the Transit Master Plan, the principal land use factors that promote transit ridership are density, diversity (land use mixture), and pedestrian friendly design that encourages walking. The Transit Master Plan anticipates that the transit system would be developed in phases as future development occurs within the Folsom Plan Area to support transit ridership.

SacRT operates light-rail transit (LRT) service in Sacrament County. LRT service in Folsom is provided on the Gold Line from downtown Sacramento along the Folsom Boulevard/Highway 50 corridor to the Historic Folsom light-rail station, with local stops at Hazel Avenue, Iron Point Road, Glenn Drive and Historic Folsom. SacRT is in the process of adding a second track in sections of the Gold Line route in order to operate 15-minute service between Sunrise Station in Rancho Cordova and Historic Folsom Station in Folsom, rather than the existing 30-minute service. The construction of the second track commenced earlier this year and is expected to last through the fall of 2024.

Over the past year, the Community Development Department has collaborated with the Sacramento Regional Transit District (SacRT) on various planning projects, including the General Plan, the Folsom Plan Areas Specific Increased Residential Capacity Project, and the Gold Line Double Tracking Project. The objective of this collaboration is to enhance sustainable transit connections in the City and develop strategies for the execution of the Folsom Plan Area Transit Master Plan. The partnership has highlighted the need for ongoing cooperation with SacRT and local partners, especially medical facilities like UC Davis, Dignity Health, Kaiser Permanente, and Sutter Health. With these health care providers undertaking major new facilities that are either in the planning entitlement process or under construction near US Highway 50 and East Bidwell Street, planning a transit route that connects them to the Gold Line is crucial for residents, employees, patients and those living outside the area.

In January of this year, the City Council approved Resolution No. 11155 granting staff approval to apply for funds from the Caltrans Sustainable Transportation Grant Program. In July of 2024, the Caltrans Division of Transportation Planning conditionally awarded $218,472 to the City to carry out a planning and feasibility study for transit connections to health services and other key locations in the city. The City has responded to the conditional award letter by the August 16th deadline and the Caltrans District Grant Manager is reviewing the items. The study aims to work with local health service partners and others to develop recommendations for the route alignment and station locations; create station area plans; conduct extensive community outreach; and establish an implementation and funding strategy with the goal of bringing transit service in the next few years to the major medical facilities in the Folsom Plan Area and those near the E. Bidwell and Iron Point intersection.

## POLICY / RULE

The California Department of Transportation requires that the governing body of the applicant accept the grant funds and authorize the execution of the grant agreement through a resolution.

## ANALYSIS

The proposed Sustainable Transit Connections to Health Services Planning and Feasibility Study, in partnership with the Sacramento Regional Transit District (SacRT), aims to proactively plan for sustainable transit connections that will support the planned future growth of the City. The goal is to integrate various transportation modes, enhance transit station connections, improve access to medical facilities, and provide easy access to regional transit services in Folsom and the vicinity. This initiative will increase accessibility to the regional transit system for all (including older

adults and people with disabilities), reduce traffic congestion, lower greenhouse gas emissions, and improve community health.

The study is timely due to several factors. First, the enhancements to the Regional Transit's Gold Line will allow for 15-minute light rail service in our region. Second, the four new medical facilities staff is collaborating with are still in the early stages of development and/or planning. This will allow for integration with other transportation modes to create safe, effective, and convenient transit stop access, thereby promoting ridership. Lastly, Alder Creek Parkway is yet to be fully completed, providing an opportunity for efficient resource and space utilization by integrating the transit infrastructure into the final street design before construction. These factors offer a unique opportunity to plan transit connections and transit stops/stations early on, providing future sustainable regional transit access new medical facilities, jobs, and services.

This initiative will follow SacRT's successful collaboration with UC Davis and others in launching the Causeway Connection bus service in 2020 linking UC Davis and its Medical Center campus in Sacramento, as well as the recent launch of the Elk Grove/UC Davis Medical Center express bus service in 2023. Additionally, the study will align with several current planning efforts, including, but not limited to the Folsom Light Rail Modernization Double Track Project, SACOG's Green Means Go Program, and the City's General Plan and Folsom Plan Areas Specific Increased Residential Capacity Project. It will also focus on connecting pedestrian and bike facilities under the city's Active Transportation Plan. The study will encompass technical analysis, transit route scenario modeling, station area planning, public outreach, and implementation and funding strategies, with support from multiple stakeholders.

Adopting this resolution is consistent with the City's General Plan Goal to support and maintain a comprehensive, safe, and integrated transit system that responds to the needs of all residents and allow frequent and convenient travel through the City and region and aligns with the objectives of the Sustainable Transportation Grant.

## FINANCIAL IMPACT

The overall project budget for the comprehensive planning and feasibility transit connection study is $250,000. The Caltrans sustainable transportation planning grant award total is $218,472 and requires a minimum 11.47 percent local match. In this case, the total local match is $31,528 (which represents a 12.61% local match), of which $25,808 will come from the City of Folsom in-kind staff services and $5,720 will come from SacRT in-kind staff services. The City would contribute its local match in the form of staff time including acting as project manager overseeing the project team conducting the planning and feasibility transit connections study.

Consulting services supporting the project would be funded initially through the Light Rail Impact Fee Fund (Fund 451) and reimbursed by the Sustainable Transportation Planning Grant Program funds in accordance with the reimbursement schedule. The City currently has sufficient funds available in the Light Rail Impact Fee Fund to fund the grant amount of $218,472. Staff is requesting an appropriation in the amount of the grant for $218,472 in the Light Rail Impact Fee Fund (Fund 451). There is no impact on the General Fund if the grant award is accepted.

## ENVIRONMENTAL REVIEW

Execution of the grant agreement does not constitute the approval of a project but is rather a step toward determining the feasibility of a project. The Sustainable Transit Connections to Health Services Planning and Feasibility Study is exempt from the California Environmental Quality Act (CEQA) pursuant to State CEQA Guidelines Section 15262, which provides an exemption for feasibility and planning studies for future action. The feasibility study will not, in and of itself, authorize or approve any construction.

## ATTACHMENTS

1. Resolution No. 11249 – A Resolution of the City Council of the City of Folsom Authorizing the City Manager or City Manager's Designee to Execute Agreements with California Department of Transportation for the Sustainable Transportation Planning Grant Program for a Sustainable Transit Connections to Health Services Planning and Feasibility Study and Appropriation of Funds
2. Conditional Award Letter

Submitted,

Pam Johns, Community Development Director

# ATTACHMENT 1

A Resolution of the City Council of the City of Folsom Authorizing the City Manager or City Manager's Designee to Execute Agreements with California Department of Transportation for the Sustainable Transportation Planning Grant Program for a Sustainable Transit Connections to Health Services Planning and Feasibility Study and Appropriation of Funds

# RESOLUTION NO. 11249

## A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF FOLSOM AUTHORIZING THE CITY MANAGER OR CITY MANAGER'S DESIGNEE TO EXECUTE AGREEMENTS WITH CALIFORNIA DEPARTMENT OF TRANSPORTATION FOR THE SUSTAINABLE TRANSPORTATION PLANNING GRANT PROGRAM FOR SUSTAINABLE TRANSIT CONNECTIONS TO HEALTH SERVICES PLANNING AND FEASIBILITY STUDY AND APPROPRIATION OF FUNDS

**WHEREAS,** the City of Folsom (City) recognizes the importance of sustainable transportation planning to enhance mobility, reduce greenhouse gas emissions, and improve the quality of life for residents; and

**WHEREAS,** the California Department of Transportation (Caltrans) offers the Sustainable Transportation Planning Grant Program to support local and regional planning efforts; and

**WHEREAS,** the City is eligible to receive funding through the program; and

**WHEREAS,** on July 9, 2024, the City received notice of a conditional Sustainable Transportation Planning Grant award in the amount of $218,472 from Caltrans for the Sustainable Transit Connections to Health Services Planning and Feasibility Study, with a total local match obligation of $31,528, all as set forth in the conditional Grant Award; and

**WHEREAS,** a grant agreement is necessary to secure these funds; and

**WHEREAS,** the City of Folsom City Council wishes to delegate authorization to the City Manager or City Manager's Designee to execute the grant agreement, any amendments thereto, and any related documents; and

**WHEREAS,** execution of the grant agreement does not constitute approval of a project under the California Environmental Quality Act (CEQA), and the planning and feasibility study is exempt from CEQA pursuant to State CEQA Guidelines Section 15262, which provides exemption for feasibility and planning studies and possible future actions.

**NOW, THEREFORE, BE IT RESOLVED** that the City Council of the City of Folsom hereby:

1. Approves the acceptance of the grant award from the Caltrans for the Sustainable Transportation Planning Program in the total amount of $218,472.

2. Approves the total local match obligation of $31,528, (which represents a 12.61% local match), of which $25,808 will come from the City of Folsom in-kind staff services and $5,720 will come from SacRT in-kind staff services.

3. Authorizes the City Manager or City Manager's Designee to execute a grant agreement with Caltrans for the Sustainable Transportation Planning Grant for the Sustainable Transit Connections to Health Services Planning and Feasibility Study, including related actions.

4. Authorizes the Finance Director to appropriate an amount not to exceed $218,472 in the Light Rail Fee Fund (Fund 451).

**PASSED AND ADOPTED** this 27th day of August, 2024, by the following roll-call vote:

**AYES:** Councilmember(s):
**NOES:** Councilmember(s):
**ABSENT:** Councilmember(s):
**ABSTAIN:** Councilmember(s):

Michael D. Kozlowski, MAYOR

ATTEST:

Christa Freemantle, CITY CLERK

# ATTACHMENT 2

## Conditional Award Letter

CALIFORNIA STATE TRANSPORTATION AGENCY GAVIN NEWSOM, GOVERNOR

**California Department of Transportation**

DIVISION OF TRANSPORTATION PLANNING
P.O. BOX 942873, MS–32 SACRAMENTO, CA 94273–0001
(916) 261-3326 | TTY 711
www.dot.ca.gov

July 9, 2024

***SENT VIA E-MAIL***

On behalf of the California Department of Transportation (Caltrans), Division of Transportation Planning, we are pleased to congratulate you on your Sustainable Transportation Planning Grant award.

| Sustainable Transportation Planning Grant Program | | | | | |
|---|---|---|---|---|---|
| **Grant Award Fiscal Year** | 24-25 | **Grant Category** | Sustainable Communities Competitive | **Grant Fund Source** | RMRA |
| **Project Title** | Sustainable Transit Connections to Health Services Planning and Feasibility Study | | | | |
| **Grantee/Agency** | City of Folsom | | | | |
| **Executive Director** | Elaine Andersen | | | | |
| **Grantee/Agency Contact** | Stephanie Henry | | | | |
| **Sub-Recipient(s)** | Sacramento Regional Transit District | | | | |
| **Caltrans District Contact(s)** | Gabriela Wentz | | | | |
| **Caltrans District Contact(s) E-mail** | gabriela.wentz@dot.ca.gov | | | | |

| Grant Award | Local Match (Cash) | Local Match (In-Kind) | Total Local Match | % Local Match | Total Project Cost |
|---|---|---|---|---|---|
| $218,472 | $25,808 | $5,720 | $31,528 | 12.61% | $250,000 |

| Conditions of Award Due to Caltrans | Grant Expiration Date | Final Invoice Due |
|---|---|---|
| 8/16/24 | 6/30/27 | 8/29/27 |

*** The final contractually agreed upon Local Match and Fund Source are located on the Grant Application Cover Sheet and Project Cost and Schedule. Any change in Local Match that increases/decreases the Total Project Cost must be approved by Caltrans and may require a Formal Amendment. Each invoice must include the contractual/agreed upon local match % - any deviation to this amount requires an approved Tapered Local Match Amendment prior to invoice submittal. Any change to the Local Match Fund Source requires prior Caltrans approval and an Administrative Amendment.**

**Next Steps**

1. The Caltrans District Grant Manager will schedule a Conditional Award Meeting with your agency soon.
   - The attached specific and general conditions and project revisions necessary to accept grant funding will be discussed at this meeting.
2. The required conditions must be submitted to the Caltrans District Grant Manager no later than the date listed in the table above.
   - Failure to satisfy these conditions will result in the forfeiture of grant funds.
3. The Caltrans District Grant Manager will review and approve all items required to fulfill the attached specific and general conditions.
4. Once the required conditions are met and the agreement is executed, the Caltrans District Grant Manager will:
   - Send a Notice to Proceed letter (for MPO/RTPAs, this will happen after the OWP/OWPA formal amendment is processed). *Grant work cannot begin until the Notice to Proceed letter is received by your agency.*
   - Coordinate and schedule a grant kick-off meeting with your agency.

If you have questions concerning your Conditional Grant Award, please reach out to your Caltrans District contact listed in the table above.

Sincerely,

ERIN THOMPSON
Chief, Office of Regional and Community Planning

Attachments:
Specific and General Conditions

Sustainable Transportation Planning Grant Program

# Grant Award Specific and General Conditions

## Specific Conditions

If Specific Conditions have been identified for this grant, they will be listed below. Please make all necessary revisions to the Grant Application Cover Sheet, Scope of Work (SOW), and/or the Cost and Schedule, and complete the right column to indicate where the specific conditions were addressed.

| Specific Conditions | Conditions Addressed List Document, Section & Page(s) |
|---|---|
| 1. Revise schedule to reflect a Nov. 2024 - June 2027 timeline. | |
| 2. Task 4 – Public outreach should be better developed to quantify outreach efforts throughout the project. Language barriers should be accounted for in outreach efforts. | |
| 3. Identify the authorized signer(s) and email address(s) for the grant agreement that will be routed via Adobe Acrobat Sign. | |
| 4. Complete form STD 1000 - Generative Artificial Intelligence (GenAI) Disclosure & Factsheet | |
| | |
| | |
| | |
| | |
| | |

| Specific Conditions | Conditions Addressed List Document, Section & Page(s) |
|---|---|
| | |
| | |
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| | |
| | |
| | |

## General Conditions

Please review the General Conditions below and complete them, as necessary. Most of these items are outlined in the Grant Application Guide, Ch. 6 and Appendix B.

- **Board Resolution** – A current (less than one year old) Local Board Resolution, signed by the governing board that includes the grant project title and job title of the person authorized to enter into a contract with Caltrans, is required to be submitted to Caltrans by September 13, 2024.
- **Government Entity Taxpayer ID Form** is now required in place of the previously required STD-204. It is required by Caltrans Accounting to ensure payments are sent to the correct recipient and address.
- **Generative Artificial Intelligence (GenAI) Disclosure (STD 1000)** is a new form now required by Caltrans for all contract submittals. The Solicitation Number field can be left blank.
- **Scope of Work (SOW) and Project Cost and Schedule** (Refer to Grant Application Guide, Appendix B Checklists) These are frequently missed requirements:
  - Project Management stand-alone tasks, staff and/or consultant coordination are not allowed. Project Management activities must be charged to the tasks in which they are accrued.
  - Include tasks for a kick-off meeting with Caltrans, invoicing, quarterly reporting, and Board adoption or acceptance.
  - Ensure the deliverable for the consultant procurement task includes: Request for Proposal (RFP), executed consultant contract, and a copy of your agency's procurement procedures.
  - The earliest project start date is November 4, 2024, with an end date of June 30, 2027. The Project Cost and Schedule will need be updated to reflect your proposed start date. At least one task must extend to the grant expiration date on June 30, 2027.
  - Indirect Costs - For Local Government Agencies requesting to bill for indirect costs: Indirect costs must be identified in the SOW and Project Cost and Schedule, and the indirect cost rate included at the bottom of the Project Cost and Schedule.
- **Grant Application Cover Sheet and Project Cost and Schedule**
  - Ensure the grant award, local match, and total project costs are consistent with the award letter amounts.
- **Grant Application Cover Sheet** - Must identify the specific source of cash and in-kind local match funds; and must identify the agency providing the local match.
  - If your agency is using staff time as a cash match, the application cover sheet must identify the source of local match funds for staff time (e.g., General Fund).
  - Direct grantee staff time is not an allowable in-kind match and must be identified as cash match.
- **Third Party In-Kind Valuation Plan, if applicable** - Third-party in-kind contributions consist of goods and services donated from outside the grantee's agency (e.g., printing, facilities, interpreters, equipment, advertising, staff time, and other goods or services). If utilizing third-party in-kind contributions to satisfy the local match requirement:
  - Ensure in-kind contribution information is identified on the Grant Application Cover Sheet and Project Cost and Schedule.
  - To clarify, sub-recipient staff time, if reimbursed, is considered cash match. If donating their time, it is considered in-kind.

- Submit a Third-Party In-kind Valuation Plan. The district can provide a copy of the valuation plan checklist and template.

- **Ensure Consistency** - All changes made to the Grant Application Cover Sheet, SOW, and Project Cost and Schedule are made consistently in all documents.

## Grant Administrative Requirements

Refer to the Grant Application Guide, Ch. 6, and the Restricted Grant Agreement boilerplate for a detailed overview of the Grant Administrative Requirements that must be adhered to over the life of the project. In summary:

- **Third Party Contracts** - Competitive consultant procurement, i.e., Request for Proposals (RFP) is required for all grant projects.
  - If there is a consultant on-board, ensure the process to procure the consultant was a competitive process (documentation must be provided to Caltrans); the grant work must have been part of the original RFP.
  - If using an on-call consultant list, the process for establishing the list must be competitive and less than five years old (documentation must be provided to Caltrans)
  - If the consultant helped to prepare the Project Scope of Work or grant application, they shall not be considered in the consultant procurement.
- **Quarterly Reporting** – Quarterly Progress Reports (a narrative of completed project activities) are submitted on a quarterly basis.
- **Invoicing and Financial Requirements** –
  - Maintain a proper accounting system (MS Excel is unacceptable).
  - Request for Reimbursements/invoices (RFRs) at least quarterly, but no more than monthly.
    - One-time, lump sum invoices are not allowed.
    - If requesting reimbursement of indirect costs, a copy of the ICAP/ICRP acceptance letter must be submitted with the first invoice.
    - Local match commitments must be satisfied with every RFR/invoice, including any local match amount above the minimum amount. If you are unable to meet this commitment, coordinate with your district Contract Manager.
    - All work must be completed by June 30, 2027.
    - Final RFR/invoice and the final product are due no later than August 29, 2027.
    - The final RFR/invoice will not be processed without the final product.
  - An Indirect Cost Allocation Plan/Indirect Cost Rate Proposal (ICAP/ICRP) must be submitted each year to the Inspector General Independent Office of Audits and Investigations for approval. Instructions for submitting an ICAP/ICRP are available at the following webpage: https://ig.dot.ca.gov/resources
- **Grant Amendments** - Proposed changes to the Grant Application Cover Sheet, SOW, and Project Cost and Schedule (e.g., local match amount, fund source, movement of funds) will require an Amendment and Caltrans approval. Please contact Caltrans for guidance on this process.

# Folsom City Council
## Staff Report

| | |
|---|---|
| **Council MEETING DATE:** | 8/27/2024 |
| **AGENDA SECTION:** | Consent Calendar |
| **SUBJECT:** | Resolution No. 11254 - A Resolution Authorizing the City Manager to Execute a Subdivision Improvement Agreement with Habitat for Humanity of Greater Sacramento for the Project Located at the Address Formerly Listed as 300 Persifer for the Purpose of Developing Affordable Housing |
| **FROM:** | Community Development Department |

## RECOMMENDATION / CITY COUNCIL ACTION

Staff recommends that the City Council move to adopt:

Resolution No. 11254 – A Resolution Authorizing the City Manager to Execute a Subdivision Improvement Agreement with Habitat for Humanity of Greater Sacramento for the Project Located at the Address Formerly Listed as 300 Persifer for the Purpose of Developing Affordable Housing

## BACKGROUND / ISSUE

On September 22, 2020, City Council adopted Resolution No. 10531 declaring 300 Persifer as surplus land. On December 14, 2021, City Council adopted Resolution No. 10777 approving the subdivision of 300 Persifer into 5 individual residential lots to be sold to Habitat for Humanity of Greater Sacramento for the purpose of creating at least one for-sale affordable housing unit on each of the five lots, with an additional secondary dwelling unit on each lot along the adjoining alley consistent with local zoning and state housing law.

The action for consideration by the City Council is the approval of the Subdivision Improvement Agreement for the 300 Persifer Habitat for Humanity Subdivision consistent with City policies and practices of development related civil improvements.

## POLICY / RULE

The Subdivision Map Act of the State of California and the City's Subdivision Ordinance require that the City Council approve Subdivision Improvement Agreements.

## ANALYSIS

The attached Subdivision Improvement Agreement and its listed conditions of development have been reviewed by the Community Development Department and other City departments for compliance with Council action and City standards.

## ENVIRONMENTAL REVIEW

The sale of surplus city-owned property is categorically exempt from environmental review under Section 15312 (Surplus Government Property Sales) of the CEQA Guidelines.

## ATTACHMENTS

1. Resolution No. 11254 – A Resolution Authorizing the City Manager to Execute a Subdivision Improvement Agreement with Habitat for Humanity of Greater Sacramento for the Project Located at the Address Formerly Listed as 300 Persifer for the Purpose of Developing Affordable Housing

2. 300 Persifer Habitat for Humanity Subdivision Improvement Agreement with Exhibits

Submitted

PAM JOHNS, Community Development Director

# ATTACHMENT 1

A Resolution Authorizing the City Manager to Execute a Subdivision Improvement Agreement with Habitat for Humanity of Greater Sacramento for the Project Located at the Address Formerly Listed as 300 Persifer for the Purpose of Developing Affordable Housing

# RESOLUTION NO. 11254

## A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE A SUBDIVISION IMPROVEMENT AGREEMENT FOR THE PROJECT LOCATED AT THE ADDRESS FORMERLY LISTED AS 300 PERSIFER HABITAT FOR HUMANITY SUBDIVISION FOR THE PURPOSE OF DEVELOPING AFFORDABLE HOUSING

**WHEREAS**, the City Council adopted Resolution No. 10777 on December 14, 2021, approving the subdivision of 300 Persifer into 5 individual residential lots to be sold to Habitat for Humanity of Greater Sacramento for the purpose of developing affordable housing; and

**WHEREAS**, the civil improvement plans for the subdivision have been reviewed and approved by the Community Development Department, Engineering Division as complying with the approved or conditionally approved requirements for the project.

**NOW, THEREFORE, BE IT RESOLVED** that the City Manager is hereby authorized to execute the Subdivision Improvement Agreement with Habitat for Humanity of Greater Sacramento for the project located at the address formerly listed as 300 Persifer for the purposes of developing affordable housing.

**PASSED AND ADOPTED** this 27th day of August 2024, by the following roll-call vote:

**AYES:** Councilmember(s):
**NOES:** Councilmember(s):
**ABSENT:** Councilmember(s):
**ABSTAIN:** Councilmember(s):

Michael D. Kozlowski, MAYOR

ATTEST:

Christa Freemantle, CITY CLERK

# ATTACHMENT 2

## 300 Persifer Habitat for Humanity Subdivision Improvement Agreement with Exhibits

**No Fee Document Pursuant to Government Code Section 6103.**

**RECORDING REQUESTED BY:**

City of Folsom

**WHEN RECORDED MAIL TO:**

| | |
|---|---|
| NAME | **City of Folsom**<br>**City Clerk** |
| MAILING ADDRESS | **50 Natoma Street** |
| CITY, STATE, ZIP CODE | **Folsom, CA 95630** |

**SPACE ABOVE THIS LINE RESERVED FOR RECORDER'S USE**

# CITY OF FOLSOM

## SUBDIVISION IMPROVEMENT AGREEMENT

This Agreement is made and entered into this _____ day of _____, 2024, by and between the **City of Folsom**, hereinafter referred to as "City", and **Habitat for Humanity of Greater Sacramento, Inc.** ("Habitat"), a 501(c)(3) nonprofit corporation ("Developer").

## RECITALS

A. Developer has presented to the City a certain Condominium Plan of a proposed subdivision of land located within the corporate limits of the City that has been prepared in accordance with the Subdivision Map Act of the State of California, the subdivision ordinances of the City, and the Tentative Parcel Map, if any, of the subdivision previously approved Resolutions by the City Council of the City.

B. The proposed subdivision of land, formerly known as and described as **300 Persifer Street (Habitat for Humanity** and is herein referred to as the "subdivision".

C. Developer has requested approval of the Condominium Plan prior to the construction and completion of the public improvements (as shown on the approved improvement plans and listed in Exhibit A), including, but not limited to streets, highways, public ways, sidewalks, curbs, gutters, bikeways, storm drainage facilities, sanitary sewer facilities, domestic water facilities, public utility facilities, landscaping, public lighting facilities, park or recreational improvements and appurtenances thereto, in or required by the Subdivision Map Act, the subdivision ordinances of the City, the Tentative Map, Recorded Parcel Map, and development agreement, if any, approved by the City. The foregoing improvements, more specifically listed on Exhibit A attached hereto, are hereinafter referred to as "the required improvements".

D. To comply with the intent of the approved City Council Resolution No. 10777 and the project

Conditions as provided on Exhibit B, the Developer is required to submit for approval the Condominium Plan and corresponding Certificates of Compliance for each parcel of the subdivision.

**NOW, THEREFORE,** the parties agree as follows:

1. Performance of Work. Developer agrees to furnish, construct, and install at their own expense the required improvements as shown on the approved plans and specifications of the subdivision, a copy of which is on file in the Community Development Department, and is incorporated herein by reference, along with any changes or modifications as may be required by the City Engineer due to errors, omissions, changes in conditions, or changes in facilities as required by the City Engineer. The approved plans and specifications of the required improvements may be modified by the Developers the development progresses, provided that any modification is approved in writing by the City Engineer. The total estimated cost of the required improvements, as shown on Exhibit A, is **FOUR HUNDRED TWENTY-FIVE THOUSAND SIX HUNDRED THIRTY-FIVE AND 00/100 DOLLARS ($425,635.00)**.

2. Work; Satisfaction of City Engineer. All of the work on the required improvements is to be done at the places, of the materials, and in the manner and at the grades, all as shown upon the approved plans and specifications and as required by the City's Improvement Standards and Standard Construction Specifications and any applicable City ordinances or state and federal laws, and to the satisfaction of the City Engineer.

3. Work; Time for Commencement and Performance. Work on the required improvements shall be completed by the Developer on or before twelve (12) months from the date of this Agreement. At least fifteen (15) calendar days prior to the commencement of such work, the Developer shall notify the City Engineer in writing of the date fixed by Developer for commencement of the work.

4. Time of Essence; Extension.

   a. Time is of the essence of this Agreement. The date for completion of the work of construction may not be extended, except as provided in Section 16.36.110 of the Folsom Municipal Code.

5. Improvement Security. Concurrently with the execution of this Agreement, the Developer shall furnish the City:

   a. Improvement security in the sum of **FOUR HUNDRED TWENTY-FIVE THOUSAND SIX HUNDRED THIRTY-FIVE AND 00/100 DOLLARS ($425,635.00),** which sum is equal to one hundred percent of the total estimated cost of constructing the required improvements and the cost of any other obligation to be performed by Developer under this Agreement, conditioned upon the faithful performance of this Agreement; and

b. Separate improvement security in the sum of **FOUR HUNDRED TWENTY-FIVE THOUSAND SIX HUNDRED THIRTY-FIVE AND 00/100 DOLLARS ($425,635.00),** which sum is equal to one hundred percent of the estimated cost of constructing the required improvements, securing payment to the contractor, subcontractor and to persons furnishing labor, materials, or equipment to them for the construction of the required improvements.

c. The Developer shall deposit with the City **THREE THOUSAND AND NO/100 DOLLARS ($3,000.00)** for the Condo Plan. The deposit may be used at the discretion of the City to correct deficiencies and conditions caused by the Developer, contractor, or subcontractors that may arise during or after the construction of the subdivision.

d. The estimated total cost of required improvements includes a ten percent (10%) construction cost contingency, the cost of the installation of survey monuments in the Subdivision to guarantee and secure the placement of such monuments as provided by Section 66496 of the Government Code of the State of California, and an estimated utility cost in addition to ensure installation of public utilities. In lieu of providing the estimate of total utility costs, the Developer may submit, in a form acceptable to the City Engineer, certification from the utility companies that adequate security has been deposited to ensure installation.

6. Plan Checking and Inspection Fees. The Developer shall pay to the City fees for the checking, filing, and processing of improvement plans and specifications, and for inspecting the construction of the required improvements in the amounts and at the times established by the City.

7. Indemnification and Hold Harmless. The Developer shall indemnify, protect, defend, save and hold the City harmless from any and all claims or causes of action for death or injury to persons, or damage to property resulting from intentional or negligent acts, errors, or omissions of Developer or Developer's officers, employees, volunteers, and agents during performance of this Agreement, or in connection with Developer's work, or from any violation of any federal, state, or municipal law or ordinance, to the extent caused, in whole or in part, by the willful misconduct, negligent acts, or omissions of Developer or its employees, subcontractors, or agents, or by the quality or character of Developer's work. It is understood that the duty of Developer to indemnify and hold harmless includes the duty to defend as set forth in Section 2778 of the California Civil Code. Acceptance by City of insurance certificates and endorsements required under this Agreement does not relieve Developer from liability under this indemnification and hold harmless clause. This indemnification and hold harmless clause shall apply to any damages or claims for damages whether or not such insurance policies shall have been determined to apply, and shall further survive the expiration or termination of this Agreement. By execution of this Agreement, Developer acknowledges and agrees to the provisions of this Section and that it is a material element of consideration. Developer shall, at his own cost and expense, defend any and all actions, suits, or legal proceedings that may be brought or instituted against the City, its officers and employees, on any such claim or demand, and pay or satisfy any judgement that may be

rendered against the City in any such actions, suits or legal proceedings, or result thereof.

8. Insurance. Developer and any contractors hired by Developer to perform any of the Required Improvements shall, at their expense, maintain in effect for the duration of this Agreement or until the required improvements are accepted by the City, whichever first occurs, not less than the following coverage and limits of insurance, which shall be maintained with insurers and under forms of policy satisfactory to the City. The maintenance by Developer and it contractors of the following coverage and limits of insurance is a material element of this Agreement. The failure of Developer or any of its contractors to maintain or renew coverage or to provide evidence of renewal may be treated by the City as a material breach of this Agreement.

a. Minimum Limits of Insurance. Developer shall maintain limits not less than:

1. Comprehensive General Liability: $1,000,000 combined single limit per occurrence for bodily injury, personal injury and property damage.

2. Automobile Liability: $1,000,000 combined single limit per accident for bodily injury, personal injury and property damage.

3. Worker's Compensation and Employers Liability: Worker's Compensation limits as required by the Labor Code of the State of California and Employers Liability limits of $1,000,000 per accident.

b. Deductibles and Self-Insured Retentions. Any deductibles or self-insured retentions shall be declared to and approved by the City. At the option of the City, either: the insurer shall reduce or eliminate such deductibles or self-insured retentions as respects to a bond guaranteeing payment of losses and related investigations, claim administration and defense expenses.

c. Other Insurance Provisions. The policies are to contain, or be endorsed to contain, the following provisions:

1. General Liability and Automobile Liability Coverages

A. The City, its officers, officials, employees and volunteers are to be covered as insureds as respects: liability arising out of activities performed by or on behalf of the Developer; products and completed operations of the Developer; premises owned, leased or used by the Developer; or automobiles owned, leased, hired or borrowed by the Developer. The coverage shall contain no special limitations on the scope of protection afforded to the City, its officers, officials, employees or volunteers.

B. The Developer's insurance coverage shall be primary insurance as respects the City, its officers, officials, employees and

volunteers. Any insurance of self-insurance maintained by the City, its officials, employees or volunteers shall be excess of the Developer's insurance and shall not contribute with it.

C. Any failure to comply with reporting provisions of the policies shall not affect coverage provided to the City, its officers, officials, employees or volunteers.

D. The Developer's insurance shall apply separately to each insured against whom claim is made or suit is brought, except with respect to the limits of the insurer's liability.

2. Worker's Compensation and Employers Liability Coverage. The insurer shall agree to waive all rights or subrogation against the City, its officers, officials, employees and volunteers for losses arising from work performed by Developer for the City.

3. All Coverages. Each insurance policy required by this clause shall be endorsed to state that coverage shall not be suspended, voided or cancelled by either party, reduced in coverage or in limits except after thirty (30) days prior written notice by certified mail, return receipt requested, has been given to the City.

d. Acceptability of Insurers. Insurance is to be placed with insurers with a Best's rating of not less than A: VII.

e. Verification of Coverage. Concurrently with the execution of this Agreement, the Developer shall furnish the City with original endorsements affecting coverage required by this clause. The endorsements for each insurance policy are to be signed by a person authorized by that insurer to bind coverage on its behalf. The City reserves the right to require complete, certified copies of all required insurance policies at any time.

9. Title to Improvements. Title to and ownership of the required public improvements constructed under this Agreement by Developer shall vest absolutely in the City upon completion and written acceptance of such improvements by the City Engineer. The City Engineer shall not accept the required improvements unless Developer certifies that such improvements have been constructed in conformity with the approved plans and specifications, approved modifications, if any, the approved Condo Plan, City Improvement Standards and Standard Construction Specifications, any applicable City Ordinances or State and Federal laws and after 35 days from the date of filing of a Notice of Completion.

10. Warranty Security. Prior to acceptance of the required improvements by the City Engineer, the Developer shall provide security in the amount and in the form as required by the City Engineer to guarantee the improvements against any defective work or labor done or defective materials used in the performance of the required improvements (Warranty Security) throughout the warranty security period which shall be the period of one year following completion and written acceptance of the improvements (Warranty Security Period). The amount of the

Warranty Security shall not be less than 10 percent of the cost of the construction of the improvements, including the cash deposit required in paragraph 5C of this agreement, which shall be retained for the Warranty Security Period.

11. Repair or Reconstruction of Defective Work or Materials. If, within the Warranty Security Period or the applicable statute of limitations, whichever is longer, any improvement or part of any improvement furnished and/or installed or constructed by Developer or any of the work done under this Agreement fails to fulfill any of the requirements of the Agreement or the specifications referred to herein as determined by the City, Developer shall without delay and without any cost to the City, repair, replace, or reconstruct any defective or otherwise unsatisfactory part or parts of the required improvements. If the Developer fails to act promptly or in accordance with this requirement, or if the exigencies of the situation require repairs or replacements to be made before the Developer can be notified, then the City may, at its option, make the necessary repairs or replacements or perform the necessary work, and Developer shall pay to City the actual cost of such repairs plus fifteen percent (15%) within thirty (30) days of the date of billing for such work by City. The parties further understand and agree that the Warranty Security furnished pursuant to paragraph 10 of this Agreement shall guarantee and secure the faithful performance and payment of the provisions of this paragraph during the Warranty Security Period.

12. Developer Not Agent of City. Neither Developer nor any of Developer's agents or contractors are or shall be considered to be agents of City in connection with the performance of Developer's obligations under this Agreement.

13. Notice of Breach and Default. If Developer refuses or fails to prosecute the work, or any part thereof, with such diligence as will ensure its completion within the time specified, or any extension thereof, or fails to complete the work within such time, or if Developer should be adjudged a bankruptcy, or Developer should make a general assignment for the benefit of his creditors, or if a receiver should be appointed in the event of Developer's insolvency, or if Developer or any of Developer's contractors, subcontractors, agents or employees should violate any of the provisions of this Agreement and the City may, but is under no obligation to, serve written notice upon Developer and Developer's surety, if any, of breach of this Agreement, or of any portion thereof.

14. Breach of Agreement; Performance By Surety or City. In the event of any such notice, Developer's surety, if any, shall have the duty to take over and complete the work and the required improvements; provided, however, that if the surety within fifteen (15) days after the serving of such notice of breach upon it does not give the City written notice of its intention to take over the performance thereof within fifteen (15) days after notice to the City of such election, then the City may take over the work and prosecute the same to completion by contract, or by any other method the City may deem advisable, for the account and at the expense of the Developer, and the Developer's surety shall be liable to City for any excess costs of damages incurred by the City; and in such event, the City, without liability for so doing, may take possession of and utilize in completing the work, such materials, appliances, plant or other property belonging to Developer as may be on the site of the work and necessary therefor.

If the form of improvement security is other than a bond, then the City, after giving notice of

breach of the Agreement, may proceed to collect against the improvement security in the manner provided by law and by the terms of the security instrument.

15. Notices. All notices required under this Agreement shall be in writing, and delivered in person or sent by registered or certified mail, postage prepaid.

Notices required to be given to City shall be addressed as follows:

**City of Folsom**
**Community Development Department**
**50 Natoma Street**
**Folsom, CA 95630**
**ATTN: City Engineer**

Notices required to be given to Developer shall be addressed as follows:

**Habitat for Humanity of Greater Sacramento, Inc.**
**819 North 10th Street**
**Sacramento, CA 95821**
**ATTN: Leah Miller, Chief Executive Officer**

Notices required to be given surety, if any, of Developer shall be addressed as follows:

**SureTec Insurance Company**
**3111 Camino del Rio N. Suite 900**
**San Diego, CA 92108**

Any party of the surety may change such address by notice in writing to the other party and thereafter notices shall be addressed and transmitted to the new address.

16. Attorney's Fees. In the event any legal action is brought to enforce or interpret this Agreement, the prevailing party shall be entitled to an award of reasonable attorney's fees, in addition to any other relief to which he may be entitled.

17. Assignment. This Agreement shall bind and inure to the benefit of the assigns, successors in interest, heirs, executors, and administrators of the parties, and the parties agree that the City may cause a copy of this Agreement to be recorded in the Sacramento County Recorder's Office.

**IN WITNESS WHEREOF**, the parties have executed this Agreement as follows:

**DEVELOPER**

**Habitat for Humanity of Greater Sacramento, Inc., a 501(c)(3) nonprofit corporation**

_____

BY:_____

Print Name: LEAH MILLER, CHIEF EXECUTIVE OFFICER

DATE_____

**CITY OF FOLSOM, a Municipal Corporation**

BY:_____ DATE_____

ELAINE ANDERSENCITY MANAGER

ATTEST:

_____ DATE_____

CHRISTA FREEMANTLE

APPROVED AS TO CONTENT:

_____ DATE_____

PAM JOHNS
COMMUNITY DEVELOPMENT DIRECTOR

APPROVED AS TO FORM:

_____ DATE_____

STEVEN WANG
CITY ATTORNEY

NOTICE: SIGNATURE(S) ON BEHALF OF "DEVELOPER" MUST BE NOTARIZED
Certificate of Acknowledgement pursuant to Civil Code, Section 1189, must be attached.
SUBDIVISION AGREEMENT – 300 Persifer Habitat for Humanity

BOND # _____
PREMIUM:_____

PERFORMANCE BOND
for
**Subdivision Improvement Agreement**

**WHEREAS**, The City Council of the City of Folsom, a Municipal Corporation in the State of California, and Habitat for Humanity of Greater Sacramento, Inc., a 501(c)(3) nonprofit corporation , (hereinafter designated as "Principal") have entered into an agreement where by principal agrees to install and complete certain designated public improvements, which said agreement, dated _____ 20___, and identified as the **Subdivision Improvement Agreement** is hereby referred to and made a part hereof; and,

**WHEREAS**, Said Principal is required under the terms of said agreement to furnish a bond for the faithful performance of said agreement;

**NOW THEREFORE**, We, the principal, and _____ _____, as surety, are held and firmly bound unto the City of Folsom, hereinafter referred to as the City; in the penal sum of **FOUR HUNDRED TWENTY-FIVE THOUSAND SIX HUNDRED THIRTY-FIVE AND 00/100 DOLLARS ($425,635.00)**,lawful money of the United States, for the payment of which sum well and truly to be made, we bind ourselves, our heirs, successors, executors , and administrators, jointly and severally firmly by these presents.

The condition of this obligation is such that if the above bounded principal, its heirs, executors, administrators, successors or assigns, shall in all things stand to and abide by, and well and truly keep and perform the covenants, conditions, and provisions in the said agreement and any alteration thereof made as therein provided, on its part, to be kept and performed at the time and in the manner therein specified, and in all respects according to their true intent and meaning, and shall indemnify and save harmless the City, its officers, agents, and employees, as therein stipulated, then this obligation shall become null and void; otherwise it shall be and remain in full force and effect.

As a part of the obligation secured hereby and in addition to the face amount specified therefor, there shall be included costs and reasonable expenses and fees, including reasonable attorney's fees, incurred by City in successful enforcing such obligation, all to be taxed as costs and included in any judgment rendered.

The surety hereby stipulates and agrees that no change, extension of time, alteration or addition to the terms of the agreement or to the work to be performed thereunder or the specifications accompanying the same shall in any way affect its obligations on this bond, and it does hereby waive notice of any such change, extension of time, alteration or addition to the terms of the agreement or to the work or to the specifications.

IN WITNESS WHEREOF, this instrument has been duly executed by the principal and surety above named, on _____, 20___.

BY _____
(PRINCIPAL)

BY _____
(PRINCIPAL)

BY _____
(SURETY)

_____
(ADDRESS)

_____
(CITY, STATE, ZIP)

_____
(TELEPHONE)

APPROVED AS TO FORM

_____
STEVEN WANG, CITY ATTORNEY

BOND #_____
PREMIUM:_____

LABOR & MATERIALS BOND
for
**Subdivision Improvement Agreement**

WHEREAS, The City Council of the City of Folsom, a Municipal Corporation of the State of California, and Habitat for Humanity of Greater Sacramento, Inc., a 501(c)(3) nonprofit corporation (hereinafter designated as "Principal"), have entered into an agreement whereby principal agrees to install and complete certain designated public improvements, which said agreement, dated _____ 20___, and identified as the **Subdivision Improvement Agreement** is hereby referred to and made a part hereof; and,

WHEREAS, under the terms of said agreement, principal is required before entering upon the performance of the work, to file a good and sufficient payment bond with the City of Folsom to secure the claims to which reference is made in Title 15 (commencing with Section 3082) of Part 4 of Division 3 of the Civil Code of the State of California;

NOW THEREFORE, said principal and the undersigned as corporate surety, are held firmly bound unto the City of Folsom and all contractors, subcontractors, laborers, materialmen and other persons employed in the performance of the aforesaid agreement and referred to in the aforesaid Code of Civil Procedure, in the sum **FOUR HUNDRED TWENTY-FIVE THOUSAND SIX HUNDRED THIRTY-FIVE AND 00/100 DOLLARS ($425,635.00)**,for materials furnished or labor thereon of any kind, or for amounts due under the Unemployment Insurance Act with respect to such work or labor, that said surety will pay the same in an amount not exceeding the amount hereinabove set forth, and also in case suit is brought upon this bond, will pay, in addition to the face amount thereof, cost and reasonable expenses and fees, including reasonable attorney's fees, incurred by City in successfully enforcing such obligation, to be awarded and fixed by the court, and to be taxed as costs and to be included in the judgment therein rendered.

It is hereby expressly stipulated and agreed that this bond shall inure to the benefit of any and all persona, companies and corporations entitled to file claims under Title 15 (commencing with Section 3082) of Part 4 of Division 3 of the Civil Code, so as to give a right of action to them or their assigns in any suit brought upon this bond.

Should the condition of this bond be fully performed, then this obligation shall become null and void, otherwise it shall be and remain in full force and effect.

The surety hereby stipulates and agrees that no change, extension of time, alteration, or addition to the terms of said agreement or the specifications accompanying the same shall in any manner affect its obligations on this bond, and it does hereby waive notice of any such change, extension, alteration, or addition.

IN WITNESS WHEREOF, this instrument has been duly executed by the principal and surety above named, on _____, 20___.

BY _____
(PRINCIPAL)

BY _____
(PRINCIPAL)

BY _____
(SURETY)

_____
(ADDRESS)

_____
(CITY, STATE, ZIP)

_____
(TELEPHONE)

APPROVED AS TO FORM

_____
STEVEN WANG, CITY ATTORNEY

**Attach Exhibit "A"**

**Certified Contractor's Bid**

# TORO ENGINEERING, INC.

***ENGINEERING CONSTRUCTION***

*P.O. Box 336 Rio Linda, CA. 95673 (916)238-4535 ~ Fax (916) 238-4639*

CA License # 817832


April 16, 2024 REVISED 03

Re: Persifer Street
Subject: Sitework Proposal

Attention: Michael Gordon
Habitat for Humanity
819 North 10th Street
Sacramento, CA. 95811

We are pleased to submit our proposal for the above referenced project as per non-approved plan sheets 1-10, dated 3/7/24 Cunningham Engineering.
Addenda Noted: 0

**Description of Work:**
Mobe / Demo / Clear & Process: $24,915.00
Import Fill Dirt: $45,000.00
Excavation & Grading: $35,925.00
Dutton Way HB / ¾" CR / AB / AC: $45,463.00
Persifer Street: Demo / Grade / AB / AC: $39,162.00
Sewer: $46,461.00
Drainage: $49,263.00
Water: $87,224.00
Utility Demo: $1,466.00
Concrete: $50,756.00

**Total Proposal: $425,635.00**

If you have any questions regarding this bid proposal, please feel free to contact us at any time. Thank you for the opportunity to quote your firm on this project.

Regards,
Graham Finley
Toro Engineering, Inc.
Ph. 916-616-8143

**Please see attached Exhibit A for bid quantities, and Exhibit B for a list of exclusions and stipulations used in preparation of this proposal.**

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## Exhibit A

## Sitework:

***Onsite:***

| | |
|---|---|
| Mobilization | 1 EA |
| Demo / Clear / Process: | 1 ACRE |
| Import Fill | 1,500 CY |
| Excavation / Grading | 1,850 CY |

***Dutton Way***

| | |
|---|---|
| Redwood Header Board | 270 LF |
| Class 2 AB | 260 TN |
| - 12" AB in Alley Way | |
| - 8" AB @ VG | |
| 4" Asphalt Paving | 3,200 SF |
| ¾" CR / 140 N Fabric | 1,450 SF |
| Valley Gutter | 120 LF |

***Persifer Street***

| | |
|---|---|
| Demo Existing AC / PCC | 1 LS |
| Excavation & Grading | 1 LS |
| Class 2 AB | 150 TN |
| - 12" AB in Roadway | |
| - 6" AB @ C&G, DW | |
| - 4" AB & SW | |
| 4" Asphalt Paving | 1,380 SF |
| Sidewalk | 1,000 SF |
| Rolled C&G | 292 LF |
| Vertical Curb | 82 LF |
| Driveway | 170 SF |

## Utilities:

***Sewer:***

| | |
|---|---|
| 6" SDR 26 | 159 LF |
| 4" SDR 26 | 414 LF |
| Clean Outs | 7 EA |
| Adjust Sewer Manhole | 1 EA |
| Connect to Existing | 1 EA |

***Drainage:***

| | |
|---|---|
| 30" CLSM Cover | 276 LF |
| 8" SDR 35 | 54 LF |

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| | |
|---|---|
| 6" SDR 35 | 164 LF |
| Type D Inlet | 1 EA |
| Nyloplast Inlet | 5 EA |
| Adjust SD Manhole | 2 EA |
| Connect to Existing | 1 EA |

***Water:***

| | |
|---|---|
| 1" Water Services in Street | 10 EA |
| 1" Sch 80 PVC | 507 LF |

***Demo:***

| | |
|---|---|
| Demo Inlet / MH | 2 EA |
| Demo Drain Pipe | 71 LF |

## ***Exhibit B***

**Exclusions:**

1. **Splitting or phasing of work.**
2. **Dirt export.**
3. **Subterranean debris removal or disposal.**
4. **Fence relocation or installation.**
5. **Erosion Control.**
6. **Slurry sealing.**
7. **Striping & Signs.**
8. **Well & Septic Tank Abandonment.**
9. **All concrete work.**
10. **Agg Base for onsite sidewalks / driveways.**
11. **Maintenance of pedestrian traffic control.**
12. **All fees, permits, bonds, engineering, testing, and inspection charges by public agencies.**
13. **Overtime.**
14. **Prevailing Wages.**
15. **Working in wet or saturated conditions.**
16. **Meters.**
17. **Trench drains or any concrete embedment's. (Unless otherwise noted)**
18. **Over excavation, replacement, removal, blending, drying, of any soil that is unsuitable for compaction as determined by the project's soils engineer.**
19. Trench dewatering.
20. Aeration or chemical treatment of wet soils.
21. Grading for others work or handling, hauling and removal of spoils including building footings.
22. Repair or replacement of any utility lines or other object placed by others at elevations above the excavation or scarifying plane required by the plans and or specifications.

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23. Construction staking or surveying.
24. Dust control for others.
25. Temporary mulch or hydroseeding for site stabilization.
26. Prime coat or seal coat.
27. Price does not include concrete flatwork, sidewalks, or concrete installation or replacement of any kind except as noted in proposal.
28. Maintenance of pedestrian traffic of any kind.
29. Tree pruning, protection, aeration systems and employment of an arborist.
30. Rock excavation.
31. Wall footing excavation or backfill.
32. Removal, handling and disposal of undocumented fills that are not specified in the plans or geotechnical report.
33. Rock or soil that cannot be excavated by a CAT 322 excavator shall be considered Extra Work.
34. Cathodic protection.
35. Structural excavation and backfill.
36. Removal, relocation or repair of underground obstructions and/or utilities not shown on the plans or visible from the surface.
37. Engineering, staking.
38. Gas.
39. Electrical.
40. Blasting.
41. Tree fencing and protection not included.
42. Site lighting not included.
43. Winterization work is not included. Erosion protection, including balling and flushing of the downstream drainage system is not included and will be billed as extra work if required.
44. Removal, handling or hauling of hazardous material not included.
45. All asbestos work excluded.
46. Items not specifically included are considered to be excluded.

**Stipulations:**

1. **Site Finish grade by Homebuilder.**
2. **General Contractor to supply water meter.**
3. **Proposal based on 8 hrs/day / 5 day per week.**
4. **Proposal based on access to all areas of work.**
5. **All tree work.**
6. **Proposal includes stump demo & Disposal.**
7. **One mobilization is included.**
8. All SWPPP permits and work by others.
9. Dust control and public safety for our work only while on the job site.
10. Toro's underground work to be completed prior to start of dry utilities.
11. Clean-outs at (property line) (or buildings) to be installed by onsite plumbing contractors.

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12. Soils generated by underground utilities other than Toro Eng. Inc. shall be disposed by others.
13. All utilities installed to within 5' of the buildings. (Except fire riser)
14. Connection of the rainwater leaders or building plumbing by others.
15. All scheduling to be approved by Toro Eng. Inc. before start of work.
16. This proposal is based on award of all items of work in the proposal.
17. This proposal is subject to the condition that all Exclusions & Clarifications listed are to be incorporated into any subsequent contract / subcontract.
18. This proposal is good for thirty days, after which time Toro reserves the right to modify the proposal for any changes in labor, or fuel cost increases.
19. Toro shall receive progress payments no later than 30 days after date of invoicing.
20. Price is subject to review of approved plans.
21. Overhead & Profit markup for any extra work or change order work will be a minimum of 25%.
22. This proposal shall become an integral part of any future contract entered into by Toro Engineering

# Attach Exhibit "B"

# Conditions of Development

300 Persifer Street - Habitat for Humanity of Greater Sacramento Conditions

| | REQUIREMENT | When Required | Responsible Department |
|---|---|---|---|
| 1 | The applicant shall submit final site development plans to the Community Development Department that shall substantially conform to the items referenced below:<br><br>300 Persifer Street Site Layout dated 11/16/22<br><br>The project is approved for the development of five single-family and five secondary units ("cottages"). Implementation of the project shall be consistent with the above-referenced items as modified by these conditions of approval. | I | CD (E) |
| 2 | Public and private improvements, including underground utilities and service connections, roadways, curbs, gutters, sidewalks, streetlights, underground infrastructure and all other improvements shall be provided in accordance with the current edition of the City of Folsom *Standard Construction Specifications* and the *Design and Procedures Manual and Improvement Standards*. All necessary rights-of-way and/or easements shall be dedicated to the City for these improvements. Additional right-of-way along the northeasterly side of the project shall be dedicated, to provide emergency vehicle access, inclusive of appropriate striping and signage, with the filing of the Final Map and to the satisfaction of the City Engineer and Public Works Director. Where private utilities and shared laterals are proposed, the Developer shall dedicate access and maintenance reciprocal easements as needed and to the satisfaction of the City Engineer. | I | CD (E) |
| 3 | Given the uncertain condition of the existing drainage system within the alley and noting the critical need for affordable housing, the owner/applicant shall not be responsible for constructing surface improvements, including subgrade, paving, curb, gutter and sidewalk and utilities, associated with the existing Natoma Street/ Persifer Street alleyway, except for limited pavement tie-in work at the new secondary unit driveways (south of the existing drainage pipe). Said work to be performed to the satisfaction of the Community Development Department, including dedication of all necessary easements for drainage conveyance and maintenance. Required improvements may include, but not limited to, subgrade, paving, and curb, and gutter. | I | CD (E) |
| 4 | The owner/applicant shall be responsible for replacing any and all damaged or hazardous public sidewalk, curb and gutter along the site frontage, including pre-existing conditions and construction damage, to the satisfaction of the Community Development Department. | I<br>,<br>O | CD (E) |
| 5 | The owner/applicant shall provide 2 streetlights, 1 at the intersection of Persifer Street and Coloma Street, and 1 at the intersection of Persifer Street and the proposed alleyway(unnamed) and shall comply with the development and maintenance standards stipulated in Folsom Municipal Code Chapter 17.56. | I | CD (E) |

| | | | |
|---|---|---|---|
| 6 | The owner/applicant shall construct a twenty-foot wide asphalt alley over the EVA from Persifer Street to the existing Public Alley through the City owned parcel adjoining parcel 5. The EVA will not encroach into any adjoining parcel. The design and construction of the EVA will be reviewed and approved by the Community Development Department and the Fire Department prior to approval of the site improvement plans for the subdivision. The EVA will be shown on the site improvement plans for the subdivision. | I | CD (E) FD |
| 7 | The Environmental & Water Resources Department shall provide a sewer manhole which shall be placed within the Public Utility Easement along the Natoma Persifer Alley, including service stubs to the east and west. The owner/applicant shall connect all sewer laterals into the service stubs at this single manhole. | I | CD (E) |
| 8 | The design, materials, and colors of the proposed single-family residential units shall be consistent with the Historic District Design and Development Guidelines. Architectural design shall follow the standards in the Historic District Design and Development Guidelines. | B | CD (P) |
| 9 | Final design approval shall be approved by the Historic District Commission | B | (CD) (P) |
| 10 | Street trees shall be planted in accordance with the Folsom Municipal Code. | B,O | CD |
| 11 | **Avoid and minimize impacts to nesting birds -** If demolition activities occur during the typical bird nesting season (February 15 through August 31), pre-construction nesting bird surveys shall be conducted by a qualified biologist on the project site and within a 500-foot radius of proposed construction areas, where access is available, no more than 14 days prior to the initiation of construction. If no nests are found, no further mitigation is required.<br><br>If active nests are identified in these areas, the owner/applicant shall coordinate with CDFW to develop measures to avoid disturbance of active nests prior to the initiation of any construction activities, or construction could be delayed until the young have fledged. Avoidance measures may include establishment of a buffer zone and monitoring of the nest by a qualified biologist until the young have fledged the nest and are independent of the site. If a buffer zone is implemented, the size of the buffer zone shall be determined by a qualified biologist in coordination with CDFW and shall be appropriate for the species of bird and nest location. | G,B,I, OG | CD (P)(E) |

| | | | |
|---|---|---|---|
| 12 | **Avoid and minimize impacts to previously unknown historic and /or archeological resources.** In the event that buried historic resources and/or archaeological resources are discovered during construction, construction operations shall stop within a 100-foot radius of the find and a qualified archaeologist shall be consulted to determine whether the resource requires further study. The owner/applicant shall include a standard inadvertent discovery clause in its contract with its infrastructure subcontractor to inform them of this requirement. The archaeologist shall make recommendations concerning appropriate measures that will be implemented to protect the resources, including but not limited to excavation and evaluation of the finds in accordance with Section 15064.5 of the CEQA Guidelines. Historic resources could consist of, but are not limited to, stone, wood, or shell artifacts, structural remains, privies, or historic dumpsites. Any previously undiscovered resources found during construction within the project area should be recorded on appropriate Department of Parks and Recreation (DPR) 523 forms and evaluated for significance in terms of CEQA criteria. | DC | CD (P)(E) |

| | | | |
|---|---|---|---|
| 13 | **Avoid and minimize impacts related to accidental discovery of paleontological resources and/or human remains -** In the event of the accidental discovery or recognition of any human remains, CEQA Guidelines § 15064.5; Health and Safety Code § 7050.5; Public Resources Code § 5097.94 and § 5097.98 must be followed. If during the course of construction there is accidental discovery or recognition of any human remains, the following steps shall be taken:<br>A. There shall be no further excavation or disturbance within a 100-foot radius of the potentially human remains until the County Coroner is contacted to determine if the remains are Native American and if an investigation of the cause of death is required. If the coroner determines the remains to be Native American, the coroner shall contact the Native American Heritage Commission (NAHC) within 24 hours, and the NAHC shall identify the person or persons it believes to be the "most likely descendant" (MLD) of the deceased Native American. The MLD may make recommendations to the landowner or the person responsible for the excavation work within 48 hours, for means of treating or disposing of, with appropriate dignity, the human remains and any associated grave goods as provided in PRC Section 5097.98.<br><br>B. Where the following conditions occur, the owner/applicant or an authorized representative shall rebury the Native American human remains and associated grave goods with appropriate dignity either in accordance with the recommendations of the most likely descendant or on the project site in a location not subject to further subsurface disturbance:<br><br>• The NAHC is unable to identify a most likely descendent or the most likely descendent failed to make a recommendation within 48 hours after being notified by the commission.<br><br>• The descendant identified fails to make a recommendation.<br><br>• The owner/applicant or an authorized representative rejects the recommendation of the descendant, and mediation by the NAHC fails to provide measures acceptable to the landowner.<br><br>For discovery of paleontological resources, ground-disturbing construction work shall cease until the resource has been recovered and/or evaluated by a professional paleontologist. Construction activities shall commence following the recommendations of the professional paleontologist with approval by the City. | DC | CD (P)(E) |

| | | | |
|---|---|---|---|
| 14 | Comply with the following SMUD requirements:<br><br>a) To maintain adequate trench integrity, building foundations must have a minimum horizontal clearance of 5 feet from any SMUD trench. Developer to verify with other utilities (Gas, Telephone, etc.) for their specific clearance requirements.<br>b) Proposed SMUD facilities located on the customer's property outside of the existing or proposed PUE(s) may require a dedicated SMUD easement.<br>c) The developer shall dedicate any private drive, ingress and egress easement, or Irrevocable Offer of Dedication (and 10 feet adjacent thereto) as a public utility easement for overhead and underground facilities and appurtenances There are existing 12kV overhead SMUD facilities along Natoma St Persifer Alley.<br>Proper clearances from the building shall be maintained.<br>d) Project applicants will need to work with SMUD to relocate or underground the facilities if clearances can't be met. This work would be billable to the customer.<br>e) Dedicate a 12.5-foot PUE adjacent to Persifer Street.<br>f) Dedicate a 10-foot PUE adjacent to Coloma Street, no structures, buildings, eves, and building overhangs will be allowed in the PUE.<br>g) Dedicate a 10-foot PUE adjacent to the Natoma-Persifer Alley. | I, B<br>OG | CD (P)(E) |

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CITY OF
FOLSOM
DISTINCTIVE BY NATURE

# Folsom City Council
## Staff Report

| | |
|---|---|
| **MEETING DATE:** | 8/27/2024 |
| **AGENDA SECTION:** | Consent Calendar |
| **SUBJECT:** | Resolution No. 11255 – A Resolution Authorizing the City Manager to Execute a Subdivision Improvement Agreement and Accept Offers of Dedication for the Toll Brothers at Folsom Ranch Phase 2B Subdivision, and Approval of the Final Map for the Toll Brothers at Folsom Ranch Phase 2B Subdivision |
| **FROM:** | Community Development Department |

## RECOMMENDATION / CITY COUNCIL ACTION

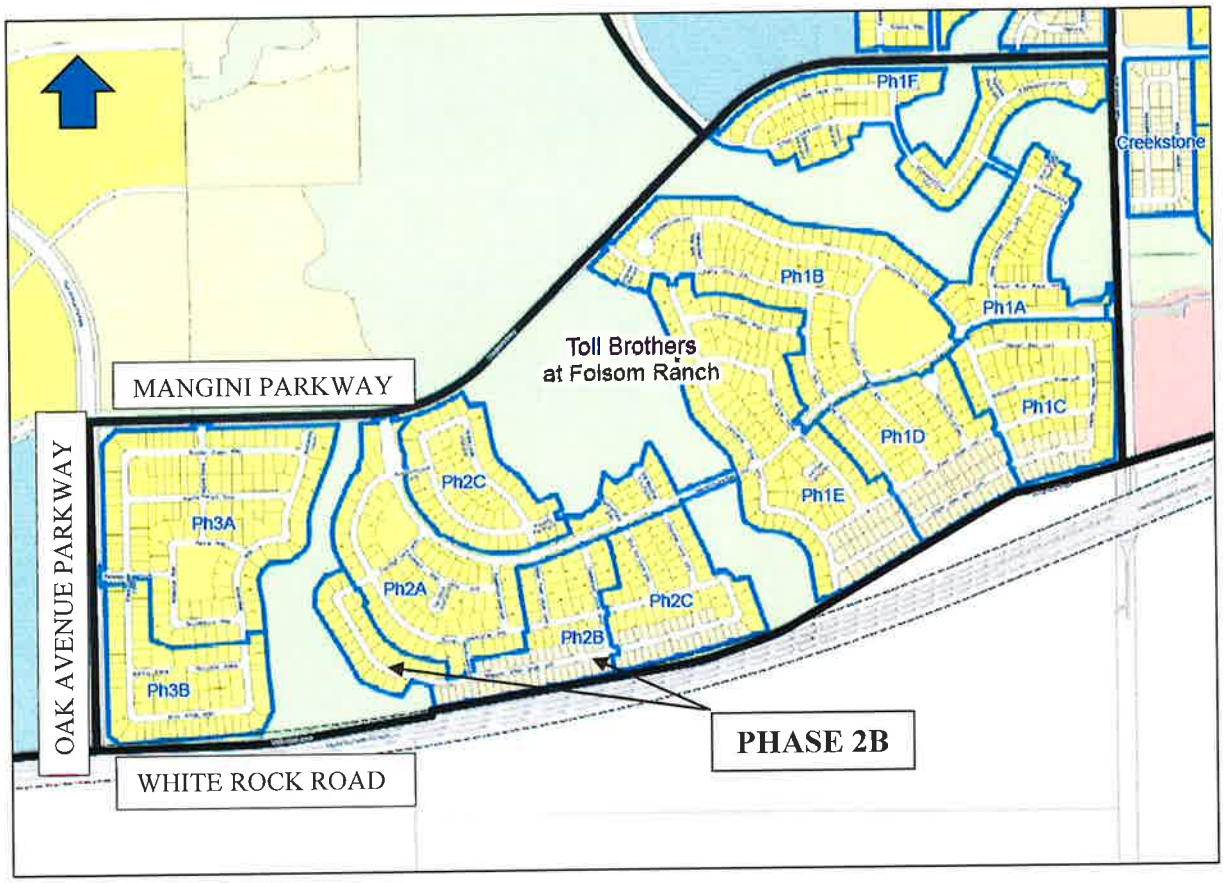
Staff recommends that the City Council move to adopt:

Resolution No. 11255 – A Resolution Authorizing the City Manager to Execute a Subdivision Improvement Agreement and Accept Offers of Dedication for the Toll Brothers at Folsom Ranch Phase 2B Subdivision, and Approval of the Final Map for the Toll Brothers at Folsom Ranch Phase 2B Subdivision

## BACKGROUND / ISSUE

The Vesting Tentative Subdivision Map (VTSM) for the Toll Brothers at Folsom Ranch Phase 2B Subdivision was approved by the City Council on January 11, 2022, as part of the larger Phase 2 vesting tentative map.

The action for consideration by the City Council is the approval of the Final Map and Subdivision Improvement Agreement for the Toll Brothers at Folsom Ranch Phase 2B Subdivision. The Final Map for the Toll Brothers at Folsom Ranch Phase 2A Subdivision will create a total of 100 single-family high density (SFHD) residential lots. With the approval of the Final Map, the subdivision process for this phase will be complete.




The Toll Brothers at Folsom Ranch Phase 2B Subdivision is located on the north side of White Rock Road, east of Oak Avenue Parkway, south of Mangini Parkway in the Folsom Plan Area (FPA) (see above).

## POLICY / RULE

The Subdivision Map Act of the State of California and the City's Subdivision Ordinance require that the City Council approve Final Maps and Subdivision Improvement Agreements.

## ANALYSIS

The Final Map and conditions of approval for the Toll Brothers at Folsom Ranch Phase 2B Subdivision have been reviewed by the Community Development Department and other City departments. The Final Map has been found to be in substantial compliance with the approved Vesting Tentative Subdivision Map, and all conditions pertaining to the map have been satisfied.

Attached is a table which includes the conditions of approval for the Toll Brothers at Folsom Ranch Phase 2B Vesting Tentative Subdivision Map. The tables include information

concerning when the condition is required to be satisfied (e.g. at Final Map, building permit, etc.), which City department is responsible to verify that it has been satisfied, and comments or an explanation on how the condition was satisfied. This subdivision is consistent with the Folsom Plan Area Specific Plan (FPASP) in regards to zoning and unit count.

## ENVIRONMENTAL REVIEW

An Addendum to the Folsom Plan Area Specific Plan EIR/EIS was previously adopted by the City Council on March 10, 2020, for the Toll Brothers at Folsom Ranch project in accordance with the California Environmental Quality Act (CEQA). The applicant prepared an environmental memorandum for the Toll Brothers at Folsom Ranch Phase 2 Subdivision project that demonstrates that no new or substantially more adverse impacts would occur through implementation of the proposed project. As a result, no new environmental document is required, consistent with State CEQA Guidelines Section 15162(b).

## ATTACHMENTS

1. Resolution No. 11255 – A Resolution Authorizing the City Manager to Execute a Subdivision Improvement Agreement and Accept Offers of Dedication for the Toll Brothers at Folsom Ranch Phase 2B Subdivision, and Approval of the Final Map for the Toll Brothers at Folsom Ranch Phase 2B Subdivision

2. Toll Brothers at Folsom Ranch Phase 2B Subdivision Improvement Agreement

3. Toll Brothers at Folsom Ranch Phase 2B Subdivision Final Map

4. Toll Brothers at Folsom Ranch Phase 2B Vesting Tentative Subdivision Map

5. Table of Conditions of Approval for the Toll Brothers at Folsom Ranch Phase 2B Vesting Tentative Subdivision Map

Submitted

PAM JOHNS, Community Development Director

# ATTACHMENT 1

A Resolution Authorizing the City Manager to Execute a Subdivision Improvement Agreement and Accept Offers of Dedication for the Toll Brothers at Folsom Ranch Phase 2B Subdivision, and Approval of the Final Map for the Toll Brothers at Folsom Ranch Phase 2B Subdivision

# RESOLUTION NO. 11255

## A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE A SUBDIVISION IMPROVEMENT AGREEMENT AND ACCEPT OFFERS OF DEDICATION FOR THE TOLL BROTHERS AT FOLSOM RANCH PHASE 2B SUBDIVISION, AND APPROVAL OF THE FINAL MAP FOR THE TOLL BROTHERS AT FOLSOM RANCH PHASE 2B SUBDIVISION

**WHEREAS**, the Final Map for the Toll Brothers at Folsom Ranch Phase 2B Subdivision has been reviewed and approved by the City Engineer and City Surveyor as complying with the approved or conditionally approved Vesting Tentative Subdivision Map for the subdivision; and,

**WHEREAS**, the City Council has reviewed the Final Map for the Toll Brothers at Folsom Ranch Phase 2B subdivision; and,

**WHEREAS**, the City Council agrees to accept, subject to improvement, any and all offers of dedication as shown on the Final Map for the Toll Brothers at Folsom Ranch Phase 2B subdivision.

**NOW, THEREFORE, BE IT RESOLVED** by the City Council of the City of Folsom that the Final Map for the Toll Brothers at Folsom Ranch Phase 2B subdivision is hereby approved.

**BE IT FURTHER RESOLVED** that the City Manager is hereby authorized to execute the Subdivision Improvement Agreement with Toll West, Inc. which will do business in California as Toll Brothers West, Inc. in a form acceptable to the City Attorney and accept the offers of dedication for the Toll Brothers at Folsom Ranch Phase 2B subdivision.

**PASSED AND ADOPTED this 27th day of August, 2024, by the following roll-call vote:**

**AYES:** Councilmember(s):
**NOES:** Councilmember(s):
**ABSENT:** Councilmember(s):
**ABSTAIN:** Councilmember(s):

_____
Michael D. Kozlowski, MAYOR

ATTEST:

_____
Christa Freemantle, CITY CLERK

# ATTACHMENT 2

## Toll Brothers at Folsom Ranch Phase 2B Subdivision Improvement Agreement

**No Fee Document Pursuant to Government Code Section 6103.**

**RECORDING REQUESTED BY:**

City of Folsom

**WHEN RECORDED MAIL TO:**

| | |
|---|---|
| **NAME** | **City of Folsom** |
| | **City Clerk** |
| **MAILING ADDRESS** | **50 Natoma Street** |
| **CITY, STATE, ZIP CODE** | **Folsom, CA 95630** |

**SPACE ABOVE THIS LINE RESERVED FOR RECORDER'S USE**

# CITY OF FOLSOM

## SUBDIVISION IMPROVEMENT AGREEMENT

This Agreement is made and entered into this _____ day of _____, 2024 by and between the **City of Folsom**, hereinafter referred to as "City", and **Toll West, Inc. which will do business in California as Toll Brothers West, Inc., a Delaware Corporation** hereinafter referred to as "Subdivider".

## RECITALS

A. Subdivider has presented to the City a certain Final Map of a proposed subdivision of land located within the corporate limits of the City that has been prepared in accordance with the Subdivision Map Act of the State of California, the subdivision ordinances of the City, and the Tentative Subdivision Map, if any, of the subdivision previously approved by the City Council of the City.

B. The proposed subdivision of land is commonly known and described as **Toll Brothers at Folsom Ranch Phase 2B Subdivision** and is herein referred to as the "subdivision".

C. Subdivider has requested approval of the Final Map prior to the construction and completion of the public improvements (as shown on the approved improvement plans and listed in Exhibit A), including, but not limited to streets, highways, public ways, sidewalks, curbs, gutters, bikeways, storm drainage facilities, sanitary sewer facilities, domestic water facilities, public utility facilities, landscaping, public lighting facilities, park or recreational improvements and appurtenances thereto, in or required by the Subdivision Map Act, the subdivision ordinances of the City, the Tentative Subdivision Map and development agreement, if any, approved by the City. The foregoing improvements, more specifically listed on Exhibit A attached hereto, are hereinafter referred to as "the required improvements".

D. City Council has required as a condition precedent to the approval of the Final Map, the Subdivider first enters into and executes this subdivision improvement agreement with the City.

**NOW, THEREFORE,** the parties agree as follows:

1. Performance of Work. Subdivider agrees to furnish, construct, and install at his own expense the required improvements as shown on the approved plans and specifications of the subdivision, a copy of which is on file in the Community Development Department, and is incorporated herein by reference, along with any changes or modifications as may be required by the City Engineer due to errors, omissions, changes in conditions, or changes in facilities as required by the City Engineer. The approved plans and specifications of the required improvements may be modified by the Subdivider as the development progresses, provided that any modification is approved in writing by the City Engineer. The total estimated cost of the required improvements, as shown on Exhibit A, is **TWO MILLION SEVENTY FIVE THOUSAND TWENTY THREE AND 81/100 DOLLARS ($2,075,023.81).**

2. Work; Satisfaction of City Engineer. All of the work on the required improvements is to be done at the places, of the materials, and in the manner and at the grades, all as shown upon the approved plans and specifications and as required by the City's Improvement Standards and Standard Construction Specifications and any applicable City ordinances or state and federal laws, and to the satisfaction of the City Engineer.

3. Work; Time for Commencement and Performance. Work on the required improvements shall be completed by the Subdivider on or before twelve (12) months from the date of this Agreement. At least fifteen (15) calendar days prior to the commencement of such work, the Subdivider shall notify the City Engineer in writing of the date fixed by Subdivider for commencement of the work.

4. Time of Essence; Extension.

   a. Time is of the essence of this Agreement. The date for completion of the work of construction may not be extended, except as provided in Section 16.36.110 of the Folsom Municipal Code.

5. Improvement Security. Concurrently with the execution of this Agreement, the Subdivider shall furnish the City:

   a. Improvement security in the sum of **TWO MILLION SEVENTY FIVE THOUSAND TWENTY THREE AND 81/100 DOLLARS ($2,075,023.81),** which sum is equal to one hundred percent of the total estimated cost of constructing the required improvements and the cost of any other obligation to be performed by Subdivider under this Agreement, conditioned upon the faithful performance of this Agreement; and

   b. Separate improvement security in the sum of **TWO MILLION SEVENTY**

**FIVE THOUSAND TWENTY THREE AND 81/100 DOLLARS ($2,075,023.81)**, which sum is equal to one hundred percent of the estimated cost of constructing the required improvements, securing payment to the contractor, subcontractor and to persons furnishing labor, materials, or equipment to them for the construction of the required improvements.

c. The Subdivider shall deposit with the City **THREE THOUSAND AND NO/100 DOLLARS ($3,000.00)** for the Final Map. The deposit may be used at the discretion of the City to correct deficiencies and conditions caused by the Subdivider, contractor, or subcontractors that may arise during or after the construction of the subdivision.

d. The estimated total cost of required improvements includes a ten percent (10%) construction cost contingency, the cost of the installation of survey monuments in the Subdivision to guarantee and secure the placement of such monuments as provided by Section 66496 of the Government Code of the State of California, and an estimated utility cost in addition to ensure installation of public utilities. In lieu of providing the estimate of total utility costs, the Subdivider may submit, in a form acceptable to the City Engineer, certification from the utility companies that adequate security has been deposited to ensure installation.

6. Plan Checking and Inspection Fees. The Subdivider shall pay to the City fees for the checking, filing, and processing of improvement plans and specifications, and for inspecting the construction of the required improvements in the amounts and at the times established by the City.

7. Indemnification and Hold Harmless. The Subdivider shall indemnify, protect, defend, save and hold the City harmless from any and all claims or causes of action for death or injury to persons, or damage to property resulting from intentional or negligent acts, errors, or omissions of Subdivider or Subdivider's officers, employees, volunteers, and agents during performance of this Agreement, or in connection with Subdivider's work, or from any violation of any federal, state, or municipal law or ordinance, to the extent caused, in whole or in part, by the willful misconduct, negligent acts, or omissions of Subdivider or its employees, subcontractors, or agents, or by the quality or character of Subdivider's work. It is understood that the duty of Subdivider to indemnify and hold harmless includes the duty to defend as set forth in Section 2778 of the California Civil Code. Acceptance by City of insurance certificates and endorsements required under this Agreement does not relieve Subdivider from liability under this indemnification and hold harmless clause. This indemnification and hold harmless clause shall apply to any damages or claims for damages whether or not such insurance policies shall have been determined to apply, and shall further survive the expiration or termination of this Agreement. By execution of this Agreement, Subdivider acknowledges and agrees to the provisions of this Section and that it is a material element of consideration. Subdivider shall, at his own cost and expense, defend any and all actions, suits, or legal proceedings that may be brought or instituted against the City, its officers and employees, on any such claim or demand, and pay or satisfy any judgement that may be rendered against the City in any such actions, suits or legal proceedings, or result thereof.

8. Insurance. Subdivider and any contractors hired by Subdivider to perform any of the Required Improvements shall, at their expense, maintain in effect for the duration of this Agreement or until the required improvements are accepted by the City, whichever first occurs, not less than the following coverage and limits of insurance, which shall be maintained with insurers and under forms of policy satisfactory to the City. The maintenance by Subdivider and it contractors of the following coverage and limits of insurance is a material element of this Agreement. The failure of Subdivider or any of its contractors to maintain or renew coverage or to provide evidence of renewal may be treated by the City as a material breach of this Agreement.

a. Minimum Limits of Insurance. Subdivider shall maintain limits not less than:

1. Comprehensive General Liability: $1,000,000 combined single limit per occurrence for bodily injury, personal injury and property damage.

2. Automobile Liability: $1,000,000 combined single limit per accident for bodily injury, personal injury and property damage.

3. Worker's Compensation and Employers Liability: Worker's Compensation limits as required by the Labor Code of the State of California and Employers Liability limits of $1,000,000 per accident.

b. Deductibles and Self-Insured Retentions. Any deductibles or self-insured retentions shall be declared to and approved by the City. At the option of the City, either: the insurer shall reduce or eliminate such deductibles or self-insured retentions as respects to a bond guaranteeing payment of losses and related investigations, claim administration and defense expenses.

c. Other Insurance Provisions. The policies are to contain, or be endorsed to contain, the following provisions:

1. General Liability and Automobile Liability Coverages

A. The City, its officers, officials, employees and volunteers are to be covered as insureds as respects: liability arising out of activities performed by or on behalf of the Subdivider; products and completed operations of the Subdivider; premises owned, leased or used by the Subdivider; or automobiles owned, leased, hired or borrowed by the Subdivider. The coverage shall contain no special limitations on the scope of protection afforded to the City, its officers, officials, employees or volunteers.

B. The Subdivider's insurance coverage shall be primary insurance as respects the City, its officers, officials, employees and volunteers. Any insurance of self-insurance maintained by the City, its officials, employees or volunteers shall be excess of the

Subdivider's insurance and shall not contribute with it.

C. Any failure to comply with reporting provisions of the policies shall not affect coverage provided to the City, its officers, officials, employees or volunteers.

D. The Subdivider's insurance shall apply separately to each insured against whom claim is made or suit is brought, except with respect to the limits of the insurer's liability.

2. Worker's Compensation and Employers Liability Coverage. The insurer shall agree to waive all rights or subrogation against the City, its officers, officials, employees and volunteers for losses arising from work performed by Subdivider for the City.

3. All Coverages. Each insurance policy required by this clause shall be endorsed to state that coverage shall not be suspended, voided or cancelled by either party, reduced in coverage or in limits except after thirty (30) days prior written notice by certified mail, return receipt requested, has been given to the City.

d. Acceptability of Insurers. Insurance is to be placed with insurers with a Best's rating of not less than A: VII.

e. Verification of Coverage. Concurrently with the execution of this Agreement, the Subdivider shall furnish the City with original endorsements affecting coverage required by this clause. The endorsements for each insurance policy are to be signed by a person authorized by that insurer to bind coverage on its behalf. The City reserves the right to require complete, certified copies of all required insurance policies at any time.

9. Title to Improvements. Title to and ownership of the required public improvements constructed under this Agreement by Subdivider shall vest absolutely in the City upon completion and written acceptance of such improvements by the City Engineer. The City Engineer shall not accept the required improvements unless Subdivider certifies that such improvements have been constructed in conformity with the approved plans and specifications, approved modifications, if any, the approved Final Map, City Improvement Standards and Standard Construction Specifications, any applicable City Ordinances or State and Federal laws and after 35 days from the date of filing of a Notice of Completion.

10. Warranty Security. Prior to acceptance of the required improvements by the City Engineer, the Subdivider shall provide security in the amount and in the form as required by the City Engineer to guarantee the improvements against any defective work or labor done or defective materials used in the performance of the required improvements (Warranty Security) throughout the warranty security period which shall be the period of one year following completion and written acceptance of the improvements (Warranty Security Period). The amount of the Warranty Security shall not be less than 10 percent of the cost of the construction of the improvements, including the cash deposit required in paragraph 5C of this agreement,

which shall be retained for the Warranty Security Period.

11. Repair or Reconstruction of Defective Work or Materials. If, within the Warranty Security Period or the applicable statute of limitations, whichever is longer, any improvement or part of any improvement furnished and/or installed or constructed by Subdivider or any of the work done under this Agreement fails to fulfill any of the requirements of the Agreement or the specifications referred to herein as determined by the City, Subdivider shall without delay and without any cost to the City, repair, replace, or reconstruct any defective or otherwise unsatisfactory part or parts of the required improvements. If the Subdivider fails to act promptly or in accordance with this requirement, or if the exigencies of the situation require repairs or replacements to be made before the Subdivider can be notified, then the City may, at its option, make the necessary repairs or replacements or perform the necessary work, and Subdivider shall pay to City the actual cost of such repairs plus fifteen percent (15%) within thirty (30) days of the date of billing for such work by City. The parties further understand and agree that the Warranty Security furnished pursuant to paragraph 10 of this Agreement shall guarantee and secure the faithful performance and payment of the provisions of this paragraph during the Warranty Security Period.

12. Subdivider Not Agent of City. Neither Subdivider nor any of Subdivider's agents or contractors are or shall be considered to be agents of City in connection with the performance of Subdivider's obligations under this Agreement.

13. Notice of Breach and Default. If Subdivider refuses or fails to prosecute the work, or any part thereof, with such diligence as will ensure its completion within the time specified, or any extension thereof, or fails to complete the work within such time, or if Subdivider should be adjudged a bankruptcy, or Subdivider should make a general assignment for the benefit of his creditors, or if a receiver should be appointed in the event of Subdivider's insolvency, or if Subdivider or any of Subdivider's contractors, subcontractors, agents or employees should violate any of the provisions of this Agreement and the City may, but is under no obligation to, serve written notice upon Subdivider and Subdivider's surety, if any, of breach of this Agreement, or of any portion thereof.

14. Breach of Agreement; Performance By Surety or City. In the event of any such notice, Subdivider's surety, if any, shall have the duty to take over and complete the work and the required improvements; provided, however, that if the surety within fifteen (15) days after the serving of such notice of breach upon it does not give the City written notice of its intention to take over the performance thereof within fifteen (15) days after notice to the City of such election, then the City may take over the work and prosecute the same to completion by contract, or by any other method the City may deem advisable, for the account and at the expense of the Subdivider, and the Subdivider's surety shall be liable to City for any excess costs of damages incurred by the City; and in such event, the City, without liability for so doing, may take possession of and utilize in completing the work, such materials, appliances, plant or other property belonging to Subdivider as may be on the site of the work and necessary therefor.

If the form of improvement security is other than a bond, then the City, after giving notice of breach of the Agreement, may proceed to collect against the improvement security in the manner provided by law and by the terms of the security instrument.

15. Notices. All notices required under this Agreement shall be in writing, and delivered in person or sent by registered or certified mail, postage prepaid.

Notices required to be given to City shall be addressed as follows:

**City of Folsom**
**Community Development Department**
**50 Natoma Street**
**Folsom, CA 95630**
**ATTN: City Engineer**

Notices required to be given to Subdivider shall be addressed as follows:

**Toll West, Inc., which will do business in California as Toll Brothers West, Inc., a Delaware Corporation**
**110 Woodmere Road, Suite 120Folsom, CA 95630**
**ATTN; Greg Van Dam, Vice President – Land Development**

Notices required to be given surety, if any, of Subdivider shall be addressed as follows:

**Philadelphia Indemnity Insurance Company**
**One Bala Plaza, Suite 100**
**Bala Cynwyd, PA 19004**
**ATTN; Daniel P. Dunigan, Attorney-in-Fact**

Any party of the surety may change such address by notice in writing to the other party and thereafter notices shall be addressed and transmitted to the new address.

16. Attorney's Fees. In the event any legal action is brought to enforce or interpret this Agreement, the prevailing party shall be entitled to an award of reasonable attorney's fees, in addition to any other relief to which he may be entitled.

17. Assignment. This Agreement shall bind and inure to the benefit of the assigns, successors in interest, heirs, executors, and administrators of the parties, and the parties agree that the City may cause a copy of this Agreement to be recorded in the Sacramento County Recorder's Office.

**IN WITNESS WHEREOF**, the parties have executed this Agreement as follows:

**SUBDIVIDER**

**Toll West, Inc., which will do business in California as Toll Brothers West, Inc., a Delaware Corporation**

BY:_____ BY:_____

Print Name:_____ Print Name:_____

Title:_____ Title:_____

Date:_____ Date:_____

**CITY OF FOLSOM, a Municipal Corporation**

_____ DATE:_____

**Elaine Andersen**
CITY MANAGER

ATTEST:

_____ DATE:_____

**Christa Freemantle**
CITY CLERK

APPROVED AS TO CONTENT:

_____ DATE:_____

**Pam Johns**
COMMUNITY DEVELOPMENT DIRECTOR

APPROVED AS TO FORM:

_____ DATE:_____

**Steve Wang**
CITY ATTORNEY

NOTICE: SIGNATURE(S) ON BEHALF OF "SUBDIVIDER" MUST BE NOTARIZED
Certificate of Acknowledgement pursuant to Civil Code, Section 1189, must be attached.
SUBDIVISION AGREEMENT – **(Subdivision Name)**

BOND # _____
PREMIUM:_____

PERFORMANCE BOND
for
**Subdivision Improvement Agreement**

**WHEREAS**, The City Council of the City of Folsom, a Municipal Corporation in the State of California, and **Toll West, Inc. which will do business in California as Toll Brothers West, Inc., a Delaware Corporation**, (hereinafter designated as "Principal") have entered into an agreement where by principal agrees to install and complete certain designated public improvements, which said agreement, dated _____ 2024, and identified as the **Toll Brothers at Folsom Ranch Phase 2B Subdivision Improvement Agreement** is hereby referred to and made a part hereof; and,

**WHEREAS**, Said Principal is required under the terms of said agreement to furnish a bond for the faithful performance of said agreement;

**NOW THEREFORE**, We, the principal, and _____ _____, as surety, are held and firmly bound unto the City of Folsom, hereinafter referred to as the City; in the penal sum of **TWO MILLION SEVENTY FIVE THOUSAND TWENTY THREE AND 81/100 DOLLARS ($2,075,023.81)**, lawful money of the United States, for the payment of which sum well and truly to be made, we bind ourselves, our heirs, successors, executors , and administrators, jointly and severally firmly by these presents.

The condition of this obligation is such that if the above bounded principal, its heirs, executors, administrators, successors or assigns, shall in all things stand to and abide by, and well and truly keep and perform the covenants, conditions, and provisions in the said agreement and any alteration thereof made as therein provided, on its part, to be kept and performed at the time and in the manner therein specified, and in all respects according to their true intent and meaning, and shall indemnify and save harmless the City, its officers, agents, and employees, as therein stipulated, then this obligation shall become null and void; otherwise it shall be and remain in full force and effect.

As a part of the obligation secured hereby and in addition to the face amount specified therefor, there shall be included costs and reasonable expenses and fees, including reasonable attorney's fees, incurred by City in successful enforcing such obligation, all to be taxed as costs and included in any judgment rendered.

The surety hereby stipulates and agrees that no change, extension of time, alteration or addition to the terms of the agreement or to the work to be performed thereunder or the specifications accompanying the same shall in any way affect its obligations on this bond, and it does hereby waive notice of any such change, extension of time, alteration or addition to the terms of the agreement or to the work or to the specifications.

IN WITNESS WHEREOF, this instrument has been duly executed by the principal and surety above named, on _____, 2024.

BY _____
(PRINCIPAL)

BY _____
(PRINCIPAL)

BY _____
(SURETY)

_____
(ADDRESS)

_____
(CITY, STATE, ZIP)

_____
(TELEPHONE)

APPROVED AS TO FORM

_____
CITY ATTORNEY

BOND #_____
PREMIUM:_____

LABOR & MATERIALS BOND
for
**Subdivision Improvement Agreement**

WHEREAS, The City Council of the City of Folsom, a Municipal Corporation of the State of California, and **Toll West, Inc. which will do business in California as Toll Brothers West, Inc., a Delaware Corporation**, (hereinafter designated as "Principal"), have entered into an agreement whereby principal agrees to install and complete certain designated public improvements, which said agreement, dated _____ 2024, and identified as the **Toll Brothers at Folsom Ranch Phase 2B Subdivision Improvement Agreement** is hereby referred to and made a part hereof; and,

WHEREAS, under the terms of said agreement, principal is required before entering upon the performance of the work, to file a good and sufficient payment bond with the City of Folsom to secure the claims to which reference is made in Title 15 (commencing with Section 3082) of Part 4 of Division 3 of the Civil Code of the State of California;

NOW THEREFORE, said principal and the undersigned as corporate surety, are held firmly bound unto the City of Folsom and all contractors, subcontractors, laborers, materialmen and other persons employed in the performance of the aforesaid agreement and referred to in the aforesaid Code of Civil Procedure, in the sum of **TWO MILLION SEVENTY FIVE THOUSAND TWENTY THREE AND 81/100 DOLLARS ($2,075,023.81)**, for materials furnished or labor thereon of any kind, or for amounts due under the Unemployment Insurance Act with respect to such work or labor, that said surety will pay the same in an amount not exceeding the amount hereinabove set forth, and also in case suit is brought upon this bond, will pay, in addition to the face amount thereof, cost and reasonable expenses and fees, including reasonable attorney's fees, incurred by City in successfully enforcing such obligation, to be awarded and fixed by the court, and to be taxed as costs and to be included in the judgment therein rendered.

It is hereby expressly stipulated and agreed that this bond shall inure to the benefit of any and all persona, companies and corporations entitled to file claims under Title 15 (commencing with Section 3082) of Part 4 of Division 3 of the Civil Code, so as to give a right of action to them or their assigns in any suit brought upon this bond.

Should the condition of this bond be fully performed, then this obligation shall become null and void, otherwise it shall be and remain in full force and effect.

The surety hereby stipulates and agrees that no change, extension of time, alteration, or addition to the terms of said agreement or the specifications accompanying the same shall in any manner affect its obligations on this bond, and it does hereby waive notice of any such change, extension, alteration, or addition.

IN WITNESS WHEREOF, this instrument has been duly executed by the principal and surety above named, on _____, 2024.

BY _____
(PRINCIPAL)

BY _____
(PRINCIPAL)

BY _____
(SURETY)

_____
(ADDRESS)

_____
(CITY, STATE, ZIP)

_____
(TELEPHONE)

APPROVED AS TO FORM

_____
CITY ATTORNEY

# Attach Exhibit "A"

## Engineers Estimate signed and stamped by Licensed Civil Engineer

# ATTACHMENT 3

## Toll Brothers at Folsom Ranch Phase 2B Subdivision Final Map

## OWNER'S STATEMENT

THE UNDERSIGNED DOES HEREBY STATE THAT WE ARE THE ONLY PARTIES HAVING ANY RECORD TITLE INTEREST IN THE REAL PROPERTY INCLUDED WITHIN THE BOUNDARIES OF THIS FINAL MAP OF "TOLL BROTHERS AT FOLSOM RANCH PHASE 2B" AND DO HEREBY DECLARE THE CONSENT FROM NO OTHER PERSON IS NECESSARY, AND WE CONSENT TO THE PREPARATION AND RECORDATION OF THIS FINAL MAP.

WE DO HEREBY DEDICATE FOR SPECIFIC PURPOSES THE FOLLOWING:

1. A PUBLIC EASEMENT FOR THE INSTALLATION AND MAINTENANCE OF DRAIN, GAS, SEWER AND WATER PIPES AND FOR UNDERGROUND WIRES AND CONDUITS FOR ELECTRICAL, TELEVISION AND COMMUNICATIONS SERVICES, TOGETHER WITH ANY AND ALL APPURTENANCES PERTAINING THERETO ON, OVER, UNDER AND ACROSS LOT T AND THOSE STRIPS OF LAND SHOWN HEREON AND DESIGNATED "PUBLIC UTILITY EASEMENT" (PUE).
2. A PUBLIC EASEMENT FOR CONSTRUCTION AND MAINTAINING CENTRALIZED MAIL DELIVERY BOXES, PEDESTALS AND SLABS TOGETHER WITH ANY AND ALL APPURTENANCES PERTAINING THERETO INCLUDING PEDESTRIAN ACCESS FOR DELIVERY AND RECEIPT OF MAIL ON, OVER AND ACROSS STRIPS OF LAND FIVE (5) FEET IN WIDTH CONTIGUOUS AND OUTSIDE THE PROPERTY LINE OF LOT T (PRIVATE ROAD).
3. AN EASEMENT FOR INGRESS AND EGRESS FOR SUPPORT AND USE BY LAW ENFORCEMENT, FIRE PROTECTION, WELFARE AND OTHER PUBLIC AGENCIES, THEIR VEHICLES AND PERSONNEL OVER LOT T SHOWN HEREON AND DESIGNATED "EMERGENCY VEHICLE ACCESS EASEMENT" (EVA).

TOLL WEST INC, WHICH WILL DO BUSINESS IN CALIFORNIA
AS TOLL BROTHERS WEST INC.,
A DELAWARE CORPORATION

BY: _____ _____

NAME: GREGORY S. VAN DAM DATE
TITLE: VICE PRESIDENT

BY: _____ _____

NAME: SCOTT ESPING DATE
TITLE: ASSISTANT SECRETARY

## SURVEYOR'S STATEMENT

THIS MAP WAS PREPARED BY ME OR UNDER MY DIRECTION AND IS BASED UPON A FIELD SURVEY IN CONFORMANCE WITH THE REQUIREMENTS OF THE SUBDIVISION MAP ACT AND LOCAL ORDINANCE AT THE REQUEST OF TOLL WEST INC., WHICH WILL DO BUSINESS IN CALIFORNIA AS TOLL BROTHERS WEST INC., A DELAWARE CORPORATION IN APRIL 2021. I HEREBY STATE THAT THIS FINAL MAP SUBSTANTIALLY CONFORMS TO THE CONDITIONALLY APPROVED TENTATIVE MAP.

MACKAY & SOMPS CIVIL ENGINEERS, INC.

LICENSED LAND SURVEYOR PEDRO JARQUIN No. 8268 STATE OF CALIFORNIA

**Preliminary**
08/14/2024

PEDRO JARQUIN, PLS 8268
EXPIRATION DATE: DECEMBER 31, 2025

DATE: _____

I HEREBY STATE THAT THE MONUMENTS WILL BE OF THE CHARACTER AND WILL OCCUPY THE POSITIONS AS INDICATED AND WILL BE SET BY DECEMBER 31, 2026, AND THAT SAID MONUMENTS WILL BE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED.

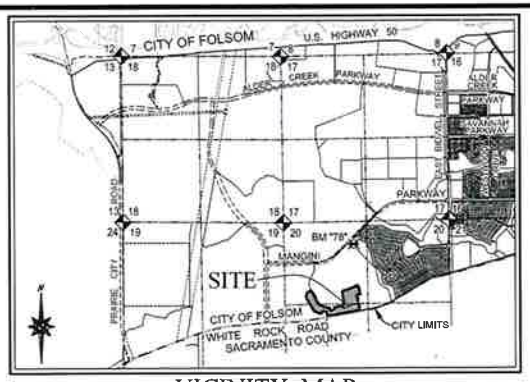
ESE CONSULTANTS, INC.

LICENSED LAND SURVEYOR CHRIS RUDD Exp. 09-30-25 No. 9379 STATE OF CALIFORNIA

CHRIS RUDD, PLS 9379
EXPIRATION DATE: SEPTEMBER 30, 2025

DATE: _____

SEE SHEET 2 FOR TRUSTEE'S STATEMENT AND ACKNOWLEDGMENT




VICINITY MAP
N.T.S.

## NOTARY'S ACKNOWLEDGMENT

A NOTARY PUBLIC OR OTHER OFFICER COMPLETING THIS CERTIFICATE VERIFIES ONLY THE IDENTITY OF THE INDIVIDUAL WHO SIGNED THE DOCUMENT TO WHICH THIS CERTIFICATE IS ATTACHED, AND NOT THE TRUTHFULNESS, ACCURACY OR VALIDITY OF THAT DOCUMENT.

STATE OF CALIFORNIA

COUNTY OF _____

ON _____ BEFORE ME, _____, A NOTARY PUBLIC

PERSONALLY APPEARED _____
WHO PROVED TO ME ON THE BASIS OF SATISFACTORY EVIDENCE TO BE THE PERSON(S) WHOSE NAME(S) IS/ARE SUBSCRIBED TO THE WITHIN INSTRUMENT AND ACKNOWLEDGED TO ME THAT HE/SHE/THEY EXECUTED THE SAME IN HIS/HER/THEIR AUTHORIZED CAPACITY(IES), AND THAT BY HIS/HER/THEIR SIGNATURE(S) ON THE INSTRUMENT THE PERSON(S), OR THE ENTITY UPON BEHALF OF WHICH THE PERSON(S) ACTED, EXECUTED THE INSTRUMENT.

I CERTIFY UNDER PENALTY OF PERJURY UNDER THE LAWS OF THE STATE OF CALIFORNIA THAT THE FOREGOING PARAGRAPH IS TRUE AND CORRECT.

WITNESS MY HAND AND OFFICIAL SEAL.

_____
SIGNATURE PRINTED NAME

MY PRINCIPAL PLACE OF BUSINESS IS _____ COUNTY

MY COMMISSION EXPIRES: _____ MY COMMISSION NUMBER: _____

## NOTARY'S ACKNOWLEDGMENT

A NOTARY PUBLIC OR OTHER OFFICER COMPLETING THIS CERTIFICATE VERIFIES ONLY THE IDENTITY OF THE INDIVIDUAL WHO SIGNED THE DOCUMENT TO WHICH THIS CERTIFICATE IS ATTACHED, AND NOT THE TRUTHFULNESS, ACCURACY OR VALIDITY OF THAT DOCUMENT.

STATE OF CALIFORNIA

COUNTY OF _____

ON _____ BEFORE ME, _____, A NOTARY PUBLIC

PERSONALLY APPEARED _____
WHO PROVED TO ME ON THE BASIS OF SATISFACTORY EVIDENCE TO BE THE PERSON(S) WHOSE NAME(S) IS/ARE SUBSCRIBED TO THE WITHIN INSTRUMENT AND ACKNOWLEDGED TO ME THAT HE/SHE/THEY EXECUTED THE SAME IN HIS/HER/THEIR AUTHORIZED CAPACITY(IES), AND THAT BY HIS/HER/THEIR SIGNATURE(S) ON THE INSTRUMENT THE PERSON(S), OR THE ENTITY UPON BEHALF OF WHICH THE PERSON(S) ACTED, EXECUTED THE INSTRUMENT.

I CERTIFY UNDER PENALTY OF PERJURY UNDER THE LAWS OF THE STATE OF CALIFORNIA THAT THE FOREGOING PARAGRAPH IS TRUE AND CORRECT.

WITNESS MY HAND AND OFFICIAL SEAL.

_____
SIGNATURE PRINTED NAME

MY PRINCIPAL PLACE OF BUSINESS IS _____ COUNTY

MY COMMISSION EXPIRES: _____ MY COMMISSION NUMBER: _____

## NAVD88 BENCHMARK-CITY OF FOLSOM

BENCHMARK "78" ELEVATION = 366.15 NAVD88

BRASS DISK STAMPED "CITY OF FOLSOM BM 78" ON THE NORTHERLY CORNER OF A CONCRETE BRIDGE ABUTMENT ON THE NORTHEASTERLY SIDE OF ALDER CREEK, LOCATION OF SITE IS APPROXIMATELY 3000 FEET DUE WEST OF E. BIDWELL STREET AND 2300 FEET DUE NORTH OF WHITE ROCK ROAD, APPROXIMATE LATITUDE: N38D 37' 31.48" LONGITUDE: W121D 07' 29.50"

ELEVATION OF 366.15 WAS ESTABLISHED BY A DIFFERENTIAL LEVEL CIRCUIT FROM COUNTY BENCHMARK U01B-009 STAMPED "K-856" IN FEBRUARY 2014 BY MACKAY AND SOMPS CIVIL ENGINEERS, INC.

## CITY ENGINEER'S STATEMENT

I HEREBY STATE THAT I HAVE EXAMINED THIS FINAL MAP OF "TOLL BROTHERS AT FOLSOM RANCH PHASE 2B" AND FIND IT TO BE SUBSTANTIALLY THE SAME AS THE TENTATIVE MAP APPROVED BY THE CITY COUNCIL OF THE CITY OF FOLSOM, AND THAT ALL PROVISIONS OF THE SUBDIVISION MAP ACT AND ALL APPLICABLE CITY ORDINANCES HAVE BEEN COMPLIED WITH.

_____
REBECCA J. NEVES, RCE 71920
CITY ENGINEER
CITY OF FOLSOM
LICENSE EXPIRES: 12/31/2025

DATE: _____

## CITY SURVEYOR'S STATEMENT

I HEREBY STATE THAT I HAVE EXAMINED THIS FINAL MAP OF "TOLL BROTHERS AT FOLSOM RANCH PHASE 2B" AND I AM SATISFIED THAT SAID MAP IS TECHNICALLY CORRECT.

_____
GERALD A. YOUNG, L.S. 3852
CITY SURVEYOR
LICENSE EXPIRES: 06/30/2026

DATE: _____

## CITY CLERK'S STATEMENT

I HEREBY STATE THAT THE CITY COUNCIL OF THE CITY OF FOLSOM HAS APPROVED THIS FINAL MAP OF "TOLL BROTHERS AT FOLSOM RANCH PHASE 2B", AND HAS ACCEPTED, ON BEHALF OF THE PUBLIC, SUBJECT TO IMPROVEMENTS, EASEMENTS OFFERED HEREON FOR DEDICATION IN ACCORDANCE WITH THE TERMS OF THAT OFFER AND HAS APPROVED THE ABANDONMENT OF THE EASEMENTS LISTED HEREON.

_____
CHRISTA FREEMANTLE
CITY CLERK
DATE: _____

## RECORDER'S STATEMENT

FILED THIS _____ DAY OF _____, 2024, AT _____ M. IN BOOK _____ OF MAPS, AT PAGE _____ AT THE REQUEST OF MACKAY & SOMPS CIVIL ENGINEERS, INC. TITLE TO THE LAND INCLUDED IN THIS FINAL MAP BEING VESTED AS PER CERTIFICATE NO. _____ ON FILE IN THIS OFFICE.

_____ DOCUMENT NO.: _____
DONNA ALLRED
SACRAMENTO COUNTY RECORDER
STATE OF CALIFORNIA

BY: _____ FEE: $ _____
DEPUTY

# FINAL MAP (PN 20-267)
# TOLL BROTHERS AT FOLSOM RANCH PHASE 2B

A SUBDIVISION OF LARGE LOT 2B OF THAT CERTAIN FINAL MAP TITLED "TOLL BROTHERS AT FOLSOM RANCH PHASE 2A" FILED FOR RECORD OCTOBER 27, 2023 IN BOOK 451 OF MAPS, AT PAGE 4, SACRAMENTO COUNTY RECORDS, BEING A PORTION OF SECTIONS 20, TOWNSHIP 9 NORTH, RANGE 8 EAST, M.D.B.M.

CITY OF FOLSOM • SACRAMENTO COUNTY • CALIFORNIA

MACKAY & SOMPS
ENGINEERS PLANNERS SURVEYORS
1025 Creekside Ridge Drive, Suite 150, Roseville, CA 95678 (916) 773-1159

AUGUST 2024

SHEET 1 OF 7

## TRUSTEE'S STATEMENT

FIRST AMERICAN TITLE COMPANY, AS TRUSTEE UNDER DEED OF TRUST AND ASSIGNMENT OF RENTS WITH FIXTURE FILING, RECORDED AUGUST 24, 2020, AS DOCUMENT NUMBER 202008240890 AND AMENDED BY THOSE CERTAIN DOCUMENTS RECORDED JANUARY 22, 2021, AS DOCUMENT NUMBER 202101220065, JULY 5, 2022, AS DOCUMENT NUMBER 202207050795, AND OCTOBER 10, 2023, AS DOCUMENT NUMBER 202310100091, OFFICIAL RECORDS, HEREBY CONSENTS TO THE RECORDATION OF THIS MAP AND THE SUBDIVISION OF THE LANDS SHOWN HEREON.

NAME: _____ DATE _____

TITLE:

## TRUSTEE'S STATEMENT

FIRST AMERICAN TITLE COMPANY, AS TRUSTEE UNDER DEED OF TRUST AND ASSIGNMENT OF RENTS WITH FIXTURE FILING, RECORDED AUGUST 24, 2020, AS DOCUMENT NUMBER 202008240891 AND AMENDED BY THOSE CERTAIN DOCUMENTS RECORDED JANUARY 22, 2021, AS DOCUMENT NUMBER 202101220065, JULY 5, 2022, AS DOCUMENT NUMBER 202207050794, AND OCTOBER 10, 2023, AS DOCUMENT NUMBER 202310100090, OFFICIAL RECORDS, HEREBY CONSENTS TO THE RECORDATION OF THIS MAP AND THE SUBDIVISION OF THE LANDS SHOWN HEREON.

NAME: _____ DATE _____

TITLE:

## NOTARY'S ACKNOWLEDGMENT

A NOTARY PUBLIC OR OTHER OFFICER COMPLETING THIS CERTIFICATE VERIFIES ONLY THE IDENTITY OF THE INDIVIDUAL WHO SIGNED THE DOCUMENT TO WHICH THIS CERTIFICATE IS ATTACHED, AND NOT THE TRUTHFULNESS, ACCURACY OR VALIDITY OF THAT DOCUMENT.

STATE OF CALIFORNIA

COUNTY OF _____

ON _____ BEFORE ME, _____, A NOTARY PUBLIC

PERSONALLY APPEARED _____

WHO PROVED TO ME ON THE BASIS OF SATISFACTORY EVIDENCE TO BE THE PERSON(S) WHOSE NAME(S) IS/ARE SUBSCRIBED TO THE WITHIN INSTRUMENT AND ACKNOWLEDGED TO ME THAT HE/SHE/THEY EXECUTED THE SAME IN HIS/HER/THEIR AUTHORIZED CAPACITY(IES), AND THAT BY HIS/HER/THEIR SIGNATURE(S) ON THE INSTRUMENT THE PERSON(S), OR THE ENTITY UPON BEHALF OF WHICH THE PERSON(S) ACTED, EXECUTED THE INSTRUMENT.

I CERTIFY UNDER PENALTY OF PERJURY UNDER THE LAWS OF THE STATE OF CALIFORNIA THAT THE FOREGOING PARAGRAPH IS TRUE AND CORRECT.

WITNESS MY HAND AND OFFICIAL SEAL.

SIGNATURE PRINTED NAME

MY PRINCIPAL PLACE OF BUSINESS IS _____ COUNTY

MY COMMISSION EXPIRES: _____ MY COMMISSION NUMBER: _____

## NOTARY'S ACKNOWLEDGMENT

A NOTARY PUBLIC OR OTHER OFFICER COMPLETING THIS CERTIFICATE VERIFIES ONLY THE IDENTITY OF THE INDIVIDUAL WHO SIGNED THE DOCUMENT TO WHICH THIS CERTIFICATE IS ATTACHED, AND NOT THE TRUTHFULNESS, ACCURACY OR VALIDITY OF THAT DOCUMENT.

STATE OF CALIFORNIA

COUNTY OF _____

ON _____ BEFORE ME, _____, A NOTARY PUBLIC

PERSONALLY APPEARED _____

WHO PROVED TO ME ON THE BASIS OF SATISFACTORY EVIDENCE TO BE THE PERSON(S) WHOSE NAME(S) IS/ARE SUBSCRIBED TO THE WITHIN INSTRUMENT AND ACKNOWLEDGED TO ME THAT HE/SHE/THEY EXECUTED THE SAME IN HIS/HER/THEIR AUTHORIZED CAPACITY(IES), AND THAT BY HIS/HER/THEIR SIGNATURE(S) ON THE INSTRUMENT THE PERSON(S), OR THE ENTITY UPON BEHALF OF WHICH THE PERSON(S) ACTED, EXECUTED THE INSTRUMENT.

I CERTIFY UNDER PENALTY OF PERJURY UNDER THE LAWS OF THE STATE OF CALIFORNIA THAT THE FOREGOING PARAGRAPH IS TRUE AND CORRECT.

WITNESS MY HAND AND OFFICIAL SEAL.

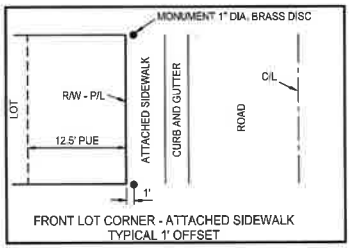
SIGNATURE PRINTED NAME

MY PRINCIPAL PLACE OF BUSINESS IS _____ COUNTY

MY COMMISSION EXPIRES: _____ MY COMMISSION NUMBER: _____

## NOTES

1. ALL CURVE DIMENSIONS ARE RADIUS, DELTA AND ARC LENGTH. ALL DISTANCES SHOWN ARE GROUND DISTANCES AND ARE IN FEET AND DECIMALS THEREOF, DUE TO ROUNDING THE SUM OF INDIVIDUAL DIMENSIONS MAY NOT EQUAL THE OVERALL DIMENSION.
2. THIS FINAL MAP CONTAINS 15.916± ACRES GROSS CONSISTING OF 100 RESIDENTIAL LOTS AND 2 LETTERED LOTS. THE RESIDENTIAL LOTS ARE NUMBERED WITH THE FOLLOWING SEQUENCES: 1-24, 107-125, 175-196, 212-239. THE LETTERED LOTS ARE: T AND U.
3. "GEOTECHNICAL ENGINEERING STUDY - UPDATE FOR REGENCY AT FOLSOM RANCH" (PROJECT NO. E17053.042) WAS PREPARED BY YOUNGDAHL CONSULTING GROUP, INC IN MAY, 2019, AND IS AVAILABLE FOR PUBLIC INSPECTION AT THE CITY OF FOLSOM COMMUNITY DEVELOPMENT DEPARTMENT.
4. ALL RESIDENTIAL FRONT LOT CORNERS WILL BE SET WITH A 1" DIAMETER BRASS DISC STAMPED "LS 9379" ON THE SIDEWALK WITH A 1.00 FOOT OFFSET ON THE SIDE PROPERTY LINE EXTENDED. WHERE SIDEWALK IS DETACHED, FRONT CORNERS WILL BE SET IN THE SIDEWALK ON THE SIDE LOT LINE WITH A 7.00 FOOT OFFSET WITH A 1" DIAMETER BRASS DISC STAMPED "LS 9379" (SEE DETAILS ON THIS SHEET).
5. REAR RESIDENTIAL CORNERS WILL BE SET AS FOLLOWS (UNLESS SHOWN OTHERWISE)
   5.1. FOR LOTS 107 - 116, 121 - 124, 125 - 130, 214 - 224 AND 229 - 239 WILL BE SET WITH A 5/8" REBAR AND PLASTIC CAP STAMPED "LS 9379".
   5.2. FOR LOTS 1 - 24, 117 - 120, 175 - 195, 225 - 226 AND COMMON LINE OF 112/124, 212/213 WHICH FALL WITHIN A MASONRY SOUND/RETAINING WALL, WILL BE SET AT A 4.00 FOOT OFFSET ON THE SIDE LOT LINE WITH A 5/8" REBAR AND PLASTIC CAP STAMPED "LS 9379" OR WITH A 3/4" BRASS TAG STAMPED "LS 9379" TO THE FACE OF WALL 2.00 FOOT ABOVE GROUND OR ON TOP OF THE WALL.
6. LOT U IS A LANDSCAPE LOT TO BE DEEDED IN FEE TO THE CITY OF FOLSOM AND MAINTAINED BY THE CITY OF FOLSOM.
7. LOT T (PRIVATE ROAD) SHOWN HEREON SHALL BE GRANTED IN FEE SIMPLE TO THE REGENCY AT FOLSOM RANCH OWNERS ASSOCIATION (FILED WITH SECRETARY OF STATE, STATE OF CALIFORNIA ON 2/4/2021, FILING # 4699707) AS A PRIVATE ROAD FOR THE BENEFIT AND GENERAL USE OF THE LOTS SHOWN HEREON.
8. THIS MAP IS A PORTION OF THE VESTING TENTATIVE MAP SUBDIVISION, TOLL BROTHERS AT FOLSOM RANCH RESOLUTION NO. 10400 PASSED AND ADOPTED BY THE CITY COUNCIL, CITY OF FOLSOM, MARCH 10, 2020 AND A PORTION OF THE VESTING TENTATIVE MAP TOLL BROTHERS AT FOLSOM RANCH PHASE 2 RESOLUTION NO. 10760 PASSED AND ADOPTED JANUARY 11, 2022 BY THE CITY COUNCIL, CITY OF FOLSOM.
9. PROPERTY SUBJECT TO COVENANTS, CONDITIONS AND RESTRICTIONS AS CONTAINED IN THE DEED FROM CATHERINE HOLTHOUSE MANGINI AND ALBERT D. MANGINI (WHO ACQUIRED TITLE AS ALBERT D. MANGINI), WIFE AND HUSBAND, RECORDED SEPTEMBER 12, 2002, (BOOK) 20020912 (PAGE) 282, OFFICIAL RECORDS AND RE-RECORDED MAY 9, 2007, (BOOK) 20070509 (PAGE) 525, OFFICIAL RECORDS.
10. PROPERTY SUBJECT TO THE TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "FIRST AMENDED AND RESTATED TIER 1 DEVELOPMENT AGREEMENT" RECORDED JULY 15, 2014 AS BOOK 20140715, PAGE 426 OF OFFICIAL RECORDS.
    - DOCUMENT(S) DECLARING MODIFICATIONS THEREOF RECORDED JANUARY 29, 2016 AS BOOK 20160129, PAGE 0381 OF OFFICIAL RECORDS.
    - DOCUMENT(S) DECLARING MODIFICATIONS THEREOF RECORDED JANUARY 29, 2016 AS BOOK 20160129, PAGE 0382 OF OFFICIAL RECORDS.
    - "PARTIAL ASSIGNMENT AND ASSUMPTION AGREEMENT RELATIVE TO THE FOLSOM SPECIFIC PLAN AMENDED AND RESTATED TIER 1 DEVELOPMENT AGREEMENT" RECORDED AUGUST 24, 2020, AS INSTRUMENT NO. 202008240893 OF OFFICIAL RECORDS.
    - DOCUMENT(S) DECLARING MODIFICATIONS THEREOF RECORDED OCTOBER 06, 2020 AS DOCUMENT NO. 202010061311 OF OFFICIAL RECORDS.
11. PROPERTY SUBJECT TO THE TERMS, CONDITIONS, PROVISIONS AND STIPULATIONS AS CONTAINED IN THE AGREEMENT ENTITLED "WATER SUPPLY AND FACILITIES FINANCING PLAN AND AGREEMENT", BY AND BETWEEN THE CITY OF FOLSOM, AND FOLSOM REAL ESTATE SOUTH, LLC, ET AL, RECORDED JANUARY 24, 2013, (BOOK) 20130124 (PAGE) 1362, OFFICIAL RECORDS; AMENDMENT TO THE WATER SUPPLY AND FACILITIES FINANCING PLAN AND AGREEMENT, RECORDED JUNE 3, 2014, BOOK 20140603, PAGE 959, OFFICIAL RECORDS; AND AMENDMENT TO THE WATER SUPPLY AND FACILITIES FINANCING PLAN AND AGREEMENT, RECORDED JUNE 3, 2014, BOOK 20140603, PAGE 960, OFFICIAL RECORDS.
12. THE LAND DESCRIBED HEREIN LIES WITHIN THE BOUNDARY OF THE CITY OF FOLSOM COMMUNITY FACILITIES DISTRICT 2013-1 (WATER FACILITIES & SUPPLY), AS DISCLOSED BY THAT CERTAIN ASSESSMENT MAP, RECORDED DECEMBER 30, 2013, AS (BOOK) 20121230 (PAGE) 311, AND IS SUBJECT TO ANY FUTURE ASSESSMENT THEREOF.
13. PROPERTY SUBJECT TO AN EASEMENT OVER SAID LAND FOR AVIGATION AND INCIDENTAL PURPOSES, AS GRANTED TO THE COUNTY OF SACRAMENTO AND THE CITY OF FOLSOM, IN DEED RECORDED JULY 15, 2014, (BOOK) 20140715 (PAGE) 427 AND (BOOK) 20140715 (PAGE) 553, OFFICIAL RECORDS.
14. THE LAND DESCRIBED HEREIN LIES WITHIN THE BOUNDARY OF THE CITY OF FOLSOM COMMUNITY FACILITIES DISTRICT NO. 17 (WILLOW HILL PIPELINE), AS DISCLOSED BY THAT CERTAIN ASSESSMENT MAP, RECORDED MARCH 25, 2015, AS (BOOK) 20150325 (PAGE) 353, AND IS SUBJECT TO ANY FUTURE ASSESSMENT THEREOF.
15. THE LAND DESCRIBED HEREIN LIES WITHIN THE BOUNDARY OF THE CITY OF FOLSOM, COMMUNITY FACILITIES DISTRICT NO. 18 (FOLSOM PLAN AREA - WIDE IMPROVEMENTS AND SERVICES), AS DISCLOSED BY THAT CERTAIN ASSESSMENT MAP, RECORDED DECEMBER 9, 2015, AS (BOOK) 20151209 (PAGE) 427, AND IS SUBJECT TO ANY FUTURE ASSESSMENT THEREOF.
    - DOCUMENT(S) DECLARING MODIFICATIONS THEREOF RECORDED NOVEMBER 16, 2018 AS BOOK 20181116, PAGE 0465 OF OFFICIAL RECORDS.
16. THE LAND DESCRIBED HEREIN LIES WITHIN THE BOUNDARY OF THE CITY OF FOLSOM COMMUNITY FACILITIES DISTRICT NO. 23 (FOLSOM RANCH) IMPROVEMENT AREA NO. 3, RECORDED JUNE 8, 2020 AS (BOOK) 20200608 (PAGE) 1611 AS DISCLOSED BY THAT CERTAIN ASSESSMENT MAP (BOOK)130 OF MAPS AT (PAGE)27, RECORDED APRIL 20, 2020 OF OFFICIAL RECORDS.
    - DOCUMENT(S) DECLARING MODIFICATIONS THEREOF RECORDED DECEMBER 20, 2021 AS INSTRUMENT NO. 202112200572 OF OFFICIAL RECORDS.
    - DOCUMENT(S) DECLARING MODIFICATIONS THEREOF RECORDED DECEMBER 19, 2022 AS INSTRUMENT NO. 202212190567 OF OFFICIAL RECORDS.
17. THE LAND LIES WITHIN THE BOUNDARIES OF PROPOSED SCHOOL FACILITIES IMPROVEMENT DISTRICT NO. 3 AS DISCLOSED BY THAT CERTAIN ASSESSMENT MAP, RECORDED JULY 7, 2006, IN BOOK 103, PAGE 9 OF MAPS OF ASSESSMENT AND COMMUNITY FACILITIES, AS (BOOK) 20060707 (PAGE) 0662, OFFICIAL RECORDS.
18. THE LAND LIES WITH THE BOUNDARIES OF PROPOSED SCHOOL FACILITIES IMPROVEMENT DISTRICT NO. 2.
19. PROPERTY SUBJECT TO COVENANTS, CONDITIONS AND RESTRICTIONS AS CONTAINED IN THE DOCUMENT, RECORDED NOVEMBER 24, 2004, (BOOK) 20041124 (PAGE) 1838, OFFICIAL RECORDS. THE EFFECT OF A DOCUMENT TITLED "QUITCLAIM DEED", RECORDED MAY 29, 2015, (BOOK) 20150529 (PAGE) 1400, OFFICIAL RECORDS AND RE-RECORDED JULY 9, 2015, (BOOK) 20150709 (PAGE) 1401, OFFICIAL RECORDS.
20. PROPERTY SUBJECT TO THE TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "ORDINANCE NO. SZC-2009-0001 AN ORDINANCE OF THE BOARD OF SUPERVISORS OF SACRAMENTO COUNTY, ORDINANCE NO. 53-10, AS AMENDED, AMENDING THE AEROJET SPECIAL PLANNING AREA ORDINANCE TITLE B, CHAPTER 8, ARTICLE 3" RECORDED MARCH 23, 2009 AS BOOK 20090323, PAGE 1516 OF OFFICIAL RECORDS.
21. PROPERTY SUBJECT TO THE TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "FIRST AMENDED AND RESTATED TIER 1 DEVELOPMENT AGREEMENT" RECORDED JULY 15, 2014 AS BOOK 20140715, PAGE 552 OF OFFICIAL RECORDS.
    - "ASSIGNMENT AND ASSUMPTION AGREEMENT RELATIVE TO THE FOLSOM SPECIFIC PLAN AMENDED AND RESTATED TIER 1 DEVELOPMENT AGREEMENT", RECORDED MAY 29, 2015 AS BOOK 20150529, PAGE 1409 AND RE-RECORDED JULY 9, 2015 AS BOOK 20150709, PAGE 1409, BOTH SACRAMENTO COUNTY RECORDS.
    - DOCUMENT(S) DECLARING MODIFICATIONS THEREOF RECORDED JULY 11, 2017 AS BOOK 20170711, PAGE 0163 OF OFFICIAL RECORDS.
    - "PARTIAL ASSIGNMENT AND ASSUMPTION AGREEMENT RELATIVE TO THE FOLSOM SPECIFIC PLAN AMENDED AND RESTATED TIER 1 DEVELOPMENT AGREEMENT" RECORDED AUGUST 24, 2020, AS INSTRUMENT NO. 202008240894 OF OFFICIAL RECORDS.
    - DOCUMENT(S) DECLARING MODIFICATIONS THEREOF RECORDED OCTOBER 06, 2020 AS DOCUMENT NO. 202010060733 OF OFFICIAL RECORDS.
23. PROPERTY SUBJECT TO EASEMENTS, COVENANTS, AND CONDITIONS AS CONTAINED IN THE DEED FROM AEROJET ROCKETDYNE, INC., AN OHIO CORPORATION FORMERLY KNOWN AS AEROJET-GENERAL CORPORATION, AS GRANTOR, TO OAK AVENUE HOLDINGS, LLC, A DELAWARE LIMITED LIABILITY COMPANY, AS GRANTEE, RECORDED MAY 29, 2015, (BOOK) 20150529 (PAGE) 1402, OFFICIAL RECORDS AND RE-RECORDED JULY 9, 2015, (BOOK) 20150709 (PAGE) 1403 AND JULY 14, 2015, (BOOK) 20150714 (PAGE) 0682, BOTH OF OFFICIAL RECORDS.
24. ANY EASEMENT FOR WATER COURSE OVER THAT PORTION OF THE LAND LYING WITHIN ALDER CREEK, TOGETHER WITH ANY RIGHTS IN FAVOR OF THE PUBLIC FOR FISHING AND RECREATION PURPOSES OVER THE PORTION OF THE LAND THAT IS PRESENTLY COVERED BY WATER DISCLOSED ON ASSESSOR PLAT BOOK 72 PAGE 6.
25. PROPERTY SUBJECT TO THE TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "AGREEMENT AFFECTING REAL PROPERTY (INCLUSIONARY HOUSING AGREEMENT)" PER DN 202104020615.
26. PURSUANT TO SECTION 66434(G) OF THE SUBDIVISION ACT THE FILING OF THIS FINAL MAP SHALL CONSTITUTE ABANDONMENT OF THE EASEMENTS LISTED BELOW, NOT SHOWN HEREON WITHIN THE BOUNDARY OF THIS SUBDIVISION:
    A. PUBLIC UTILITY EASEMENT LOCATED WITHIN LARGE LOT 2B PER 451 BM 4. (NEW PUBLIC UTILITY EASEMENTS DEDICATED WITH THIS MAP)



FRONT LOT CORNER - ATTACHED SIDEWALK
TYPICAL 1' OFFSET

FINAL MAP (PN 20-267)

# TOLL BROTHERS AT FOLSOM RANCH PHASE 2B

A SUBDIVISION OF LARGE LOT 2B OF THAT CERTAIN FINAL MAP TITLED "TOLL BROTHERS AT FOLSOM RANCH PHASE 2A" FILED FOR RECORD OCTOBER 27, 2023 IN BOOK 451 OF MAPS, AT PAGE 4, SACRAMENTO COUNTY RECORDS, BEING A PORTION OF SECTIONS 20, TOWNSHIP 9 NORTH, RANGE 8 EAST, M.D.B.M.

CITY OF FOLSOM • SACRAMENTO COUNTY • CALIFORNIA

MacKAY & SOMPS
ENGINEERS PLANNERS SURVEYORS
1025 Creekside Ridge Drive, Suite 150 Roseville, CA 95678 (916) 773-1189

AUGUST 2024

SHEET 2 OF 7

# FINAL MAP (PN 20-267)
# TOLL BROTHERS AT FOLSOM RANCH PHASE 2B

A SUBDIVISION OF LARGE LOT 2B OF THAT CERTAIN FINAL MAP TITLED "TOLL BROTHERS AT FOLSOM RANCH PHASE 2A" FILED FOR RECORD OCTOBER 27, 2023 IN BOOK 451 OF MAPS, AT PAGE 4, SACRAMENTO COUNTY RECORDS, BEING A PORTION OF SECTIONS 20, TOWNSHIP 9 NORTH, RANGE 8 EAST, M.D.B.M.

CITY OF FOLSOM • SACRAMENTO COUNTY • CALIFORNIA

AUGUST 2024

SHEET 3 OF 7

MACKAY & SOMPS
ENGINEERS PLANNERS SURVEYORS
1025 Creekside Ridge Drive, Suite 150 Roseville, CA 95678 (916) 773-1189

## LEGEND

- 5/8" REBAR WITH PLASTIC CAP STAMPED "LS 9379" TO BE SET PER (1)
- 5/8" REBAR WITH PLASTIC CAP STAMPED "LS 9379" TO BE SET PER (2)
- FOUND 5/8" REBAR WITH PLASTIC CAP STAMPED "LS 4533" PER 218 PM 17
- FOUND REBAR WITH PLASTIC CAP STAMPED "LS 5760" PER 236 PM 10
- STANDARD CITY OF FOLSOM MONUMENT WELL STAMPED "LS 9379 TO BE SET PER (1)
- 1-5/32" COPPER SURVEY MARKER WITH CENTER MARK STAMPED "LS 9379" TO BE SET PER (1)
- SET STANDARD CITY OF FOLSOM MONUMENT WELL STAMPED "LS 9379"
- SET 1-5/32" COPPER SURVEY MARKER WITH CENTER MARK STAMPED "LS 9379"
- SET 5/8" REBAR WITH PLASTIC PLUG STAMPED "LS 9379"
- DIMENSION POINT
- ( ) RECORD DATA PER REFERENCE
- AC ACRES
- BM BOOK OF MAPS
- C/L CENTERLINE
- DCR DECLARATION OF CONVENTS AND RESTRICTIONS
- DE DRAINAGE EASEMENT
- DN DOCUMENT NUMBER, OR
- EVA EMERGENCY VEHICLE ACCESS EASEMENT
- HOA HOMEOWNERS ASSOCIATION
- (OA) OVERALL
- OR OFFICIAL RECORDS OF SACRAMENTO COUNTY
- PM PARCEL MAP
- PUE PUBLIC UTILITY EASEMENT
- (R) RADIAL BEARING
- R/W RIGHT-OF-WAY
- SF SQUARE FEET
- (X) SHEET INDEX NUMBER

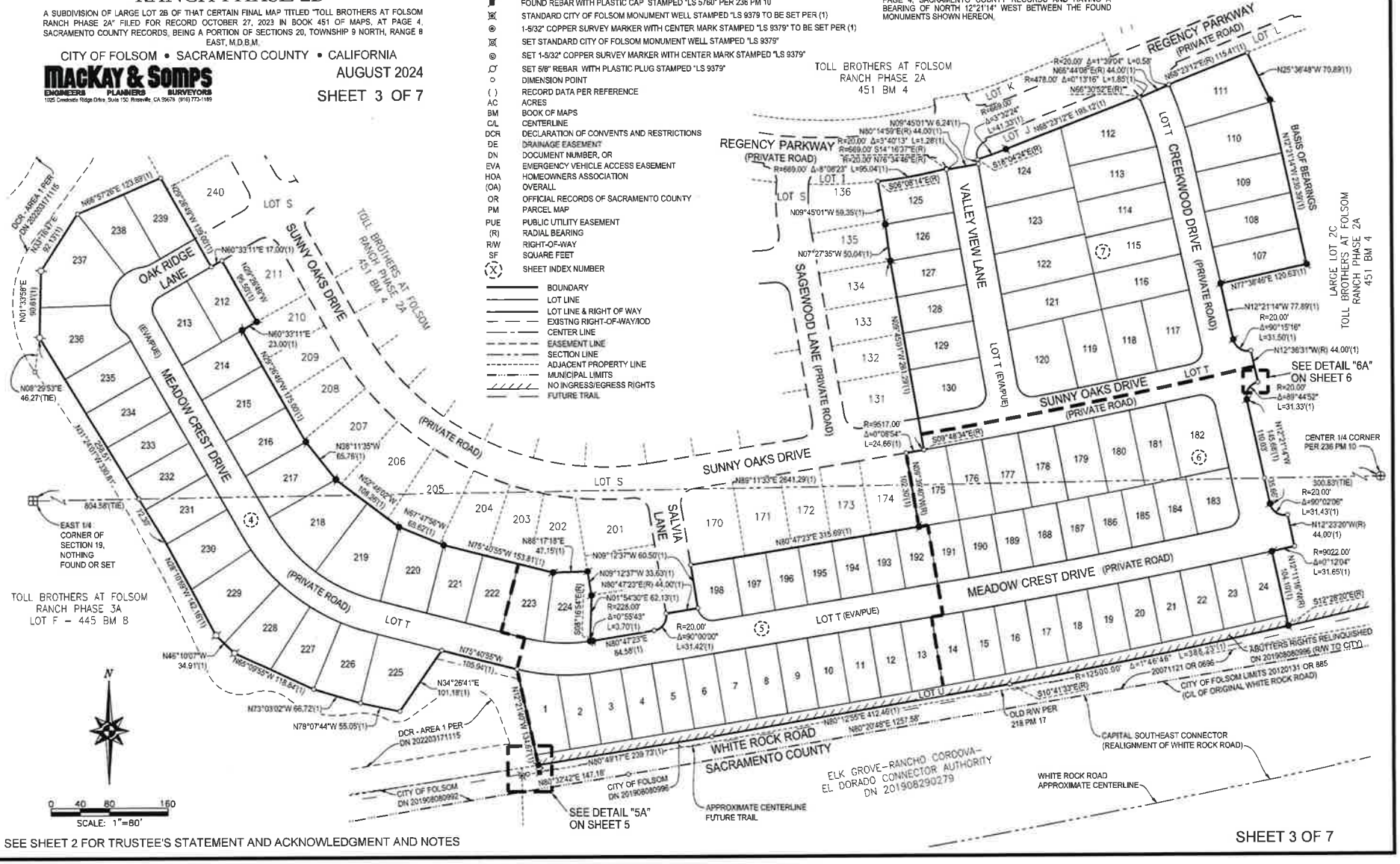
- BOUNDARY
- LOT LINE
- LOT LINE & RIGHT OF WAY
- EXISTNG RIGHT-OF-WAY/IOD
- CENTER LINE
- EASEMENT LINE
- SECTION LINE
- ADJACENT PROPERTY LINE
- MUNICIPAL LIMITS
- NO INGRESS/EGRESS RIGHTS
- FUTURE TRAIL

## BASIS OF BEARINGS

THE BASIS OF BEARINGS FOR THIS MAP IS THE EAST LINE OF LARGE LOT 2B AS SHOWN ON THAT CERTAIN FINAL MAP TITLED "TOLL BROTHERS AT FOLSOM RANCH PHASE 2A" FILED FOR RECORD ON OCTOBER 27, 2023 IN BOOK 451 OF MAPS, AT PAGE 4, SACRAMENTO COUNTY RECORDS AND HAVING A BEARING OF NORTH 12°21'14" WEST BETWEEN THE FOUND MONUMENTS SHOWN HEREON.

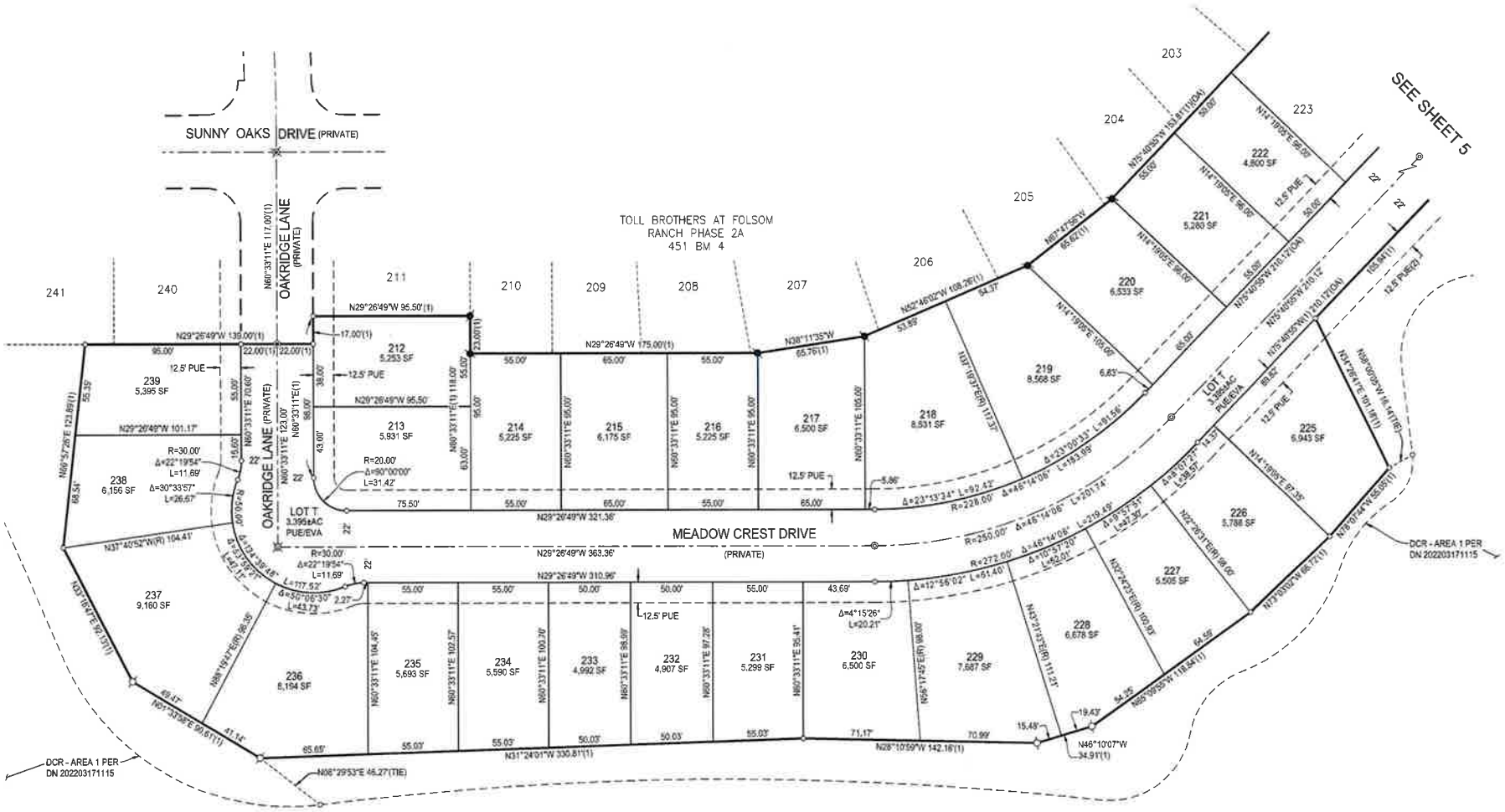
## REFERENCES

(1) 451 BM 4 (TOLL PHASE 2A)
(2) 445 BM 8 (TOLL PHASE 3A)




SEE SHEET 2 FOR TRUSTEE'S STATEMENT AND ACKNOWLEDGMENT AND NOTES

SHEET 3 OF 7




SEE SHEET 2 FOR NOTES, SEE SHEET 3 FOR BASIS OF BEARINGS, LEGEND AND REFERENCES

FINAL MAP (PN 20-267)

# TOLL BROTHERS AT FOLSOM RANCH PHASE 2B

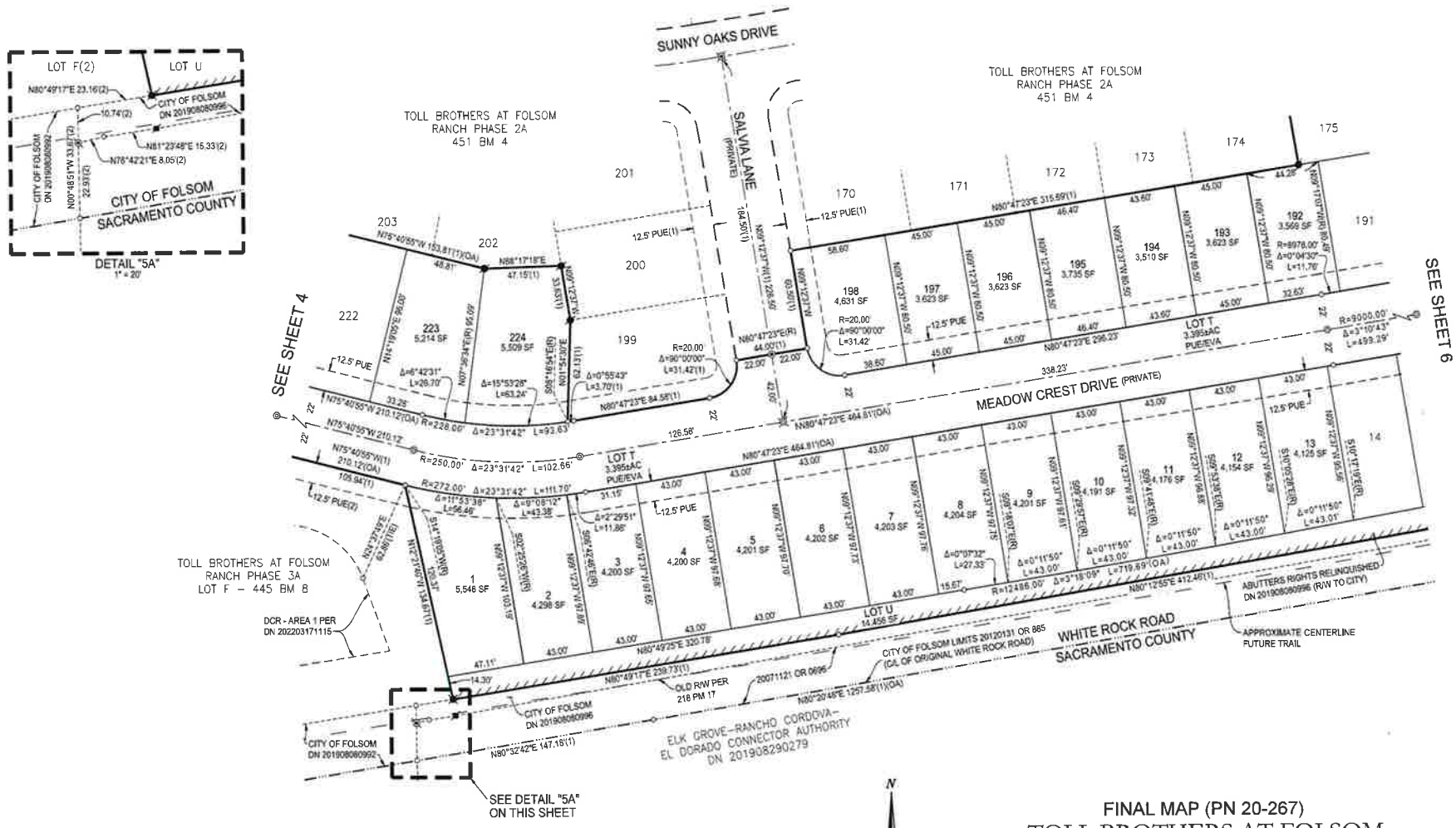
A SUBDIVISION OF LARGE LOT 2B OF THAT CERTAIN FINAL MAP TITLED "TOLL BROTHERS AT FOLSOM RANCH PHASE 2A" FILED FOR RECORD OCTOBER 27, 2023 IN BOOK 451 OF MAPS, AT PAGE 4, SACRAMENTO COUNTY RECORDS. BEING A PORTION OF SECTIONS 20, TOWNSHIP 9 NORTH, RANGE 8 EAST, M.D.B.M.

CITY OF FOLSOM • SACRAMENTO COUNTY • CALIFORNIA

AUGUST 2024

MACKAY & SOMPS
ENGINEERS PLANNERS SURVEYORS
1025 Creekside Ridge Drive, Suite 150, Roseville, CA 95678 (916) 773-1189

SHEET 4 OF 7




FINAL MAP (PN 20-267)

# TOLL BROTHERS AT FOLSOM RANCH PHASE 2B

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JULY 2024

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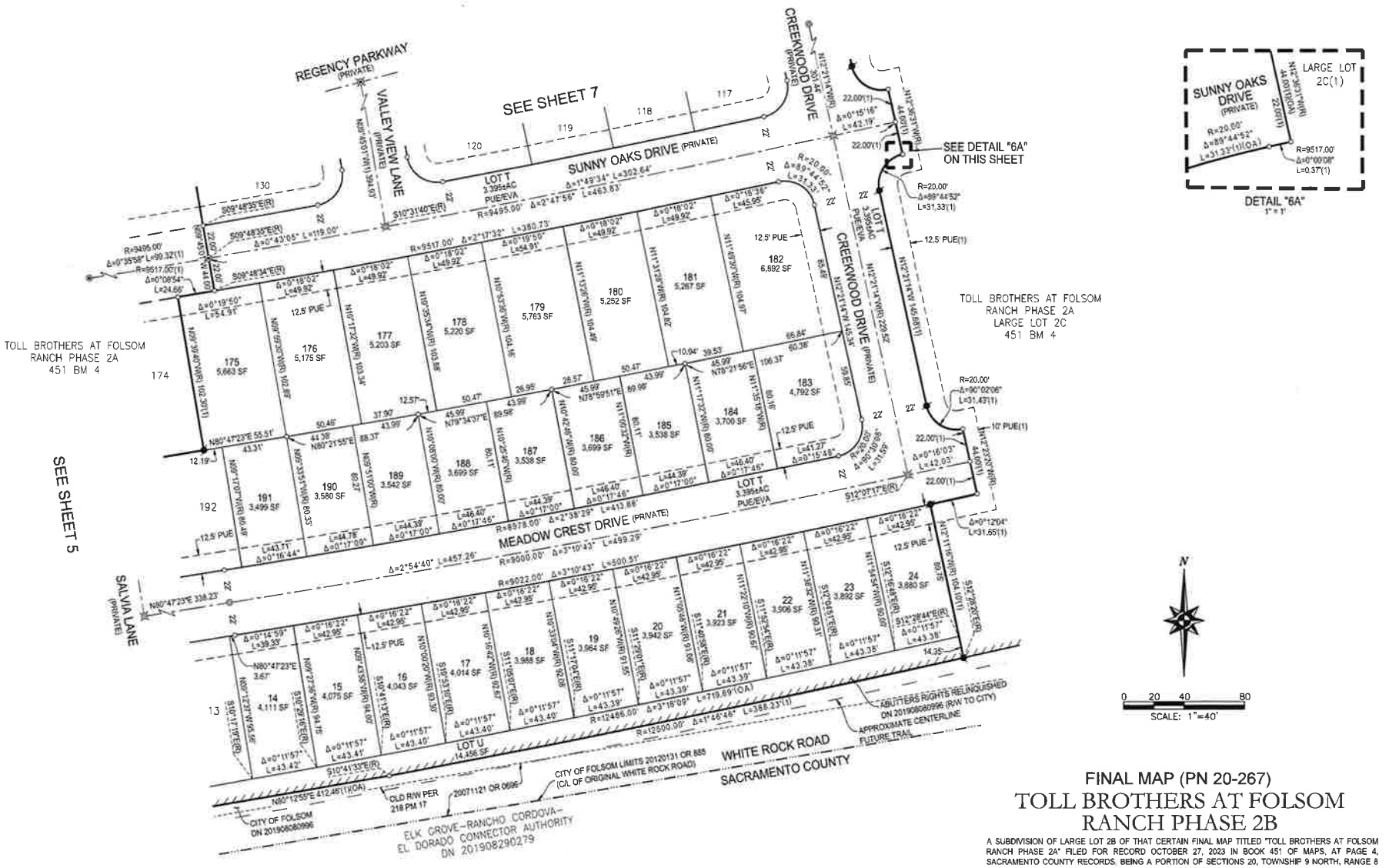
SHEET 5 OF 7

SEE SHEET 2 FOR NOTES. SEE SHEET 3 FOR BASIS OF BEARINGS, LEGEND AND REFERENCES




FINAL MAP (PN 20-267)

# TOLL BROTHERS AT FOLSOM RANCH PHASE 2B

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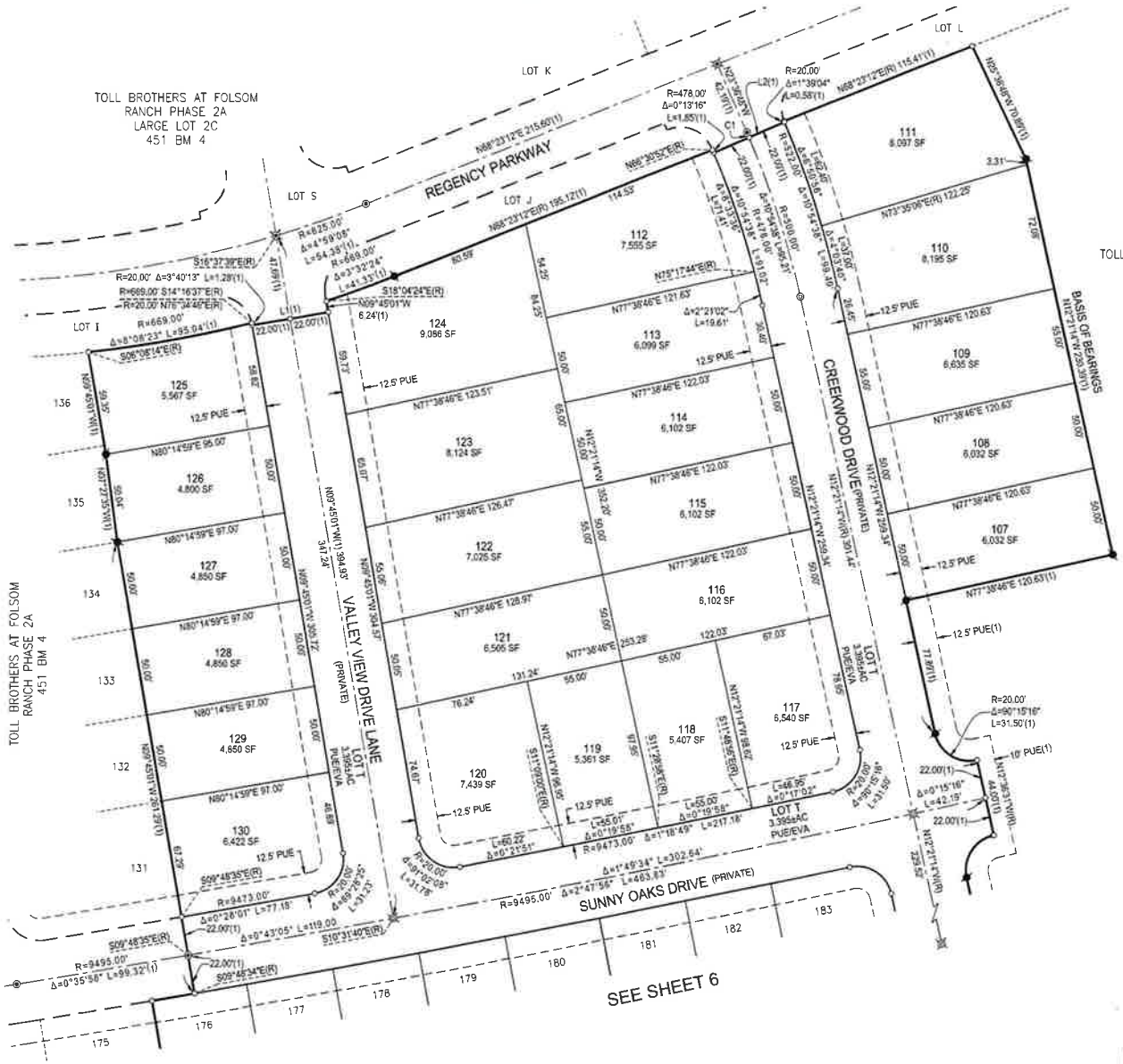
JULY 2024

SHEET 6 OF 7

SEE SHEET 2 FOR NOTES. SEE SHEET 3 FOR BASIS OF BEARINGS, LEGEND AND REFERENCES



| Line Table | | |
|---|---|---|
| Line # | Bearing | Length |
| L1 | N80°14'59"E(R) | 44.00' |
| L2 | N66°44'08"E(R) | 44.00' |

| Curve Table | | | |
|---|---|---|---|
| Curve # | Radius | Delta | Length |
| C1 | 500.00' | 0°20'56" | 3.04'(1) |

SEE SHEET 2 FOR NOTES. SEE SHEET 3 FOR BASIS OF BEARINGS, LEGEND AND REFERENCES

FINAL MAP (PN 20-267)

# TOLL BROTHERS AT FOLSOM RANCH PHASE 2B

A SUBDIVISION OF LARGE LOT 2B OF THAT CERTAIN FINAL MAP TITLED "TOLL BROTHERS AT FOLSOM RANCH PHASE 2A" FILED FOR RECORD OCTOBER 27, 2023 IN BOOK 451 OF MAPS, AT PAGE 4, SACRAMENTO COUNTY RECORDS. BEING A PORTION OF SECTIONS 20, TOWNSHIP 9 NORTH, RANGE 6 EAST, M.D.B.M.

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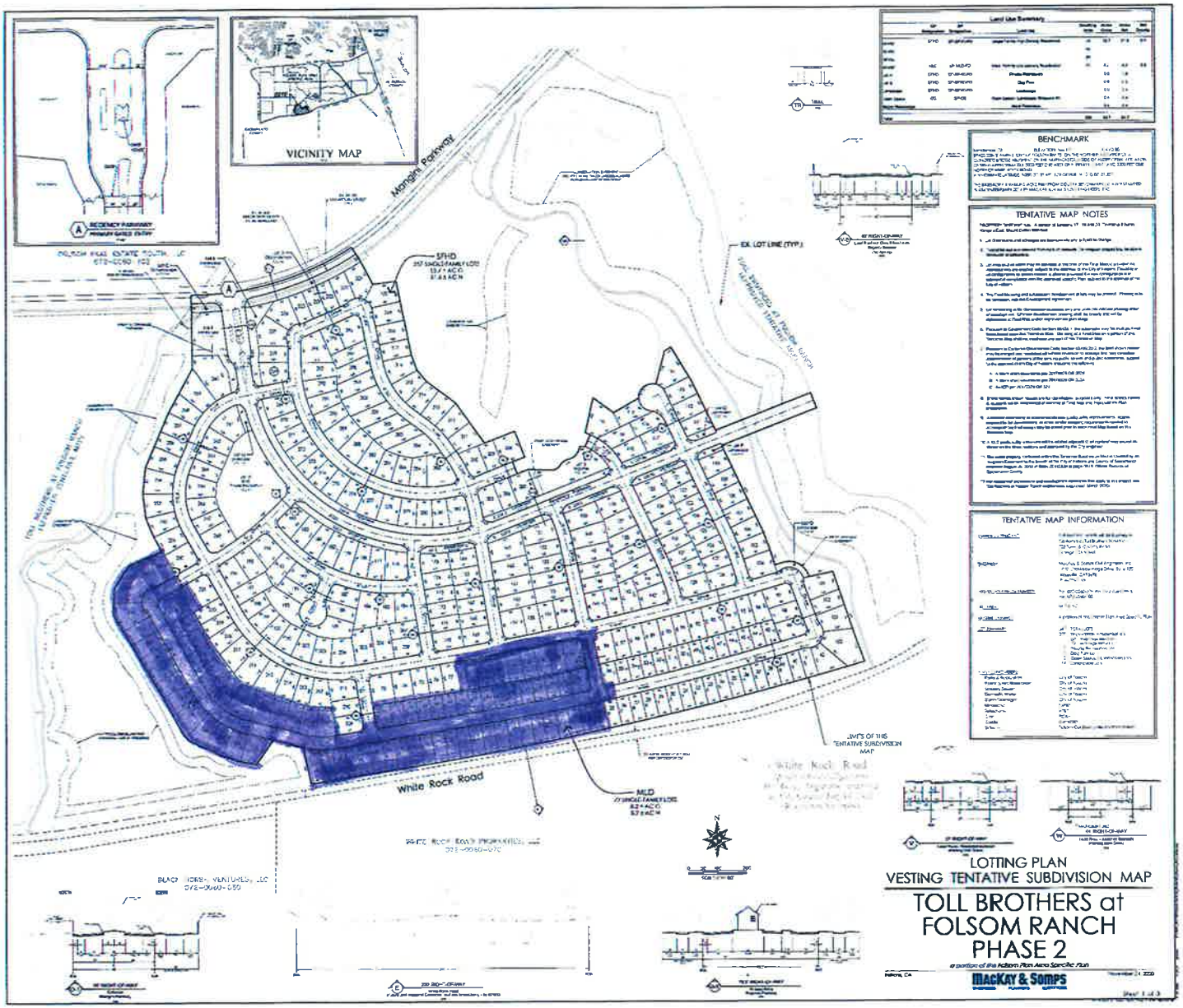
JULY 2024

SHEET 7 OF 7

# ATTACHMENT 4

## Toll Brothers at Folsom Ranch Phase 2B Vesting Tentative Subdivision Map


VICINITY MAP
Mangini Parkway
White Rock Road
EX. LOT LINE (TYP.)
LIMITS OF THIS TENTATIVE SUBDIVISION MAP
BENCHMARK
TENTATIVE MAP NOTES
TENTATIVE MAP INFORMATION
LOTTING PLAN
VESTING TENTATIVE SUBDIVISION MAP
TOLL BROTHERS at FOLSOM RANCH PHASE 2
a portion of the Folsom Plan Area Specific Plan
MacKAY & SOMPS

# ATTACHMENT 5

## Table of Conditions of Approval for the Toll Brothers at Folsom Ranch Phase 2B Vesting Tentative Subdivision Map

| CONDITIONS OF APPROVAL FOR THE TOLL BROTHERS AT FOLSOM RANCH PHASE 2 SUBDIVISION PROJECT (PN 20-267)<br>NORTHWEST CORNER OF EAST BIDWELL STREET AND WHITE ROCK ROAD<br>SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP | | | | | | |
|---|---|---|---|---|---|---|
| **No.** | **Mitigation Measure** | **Condition of Approval** | **When Required** | **Responsible Department** | **Comments** | **Condition Satisfied** |
| 1. | | ***Final Development Plans***<br>The owner/applicant shall submit final site development plans to the Community Development Department that shall substantially conform to the exhibits referenced below:<br><br>1. Illustrative Master Plan Exhibit, dated August 31, 2020<br>2. Small-Lot Vesting Tentative Subdivision Map, dated September 17, 2021<br>3. Preliminary Grading and Drainage Plan, dated September 17, 2021<br>4. Preliminary Utility Plan, dated September 17, 2021<br>5. Preliminary Landscape Plan and Details, dated January 24, 2020<br>6. Preliminary Entry Exhibit, dated April 28, 2021<br>7. Preliminary Wall and Fence Exhibit, dated April 28, 2021<br>8. Preliminary Tree Preservation Exhibit, dated October 13, 2021<br>9. Minor Administrative Modification Exhibit, dated September 17, 2021<br>10. Inclusionary Housing Letter, dated November 16, 2020<br>11. Project Narrative<br><br>The Small-Lot Vesting Tentative Subdivision Map is approved for the development of a 329-unit single-family residential subdivision (Toll Brothers at Folsom Ranch Phase 2). Implementation of the project shall be consistent with the above referenced items and these conditions of approval. | G, I, M, B | CD (P)(E) | The Community Development Department has reviewed and approved the improvement plans and the final map for the project. The approved improvement plans are in substantial compliance with the preliminary grading and drainage plans, the preliminary site and utility plans, the tree preservation/removal plans, the preliminary landscape plans and the community design guidelines.<br><br>The final map for this subdivision is in substantial compliance with the approved Vesting Tentative Subdivision Map. | Yes |

| CONDITIONS OF APPROVAL FOR THE TOLL BROTHERS AT FOLSOM RANCH PHASE 2 SUBDIVISION PROJECT (PN 20-267)<br>NORTHWEST CORNER OF EAST BIDWELL STREET AND WHITE ROCK ROAD<br>SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP | | | | | | |
|---|---|---|---|---|---|---|
| **No.** | **Mitigation Measure** | **Condition of Approval** | **When Required** | **Responsible Department** | **Comments** | **Condition Satisfied** |
| 2. | | ***Plan Submittal***<br>All civil engineering, improvement, and landscape and irrigation plans, shall be submitted to the Community Development Department for review and approval to ensure conformance with this approval and with relevant codes, policies, standards and other requirements of the City of Folsom. | G, I | CD (P)(E) | Improvement plans for Mangini Parkway, Regency Parkway and the subdivision have been approved by the City and these improvements are currently under construction. | Yes |
| 3. | | ***Validity***<br>This approval of the Small-Lot Vesting Tentative Subdivision Map shall be valid for a period of twenty four months pursuant to Section 16.16.110A of the Folsom Municipal Code and the Subdivision Map Act. The term of the approved Inclusionary Housing Agreement shall track the term of the Small-Lot Vesting Tentative Subdivision Map, as may be extended from time to time pursuant to Section 16.16.110.A and 16.16.120 of the Folsom Municipal Code and the Subdivision Map Act. | M | CD (P) | The small-lot vesting tentative subdivision map for the Toll Brothers at Folsom Ranch Phase 2B subdivision was approved by the City Council on January 11, 2022. | Yes |
| 4. | | ***FMC Compliance***<br>The Small-Lot Final Map shall comply with the Folsom Municipal Code and the Subdivision Map Act. | M | CD (E) | The small-lot vesting tentative subdivision map for the Toll Brothers at Folsom Ranch Phase 2B subdivision was approved by the City Council on January 11, 2022. | Yes |
| 5. | | ***Development Rights***<br>The approval of this Small-Lot Vesting Tentative Subdivision Map conveys the right to develop. As noted in these conditions of approval for the Small-Lot Vesting Tentative Subdivision Map, the City has identified improvements necessary to develop the subject parcels. These improvements include on and off-site roadways, water, sewer, storm drainage, landscaping, sound-walls, and other improvements. | OG | CD (P)(E)(B) PW, PR, FD, PD | The Community Development Department has reviewed and approved the improvement plans for the both the required on-site and off-site improvements for the Phase 2B subdivision. | Yes |

| CONDITIONS OF APPROVAL FOR THE TOLL BROTHERS AT FOLSOM RANCH PHASE 2 SUBDIVISION PROJECT (PN 20-267)<br>NORTHWEST CORNER OF EAST BIDWELL STREET AND WHITE ROCK ROAD<br>SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP | | | | | | |
|---|---|---|---|---|---|---|
| **No.** | **Mitigation Measure** | **Condition of Approval** | **When Required** | **Responsible Department** | **Comments** | **Condition Satisfied** |
| 6. | | ***Public Utility Easements***<br>Public utility easements shall be provided for public utilities within private streets to the satisfaction of the Community Development Department. | M | CD (E)(P) | The final map for the Phase 2B subdivision includes all required public utility easements necessary to serve all lots in the subdivision. The public utility easements are shown on the final map. The residential streets serving the lots in this subdivision are private and are shown on the final map. | Yes |

| CONDITIONS OF APPROVAL FOR THE TOLL BROTHERS AT FOLSOM RANCH PHASE 2 SUBDIVISION PROJECT (PN 20-267)<br>NORTHWEST CORNER OF EAST BIDWELL STREET AND WHITE ROCK ROAD<br>SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP | | | | | | |
|---|---|---|---|---|---|---|
| **No.** | **Mitigation Measure** | **Condition of Approval** | **When Required** | **Responsible Department** | **Comments** | **Condition Satisfied** |
| 7. | | ***Indemnity for City***<br>The owner/applicant shall protect, defend, indemnify, and hold harmless the City and its agents, officers and employees from any claim, action or proceeding against the City or its agents, officers or employees to attack, set aside, void, or annul any approval by the City or any of its agencies, departments, commissions, agents, officers, employees, or legislative body concerning the project, which claim, action or proceeding is brought within the time period provided therefore in Government Code Section 66499.37 or other applicable statutes of limitation. The City will promptly notify the owner/applicant of any such claim, action or proceeding, and will cooperate fully in the defense. If the City should fail to cooperate fully in the defense, the owner owner/applicant shall not thereafter be responsible to defend, indemnify and hold harmless the City or its agents, officers, and employees, pursuant to this condition. The City may, within its unlimited discretion, participate in the defense of any such claim, action or proceeding if both of the following occur:<br>• The City bears its own attorney's fees and costs; and<br>• The City defends the claim, action or proceeding in good faith<br>The owner/applicant shall not be required to pay or perform any settlement of such claim, action or proceeding unless the settlement is approved by the owner/applicant. The owner/applicant's obligations under this condition shall apply regardless of whether a Final Map is ultimately recorded with respect to this project. | OG | CD (P)(E)(B) PW, PR, FD, PD | The City standard subdivision improvement agreement includes language that satisfies this condition. The subdivision improvement agreement will be executed by the City Manager upon approval by the City Council. | Yes |

| CONDITIONS OF APPROVAL FOR THE TOLL BROTHERS AT FOLSOM RANCH PHASE 2 SUBDIVISION PROJECT (PN 20-267)<br>NORTHWEST CORNER OF EAST BIDWELL STREET AND WHITE ROCK ROAD<br>SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP | | | | | | |
|---|---|---|---|---|---|---|
| **No.** | **Mitigation Measure** | **Condition of Approval** | **When Required** | **Responsible Department** | **Comments** | **Condition Satisfied** |
| 8. | | ***Small-Lot Vesting Tentative Subdivision Map***<br>The Small-Lot Vesting Tentative Subdivision map is expressly conditioned upon compliance with all environmental mitigation measures identified in the Folsom Plan Area Specific Plan (FEIR/EIS) as amended by the Toll Brothers at Folsom Ranch CEQA Addendum dated February-2020. | OG | CD | The owner/applicant complied with all applicable mitigation measures from the FPASP FEIR/EIS and other approved environmental documents prior to the issuance of a grading permit. Additionally, construction inspection and monitoring is being conducted throughout construction by the City and/or its Consultants. | Yes |
| 9. | | ***ARDA and Amendments***<br>The owner/applicant shall comply with all provisions of Amendments No. 1 and 2 to the First Amended and Restated Tier 1 Development Agreement and any approved amendments thereafter by and between the City and the owner/applicant of the project including but not limited to Amendment No. 2 to the First Amended and Restated Tier 1 Development Agreement by and between the City of Folsom and Easton Valley Holdings, LLC, Amendment No. 2 to the First Amended and Restated Tier 1 Development Agreement by and between the City of Folsom and West Scott Road, LLC/Toll West Coast, LLC, Amendment No. 2 to the First Amended and Restated Tier 1 Development Agreement by and between the City of Folsom and Oak Avenue Holdings, LLC, and Amendment No. 3 to the First Amended and Restated Tier 1 Development Agreement by and between the City of Folsom and Folsom Real Estate South, LLC/Toll West Coast, LLC. | M | CD (E) | The Community Development Department has reviewed the subdivision and verified that it is in compliance with Amendment No. 1 and No. 2 to the First Amended and Restated Tier 1 Development Agreement. | Yes |

| CONDITIONS OF APPROVAL FOR THE TOLL BROTHERS AT FOLSOM RANCH PHASE 2 SUBDIVISION PROJECT (PN 20-267)<br>NORTHWEST CORNER OF EAST BIDWELL STREET AND WHITE ROCK ROAD<br>SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP | | | | | | |
|---|---|---|---|---|---|---|
| **No.** | **Mitigation Measure** | **Condition of Approval** | **When Required** | **Responsible Department** | **Comments** | **Condition Satisfied** |
| 10. | ✓ | ***Mitigation Monitoring***<br>The owner/applicant shall participate in a mitigation monitoring and reporting program pursuant to City Council Resolution No. 2634 and Public Resources Code 21081.6. The mitigation monitoring and reporting measures identified in the Folsom Plan Area Specific Plan FEIR/EIS and the Toll Brothers at Folsom Ranch Addendum to the FPASP EIR/EIS have been incorporated into these conditions of approval in order to mitigate or avoid significant effects on the environment. These mitigation monitoring and reporting measures are identified in the mitigation measure column. Applicant shall fund on a Time and Materials basis all mitigation monitoring (e.g., staff and consultant time). | OG | CD (P) | The owner/applicant has funded and participated in a MMRP reporting program performed by the City's consultant (Helix) and/or City staff. | Yes |

| | | | | | | |
|---|---|---|---|---|---|---|
| **POLICE/SECURITY REQUIREMENT** | | | | | | |
| 11. | | The owner/applicant shall consult with the Police Department in order to incorporate all reasonable crime prevention measures. The following security/safety measures shall be considered:<br>• A security guard on-duty at all times at the site or a six-foot security fence shall be constructed around the perimeter of construction areas.<br>• Security measures for the safety of all construction equipment and unit appliances.<br>• Landscaping shall not cover exterior doors or windows, block line-of-sight at intersections or screen overhead lighting. | G, I, B | PD | The owner/applicant provided onsite security during construction and has incorporated line of sight guidelines into landscaping plans at intersections which have been reviewed and approved by the City. | Yes |
| **DEVELOPMENT COSTS AND FEE REQUIREMENTS** | | | | | | |
| 12. | | ***Taxes and Fees***<br>The owner/applicant shall pay all applicable taxes, fees and charges for the project at the rate and amount required by the Public Facilities Financing Plan and Amendment No. 1 to the Amended and Restated Tier 1 Development Agreement. | M | CD (P)(E) | The owner/applicant has paid all current taxes and fees associated with this subdivision. | Yes |
| 13. | | ***Assessments***<br>If applicable, the owner/applicant shall pay off any existing assessments against the property, or file necessary segregation request and pay applicable fees. | M | CD (E) | The owner/applicant has paid all taxes and fees associated with this subdivision and filed a tax segregation request for applicable taxes. | Yes |

| | | | | | | |
|---|---|---|---|---|---|---|
| 14. | | ***FPASP Development Impact Fees***<br>The owner/applicant shall be subject to all Folsom Plan Area Specific Plan Area development impact fees in place at the time of approval or subsequently adopted consistent with the Public Facilities Financing Plan (PFFP), Development Agreement and amendments thereto, unless exempt by previous agreement. The owner/applicant shall be subject to all applicable Folsom Plan Area plan-wide development impact fees in effect at such time that a building permit is issued. These fees may include, but are not limited to, the Folsom Plan Area Specific Plan Fee, Specific Plan Infrastructure Fee (SPIF), Solid Waste Fee, Corporation Yard Fee, Transportation Management Fee, Transit Fee, Highway 50 Interchange Fee, General Park Equipment Fee, Housing Trust Fee, etc.<br><br>Any protest to such for all fees, dedications, reservations or other exactions imposed on this project will begin on the date of final approval (January 11, 2022), or otherwise shall be governed by the terms of Amendments No. 1 and 2 to ARDA. The fees shall be calculated at the fee rate set forth in the PFFP and the ARDA. | B | CD (P), PW, PK | The Owner/Applicant shall pay all required City fees and Folsom Plan Area wide fees prior to issuance of building permits. | Yes |
| 15. | | ***Legal Counsel***<br>The City, at its sole discretion, may utilize the services of outside legal counsel to assist in the implementation of this project, including, but not limited to, drafting, reviewing and/or revising agreements and/or other documentation for the project. If the City utilizes the services of such outside legal counsel, the City shall provide notice to the owner/applicant of the outside counsel selected, the scope of work and hourly rates, and the owner/applicant shall reimburse the City for all outside legal fees and costs incurred and documented by the City for such services. The owner/applicant may be required, at the sole discretion of the City Attorney, to submit a deposit to the City for these services prior to initiation of the services. The owner/applicant shall be responsible for reimbursement to the City for the services regardless of whether a deposit is required. | OG | CD (P)(E) | The City has not yet utilized any outside services for any type of legal issues for this subdivision. If at any time during the development of this subdivision, any outside legal services were necessary, the owner/applicant would be required to comply with this condition. | Yes |

| | | | | | | |
|---|---|---|---|---|---|---|
| 16. | | ***Consultant Services***<br>If the City utilizes the services of consultants to prepare special studies or provide specialized design review or inspection services for the project, the City shall provide notice to the owner/applicant of the outside consultant selected, the scope of work and hourly rates, and the owner/applicant shall reimburse the City for actual costs incurred and documented in utilizing these services, including administrative costs for City personnel. A deposit for these services shall be provided prior to initiating review of the Grading Plan, Final Map, improvement plans, or beginning inspection, whichever is applicable. | G, I, M, B | CD (P)(E) | The City has provided notice to the owner/applicant for various Consultants performing services for the development of this subdivision. The City has collected deposits in advance of such work for construction inspection related services for this subdivision. | Yes |
| | | **GRADING PERMIT REQUIREMENTS** | | | | |
| 17. | | ***Walls/Fences/Gates***<br>The final location, design, height, materials, and colors of the walls, fences, and gates shall consistent with the submitted Wall and Fence Exhibit and Details, dated April 28, 2021 subject to review and approval by the Community Development Department to ensure consistency with the Folsom Ranch Central District Design Guidelines. | G, I, B | CD (P)(E) | The Community Development Department has verified that the proposed walls and fences for the subdivision are in compliance with the Folsom Ranch Central Design Guidelines. | Yes |
| 18. | | The owner/applicant shall construct, and phase improvements as referenced in the traffic impact report prepared by T. Kear dated November 20, 2019 to the satisfaction of the Community Development Department. The owner/applicant shall implement the following traffic conditions (Conditions of Approval Nos. 19-25) prior to issuance of the 546th Regency Active Adult Community building permit (excluding the 47 model home building permits). | I, B,O | CD (E), PW, FD | The owner/applicant is currently constructing the on-site and off-site public and private improvements for the Phase 2B subdivision. The improvements will serve all of the lots in the subdivision. | Yes |
| 19. | | ***Regency Parkway (Segment 3)***<br>Construct Regency Parkway as a two-lane roadway from the eastern edge of the planned bridge over the creek bisecting the project site to Mangini Parkway. | B | CD (E), PW, FD | The City has approved the plans for these required improvements and they are currently under construction. The Community Development Department will verify completion prior to issuance of a building permit in this subdivision | Condition will be satisfied prior to issuance of a building permit. |

| | | | | | | |
|---|---|---|---|---|---|---|
| 20. | | ***Mangini Parkway/Regency Parkway (Driveway 3)***<br>Construct driveway as shown in (Figure 47 of the November 20, 2019 Transportation Impact Study):<br>• Northbound: one shared lane;<br>• Westbound: one through lane and one left turn lane in a 60' pocket with 60'taper;<br>• Eastbound: one through lane and one right turn lane in a 150' pocket with 60'taper;<br>• Control: side-street-stop-control. | B | CD (E), PW, FD | The City has approved the plans for these required improvements and they are currently under construction. The Community Development Department will verify completion prior to issuance of a building permit in this subdivision | Condition will be satisfied prior to issuance of a building permit. |
| 21. | | ***East Bidwell Street/Regency Parkway (Driveway 6)***<br>Modify driveway as shown in (Figure 51 of the November 20, 2019, Transportation Impact Study), unless intersection has been signalized:<br>• Northbound: one through lane and one left turn lane in a 150' pocket with 60' taper;<br>• Southbound: one through lane and one right turn lane in a 150' pocket with 60'taper;<br>• Eastbound: one shared lane, plus a 300' northbound acceleration lane on East Bidwell Street to receive left-turns from Regency Parkway (a second NB lane on East Bidwell Street starting from Regency Parkway is equivalent to the 300' acceleration lane);<br>• Westbound departure: two lanes separated by a median for two access gates shall be subject to City Engineers prior approval.<br>• Control: side-street-stop-control. | B | CD (E), PW, FD | The City has approved the plans for these required improvements and they are currently under construction. The Community Development Department will verify completion prior to issuance of a building permit in this subdivision. | Condition will be satisfied prior to issuance of a building permit. |
| 22. | | ***Regency Phase 2 Internal Stop Control***<br>Stop Control shall be installed at any internal Regency Phase 2 intersections with four (or more) legs as directed by the City Engineer. Roundabouts may replace stop control at internal intersections with authorization from the City Engineer. | B | CD (E), PW, FD | The City Engineer has approved the improvement plans for this subdivision and they include the required stop signs. | Condition will be satisfied prior to issuance of a building permit. |

| | | | | | | |
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| 23. | | ***East Bidwell Street/Mangini Parkway***<br>Expand the intersection and update signal configuration as follows (Figure 57 of the November 20, 2019 Transportation Impact Study):<br>• NB: One left-turn lane in a 200' pocket with 60' taper, two through lanes, and one right-turn lane in a 150' pocket with a 60' taper (the second through lane should be developed 300' south of the intersection);<br>• SB: One left-turn lane in a 200' pocket with 60' taper, one through lane, and one right-turn lane in a 150'pocket with 60'taper;<br>• EB and WB: One left-turn lane in a 200' pocket with 60' taper, one through lane, and one right-turn lane in a 200'pocket with 60'taper. | B | CD (E), PW, FD | The owner/applicant has constructed these required improvements at the intersection and the City Engineer has formally accepted the required improvements. | Yes |
| 24. | | ***East Bidwell Street/Alder Creek Parkway***<br>Reconstruct and modify signal at the East Bidwell Street/Alder Creek Parkway intersection as shown in Figure 59 of the November 20, 2019, Transportation Impact Study:<br>• NB Approach: One U-turn lane in a 150' pocket with a 60' taper, two through lanes, and one right turn lane in a 150' pocket plus 60' taper.<br>• SB Approach: One left turn lane in a 240' pocket plus 60' taper, and two through lanes. The second SB through lane can be dropped south of Old Ranch Way, the estimated taper for merging the two southbound lanes into one should be 660 feet long based on a 55 mph design speed and 12-foot lane width.<br>• WB Approach: One right turn lane, plus one left-turn lane in a 200' pocket plus 60' taper. | B | CD (E), PW, FD | The City has approved the plans for these required improvements and they are currently under construction. The Community Development Department will verify completion prior to issuance of a building permit in this subdivision. | Condition will be satisfied prior to issuance of a building permit. |

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| 25. | | ***East Bidwell Street/Savannah Parkway***<br>Reconstruct the East Bidwell Street/Savannah Pkwy intersection with the following geometry (Figure 61 of the November 20, 2019, Transportation Impact Study):<br>• NB Approach: One through lane and one shared through-right lane with a 150' taper;<br>• SB Approach: One left turn lane in a 150' pocket plus 60' taper, and one through lane;<br>• WB Approach: One left turn lane in a 60' pocket plus 60' taper, and one through lane;<br>• SB departure: Construct a southbound receiving and acceleration lane for westbound left turn traffic. The acceleration lane shall be in a 300' pocket plus an appropriate taper. | B | CD (E), PW, FD | The City has approved the plans for these required improvements and they are currently under construction. The Community Development Department will verify completion prior to issuance of a building permit in this subdivision. | Condition will be satisfied prior to issuance of a building permit. |
| 26. | | ***Utility Infrastructure***<br>• Utilities shall be constructed concurrent with the roadway phasing, as deemed appropriate and necessary to support the particular phase by the City Engineer.<br>• A particular development phase may be developed into sub-phases in which the roadway and utility phasing may change. If sub-phasing is proposed, the City Engineer shall determine what roadway and utility improvements are appropriate and necessary to serve the sub-phase. | G, I, M | CD (E), PW, FD | The Community Development Department has reviewed and approved the phasing plan for Phase 2 of the Toll Brothers at Folsom Ranch Regency project. The City Engineer has approved the phasing plan to verify that the proposed roadway and infrastructure is appropriate for each phase. | Yes |
| 27. | | ***Off-site improvements / Rights of Entry***<br>For any improvements constructed on private property that are not under the ownership or control of the owner/applicant, all rights-of-entry, and if necessary, a permanent easement shall be obtained and provided to the City. All rights of entry, construction easements, either permanent or temporary and other easements shall be obtained as set forth in Amendments No. 1 and 2 to ARDA, which shall be fully executed by all affected parties and shall be recorded with the Sacramento County Recorder, where applicable, prior to approval of grading and/or improvement plans. | G, I | CD (E) | The owner/applicant has provided copies of fully executed rights-of-entry from privately owned parcels that adjoin the Toll Brothers at Folsom Ranch project. The fully executed rights-of-entry are on file with the Community Development Department. | Yes |

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| 28. | | ***Mine Shaft Remediation***<br>The owner/applicant shall locate and remediate all antiquated mine shafts, drifts, open cuts, tunnels, and water conveyance or impoundment structures existing on the project site, with specific recommendations for the sealing, filling, or removal of each that meet all applicable health, safety and engineering standards. Recommendations shall be prepared by an appropriately licensed engineer or geologist. All remedial plans shall be reviewed and approved by the City prior to approval of grading plans. | G | CD (E) | During the course of grading and construction for the subdivision no mine shafts or tunnels were located or discovered. | Yes |
| 29. | | ***Prepare Traffic Control Plan.***<br>Prior to construction, a Traffic Control Plan for roadways and intersections affected by construction shall be prepared by the owner/applicant. The Traffic Control Plan prepared by the owner/applicant shall, at minimum, include the following measures:<br>• Maintaining the maximum amount of travel lane capacity during non-construction periods, possible, and advanced notice to drivers through the provision of construction signage.<br>• Maintaining alternate one-way traffic flow past the lay down area and site access when feasible.<br>• Heavy trucks and other construction transport vehicles shall avoid the busiest commute hours (7 a.m. to 8 a.m. and 5 p.m. to 6 p.m. on weekdays).<br>• A minimum 72-hour advance notice of access restrictions for residents, businesses, and local emergency response agencies. This shall include the identification of alternative routes and detours to enable for the avoidance of the immediate construction zone.<br>• A phone number and City contact for inquiries about the schedule of the construction throughout the construction period. This information will be posted in a local newspaper, via the City's web site, or at City Hall and will be updated on a monthly basis. | G | CD (E) | The Community Development Department has reviewed and approved and will review and approve all proposed traffic control plans necessary to construct the required subdivision improvements. Grading and construction of the subdivision improvements commenced in August of 2022 and will continue through to the first quarter of 2024. | Yes |

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| 30. | | ***State and Federal Permits***<br>The owner/applicant shall obtain all required State and Federal permits and provide evidence that said permits have been obtained, or that the permit is not required, subject to staff review prior to approval of any grading or improvement plan. | G, I | CD (P)(E) | The owner/applicant has obtained all required State and Federal permits and copies are available from the Community Development Department. | Yes |
| 31. | | ***Water Quality Certification***<br>A water quality certification pursuant to Section 401 of the Clean Water Act is required before issuance of the record of decision and before issuance of the Section 404 permit. Before construction in any areas containing wetland features, the owner/applicant shall obtain water quality certification for the project. Any measures required as part of the issuance of water quality certification shall be implemented pursuant to the permit conditions. | G | CD (E) | The owner/applicant has obtained all required State and Federal permits including Section 401 water quality certification and copies are available from the Community Development Department. | Yes |
| 32. | | ***Landslide /Slope Failure***<br>The owner/applicant shall retain an appropriately licensed engineer during the grading activities to identify existing landslides and potential slope failure hazards. The said engineer shall be notified a minimum of two days prior to any site clearing or grading to facilitate meetings with the grading contractor in the field. | G | CD (E) PW | The owner/applicant retained a geotechnical engineer and implemented recommendations for this mitigation measure. A geotechnical report outlining these recommendations is available from Community Development Department. | Yes |
| **IMPROVEMENT PLAN REQUIREMENTS** | | | | | | |

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| 33. | | ***Improvement Plans***<br>The improvement plans for the required public and private subdivision improvements necessary to serve any and all phases of development shall be reviewed and approved by the Community Development Department prior to approval of a Final Map. | M | CD (E) | The owner/applicant submitted improvement plans for all infrastructure improvements required to serve this subdivision. The City Engineer has reviewed and approved all required improvement plans to serve this subdivision. Copies of the improvement plans are available from the Community Development Department. | Yes |
| 34. | | ***Standard Construction Specifications and Details***<br>Public and private improvements, including roadways, curbs, gutters, sidewalks, bicycle lanes and trails, streetlights, underground infrastructure and all other improvements shall be provided in accordance with the latest edition of the City of Folsom *Standard Construction Specifications and Details* and the *Design and Procedures Manual and Improvement Standards*. | I | CD (P)(E) | The owner/applicant submitted improvement plans in accordance with the City's Standard Specifications. | Yes |

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| 35. | | ***Water and Sewer Infrastructure***<br>All City-owned water and sewer infrastructure shall be placed within the street right of way. In the event that a City-maintained public water or sewer main needs to be placed in an area other than the public right of way, such as through an open space corridor, landscaped area, etc., the following criteria must be met;<br><br>• The owner/applicant shall provide public sewer and water main easements<br>• An access road shall be designed and constructed to allow for the operations, maintenance and replacement of the public water or sewer line by the City along the entire water and/or sewer line alignment. However, no access road is required within the two pedestrian paseos (Lot BI and BJ) as shown on the Small-Lot Vesting Tentative Subdivision Map)<br>• In no case shall a City-maintained public water or public sewer line be placed on private residential property.<br>• The domestic water and irrigation system owned and maintained by the City shall be separately metered per City of Folsom *Standard Construction Specifications and Details*. | I | CD (E) | The owner/applicant has installed all City owned sewer and water infrastructure within the private streets in the subdivision. The outfall trunk sewer line has been installed within easements or planned right of way within future public streets. | Yes |

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| 36. | | ***Lighting Plan***<br>The owner/applicant of all project phases shall submit a lighting plan for the project to the Community Development Department. The lighting plan shall be consistent with the Folsom Ranch Central District Design Guidelines:<br>• Shield or screen lighting fixtures to direct the light downward and prevent light spill on adjacent properties;<br>• Place and shield or screen flood and area lighting needed for construction activities, nighttime sporting activities, and/or security so as not to disturb adjacent residential areas and passing motorists;<br>• For public lighting in residential neighborhoods, prohibit the use of light fixtures that are of unusually high intensity or that blink or flash;<br>• Use appropriate building materials (such as low-glare glass, low-glare building glaze or finish, neutral, earth toned colored paint and roofing materials), shielded or screened lighting, and appropriate signage in the office/commercial areas to prevent light and glare from adversely affecting motorists on nearby roadways; and<br>• Design exterior on-site lighting as an integral part of the building and landscaping design in the Specific Plan Area. Lighting fixtures shall be architecturally consistent with the overall site design. Lights used on signage should be directed to light only the sign face with no off-site glare. | I | CD (P) | The owner/applicant submitted a Lighting Plan for all roadways and this subdivision in accordance with the Design Guidelines and City Standards for Street Lighting. A copy of the lighting plans are available from the Community Development Department. | Yes |
| 37. | | ***Utility Coordination***<br>The owner/applicant shall coordinate the planning, development and completion of this project with the various utility agencies (i.e., SMUD, PG&E, etc.). The owner/applicant shall provide the City with written confirmation of public utility service prior to approval of all final maps. | M | CD (P)(E) | The owner/applicant has coordinated with all various utility agencies. All required utility easements are shown on the final map for this subdivision. | Yes |

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| 38. | | ***Replacing Hazardous Facilities***<br>The owner/applicant shall be responsible for replacing any and all damaged or hazardous public sidewalk, curb and gutter, and/or bicycle trail facilities along the site frontage and/or boundaries, including pre-existing conditions and construction damage, to the satisfaction of the Community Development Department. | I, OG | CD (E) | There is a general note on the approved improvements plans requiring compliance with this condition. | Yes |
| 39. | | ***Future Utility Lines***<br>All future utility lines lower than 69 KV that are to be built within the project shall be placed underground within and along the perimeter of the project at the developer's cost. The owner/applicant shall dedicate to SMUD all necessary underground easements for the electrical facilities that will be necessary to service development of the project. | M | CD (E) | All proposed utility service to the lots in this subdivision have been placed underground | Yes |
| 40. | | ***Water Meter Fixed Network System***<br>The owner owner/applicant shall pay for, furnish and install all infrastructure associated with the water meter fixed network system for any City-owned and maintained water meter within the project. | I | CD (E), EWR | The Owner/applicant has completed the infrastructure allowing for the water meter fixed network system. Meters will be furnished and installed during home construction for each individual metered connection. | Yes |
| 41. | | ***Vertical Curb***<br>All curbs located adjacent to landscaping, whether natural or manicured, and where parking is allowed shall be vertical. | I | CD (P)(B) | The approved improvement plans for this subdivision include vertical concrete curb in compliance with this condition. | Yes |
| 42. | | ***Class II Bike Lanes***<br>All Class II bike lanes shall be striped, and the legends painted to the satisfaction of the Community Development Department. No parking shall be permitted within the Class II bike lanes. | I | CD (E)(P) | All Class II bike lanes have been constructed in accordance with the Specific Plan, Design Guidelines and City standards. | Yes |

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| 43. | ✓ | **Noise Barriers**<br>Based on the Environmental Noise Assessment (the "2019 Noise Assessment") prepared by Bollard Acoustical Consultants on November 24, 2019, the following measures shall be implemented to the satisfaction of the Community Development Department:<br>• 6-foot-tall solid noise barriers, relative to backyard elevations, shall be constructed along all residential property boundaries adjacent to East Bidwell Street, Mangini Parkway, and Oak Avenue Parkway prior to occupancy of any residences adjacent to the aforementioned streets.<br>• For the proposed Regency Phase 1 and Phase 2 portions of the project (which are located at the northwest corner of the intersection of White Rock Road and East Bidwell Street and north of White Rock Road in the central portion of the Toll Brothers at Folsom Ranch project site), an 8-foot-tall solid noise barrier, relative to backyard elevations, shall be constructed along all residential property boundaries adjacent to White Rock Road.<br>• Suitable materials for the traffic noise barriers include masonry and precast concrete panels. The overall barrier height may be achieved by utilizing a barrier and earthen berm combination. Other materials may be acceptable but shall be reviewed by an acoustical consultant and approved by the Community Development Department prior to use.<br>• Mechanical ventilation (air conditioning) shall be provided for all residences in this development to allow the occupants to close doors and windows as desired to achieve compliance with the applicable interior noise level criteria. | I, O | CD (E)(P) | The approved landscape plans for East Bidwell Street, Mangini Parkway and White Rock Road include the required sound walls with the required heights.along all of these public streets in accordance with the recommendations of the noted acoustical study.<br><br>The Community Development Department will review and approve all site plans for each and every lot in the subdivision to verify compliance with this condition. | Yes<br><br>Condition will be satisfied prior to issuance of a building permit. |

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| 44. | | ***Master Plan Updates***<br>The City has approved the Folsom Plan Area Storm Drainage Master Plan, Wastewater Master Plan, and Water Master Plan. The owner/applicant shall submit complete updates to the approved master plans, if applicable, for the proposed changes to the master plans as a result of the proposed project. The updates to the master plans for the proposed project shall be reviewed and approved by the City prior to approval of grading and/or improvement plans.<br><br>The plans shall be accompanied by engineering studies supporting the sizing, location, and timing of the proposed facilities. Improvements shall be constructed in phases as the project develops in accordance with the approved master plans, including any necessary off-site improvements to support development of a particular phase or phases, subject to prior approval by the City. Off-site improvements may include roadways to provide secondary access, water transmission lines or distribution facilities to provide a looped water system, sewer trunk mains and lift stations, water quality facilities, non-potable water pipelines and infrastructure, and drainage facilities including on or off-site detention. No changes in infrastructure from that shown on the approved master plan shall be permitted unless and until the applicable master plan has been revised and approved by the City. Final lot configurations may need to be modified to accommodate the improvements identified in these studies to the satisfaction of the City.<br><br>The owner/applicant shall provide sanitary sewer, water and storm drainage improvements with corresponding easements, as necessary, in accordance with these studies and the latest edition of the City of Folsom *Standard Construction Specifications and Details*, and the *Design and Procedures Manual and Improvement Standards*.<br><br>The storm drainage design shall provide for no net increase in run-off under post-development conditions. | G, I | CD(E), EWR, PW | The Owner/applicant has provided updated Master Plans for approval prior to the issuance of a grading permit. Copies of the Master Plans are available from the Community Development Department. The storm drainage system for the subdivision provides for no net increase in run-off under post development conditions. | Yes |

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| 45. | | ***Best Management Practices***<br>The storm drain improvement plans shall provide for "Best Management Practices" that meet the requirements of the water quality standards of the City's National Pollutant Discharge Elimination System Permit issued by the State Regional Water Quality Control Board.<br><br>In addition to compliance with City ordinances, the owner/applicant shall prepare a Stormwater Pollution Prevention Plan (SWPPP), and implement Best Management Practices (BMPs) that comply with the General Construction Stormwater Permit from the Central Valley RWQCB, to reduce water quality effects during construction. Detailed information about the SWPPP and BMPs are provided in Chapter 3A.9, "Hydrology and Water Quality."<br>Each proposed project development shall result in no net change to peak flows into Alder Creek and associated tributaries, or to Buffalo Creek, Carson Creek, and Coyote Creek. The owner/applicant shall establish a baseline of conditions for drainage on-site. The baseline-flow conditions shall be established for 2-, 5-, and 100-year storm events. These baseline conditions shall be used to develop monitoring standards for the stormwater system on the Specific Plan Area. The baseline conditions, monitoring standards, and a monitoring program shall be submitted to USACE and the City for their approval. Water quality and detention basins shall be designed and constructed to ensure that the performance standards, which are described in Chapter 3A.9, "Hydrology and Water Quality," are met and shall be designed as off-stream detention basins.<br>Discharge sites into Alder Creek and associated tributaries, as well as tributaries to Carson Creek, Coyote Creek, and Buffalo Creek, shall be monitored to ensure that pre-project conditions are being met. Corrective measures shall be implemented as necessary. The mitigation measures will be satisfied when the monitoring standards are met for 5 consecutive years without undertaking corrective measures to meet the performance standard. | G, I | CD (E) | The Owner/applicant has received a NPDES permit from the State Regional Water Quality Control Board (SRWQCB). The NDES Permit requires the implementation of BMP's, monitoring and reporting for stormwater runoff. The NPDES Permit includes a Storm Water Pollution Prevention Plan (SWPPP), which outlines monitoring standards, frequency and baseline modeling. The Owner/applicant has submitted monthly reports to the City and SRWQCB. | Yes |

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| 46. | | ***Litter Control***<br>During Construction, the owner/applicant shall be responsible for litter control and sweeping of all paved surfaces in accordance with City standards. All on-site storm drains shall be cleaned immediately before the commencement of the rainy season (October 15). | OG | CD (E) | The owner/applicant has complied with this provision and completed periodic on-site cleaning and sweeping of the project site. | Yes |

**FIRE DEPT REQUIREMENTS**

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| 47. | | ***Prepare fuel modification plan (FMP)***<br>The owner/applicant shall submit a Fuel Modification Plan consistent with the FPA Open Space Management Plan to the City for review and approval by the City. Final approval of the plan shall occur prior to the issuance of a building permit for any new construction. A Fuel Modification Plan shall consist of a set of scaled plans showing fuel modification zones indicated with applicable assessment notes, a detailed landscape plan and an irrigation plan. A fuel modification plan submitted for approval shall be prepared by one of the following: a California state licensed landscape architect, or state licensed landscape contractor, or a landscape designed, or an individual with expertise acceptable to the Fire Code Official.<br><br>Notification of fuel modification requirements are to be made upon sale to new property owners. Proposed changes to the approved Fuel Modification Plan shall be submitted to the City for approval prior to implementation.<br><br>The owner/applicant shall dedicate a 30-foot-wide fuel modification easement(s) for all residential properties located adjacent to open space areas within the development. The owner/applicant shall dedicate easements, if applicable, for the required fuel modification buffer. The fuel modification easement(s) shall be shown on the Final Map. The owner/applicant shall be responsible for the maintenance of the fuel modification areas until such time that the City takes ownership of the open space areas that are to be deeded to the City within the project site. | M, B | CD (P), FD | The Community Development Department, the Fire Department and the Parks & Recreation Department have reviewed and approved the Fuel Modification Plan (FMP) for the subdivision. The fuel modification easement, where applicable, is shown on the final map for this subdivision. | Yes |

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| 48. | | ***All-Weather Access and Fire Hydrants***<br>The owner/applicant shall provide all-weather access and fire hydrants before combustible materials are allowed on any project site or other approved alternative method as approved by the Fire Department. All-weather emergency access roads and fire hydrants (tested and flushed) shall be provided before combustible material or vertical construction is allowed on any project site or other approved alternative method as approved by the Fire Department. (All-weather access is defined as six inches of compacted aggregate base from May 1 to September 30 and two inches asphalt concrete over six inches aggregate base from October to April 30). The building shall have illuminated addresses visible from the street or drive fronting the property. Size and location of address identification shall be reviewed and approved by the Fire Department.<br>• Residential Fire-Flow with Automatic Fire Sprinkler System: The required fire-flow for the proposed residential portion of the project is determined to be 875 GPM for one hour.<br>• All public streets shall meet City of Folsom Street Standards.<br>• The maximum length of any dead-end street shall not exceed 500 feet in accordance with the Folsom Fire Code (unless approved by the Fire Department).<br>• All-weather emergency access roads and fire hydrants (tested and flushed) shall be provided before combustible material storage or vertical construction is allowed. All-weather access is defined as 6" of compacted AB from May 1 to September 30 and 2"AC over 6" AB from October 1 to April 30<br>• The first Fire Station planned for the Folsom Plan Area may be required to be completed and operational at the time that the threshold of 1,500 occupied homes within the Folsom Plan Area is met. | G, I, M, B | CD (P), FD | The owner/applicant has designed and received approval for all weather access improvements and fire hydrants for this subdivision. Permits for vertical construction will not be issued prior to these improvements being completed. As of September 1, 2023, the City has issued approximately 2600 Certificates of Occupancy in the Folsom Plan Area. | |
| **LANDSCAPE/TREE PRESERVATION REQUIREMENTS** | | | | | | |

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| 49. | | The owner/applicant shall obtain a tree removal permit, mitigate for removal of protected and heritage trees consistent with the Preliminary Tree Preservation/Removal Exhibit, dated October 13, 2021 and in accordance with Chapter 12.16 of the City of Folsom Municipal Code for Tree Preservation, and minimize indirect impacts to trees to be preserved. This shall include the following:<br><br>• A Tree Permit Application containing an application form, justification statement, site map, preservation program, and arborist's report shall be submitted to the City of Folsom by the owner/applicant for issuance of a Tree Permit prior to commencement of any grading or site improvement activities.<br><br>• A Mitigation Plan shall be prepared by the owner/applicant to mitigate for the removal of the protected Canopy Oak Trees and Isolated Oak Trees within the development site. The Mitigation Plan for the Isolated Oak Trees shall consist of replacement trees and/or payment of "In-Lieu" fees on a diameter inch bases consistent with 10-14, 10-15 of the FPASP. Replacement trees may be located within the boundaries of the development parcel, a natural parkway, landscape corridor or passive or preserve open space zone, preferably within the Folsom Plan Area. The Mitigation Plan for the Isolated Oak Trees shall be subject to review and approval by the City. The Mitigation Plan for the Canopy Oak Trees shall be consistent with the mitigation requirements established by the Folsom Plan Area Specific Plan.<br><br>• The Conservation Areas shall be fenced prior to construction. In addition, oak trees to be preserved within the Passive Recreation Open Spaces shall be fenced with high-visibility fencing prior to starting construction. The fencing shall be installed outside the tree preservation zone of oak trees, and shall surround the entirety of the tree preservation zone area. Parking of vehicles, equipment, or storage of materials is prohibited within the Tree Protection Zone of Protected Trees at all times. Signs shall be posted on exclusion fencing stating | G, I | CD (P)(E) | The owner/applicant obtained a Tree Permit from the Community Development Department for the removal of protected oak trees that were impacted by the grading and construction of Phase 1 of the Toll Brothers at Folsom Ranch project.<br><br>The Tree Permit was approved prior to commencement of grading and construction in the Summer of 2022. The owner/applicant paid in-lieu fees for the removal of some trees, the City approved a Tree Replacement Plan for another portion of the tree that were removed and preserved existing oak trees in El Dorado County for the remaining mitigation for the total number of protected trees in accordance with this condition.<br><br>The Conservation Easements within the Phase 2 portion of the subdivision were fenced off around their boundaries in advance of the commencement of grading and construction and the City verified compliance by | Yes |

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| | | that the enclosed trees are to be preserved. Signs shall state the penalty for damage to, or removal of, the protected tree. | | | inspecting the fence in advance of grading. | |
| 50. | | • The owner/applicant shall retain an ISA certified project arborist for implementation of the project. The project arborist shall be responsible for overseeing onsite tree removal and tree preservation. Oak trees located adjacent to construction areas that may be indirectly impacted due to work within or near the Tree Protection Zone shall be identified and tagged by the project arborist during construction activities. The indirectly impacted trees shall be monitored by the project arborist for five years in accordance with the Conceptual Oak Plan and FPASP EIR/EIS Mitigation Measure 3A.3-5. Trees that appear to be dead or dying within five years of project implementation will be replaced as per the requirements of this Plan. | G | CD (P)(E) | The owner/applicant has retained an ISA certified project arborist. The project arborist was on-site during the removal of all protected oak trees and was present during grading within the tree protection zone (TPZ) of those tree that were to be preserved. All of the preserved trees were identified, tagged and TPZ fencing was placed around them prior to commencement of grading in August of 2022. | Yes |

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| 51. | | ***Landscaping Plans***<br>Final landscape plans and specifications shall be prepared by a registered landscape architect and approved by the City prior to the approval of the first building permit. Said plans shall include all on-site landscape specifications and details including a tree planting exhibit demonstrating sufficient diversity and appropriate species selection to the satisfaction of the Community Development Department. The tree exhibit shall include all street trees, accent trees, parking lot shading trees, and mitigation trees proposed within the development. Said plans shall comply with all State and local rules, regulations, Governor's declarations and restrictions pertaining to water conservation and outdoor landscaping.<br><br>Landscaping shall meet shade requirements as outlined in the Folsom Plan Area Specific Plan where applicable. The landscape plans shall comply and implement water efficient requirements as adopted by the State of California (Assembly Bill 1881) (State Model Water Efficient Landscape Ordinance) until such time the City of Folsom adopts its own Water Efficient Landscape Ordinance at which time the owner/applicant shall comply with any new ordinance. Shade and ornamental trees shall be maintained according to the most current American National Standards for Tree Care Operations (ANSI A-300) by qualified tree care professionals. Tree topping for height reduction, view protection, light clearance or any other purpose shall not be allowed. Specialty-style pruning, such as pollarding, shall be specified within the approved landscape plans and shall be implemented during a 5-year establishment and training period. The owner/applicant shall comply with city-wide landscape rules or regulations on water usage. Owner/applicant shall comply with any state or local rules and regulations relating to landscape water usage and landscaping requirements necessitated to mitigate for drought conditions on all landscaping in the Toll Brothers project. | B | CD (P)(E) | The Community Development Department is currently reviewing the landscape and streetscape plans for this subdivision. Prior to plan approval, the Community Development Department will review the plans for compliance with this condition. | Condition will be satisfied prior to issuance of a building permit. |

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| 52. | | ***Right of Way Landscaping***<br>Landscaping along all road rights of way and in public open space lots shall be installed when the adjoining road or lots are constructed. | I, OG | CD (P) | The landscape and irrigation improvements for all open space parcels in the subdivision will be constructed upon completion of the roads and lots that adjoin them. | Yes |
| | | **MAP REQUIREMENTS** | | | | |
| 53. | | ***Subdivision Improvement Agreement***<br>Prior to the approval of any Final Map, the owner/applicant shall enter into a subdivision improvement agreement with the City, identifying all required improvements, if any, to be constructed with each proposed phase of development. The owner/applicant shall provide security acceptable to the City, guaranteeing construction of the improvements. | M | CD (E) | The required subdivision improvement agreement is included as part of the City staff report accompanying the final map for City Council approval. The resolution approving the final map for this subdivision includes a statement authorizing the City Manager to execute the subdivision improvement agreement for the subdivision along with approval of the final map. | Yes |
| 54. | | ***The Final Inclusionary Housing Plan***<br>The Final Inclusionary Housing Plan shall be approved by the City Council, and the Inclusionary Housing Agreement approved by the City Attorney shall be executed prior to recordation of the first Small-Lot Final Map for the Toll Brothers at Folsom Ranch project. | M | CD (P)(E) | The owner/applicant has executed an Inclusionary Housing Agreement with the City. The agreement allows the owner/applicant to provide an in-lieu fee assigned to each building permit in the subdivision. The in-lieu housing fee will be paid at the time of building permit issuance. | Yes |

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| 55. | | ***Department of Real Estate Public Report***<br>The owner/applicant shall disclose to the homebuyers in the Department of Real Estate Public Report and the CC&R's for the Toll Brothers at Folsom Ranch project the following items:<br><br>1) Future public parks and public schools are located in relatively close proximity to the proposed subdivision, and that the public parks may include facilities (basketball courts, a baseball field, softball fields, soccer fields, and playground equipment) that may generate noise impacts during various times, including but not limited to evening and nighttime hours. The owner/applicant shall also disclose that the existing public parks include nighttime sports lighting that may generate lighting impacts during evening and nighttime hours.<br><br>2) The soil in the subdivision may contain naturally occurring asbestos and naturally occurring arsenic.<br><br>3) The collecting, digging, or removal of any stone, artifact, or other prehistoric or historic object located in public or open space areas, and the disturbance of any archaeological site or historic property, is prohibited.<br><br>4) The project site is located within close proximity to the Mather Airport flight path and that overflight noise may be present at various times.<br><br>5) That all properties located within one mile of an on- or off-site area zoned or used for agricultural use (including livestock grazing) shall be accompanied by written disclosure from the transferor, in a form approved by the City of Folsom, advising any transferee of the potential adverse odor impacts from surrounding agricultural operations which disclosure shall direct the transferee to contact the County of Sacramento concerning any such | M | CD (P) PK | The Community Development Department has reviewed the subdivisions CC & R's and verified that all required disclosures in this condition of approval are included. | Yes |

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| | | property within the County zoned for agricultural uses within one mile of the subject property being transferred.<br><br>6) The project site is located adjacent to the future JPA Connector which may generate noise impacts during various times including but not limited to evening and nighttime hours. | | | | |

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| 56. | | ***Public Utility Easements***<br>The owner/applicant shall dedicate public utility easements for underground facilities on properties adjacent to the public and private streets. A minimum of twelve and one-half-foot (12.5') wide Public Utility Easements for underground facilities (i.e., SMUD, Pacific Gas and Electric, cable television, telephone) shall be dedicated adjacent to all public and private street rights-of-way. The owner/applicant shall dedicate additional width to accommodate extraordinary facilities as determined by the City. The width of the public utility easements adjacent to public and private right of way may be reduced with prior approval from public utility companies. | M | CD (E) | The owner/applicant has dedicated a 12.5' PUE along all roadway utility corridors as well as internal streets within the subdivision. The public utility easements are shown on the final map. | Yes |
| 57. | | ***Final Map Phasing***<br>Should multiple Final Maps be filed by the owner/applicant, the phasing of maps shall be to the satisfaction of the Community Development Department. | M | CD (E) | The Community Development Department has reviewed and approved the phasing plan for Phase 2B of the Toll Brothers project. | Yes |
| 58. | | ***Backbone Infrastructure***<br>As provided for in the ARDA and the Amendment No. 1 thereto, the owner/applicant shall provide fully executed grant deeds, legal descriptions, and plats for all necessary Infrastructure to serve the project, including but not limited to lands, public rights of way, public utility easements, public water main easements, public sewer easements, irrevocable offers of dedication and temporary construction easements. All required easements as listed necessary for the Infrastructure shall be reviewed and approved by the City and recorded with the Sacramento County Recorder pursuant to the timing requirements set forth in Section 3.8 of the ARDA, and any amendments thereto. | M | CD (E) | The owner/applicant provided all necessary public utility easements, grant deeds, offers of dedication or temporary construction easements required to build all of the required Backbone Infrastructure needed to serve the subdivision. These were recorded with Sacramento County Recorder by separate instrument. | Yes |

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| 59. | | ***New Permanent Benchmarks***<br>The owner/applicant shall provide and establish new permanent benchmarks on the (NAVD 88) datum in various locations within the subdivision or at any other locations in the vicinity of the project/subdivision as directed by the City Engineer. The type and specifications for the permanent benchmarks shall be provided by the City. The new benchmarks shall be placed by the owner/applicant within 6 months from the date of approval of the vesting tentative subdivision map. | M | CD (E) | The owner/applicant has installed new benchmarks per the direction of the City Engineer and the new benchmarks have been placed in compliance with this condition of approval. | Yes |
| 60. | | ***Centralized Mail Delivery Units***<br>All Final Maps shall show easements or other mapped provisions for the placement of centralized mail delivery units. The owner/applicant shall provide a concrete base for the placement of any centralized mail delivery unit. Specifications and location of such base shall be determined pursuant to the applicable requirements of the U. S. Postal Service and the City of Folsom Community Development Department, with due consideration for street light location, traffic safety, security, and consumer convenience. | M | CD (E) | The final map for this subdivision includes the required easement for the placement of centralized mail delivery units. The USPS will provide the owner/applicant with the location of the mail delivery unit and will provide a concrete pad for the placement is the specified location in the subdivision. | Yes |
| 61. | | ***Recorded Final Map***<br>Prior to the issuance of building permits, the owner/applicant shall provide a digital copy of the recorded Final Map (in AutoCAD format) to the Community Development Department. The exception to this requirement are model homes; subject to approval of the Community Development Department, building permits for model homes only may be issued prior to recording of the Final Map. | B | CD (E) | The Community Development Department shall verify that the owner/applicant has provided the required recorded copy of the final map to the CDD prior to building permit issuance in the subdivision. | Condition will be satisfied prior to issuance of a building permit. |
| 62. | | ***Recorded Final Map***<br>Prior to issuance of building permits, the owner/applicant shall provide the Folsom-Cordova Unified School District with a copy of the recorded Final Map. | B | CD (P), FCUSD | The Community Development Department shall verify that the owner/applicant has provided the required recorded copy of the final map to the FCUSD prior to building permit issuance in the subdivision. | Condition will be satisfied prior to issuance of a building permit. |

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| 63. | | ***Credit Reimbursement Agreement***<br>Prior to the recordation of the first Small-Lot Final Map, the owner/applicant and City shall enter into a credit and reimbursement agreement for constructed improvements that are included in the Folsom Plan Area's Public Facilities Financing Plan. | M | CD (E) | The owner/applicant has executed all of the required Specific Plan Infrastructure Fee Credit/Reimbursement Agreements for the Phase 2B subdivision. The executed agreements are on file with the Community Development Department. | Yes |
| **PARKS AND RECREATION REQUIREMENTS** | | | | | | |
| 64. | | Prior to issuance of the 640th overall Regency Active Adult Community building permit (excluding the 45 model home building permits), the owner/applicant shall construct the 0.5-acre dog park. Prior to issuance of the 830th overall Regency Active Adult Community building permit (excluding the 47 model home building permits), the owner/applicant shall construct the 1.2-acre amphitheater park. The location and size of the aforementioned private parks shall be consistent with the location and size depicted on the Small-Lot Vesting Tentative Subdivision Map dated September 17, 2021. | B, OG | CD (E) (P), PR | The Community Development Department and Parks & Recreation Department will monitor the progress of development of the Regency age-restricted project to verify compliance with this condition. | Condition will be satisfied prior to issuance of the 604th and 830th building permits |
| 65. | | Prior to the issuance of the last building permit within Regency Phase 2, the owner/applicant shall complete grading of the public trails on Lots H, I, J, and N, and the Class 1 trail parallel to Mangini Parkway on Lots Q and R, as shown on the Toll Brothers Public Trails System Modification Exhibit and the Phase 1 Small-Lot Vesting Tentative Subdivision Map, dated January 24, 2020 and Phase 2 Small-Lot Vesting Tentative Subdivision Map dated September 17, 2021. | B | CD (E) (P), PR | The Community Development Department and Parks & Recreation Department will monitor the progress of development of the Regency age-restricted project to verify compliance with this condition. | Condition will be satisfied prior to issuance of the last building permit in Regency Phase 2 |

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| 66. | | The owner/applicant shall include the maintenance of all graded subdivision trails within the responsibility of the development Homeowner's Association (HOA) until the Open Space and Mangini Parkway are deeded to the City. The City shall not incur any maintenance responsibility or expense as a result of these trails until the transfer of Open Space ownership to the City is complete. | G, I, OG | CD (E) (P), PR | The Community Development and Parks Departments will monitor the development of the project to verify compliance with this condition. | Condition will be satisfied prior to City acceptance of the Open Space |
| 67. | | The owner/applicant shall include the maintenance of all private trail connections within the responsibility of the development Homeowner's Association (HOA) in perpetuity. The City shall not incur any maintenance responsibility or expense as a result of these private trail connections to the public trails within the subdivision. | G, I, OG | CD (E) (P), PR | The Community Development and Parks Departments will monitor the development of the project to verify compliance with this condition. | Condition will be satisfied prior to City acceptance of the Open Space |
| 68. | | The owner/applicant shall include the maintenance of all 86.1-acres of Open Space (Measure W Open Space) and fuel modification buffers, in accordance with the Folsom Plan Area Open Space Master Plan, within the responsibility of the development Homeowner's Association (HOA) until the Open Space is deeded to the City. The City shall not incur any maintenance responsibility or expense as a result of this Open Space until the transfer of Open Space ownership to the City is complete. In addition, the Open Space shall not be deeded to the City until development on both sides adjacent to the Open Space are complete and at such a time the City is ready to take ownership. | OG | CD (E) (P), PR | The Community Development and Parks Departments will monitor the development of the project to verify compliance with this condition. | Condition will be satisfied prior to City acceptance of the Open Space |
| 69. | | Parkland dedications shall be calculated as net acreage. | G, I | CD (E) (P), PR | The Community Development and Parks Departments will monitor the development of the project to verify compliance with this condition. | Condition will be satisfied prior to acceptance of Parkland. |

| Mitigation Measures | | | | | | |
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| 70. | ***Toll Brothers at Folsom Ranch Project Mitigation Monitoring Reporting Program (MMRP).*** Table 1 below describes the mitigation measures from the FPASP (May 2011) MMRP, as amended by the Revised Proposed Water Supply Facility Alternative (November 2012), Folsom South of U.S. Highway 50 Backbone Infrastructure Mitigated Negative Declaration (December 2014), the Westland Eagle Specific Plan Amendment (September 2015), and the Toll Brothers at Folsom Ranch Project. | | | | | |
| **No.** | **Mitigation Number (Source)** | **Mitigation Measures** | **Timing** | **Responsible Agency** | **Comments** | **Conditioned Satisfied** |
| **Aesthetics** | | | | | | |
| 71-1 | **3A.1-1 (FPASP EIR/EIS)** | **Construct and Maintain a Landscape Corridor Adjacent to U.S. 50.** The project applicant(s) for any particular discretionary development application adjacent to U.S. 50 shall fund, construct, and maintain a landscaped corridor within the SPA, south of U.S. 50. This corridor shall be 50 feet wide, except that the landscaped corridor width shall be reduced to 25 feet adjacent to the proposed regional mall. Landscaping plans and specifications shall be approved by Caltrans and the City of Folsom, and constructed by the project applicant(s) before the start of earthmoving activities associated with residential or commercial units. Landscaped areas would not be required within the preserved oak woodlands. As practicable, landscaping shall primarily contain native and/or drought tolerant plants. Landscaped corridors shall be maintained in perpetuity to the satisfaction of the City of Folsom. | 1. Plans and specifications: before approval of grading plans and building permits<br>2. Construction: before the approval of occupancy permits associated with residential and commercial units<br>3. Maintenance: in perpetuity | City of Folsom Community Development Department | The Toll Brothers at Folsom Ranch subdivision does not have any frontage along US HWY 50 and therefore this condition does not apply to the subdivision. | Yes |
| 71-2 | **3A.1-4 (FPASP EIR/EIS)** | **Screen Construction Staging Areas.** The project applicant(s) for any particular discretionary development application shall locate staging and material storage areas as far away from sensitive biological resources and sensitive land uses (e.g., residential areas, schools, parks) as feasible. Staging and material storage areas shall be approved by the appropriate agency (identified below) before the approval of grading plans for all project phases and shall be screened from adjacent occupied land uses in earlier development phases to the maximum extent practicable. Screens may include, but are not limited to, the use of such visual barriers such as berms or fences. The screen design shall be approved by the appropriate agency to further reduce visual effects to the extent possible. | Before approval of grading plans and during construction for all project phases. | City of Folsom Community Development Department. | The construction staging area for the subdivision is not located near any existing sensitive biological resources, land uses or existing residences. The construction area is shown on the plans for the subdivision and the plans have been approved by the | Yes |

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| | | Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries shall be developed by the project applicant(s) of each applicable project phase in consultation with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, and Caltrans) to reduce to the extent feasible the visual effects of construction activities on adjacent project land uses that have already been developed. | | | Community Development Department. | |
| 71-3 | 3A.1-5 (FPASP EIR/EIS) | **Establish and Require Conformance to Lighting Standards and Prepare and Implement a Lighting Plan.**<br>To reduce impacts associated with light and glare, the City shall:<br>▸ Establish standards for on-site outdoor lighting to reduce high-intensity nighttime lighting and glare as part of the Folsom Specific Plan design guidelines/standards. Consideration shall be given to design features, namely directional shielding for street lighting, parking lot lighting, and other substantial light sources, that would reduce effects of nighttime lighting. In addition, consideration shall be given to the use of automatic shutoffs or motion sensors for lighting features to further reduce excess nighttime light.<br>▸ Use shielded or screened public lighting fixtures to prevent the light from shining off of the surface intended to be illuminated.<br>To reduce impacts associated with light and glare, the project applicant(s) of all project phases shall:<br>▸ Shield or screen lighting fixtures to direct the light downward and prevent light spill on adjacent properties.<br>▸ Flood and area lighting needed for construction activities, nighttime sporting activities, and/or security shall be screened or aimed no higher than 45 degrees above straight down (half-way between straight down and straight to the side) when the source is visible from any off-site residential property or public roadway. | Before approval of building permits. | City of Folsom Community Development Department | The Community Development Department (CDD) has reviewed and approved lighting plans for subdivision. The plans are in compliance with the condition of approval | City of Folsom Community Development Department |

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| | | ▸ For public lighting in residential neighborhoods, prohibit the use of light fixtures that are of unusually high intensity or brightness (e.g., harsh mercury vapor, low-pressure sodium, or fluorescent bulbs) or that blink or flash.<br>▸ Use appropriate building materials (such as low-glare glass, low-glare building glaze or finish, neutral, earth-toned colored paint and roofing materials), shielded or screened lighting, and appropriate signage in the office/commercial areas to prevent light and glare from adversely affecting motorists on nearby roadways.<br>▸ Design exterior on-site lighting as an integral part of the building and landscape design in the Folsom Specific Plan area. Lighting fixtures shall be architecturally consistent with the overall site design.<br>▸ Lighting of off-site facilities within the City of Folsom shall be consistent with the City's General Plan standards.<br>▸ Lighting of the off-site detention basin shall be consistent with Sacramento County General Plan standards.<br>▸ Lighting of the two local roadway connections from Folsom Heights off-site into El Dorado Hills shall be consistent with El Dorado County General Plan standards.<br>A lighting plan for all on- and off-site elements within the each agency's jurisdictional boundaries (specified below) shall be submitted to the relevant jurisdictional agency for review and approval, which shall include the above elements. The lighting plan may be submitted concurrently with other improvement plans, and shall be submitted before the installation of any lighting or the approval of building permits for each phase. The project applicant(s) for any particular discretionary development application shall implement the approved lighting plan.<br>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the | | | | |

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| | | affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties). | | | | |
| **Air Quality** | | | | | | |
| 71-4 | **3A.2-1a (FPASP EIR/EIS)** | **Implement Measures to Control Air Pollutant Emissions Generated by Construction of On-Site Elements.** To reduce short-term construction emissions, the project applicant(s) for any particular discretionary development application shall require their contractors to implement SMAQMD's list of Basic Construction Emission Control Practices, Enhanced Fugitive PM Dust Control Practices, and Enhanced Exhaust Control Practices (list below) in effect at the time individual portions of the site undergo construction. In addition to SMAQMD-recommended measures, construction operations shall comply with all applicable SMAQMD rules and regulations.<br>**Basic Construction Emission Control Practices**<br>▸ Water all exposed surfaces two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads.<br>▸ Cover or maintain at least two feet of free board space on haul trucks transporting soil, sand, or other loose material on the site. Any haul trucks that would be traveling along freeways or major roadways should be covered.<br>▸ Use wet power vacuum street sweepers to remove any visible trackout mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited.<br>▸ Limit vehicle speeds on unpaved roads to 15 miles per hour (mph).<br>▸ All roadways, driveways, sidewalks, parking lots to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used.<br>▸ Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes | Before the approval of all grading plans by the City and throughout project construction, where applicable, for all project phases. | City of Folsom Community Development Department | The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in the Summer of 2022. The compliance table is on file with the City. | Yes |

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| | | (as required by the state airborne toxics control measure [Title 13, Section 2485 of the California Code of Regulations]). Provide clear signage that posts this requirement for workers at the entrances to the site.<br>▸ Maintain all construction equipment in proper working condition according to manufacturer's specifications. The equipment must be checked by a certified mechanic and determine to be running in proper condition before it is operated.<br>**Enhanced Fugitive PM Dust Control Practices – Soil Disturbance Areas**<br>▸ Water exposed soil with adequate frequency for continued moist soil. However, do not overwater to the extent that sediment flows off the site.<br>▸ Suspend excavation, grading, and/or demolition activity when wind speeds exceed 20 mph.<br>▸ Plant vegetative ground cover (fast-germinating native grass seed) in disturbed areas as soon as possible. Water appropriately until vegetation is established.<br>Enhanced Fugitive PM Dust Control Practices – Unpaved Roads<br>▸ Install wheel washers for all exiting trucks, or wash off all trucks and equipment leaving the site.<br>▸ Treat site accesses to a distance of 100 feet from the paved road with a 6 to 12-inch layer of wood chips, mulch, or gravel to reduce generation of road dust and road dust carryout onto public roads.<br>▸ Post a publicly visible sign with the telephone number and person to contact at the construction site regarding dust complaints. This person shall respond and take corrective action within 48 hours. The phone number of SMAQMD and the City contact person shall also be posted to ensure compliance.<br>**Enhanced Exhaust Control Practices** | | | | |

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| | | ▸ The project shall provide a plan, for approval by the City of Folsom Community Development Department and SMAQMD, demonstrating that the heavy-duty (50 horsepower [hp] or more) off-road vehicles to be used in the construction project, including owned, leased, and subcontractor vehicles, will achieve a project wide fleet-average 20% NOX reduction and 45% particulate reduction compared to the most current California Air Resources Board (ARB) fleet average that exists at the time of construction. Acceptable options for reducing emissions may include use of late-model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or other options as they become available. The project applicant(s) of each project phase or its representative shall submit to the City of Folsom Community Development Department and SMAQMD a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 hp, that would be used an aggregate of 40 or more hours during any portion of the construction project. The inventory shall include the horsepower rating, engine production year, and projected hours of use for each piece of equipment. The inventory shall be updated and submitted monthly throughout the duration of the project, except that an inventory shall not be required for any 30-day period in which no construction activity occurs. At least 48 hours prior to the use of heavy-duty off-road equipment, the project representative shall provide SMAQMD with the anticipated construction timeline including start date, and name and phone number of the project manager and on-site foreman. SMAQMD's Construction Mitigation Calculator can be used to identify an equipment fleet that achieves this reduction (SMAQMD 2007a). The project shall ensure that emissions from all off-road diesel powered equipment used on the SPA do not exceed 40% opacity for more than three minutes in any one hour. Any equipment found to exceed 40 | | | | |

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| | | percent opacity (or Ringelmann 2.0) shall be repaired immediately, and the City and SMAQMD shall be notified within 48 hours of identification of noncompliant equipment. A visual survey of all in-operation equipment shall be made at least weekly, and a monthly summary of the visual survey results shall be submitted throughout the duration of the project, except that the monthly summary shall not be required for any 30-day period in which no construction activity occurs. The monthly summary shall include the quantity and type of vehicles surveyed as well as the dates of each survey. SMAQMD staff and/or other officials may conduct periodic site inspections to determine compliance. Nothing in this mitigation measure shall supersede other SMAQMD or state rules or regulations.<br>▸ If at the time of construction, SMAQMD has adopted a regulation or new guidance applicable to construction emissions, compliance with the regulation or new guidance may completely or partially replace this mitigation if it is equal to or more effective than the mitigation contained herein, and if SMAQMD so permits. | | | | |
| 71-5 | 3A.2-1b (FPASP EIR/EIS) | **Pay Off-site Mitigation Fee to SMAQMD to Off-Set $NO_X$ Emissions Generated by Construction of On-Site Elements.**<br>Implementation of the project or the other four other action alternatives would result in construction-generated $NO_X$ emissions that exceed the SMAQMD threshold of significance, even after implementation of the SMAQMD Enhanced Exhaust Control Practices (listed in Mitigation Measure 3A.2-1a). Additionally, Mitigation Measure 3A.4-1 (Implement Additional Measures to Control Construction-Generated GHG Emissions, pages 3A.4-14 to 15) has the potential to both reduce and increase $NO_X$ emissions, depending on the types of alternative fuels and engine types employed. Therefore, the project applicant(s) shall pay SMAQMD an off-site mitigation fee for implementation of any of the five action alternatives for the purpose of reducing $NO_X$ emissions to a less-than-significant level (i.e., less than 85 lb/day). All $NO_X$ emission reductions and increases associated with GHG mitigation shall | Before the approval of all grading plans by the City and throughout project construction for all project phases. | The City of Folsom Community Development Department shall not grant any grading permits to the respective project applicant(s) until the respective project applicant(s) have paid the appropriate | The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in the Summer of 2022. The compliance table is on file with the City. | Yes |

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| | | be added to or subtracted from the amount above the construction threshold to determine off-site mitigation fees, when possible. The specific fee amounts shall be calculated when the daily construction emissions can be more accurately determined: that is, if the City/USACE select and certify the EIR/EIS and approves the Proposed Project or one of the other four other action alternatives, the City and the applicants must establish the phasing by which development would occur, and the applicants must develop a detailed construction schedule. Calculation of fees associated with each project development phase shall be conducted by the project applicant(s) in consultation with SMAQMD staff before the approval of grading plans by the City. The project applicant(s) for any particular discretionary development application shall pay into SMAQMD's off-site construction mitigation fund to further mitigate construction generated emissions of $NO_X$ that exceed SMAQMD's daily emission threshold of 85 lb/day. The calculation of daily $NO_X$ emissions shall be based on the cost rate established by SMAQMD at the time the calculation and payment are made. At the time of writing this EIR/EIS the cost rate is $16,000 to reduce 1 ton of $NO_X$ plus a 5% administrative fee (SMAQMD 2008c). The determination of the final mitigation fee shall be conducted in coordination with SMAQMD before any ground disturbance occurs for any project phase. Based on information available at the time of writing this EIR/EIS, and assuming that construction would be performed at a consistent rate over a 19-year period (and averaging of 22 work days per month), it is estimated that the off-site construction mitigation fees would range from $517,410 to $824,149, depending on which alternative is selected. Because the fee is based on the mass quantity of emissions that exceed SMAQMD's daily threshold of significance of 85 lb/day, total fees would be substantially greater if construction activity is more intense during some phases and less intense during other phases of the 19-year build out period, and in any event, based on the actual cost rate applied by SMAQMD. (This fee is used by SMAQMD to purchase off-site emissions reductions. Such purchases are | | off-site mitigation fee to SMAQMD. | | |

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| | | made through SMAQMD's Heavy Duty Incentive Program, through which select owners of heavy-duty equipment in Sacramento County can repower or retrofit their old engines with cleaner engines or technologies.) | | | | |
| **71-6** | **3A.2-1c (FPASP EIR/EIS)** | Analyze and Disclose Projected $PM_{10}$ Emission Concentrations at Nearby Sensitive Receptors Resulting from Construction of On-Site Elements. Prior to construction of each discretionary development entitlement of on-site land uses, the project applicant shall perform a project-level CEQA analysis (e.g., supporting documentation for an exemption, negative declaration, or project-specific EIR) that includes detailed dispersion modeling of construction-generated $PM_{10}$ to disclose what $PM_{10}$ concentrations would be at nearby sensitive receptors. The dispersion modeling shall be performed in accordance with applicable SMAQMD guidance that is in place at the time the analysis is performed. At the time of writing this EIR/EIS, SMAQMD's most current and most detailed guidance for addressing construction-generated $PM_{10}$ emissions is found in its Guide to Air Quality Assessment in Sacramento County (SMAQMD 2009a). The project-level analysis shall incorporate detailed parameters of the construction equipment and activities, including the year during which construction would be performed, as well as the proximity of potentially affected receptors, including receptors proposed by the project that exist at the time the construction activity would occur. | Before the approval of all grading plans by the City. | City of Folsom Community Development Department | The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in the Summer of 2022. The compliance table is on file with the City. | Yes |
| **71-7** | **3A.2-2 (FPASP EIR/EIS)** | **Implement All Measures Prescribed by the Air Quality Mitigation Plan to Reduce Operational Air Pollutant Emissions.** To reduce operational emissions, the project applicant(s) for any particular discretionary development application shall implement all measures prescribed in the SMAQMD-approved Folsom Plan Area Specific Plan Air Quality Mitigation Plan (AQMP) (Torrence Planning 2008), a copy of which is included in Appendix C2. The AQMP is intended to improve mobility, reduce vehicle miles traveled, and improve air quality as required by AB 32 and SB 375. The AQMP includes, among others, measures designed to provide bicycle parking at commercial land uses, an integrated pedestrian/bicycle path network, transit stops with shelters, a | Before issuance of subdivision maps or improvement plans. | City of Folsom Community Development Department | The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in the Summer of 2022. | Yes |

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| | | prohibition against the use the wood-burning fireplaces, energy star roofing materials, electric lawnmowers provided to homeowners at no charge, and on-site transportation alternatives to passenger vehicles (including light rail) that provide connectivity with other local and regional alternative transportation networks. | | | The compliance table is on file with the City. | |
| 71-8 | 3A.2-4a (FPASP EIR/EIS) | **Develop and Implement a Plan to Reduce Exposure of Sensitive Receptors to Construction-Generated Toxic Air Contaminant Emissions.** The project applicant(s) for any particular discretionary development application shall develop a plan to reduce the exposure of sensitive receptors to TACs generated by project construction activity associated with buildout of the selected alternative. Each plan shall be developed by the project applicant(s) in consultation with SMAQMD. The plan shall be submitted to the City for review and approval before the approval of any grading plans.<br>The plan may include such measures as scheduling activities when the residences are the least likely to be occupied, requiring equipment to be shut off when not in use, and prohibiting heavy trucks from idling. Applicable measures shall be included in all project plans and specifications for all project phases.<br>The implementation and enforcement of all measures identified in each plan shall be funded by the project applicant(s) for the respective phase of development. | Before the approval of all grading plans by the City and throughout project construction, where applicable, for all project phases. | City of Folsom Community Development Department | The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in the Summer of 2022. The compliance table is on file with the City. | Yes |
| 71-9 | 3A.2-4b (FPASP EIR/EIS) | **Implement Measures to Reduce Exposure of Sensitive Receptors to Operational Emissions of Toxic Air Contaminants.** The following measures shall be implemented to reduce exposure of sensitive receptors to Toxic Air Contaminants.<br>▸ Proposed commercial and industrial land uses that have the potential to emit TACs or host TAC-generating activity (e.g., loading docks) shall be located away from existing and proposed on-site sensitive receptors such that they do not expose sensitive receptors to TAC emissions that exceed an incremental increase of 10 in 1 million for the cancer risk and/or a noncarcinogenic Hazard Index of 1.0. | Before the approval of all grading plans by the SMAQMD and throughout project construction, where applicable, for all project phases. | City of Folsom Community Development Department | The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in the Summer of 2022. | Yes |

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| | | ▸ The multi-family residences planned across from the off-site corporation yard near the southwest corner of the SPA shall be set back as far as possible from the boundary of the corporation yard and/or relocated to another area.<br>▸ Where necessary to reduce exposure of sensitive receptors to an incremental increase of 10 in 1 million for the cancer risk and/or a noncarcinogenic Hazard Index of 1.0, proposed commercial and industrial land uses that would host diesel trucks shall incorporate idle reduction strategies that reduce the main propulsion engine idling time through alternative technologies such as, IdleAire, electrification of truck parking, and alternative energy sources for TRUs, to allow diesel engines to be completely turned off.<br>▸ Signs shall be posted in at all loading docks and truck loading areas which indicate that diesel-powered delivery trucks must be shut off when not in use for longer than 5 minutes on the premises in order to reduce idling emissions. This measure is consistent with the ATCM to Limit Diesel-Fueled Commercial Motor Vehicle Idling, which was approved by the California Office of Administrative Law in January 2005.<br>▸ Implement the following additional guidelines, which are recommended in ARB's Land Use Handbook: A Community Health Perspective (ARB 2005) and are considered to be advisory and not regulatory:<br>▪ Sensitive receptors, such as residential units and daycare centers, shall not be located in the same building as dry-cleaning operations that use perchloroethylene. Dry-cleaning operations that use perchloroethylene shall not be located within 300 feet of any sensitive receptor. A setback of 500 feet shall be provided for operations with two or more machines.<br>▪ Large gasoline stations (defined as facilities with a throughput of 3.6 million gallons per year or greater) and sensitive land uses shall not be sited within 300 feet of | | | The compliance table is on file with the City. | |

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| | | each other. Small gasoline-dispensing facilities (less than 3.6 million gallons of throughput per year) and sensitive land uses shall not be sited within 50 feet of each other. | | | | |
| 71-10 | 3A.2-5 (FPASP EIR/EIS) | **Implement A Site Investigation to Determine the Presence of NOA and, if necessary, Prepare and Implement an Asbestos Dust Control Plan.** A site investigation shall be performed to determine whether and where NOA is present in the soil and rock on the SPA. The site investigation shall include the collection of soil and rock samples by a qualified geologist. If the site investigation determines that NOA is present on the SPA then the project applicant shall prepare an Asbestos Dust Control Plan for approval by SMAQMD as required in Title 17, Section 93105 of the California Code of Regulations, "Asbestos Airborne Toxic Control Measure for Construction, Grading, Quarrying, and Surface Mining Operations." The Asbestos Dust Control Plan shall specify measures, such as periodic watering to reduce airborne dust and ceasing construction during high winds. Measures in the Asbestos Dust Control Plan may include but shall not be limited to dust control measures required by Mitigation Measure 3A.2-1a. The project applicant shall submit the plan to the Folsom Community Development Department for review and SMAQMD for review and approval before construction of the first project phase. SMAQMD approval of the plan must be received before any asbestos-containing rock (serpentinite) can be disturbed. Upon approval of the Asbestos Dust Control Plan by SMAQMD, the applicant shall ensure that construction contractors implement the terms of the plan throughout the construction period. | Before the approval of all grading plans by the City and throughout project construction, where applicable, for all project phases. | City of Folsom Community Development Department | The owner/applicant obtained approval for an Asbestos Dust Mitigation Plan from the SMAQMD prior to commencement of grading and construction in the Summer of 2022. The approved Asbestos Dust Mitigation Plan is on file with the Community Development Department. | Yes |
| 71-11 | 3A.2-6 (FPASP EIR/EIS) | **Implement Measures to Control Exposure of Sensitive Receptors to Operational Odorous Emissions.** The project applicant(s) for any particular discretionary development application shall implement the following measures:<br>▸ The odor-producing potential of land uses shall be considered when the exact type of facility that would occupy areas zoned for commercial, industrial, or mixed-use land uses is determined. Facilities that have the | Before the approval of building permits by the City and throughout project construction, where applicable, for all project phases. | City of Folsom Community Development Department | The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to | Yes |

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| | | potential to emit objectionable odors shall be located as far away as feasible from existing and proposed sensitive receptors.<br>▸ The multi-family residences planned across from the off-site corporation yard near the southwest corner of the SPA shall be set back as far as possible from the boundary of the corporation yard and/or relocated to another area. (This measure is also required by Mitigation Measure 3A.2-4b to limit exposure to TAC emissions.)<br>▸ Before the approval of building permits, odor control devices shall be identified to mitigate the exposure of receptors to objectionable odors if a potential odor-producing source is to occupy an area zoned for commercial, industrial, or mixed-use land uses. The identified odor control devices shall be installed before the issuance of certificates of occupancy for the potentially odor-producing use. The odor producing potential of a source and control devices shall be determined in coordination with SMAQMD and based on the number of complaints associated with existing sources of the same nature.<br>▸ The deeds to all properties located within the plan area that are within one mile of an on- or off-site area zoned or used for agricultural use (including livestock grazing) shall be accompanied by a written disclosure from the transferor, in a form approved by the City of Folsom, advising any transferee of the potential adverse odor impacts from surrounding agricultural operations, which disclosure shall direct the transferee to contact the County of Sacramento concerning any such property within the County zoned for agricultural uses within one mile of the subject property being transferred.<br>▸ Truck loading docks and delivery areas shall be located as far away as feasible from existing and proposed sensitive receptors. | | | commencement of grading and construction in the Summer of 2022. This subdivision is residential and is not adjacent to any odorous land uses and is not adjacent to the future Corporation Yard. | |

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| | | ▸ Signs shall be posted at all loading docks and truck loading areas which indicate that diesel-powered delivery trucks must be shut off when not in use for longer than 5 minutes on the premises in order to reduce idling emissions. This measure is consistent with the ATCM to Limit Diesel-Fueled Commercial Motor Vehicle Idling, which was approved by California's Office of Administrative Law in January 2005. (This measure is also required by Mitigation Measure 3A.2-4b to limit TAC emissions.)<br>▸ Proposed commercial and industrial land uses that have the potential to host diesel trucks shall incorporate idle reduction strategies that reduce the main propulsion engine idling time through alternative technologies such as, IdleAire, electrification of truck parking, and alternative energy sources for TRUs, to allow diesel engines to be completely turned off. (This measure is also required by Mitigation Measure 3A.2-4b to limit TAC emissions.) | | | | |
| **Biological Resources** | | | | | | |
| 71-12 | **3A.3-1a (FPASP EIR/EIS)** | **Design Stormwater Drainage Plans and Erosion and Sediment Control Plans to Avoid and Minimize Erosion and Runoff to All Wetlands and Other Waters That Are to Remain on the SPA and Use Low Impact Development Features.**<br>To minimize indirect effects on water quality and wetland hydrology, the project applicant(s) for any particular discretionary development application shall include stormwater drainage plans and erosion and sediment control plans in their improvement plans and shall submit these plans to the City Public Works Department for review and approval. For off-site elements within Sacramento County or El Dorado County jurisdiction (e.g., off-site detention basin and off-site roadway connections to El Dorado Hills), plans shall be submitted to the appropriate county planning department. Before approval of these improvement plans, the project applicant(s) for any particular discretionary development application shall obtain a NPDES MS4 Municipal Stormwater Permit and Grading | Before approval of improvement and drainage plans, and on an ongoing basis throughout and after project construction, as required for all project phases. | City of Folsom Public Works Department | The Owner/applicant has received a NPDES permit from the State Regional Water Quality Control Board (SRWQCB). The NDES Permit requires the implementation of BMP's, monitoring and reporting for stormwater runoff. The NPDES Permit includes a Storm Water Pollution Prevention Plan (SWPPP), which outlines monitoring standards, frequency and baseline | Yes |

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| | | Permit, comply with the City's Grading Ordinance and County drainage and stormwater quality standards, and commit to implementing all measures in their drainage plans and erosion and sediment control plans to avoid and minimize erosion and runoff into Alder Creek and all wetlands and other waters that would remain on-site. Detailed information about stormwater runoff standards and relevant City and County regulation is provided in Chapter 3A.9, "Hydrology and Water Quality."<br>The project applicant(s) for any particular discretionary development entitlement shall implement stormwater quality treatment controls consistent with the Stormwater Quality Design Manual for Sacramento and South Placer Regions in effect at the time the application is submitted. Appropriate runoff controls such as berms, storm gates, off-stream detention basins, overflow collection areas, filtration systems, and sediment traps shall be implemented to control siltation and the potential discharge of pollutants. Development plans shall incorporate Low Impact Development (LID) features, such as pervious strips, permeable pavements, bioretention ponds, vegetated swales, disconnected rain gutter downspouts, and rain gardens, where appropriate. Use of LID features is recommended by the EPA to minimize impacts on water quality, hydrology, and stream geomorphology and is specified as a method for protecting water quality in the proposed specific plan. In addition, free spanning bridge systems shall be used for all roadway crossings over wetlands and other waters that are retained in the on-site open space. These bridge systems would maintain the natural and restored channels of creeks, including the associated wetlands, and would be designed with sufficient span width and depth to provide for wildlife movement along the creek corridors even during high-flow or flood events, as specified in the 404 permit.<br>In addition to compliance with City ordinances, the project applicant(s) for any particular discretionary development application shall prepare a Stormwater Pollution Prevention Plan (SWPPP), and implement Best Management Practices (BMPs) that comply with the General Construction Stormwater Permit from the Central Valley RWQCB, to reduce water | | | modeling. The Owner/applicant has submitted monthly reports to the City and SRWQCB. There are no off-site elements outside the City limits for this subdivision. | |

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| | | quality effects during construction. Detailed information about the SWPPP and BMPs are provided in Chapter 3A.9, "Hydrology and Water Quality."<br>Each project development shall result in no net change to peak flows into Alder Creek and associated tributaries, or to Buffalo Creek, Carson Creek, and Coyote Creek. The project applicant(s) shall establish a baseline of conditions for drainage on-site. The baseline-flow conditions shall be established for 2-, 5-, and 100-year storm events. These baseline conditions shall be used to develop monitoring standards for the stormwater system on the SPA. The baseline conditions, monitoring standards, and a monitoring program shall be submitted to USACE and the City for their approval. Water quality and detention basins shall be designed and constructed to ensure that the performance standards, which are described in Chapter 3A.9, "Hydrology and Water Quality," are met and shall be designed as off-stream detention basins. Discharge sites into Alder Creek and associated tributaries, as well as tributaries to Carson Creek, Coyote Creek, and Buffalo Creek, shall be monitored to ensure that pre-project conditions are being met. Corrective measures shall be implemented as necessary. The mitigation measures will be satisfied when the monitoring standards are met for 5 consecutive years without undertaking corrective measures to meet the performance standard.<br>See FEIR/FEIS Appendix S showing that the detention basin in the northeast corner of the SPA has been moved off stream.<br>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase in consultation with the affected oversight agency(ies) (i.e., El Dorado County for the roadway connections, Sacramento County for the detention basin west of Prairie City Road, and Caltrans for the U.S. 50 interchange improvements) such that the performance standards described in Chapter 3A.9, "Hydrology and Water Quality," are met. | | | | |

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| 71-13 | 3A.3-1b (FPASP EIR/EIS) | **Secure Clean Water Act Section 404 Permit and Implement All Permit Conditions; Ensure No Net Loss of Functions and Values of Wetlands, Other Waters of the U.S., and Waters of the State.**<br>Before the approval of grading and improvement plans and before any groundbreaking activity associated with each distinct discretionary development entitlement, the project applicant(s) for any particular discretionary development application requiring fill of wetlands or other waters of the U.S. or waters of the state shall obtain all necessary permits under Sections 401 and 404 of the CWA or the state's Porter-Cologne Act for the respective phase. For each respective discretionary development entitlement, all permits, regulatory approvals, and permit conditions for effects on wetland habitats shall be secured before implementation of any grading activities within 250 feet of waters of the U.S. or wetland habitats or lesser distance deemed sufficiently protective by a qualified biologist with approval from USFWS, including waters of the state, that potentially support Federally listed species. The project applicant(s) shall commit to replace, restore, or enhance on a "no net loss" basis (in accordance with USACE and the Central Valley RWQCB) the acreage of all wetlands and other waters of the U.S. that would be removed, lost, and/or degraded with implementation of project plans for that development increment. Wetland habitat shall be restored, enhanced, and/or replaced at an acreage and location and by methods agreeable to USACE, the Central Valley RWQCB, and the City, as appropriate, depending on agency jurisdiction, and as determined during the Section 401 and Section 404 permitting processes. As part of the Section 404 permitting process, a draft wetland mitigation and monitoring plan (MMP) shall be developed for the project on behalf of the project applicant(s). Before any ground-disturbing activities in an area that would adversely affect wetlands and before engaging in mitigation activities associated with each discretionary development entitlement, the project applicant(s) shall submit the draft wetland MMP to USACE, the Central Valley RWQCB, Sacramento County, El Dorado County, and the City for review | Before the approval of grading or improvement plans or any ground disturbing activities for any project development phase containing wetland features or other waters of the U.S. The MMP must be approved before any impact on wetlands can occur.<br>Mitigation shall be implemented on an ongoing basis throughout and after construction, as required. | City of Folsom Community Development Department | The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in the Summer of 2022. The compliance table is on file with the City.<br>The Owner/applicant has received a NPDES permit from the State Regional Water Quality Control Board (SRWQCB). The NDES Permit requires the implementation of BMP's, monitoring and reporting for stormwater runoff. The NPDES Permit includes a Storm Water Pollution Prevention Plan (SWPPP), which outlines monitoring standards, frequency and baseline modeling. The Owner/applicant has submitted monthly reports to the City and SRWQCB.<br>The owner/applicant has recorded Declarations of | Yes |

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| | | and approval of those portions of the plan over which they have jurisdiction. The MMP would have to be finalized prior to impacting any wetlands. Once the final MMP is approved and implemented, mitigation monitoring shall continue for a minimum of 5 years from completion of mitigation, or human intervention (including recontouring and grading), or until the performance standards identified in the approved MMP have been met, whichever is longer.<br>As part of the MMP, the project applicant(s) shall prepare and submit plans for the creation of aquatic habitat in order to adequately offset and replace the aquatic functions and services that would be lost at the SPA, account for the temporal loss of habitat, and contain an adequate margin of safety to reflect anticipated success. Restoration of previously altered and degraded wetlands shall be a priority of the MMP for offsetting losses of aquatic functions on the SPA because it is typically easier to achieve functional success in restored wetlands than in those created from uplands. The MMP must demonstrate how the aquatic functions and values that would be lost through project implementation will be replaced.<br>The habitat MMP for jurisdictional wetland features shall be consistent with USACE's and EPA's April 10, 2008 Final Rule for Compensatory Mitigation for Losses of Aquatic Resources (33 CFR Parts 325 and 332 and 40 CFR Part 230) and USACE's October 26, 2010 Memorandum Re: Minimum Level of Documentation Required for Permit Decisions. According to the Final Rule, mitigation banks should be given preference over other types of mitigation because a lot of the risk and uncertainty regarding mitigation success is alleviated by the fact that mitigation bank wetlands must be established and demonstrating functionality before credits can be sold. The use of mitigation credits also alleviates temporal losses of wetland function while compensatory wetlands are being established. Mitigation banks also tend to be on larger, more ecologically valuable parcels and are subjected to more rigorous scientific study and planning and implementation procedures than typical permittee-responsible mitigation sites (USACE and EPA, 2008). Permittee-responsible on-site mitigation areas can be exposed to | | | Covenants & Restrictions (DCR's) in compliance with the requirements of the USACE permit. The DCR's are shown on the final map. | |

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| | | long-term negative effects of surrounding development since they tend to be smaller and less buffered than mitigation banks. The Final Rule also establishes a preference for a "watershed approach" in selecting locations for compensatory mitigation project locations, that mitigation selection must be "appropriate and practicable" and that mitigation banks must address watershed needs based on criteria set forth in the Final Rule. The watershed approach accomplishes this objective by expanding the informational and analytic basis of mitigation project site selection decisions and ensuring that both authorized impacts and mitigation are considered on a watershed scale rather than only project by project. This requires a degree of flexibility so that district engineers can authorize mitigation projects that most effectively address the case-specific circumstances and needs of the watershed, while remaining practicable for the permittee. The SPA includes portions of the Alder Creek, Buffalo Creek, Coyote Creek, and Carson Creek Watersheds. The majority of the SPA is within the Alder Creek Watershed. Alder Creek and Buffalo Creek are part of the Lower American River Watershed. Carson Creek and Coyote Creek are part of the Cosumnes River Watershed. Mitigation credits may be available within the Cosumnes Watershed, but not within the American River Watershed and not within the sub-watersheds of the SPA. Therefore, aquatic habitats may need to be restored or created on the SPA and adjacent off-site lands, preferably within the affected watersheds, in order to successfully replace lost functions at the appropriate watershed scale where loss of function would occur. It is not likely feasible to provide compensatory mitigation for all aquatic resource impacts on site.<br>Therefore, a combination of on-site and off-site permittee-responsible mitigation and mitigation banking would likely be necessary to achieve the no-net-loss standard.<br>The SPA is located within the service areas of several approved mitigation banks (e.g., Bryte Ranch, Clay Station, Fitzgerald Ranch, and Twin City Mitigation Bank). The majority of compensatory mitigation for wetland impacts is proposed to be accomplished at an agency approved mitigation bank or banks authorized to sell credits to offset impacts in the SPA. The | | | | |

applicants' biological consultant, ECORP, has identified availability of approximately 31 vernal pool credits and 228 seasonal wetland credits at mitigation banks whose service area includes the SPA. Additional credits may also be available from pending, but not yet approved, mitigation banks. However, availability is subject to change and, as noted above, a combination of mitigation bank credits and permittee-responsible on and off-site mitigation may be necessary to fully offset project impacts on wetlands and other waters of the U.S. If USACE determines that the use of mitigation bank credits is not sufficient mitigation to offset impacts within the SPA, the October 26, 2010 Memorandum Re: Minimum Level of Documentation Required for Permit Decisions requires USACE to specifically demonstrate why the use of bank credits is not acceptable to USACE in accordance with Section 33 CFR 332.3(a)(1).

Compensatory mitigation for losses of stream and intermittent drainage channels shall follow the Final Rule Guidelines, which specify that compensatory mitigation should be achieved through in-kind preservation, restoration, or enhancement within the same watershed, subject to practicability considerations. The wetland MMP shall address how to mitigate impacts on vernal pool, seasonal swale, seasonal wetland, seep, marsh, pond, and intermittent and perennial stream habitat, and shall describe specific method(s) to be implemented to avoid and/or mitigate any off-site project-related impacts. The wetland compensation section of the habitat MMP shall include the following:

- Compensatory mitigation sites and criteria for selecting these mitigation sites. In General, compensatory mitigation sites should meet the following criteria, based on the Final Rule;
  - located within the same watershed as the wetland or other waters that would be lost, as appropriate and practicable;
  - located in the most likely position to successfully replace wetland functions lost on the impact site considering watershed-scale features such as aquatic habitat diversity,

habitat connectivity, available water sources and hydrologic relationships, land use trends, ecological benefits, and compatibility with adjacent land uses, and the likelihood for success and sustainability;

- A complete assessment of the existing biological resources in both the on-site preservation areas and off-site compensatory mitigation areas, including wetland functional assessment using the California Rapid Assessment Method (CRAM) (Collins et al. 2008), or other appropriate wetland assessment protocol as determined through consultation with USACE and the USFWS, to establish baseline conditions;
- Specific creation and restoration plans for each mitigation site;
- Use of CRAM to compare compensatory wetlands to the baseline CRAM scores from wetlands in the SPA. The compensatory wetland CRAM scores shall be compared against the highest quality wetland of each type from the SPA;
- CRAM scores, or other wetland assessment protocol scores, from the compensatory wetlands shall be compared against the highest quality wetland scores for each wetland type to document success of compensatory wetlands in replacing the functions of the affected wetlands to be replaced;
- Monitoring protocol, including schedule and annual report requirements, and the following elements:
  - ecological performance standards, based on the best available science, that can be assessed in a practicable manner (e.g., performance standards proposed by Barbour et al. 2007). Performance standards must be based on attributes that are objective and verifiable;
  - assessments conducted annually for 5 years after construction or restoration of compensatory wetlands to determine whether these areas are acquiring wetland

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| | | functions and to plot the performance trajectory of preserved, restored, or created wetlands over time.<br>▪ assessments results for compensatory wetlands shall also be compared against scores for reference wetlands assessed in the same year;<br>▪ assessments analysis conducted annually for 5 years after any construction adjacent to wetlands preserved on the SPA to determine whether these areas are retaining functions and values. Assessments results for wetlands preserved on site shall also be compared against scores for reference wetlands assessed in the same year;<br>▪ analysis of assessments data, including assessment of potential stressors, to determine whether any remedial activities may be necessary;<br>▪ corrective measures if performance standards are not met;<br>▪ monitoring of plant communities as performance criteria (annual measure of success, during monitoring period) and success criteria (indicative of achievement of mitigation habitat requirement at end of monitoring period) for hydrologic function have become established and the creation site "matures" over time;<br>▪ GIS analysis of compensatory wetlands to demonstrate actual acreage of functioning wetland habitat;<br>▪ adaptive management measures to be applied if performance standards and acreage requirements are not being met;<br>▪ responsible parties for monitoring and preparing reports; and<br>▪ responsible parties for receiving and reviewing reports and for verifying success or prescribing implementation or corrective actions.<br>A final operations and management plan (OMP) for all on- and off-site permittee-sponsored wetland preservation and mitigation areas shall be prepared and submitted to USACE | | | | |

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| | | and USFWS for review, comment and preliminary approval prior to the issuance of any permits under Section 404 of the CWA. The plan shall include detailed information on the habitats present within the preservation and mitigation areas, the long-term management and monitoring of these habitats, legal protection for the preservation and mitigation areas (e.g., conservation easement, declaration of restrictions), and funding mechanism information (e.g., endowment). A final OMP for each discretionary development entitlement affecting wetlands must be approved prior to construction.<br>USACE has determined that the project will require an individual permit. In its final stage and once approved by USACE, the MMP for the project is expected to detail proposed wetland restoration, enhancement, and/or replacement activities that would ensure no net loss of aquatic functions in the project vicinity. Approval and implementation of the wetland MMP shall aim to fully mitigate all unavoidable impacts on jurisdictional waters of the U.S., including jurisdictional wetlands. In addition to USACE approval, approval by the City, Sacramento County, El Dorado County, and the Central Valley RWQCB, as appropriate depending on agency jurisdiction, and as determined during the Section 401 and Section 404 permitting processes, will also be required. Approvals from Sacramento County and El Dorado County shall be required for impacts resulting from off-site project elements occurring in these counties, such as the off-site detention basin in Sacramento County and the roadway connections into El Dorado County. To satisfy the requirements of the City and the Central Valley RWQCB, mitigation of impacts on the nonjurisdictional wetlands beyond the jurisdiction of USACE shall be included in the same MMP. All mitigation requirements determined through this process shall be implemented before grading plans are approved. The MMP shall be submitted to USACE and approved prior to the issuance of any permits under Section 404 of the CWA. Water quality certification pursuant to Section 401 of the CWA will be required before issuance of a Section 404 permit. Before construction in any areas containing wetland features, the | | | | |

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| | | project applicant(s) shall obtain water quality certification for the project. Any measures required as part of the issuance of water quality certification shall be implemented.<br>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be developed by the project applicant(s) of each applicable project phase in consultation with the affected oversight agency(ies) (i.e., Caltrans, El Dorado and/or Sacramento Counties). | | | | |
| 71-14 | 3A.3-2B (FPASP EIR/EIS) | **Avoid Direct Loss of Swainson's Hawk and Other Raptor Nests.** To mitigate impacts on Swainson's hawk and other raptors (including burrowing owl), the project applicant(s) of all project phases shall retain a qualified biologist to conduct preconstruction surveys and to identify active nests on and within 0.5 mile of the SPA and active burrows on the SPA. The surveys shall be conducted before the approval of grading and/or improvement plans (as applicable) and no less than 14 days and no more than 30 days before the beginning of construction for all project phases. To the extent feasible, guidelines provided in Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in the Central Valley (Swainson's Hawk Technical Advisory Committee 2000) shall be followed for surveys for Swainson's hawk. If no nests are found, no further mitigation is required.<br>If active nests are found, impacts on nesting Swainson's hawks and other raptors shall be avoided by establishing appropriate buffers around the nests. No project activity shall commence within the buffer area until the young have fledged, the nest is no longer active, or until a qualified biologist has determined in consultation with DFG that reducing the buffer would not result in nest abandonment. DFG guidelines recommend implementation of 0.25- or 0.5-mile-wide buffers, but the size of the buffer may be adjusted if a qualified biologist and the City, in consultation with DFG, determine that such an adjustment would not be likely to adversely affect the nest. Monitoring of the nest by a qualified biologist during and after construction activities will be required if the activity has potential to adversely affect the nest. | Before the approval of grading and improvement plans, before any ground disturbing activities, and during project construction as applicable for all project phases. | California Department of Fish and Game and City of Folsom Community Development Department | The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in the Summer of 2022. The compliance table is on file with the City. | Yes |

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| | | If active burrows are found, a mitigation plan shall be submitted to the City for review and approval before any ground-disturbing activities.<br>The City shall consult with DFG. The mitigation plan may consist of installation of one-way doors on all burrows to allow owls to exit, but not reenter, and construction of artificial burrows within the project vicinity, as needed; however, burrow owl exclusions may only be used if a qualified biologist verifies that the burrow does not contain eggs or dependent young. If active burrows contain eggs and/or young, no construction shall occur within 50 feet of the burrow until young have fledged. Once it is confirmed that there are no owls inside burrows, these burrows may be collapsed.<br>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be developed by the project applicant(s) of each applicable project phase in consultation with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans), such that the performance criteria set forth in DFG's guidelines are determined to be met. | | | | |
| 71-15 | **3A.3-2b (FPASP EIR/EIS)** | **Mitigation Measure 3A.3-2b: Prepare and Implement a Swainson's Hawk Mitigation Plan.**<br>To mitigate for the loss of Swainson's hawk foraging habitat, the project applicant(s) of all project phases shall prepare and implement a Swainson's hawk mitigation plan including, but not limited to the requirements described below.<br>Before the approval of grading and improvement plans or before any ground-disturbing activities, whichever occurs first, the project applicant(s) shall preserve, to the satisfaction of the City or Sacramento County, as appropriate depending on agency jurisdiction, suitable Swainson's hawk foraging habitat to ensure 1:1 mitigation of habitat value for Swainson's hawk foraging habitat lost as a result of the project, as determined by the City, or Sacramento County, after consultation with DFG and a qualified biologist.<br>The 1:1 habitat value shall be based on Swainson's hawk nesting distribution and an assessment of habitat quality, | Before the approval of grading, improvement, or construction plans and before any ground disturbing activity in any project development phase that would affect Swainson's hawk foraging habitat. | City of Folsom Community Development Department | The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in the Summer of 2022. The compliance table is on file with the City. | Yes |

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| | | availability, and use within the City's planning area, or Sacramento County jurisdiction. The mitigation ratio shall be consistent with the 1994 DFG Swainson's Hawk Guidelines included in the Staff Report Regarding Mitigation for Impacts to Swainson's Hawks (Buteo swainsoni) in the Central Valley of California, which call for the following mitigation ratios for loss of foraging habitat in these categories: 1:1 if within 1 mile of an active nest site, 0.75:1 if over 1 mile but less than 5 miles, and 0.5:1 if over 5 miles but less than 10 miles from an active nest site. Such mitigation shall be accomplished through credit purchase from an established mitigation bank approved to sell Swainson's hawk foraging habitat credits to mitigate losses in the SPA, if available, or through the transfer of fee title or perpetual conservation easement. The mitigation land shall be located within the known foraging area and within Sacramento County. The City, or Sacramento County if outside City jurisdiction, after consultation with DFG, will determine the appropriateness of the mitigation land.<br>Before approval of such proposed mitigation, the City, or Sacramento County for the off-site detention basin, shall consult with DFG regarding the appropriateness of the mitigation. If mitigation is accomplished through conservation easement, then such an easement shall ensure the continued management of the land to maintain Swainson's hawk foraging values, including but not limited to ongoing agricultural uses and the maintenance of all existing water rights associated with the land. The conservation easement shall be recordable and shall prohibit any activity that substantially impairs or diminishes the land's capacity as suitable Swainson's hawk habitat.<br>The project applicant(s) shall transfer said Swainson's hawk mitigation land, through either conservation easement or fee title, to a third party, nonprofit conservation organization (Conservation Operator), with the City and DFG named as third-party beneficiaries. The Conservation Operator shall be a qualified conservation easement land manager that manages land as its primary function. Additionally, the Conservation Operator shall be a tax-exempt nonprofit conservation | | | | |

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| | | organization that meets the criteria of Civil Code Section 815.3(a) and shall be selected or approved by the City or County, after consultation with DFG. The City, or County, after consultation with DFG and the Conservation Operator, shall approve the content and form of the conservation easement. The City, or County, DFG, and the Conservation Operator shall each have the power to enforce the terms of the conservation easement. The Conservation Operator shall monitor the easement in perpetuity to assure compliance with the terms of the easement.<br>The project applicant(s), after consultation with the City, or County of jurisdiction, DFG, and the Conservation Operator, shall establish an endowment or some other financial mechanism that is sufficient to fund in perpetuity the operation, maintenance, management, and enforcement of the conservation easement. If an endowment is used, either the endowment funds shall be submitted to the City for impacts on lands within the City's jurisdiction or Sacramento County for the off-site detention basin to be distributed to an appropriate third-party nonprofit conservation agency, or they shall be submitted directly to the third-party nonprofit conservation agency in exchange for an agreement to manage and maintain the lands in perpetuity. The Conservation Operator shall not sell, lease, or transfer any interest of any conservation easement or mitigation land it acquires without prior written approval of the City and DFG. Mitigation lands established or acquired for impacts incurred at the off-site detention basin shall require approval from Sacramento County prior to sale or transfer of mitigation lands or conservation easement.<br>If the Conservation Operator ceases to exist, the duty to hold, administer, manage, maintain, and enforce the interest shall be transferred to another entity acceptable to the City and DFG, or Sacramento County and DFG depending on jurisdiction of the affected habitat. The City Planning Department shall ensure that mitigation habitat established for impacts on habitat within the City's planning area is properly established and is functioning as habitat by reviewing regular monitoring reports prepared by the Conservation Operator of the mitigation site(s). | | | | |

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| | | Monitoring of the mitigation site(s) shall continue for the first 10 years after establishment of the easement and shall be funded through the endowment, or other appropriate funding mechanism, established by the project applicant(s). Sacramento County shall review the monitoring reports for impacts on habitat at the off-site detention basin.<br>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., Sacramento County and Caltrans). | | | | |
| 71-16 | 3A.3-2c (FPASP EIR/EIS) | **Avoid and Minimize Impacts to Tricolored Blackbird Nesting Colonies.** To avoid and minimize impacts to tricolored blackbird, the project applicant(s) of all project phases shall conduct a preconstruction survey for any project activity that would occur during the tricolored blackbird's nesting season (March 1–August 31). The preconstruction survey shall be conducted by a qualified biologist before any activity occurring within 500 feet of suitable nesting habitat, including freshwater marsh and areas of riparian scrub vegetation. The survey shall be conducted within 14 days before project activity begins.<br>If no tricolored blackbird colony is present, no further mitigation is required. If a colony is found, the qualified biologist shall establish a buffer around the nesting colony. No project activity shall commence within the buffer area until a qualified biologist confirms that the colony is no longer active. The size of the buffer shall be determined in consultation with DFG. Buffer size is anticipated to range from 100 to 500 feet, depending on the nature of the project activity, the extent of existing disturbance in the area, and other relevant circumstances.<br>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries (i.e., U.S. 50 interchange improvements) must be developed by the project applicant(s) of each applicable project phase in consultation with the affected oversight agency(ies) (i.e., Caltrans) and must be sufficient to achieve the performance criteria described above. | Before the approval of any ground-disturbing activity within 500 feet of suitable nesting habitat as applicable for all project phases. | City of Folsom Community Development Department | The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in the Summer of 2022. The compliance table is on file with the City. | Yes |

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| 71-17 | 3A.3-2d (FPASP EIR/EIS) | **Avoid and Minimize Impacts to Special-Status Bat Roosts.** The project applicant of all project phases containing potential bat roosting habitat shall retain a qualified biologist to conduct surveys for roosting bats. Surveys shall be conducted in the fall to determine if the mine shaft is used as a hibernaculum and in spring and/or summer to determine if it is used as a maternity or day roost. Surveys shall consist of evening emergence surveys to note the presence or absence of bats and could consist of visual surveys at the time of emergence. If evidence of bat use is observed, the number and species of bats using the roost shall be determined. Bat detectors may be used to supplement survey efforts. If no bat roosts are found, then no further study shall be required.<br>If roosts of pallid bat or Townsend's big-eared bats are determined to be present and must be removed, the bats shall be excluded from the roosting site. A mitigation program addressing compensation, exclusion methods, and roost removal procedures shall be developed in consultation with DFG before implementation. Exclusion methods may include use of one-way doors at roost entrances (bats may leave but not reenter), or sealing roost entrances when the site can be confirmed to contain no bats. Exclusion efforts may be restricted during periods of sensitive activity (e.g., during hibernation or while females in maternity colonies are nursing young). The loss of each roost (if any) will be replaced in consultation with DFG and may include construction and installation of bat boxes suitable to the bat species and colony size excluded from the original roosting site. Roost replacement will be implemented before bats are excluded from the original roost sites. Once the replacement roosts are constructed and it is confirmed that bats are not present in the original roost site, the mine shaft may be removed. | Before the approval of any ground-disturbing activity within 500 feet of suitable nesting habitat as applicable for all project phases. | City of Folsom Community Development Department | The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in the Summer of 2022. The compliance table is on file with the City. | Yes |
| 71-18 | 3A.3-2g (FPASP EIR/EIS) | **Secure Take Authorization for Federally Listed Vernal Pool Invertebrates and Implement All Permit Conditions.** No project construction shall proceed in areas supporting potential habitat for Federally listed vernal pool invertebrates, or within adequate buffer areas (250 feet or lesser distance deemed sufficiently protective by a qualified biologist with | Before the approval of any grading or improvement plans, before any ground disturbing activities within 250 feet of said | U.S. Army Corps of Engineers, Sacramento District; U.S. Fish and | The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance | Yes |

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| | | approval from USFWS), until a biological opinion (BO) or Not Likely to Adversely Affect (NLAA) letter has been issued by USFWS and the project applicant(s) for any particular discretionary development entitlements affecting such areas have abided by conditions in the BO (including conservation and minimization measures) intended to be completed before on-site construction. Conservation and minimization measures shall include preparation of supporting documentation describing methods to protect existing vernal pools during and after project construction, a detailed monitoring plan, and reporting requirements.<br>As described under Mitigation Measure 3A.3-1a, an MMP shall be developed that describes details how loss of vernal pool and other wetland habitats shall be offset, including details on creation of habitat, account for the temporal loss of habitat, contain performance standards to ensure success, and outline remedial actions if performance standards are not met.<br>The project applicant(s) for any particular discretionary development application potentially affecting vernal pool habitat shall complete and implement a habitat MMP that will result in no net loss of acreage, function, and value of affected vernal pool habitat. The final habitat MMP shall be consistent with guidance provided in Programmatic Formal Endangered Species Act Consultation on Issuance of 404 Permits for Projects with Relatively Small Effects on Listed Vernal Pool Crustaceans within the Jurisdiction of the Sacramento Field Office, California (USFWS 1996) or shall provide an alternative approach that is acceptable to the City, USACE, and USFWS and accomplishes no net loss of habitat acreage, function, and value.<br>The project applicant(s) for any particular discretionary development application "potentially affecting vernal pool habitat" shall ensure that there is sufficient upland habitat within the target areas for creation and restoration of vernal pools and vernal pool complexes to provide ecosystem health. This standard shall be accomplished by requiring the project applicant(s) for any discretionary development application affecting vernal pool or seasonal wetland habitat to identify the | habitat or lesser distance deemed sufficiently protective by a qualified biologist with approval from USFWS, and on an ongoing basis throughout construction as applicable for all project phases as required by the mitigation plan, BO, and/or BMPs. | Wildlife Service; and City of Folsom Community Development Department | with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in the Summer of 2022. The compliance table is on file with the City. | |

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| | | extent of indirectly affected vernal pool and seasonal wetland habitat, either by identifying all such habitat within 250 feet of project construction activities or by providing an alternative technical evaluation. If a lesser distance is pursued, this distance shall be approved by USFWS. The project applicant(s) shall preserve acreage of vernal pool habitat for each wetted acre of any indirectly affected vernal pool habitat at a ratio approved by USFWS at the conclusion of the Section 7 consultation. This mitigation shall occur before the approval of any grading or improvement plans for any project phase that would allow work within 250 feet of such habitat or lesser distance deemed sufficiently protective by a qualified biologist with approval from USFWS, and before any ground disturbing activity within 250 feet of the habitat or lesser distance deemed sufficiently protective by a qualified biologist with approval from USFWS. The project applicant(s) will not be required to complete this mitigation measure for direct or indirect impacts that have already been mitigated to the satisfaction of USFWS through another BO or mitigation plan (i.e., if impacts on specific habitat acreage are mitigated by one project phase or element, the project applicant(s) will not be required to mitigate for it again in another phase of the project).<br>A standard set of BMPs shall be applied to construction occurring in areas within 250 feet of off-site vernal pool habitat, or within any lesser distance deemed adequate by a qualified biologist (with approval from USFWS) to constitute a sufficient buffer from such habitat. Refer to Section 3A.9, "Hydrology and Water Quality - Land" for the details of BMPs to be implemented.<br>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be developed by the project applicant(s) of each applicable project phase in consultation with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans). | | | | |
| **71-19** | **3A.3-4a (FPASP EIR/EIS)** | **Mitigation Measure 3A.3-4a: Secure and Implement Section 1602 Streambed Alteration Agreement.** The project applicant(s) for any particular discretionary development application shall obtain a Section 1602 streambed alteration | Before the approval of grading or improvement plans or any construction | California Department of Fish and Game and | The City and its Environmental Compliance Consultant (Helix) have reviewed | Yes |

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| | | agreement from DFG for all construction activities that would occur in the bed and bank of Alder Creek and other drainage channels and ponds on the SPA. As a condition of issuance of the streambed alteration agreement, the project applicant(s) for any particular discretionary development application affecting riparian habitat shall hire a qualified restoration ecologist to prepare a riparian habitat MMP. The draft MMP shall describe specific method(s) to be implemented to avoid and/or compensate for impacts on the stream channel of Alder Creek and other drainage channels within DFG jurisdiction, and the bed and banks of the on-site ponds. Mitigation measures may include establishment or restoration of riparian habitat within the project's open space areas along preserved stream corridors, riparian habitat restoration off-site, or preservation and enhancement of existing riparian habitat either on or off the SPA. The compensation habitat shall be similar in composition and structure to the habitat to be removed and shall be at ratios adequate to offset the loss of riparian habitat functions and services at the SPA. The riparian habitat compensation section of the habitat MMP shall include the following:<br>▸ compensatory mitigation sites and criteria for selecting these mitigation sites;<br>▸ complete assessment of the existing biological resources in both the on-site and off-site preservation and restoration areas;<br>▸ site-specific management procedures to benefit establishment and maintenance of native riparian plant species, including black willow, arroyo willow, white alder, and Fremont cottonwood;<br>▸ a planting and irrigation program if needed for establishment of native riparian trees and shrubs at strategic locations within each mitigation site (planting and irrigation may not be necessary if preservation of functioning riparian habitat is chosen as mitigation or if restoration can be accomplished without irrigation or planting); | activities (including clearing and grubbing) that affect the bed and bank or riparian and freshwater marsh habitat associated with Alder Creek and other on-site or off-site drainage channels and ponds. | City of Folsom Community Development Department | all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in the Summer of 2022. The compliance table is on file with the City. | |

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| | | ▸ in kind reference habitats for comparison with compensatory riparian habitats (using performance and success criteria) to document success;<br>▸ monitoring protocol, including schedule and annual report requirements (compensatory riparian habitats shall be monitored for a minimum period of five years);<br>▸ ecological performance standards, based on the best available science and including specifications for native riparian plant densities, species composition, amount of dead woody vegetation gaps and bare ground, and survivorship; at a minimum, compensatory mitigation planting sites must achieve 80% survival of planted riparian trees and shrubs by the end of the five-year maintenance and monitoring period or dead and dying trees shall be replaced and monitoring continued until 80% survivorship is achieved;<br>▸ corrective measures if performance standards are not met;<br>▸ responsible parties for monitoring and preparing reports; and<br>▸ responsible parties for receiving and reviewing reports and for verifying success or prescribing implementation or corrective actions.<br>Any conditions of issuance of the Streambed Alteration Agreement shall be implemented as part of project construction activities that adversely affect the bed and bank and riparian habitat associated with Alder Creek and other drainage channels and ponds that are within the project area that is subject to DFG jurisdiction. The agreement shall be executed by the project applicant(s) and DFG before the approval of any grading or improvement plans or any construction activities in any project phase that could potentially affect the bed and bank of Alder Creek and other on-site or off-site drainage channels under DFG jurisdiction and their associated freshwater marsh and riparian habitat. | | | | |

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| | | Mitigation for the U.S. 50 interchange improvements must be coordinated by the project applicant(s) of each applicable project phase with the Caltrans. | | | | |
| **71-20** | **3A.3-4b (FPASP EIR/EIS)** | **Conduct Surveys to Identify and Map Valley Needlegrass Grassland; Implement Avoidance and Minimization Measures or Compensatory Mitigation.** The project applicant(s) of all project phases shall retain a qualified botanist to conduct preconstruction surveys to determine if valley needlegrass grassland is present on the SPA. This could be done concurrently with any special-status plant surveys conducted on site as special-status plant surveys are floristic in nature, i.e. require that all species encountered be identified, and require preparation of a plant community map. If valley needlegrass grassland is not found on the SPA, the botanist shall document the findings in a letter report to the City of Folsom, and no further mitigation shall be required. Valley needlegrass grassland was not found in any of the off-site project elements.<br>If valley needlegrass grassland is found on the SPA, the location and extent of the community shall be mapped and the acreage of this community type, if any, that would be removed by project implementation shall be calculated. The project applicant(s) for any particular discretionary development application affecting valley needlegrass grassland shall consult with DFG and the City of Folsom to determine appropriate mitigation for removal of valley needlegrass grassland resulting from project implementation. Mitigation measures shall include one or more of the following components sufficient to achieve no net loss of valley needlegrass grassland acreage: establishment of valley needlegrass grassland within project's open space areas currently characterized by annual grassland, establishment of valley needlegrass grassland off-site, or preservation and enhancement of existing valley needlegrass grassland either on or off the SPA. The applicant(s) shall compensate for any loss of valley needlegrass grassland resulting from project implementation at a minimum 1:1 replacement ratio. | Before approval of grading or improvement plans or any ground disturbing activities, including grubbing or clearing, for any project phase. | California Department of Fish and Game, and City of Folsom Community Development Department | The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in the Summer of 2022. The compliance table is on file with the City. | Yes |

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| 71-21 | 3A.3-5 (FPASP EIR/EIS) | **Conduct Tree Survey, Prepare and Implement an Oak Woodland Mitigation Plan, Replace Native Oak Trees Removed, and Implement Measures to Avoid and Minimize Indirect Impacts on Oak Trees Retained On Site.** The project applicant(s) shall prepare an oak woodland mitigation and monitoring plan. The project applicant(s) of all on- and off-site project phases containing oak woodland habitat or individual trees shall adhere to the requirements described below, which are consistent with those outlined in California Public Resources Code 21083.4. Pursuant to Sacramento County General Plan policy, the acreage of oak woodland habitat for determining impacts and mitigation requirements was calculated as the oak tree canopy area within stands of oak trees having greater than 10% cover plus a 30-foot-radius buffer measured from the outer edge of the tree canopy. Oak trees located in areas greater than 30 feet from stands meeting the greater than 10% tree canopy cover criterion were considered isolated trees and not part of the blue oak woodland community. Mitigation for impacts on isolated oak trees is discussed separately below.<br>▸ Preserve approximately 399 acres of existing oak woodland habitat in the SPA (this acreage is based on the extent of oak woodland habitat as determined from aerial photograph interpretation; however, following completion of ground verification by a qualified arborist, the actual amount of oak woodland present within impact areas could be slightly greater or lesser than the amount calculated from aerial photograph and, therefore, the amount preserved could also be slightly greater or lesser than 399 acres).<br>▸ Create 243 acres of oak woodland habitat in the SPA by planting a combination of blue oak acorns, seedlings, and trees in the following SPA locations:<br>▪ Non-wooded areas that are adjacent to or contiguous with the existing oak woodland habitat. | Before approval of grading or improvement plans or any ground disturbing activities, including grubbing or clearing, for any project phase containing protected trees or oak woodland. | City of Folsom Community Development Department | The owner/applicant obtained a Tree Permit from the Community Development Department for the removal of protected oak trees that were impacted by the grading and construction of Phase 3 of the Toll Brothers at Folsom Ranch project.<br><br>The Tree Permit was approved prior to commencement of grading and construction in the Summer of 2022. The owner/applicant paid in-lieu fees for the removal of some trees, the City approved a Tree Replacement Plan for another portion of the tree that were removed and preserved existing oak trees in El Dorado County for the remaining mitigation for the total number of protected trees in accordance with this condition. | Yes |

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| | | ▪ Preserve and passive open space zones throughout the SPA.<br>▪ Open space areas that are adjacent to existing oak woodlands that will be impacted by project grading (i.e. catch slopes).<br>▪ Other practical locations within the SPA in or adjacent to open space.<br>▪ Oak Woodlands Mitigation Planting Criteria<br>The following oak woodland mitigation planting criteria shall be used to create oak woodland habitat:<br>▸ A minimum of 55 planting sites per acre (with a total of 70 units, as defined below) will mitigate for one acre of oak woodland impacts. A combination of acorns, seedlings, and various sizes of container trees (#1 container, #5 container, #15 container) or transplanted trees shall be incorporated into the planting design. Mitigation acreage that is planted solely with larger oak trees (no acorns) shall have a minimum of 35 planting sites per acre. The units are defined as follows:<br>▪ One established acorn equals one unit (acorns will be over planted to maximize potential germination).<br>▪ One oak seedling equals one unit.<br>▪ One #1 container oak tree equals two units.<br>▪ One #5 container oak tree equals three units.<br>▪ One #15 container oak tree equals four units.<br>▪ One 24-inch boxed oak tree equals six units.<br>▪ One transplanted oak tree equals four units per trunk diameter inch (dbh).<br>▪ Native non oak species characteristic of oak woodlands shall be included in the mitigation planting plan to augment overall habitat values. Each non oak tree species shall represent unit values described above for oak trees, | | | The Conservation Easements within the Phase 3 portion of the subdivision were fenced off around their boundaries in advance of the commencement of grading and construction and the City verified compliance by inspecting the fence in advance of grading. | |

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| | | but non oak species shall comprise no more than 10% of the mitigation plantings.<br>▸ Preserve and protect existing off-site oak woodland habitat. Existing, unprotected oak woodland habitat within Sacramento and El Dorado Counties may be secured and placed under conservation easement in lieu of onsite mitigation measures if necessary. The off-site locations would be managed as oak woodland habitat in perpetuity.<br>▸ Create oak woodlands off site. Plant a combination of blue oak acorns, seedlings, and trees at off-site location(s), if needed to achieve the creation goal of 243 acres of new blue oak woodland habitat. This measure would only be needed if 243 acres of blue oak woodland could not be created in the SPA. Off-site creation shall follow the same guidelines as outlined in the Mitigation Planting Criteria for onsite creation. Off-site tree planting shall occur at sites within Sacramento County that should naturally support blue oak woodland and shall be used to restore former blue oak woodland habitat that has been degraded or removed through human activities. Restoration shall be designed to result in species composition and densities similar to those in the SPA prior to project development. Planted areas shall be placed under conservation easement and managed as oak woodland habitat in perpetuity.<br>▸ The oak woodland mitigation plan prepared by the project applicant(s) shall include a maintenance and monitoring program for any replacement trees. The program shall include monitoring and reporting requirements, schedule, and success criteria. Replacement oak trees shall be maintained and monitored for a minimum of eight years from the date of planting and irrigation shall be provided to planted trees for the first five years after planting. Any replacement trees that die during the monitoring period shall be replaced in sufficient numbers to achieve 80% survival rate for planted trees by the end of the eight-year maintenance and monitoring period. Dead and dying trees | | | | |

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| | | shall be replaced and monitoring continued until 80% survivorship is achieved. Security acceptable to the City and sufficient to cover maintenance and monitoring costs for eight years shall be provided to the City Planning Department. The security will be forfeited if the project applicant or designated responsible party fails to provide maintenance and monitoring and meet the success criteria.<br>**Isolated Oak Tree Mitigation**<br>The project applicant(s) of all on-site project phases containing oak woodland habitat or isolated trees and the off-site Prairie City Road and Oak Avenue interchange improvements to U.S. 50; Rowberry Drive Overcrossing; and the underground sewer force main shall develop a map depicting the tree canopy of all oak trees in the survey area and identifying the acreage of tree canopy that would be preserved and the acreage that would be removed. A tree permit for removal of isolated oak trees (those not located within the delineated boundary of oak woodland habitat) shall be obtained from the City Planning Director. As a condition of the tree removal permit, project applicant(s) shall be required to develop a Planting and Maintenance Agreement. The City's Tree Preservation Code requires compensatory mitigation and the City and the project applicants have developed a plan, as set forth Section 10 of the Folsom Plan Area Specific Plan (attached to this EIR/EIS as Appendix N) specifically to avoid and minimize adverse effects on isolated oak trees from project development and to provide compensatory mitigation for removal of protected trees in the SPA. In addition to the language contained in the Folsom Plan Area Specific Plan, the following elements shall be included in a protected tree mitigation plan to be developed by the project applicants and agreed upon by the City:<br>▸ Project applicant(s) of projects containing isolated oak trees shall retain a certified arborist or registered professional forester to perform a determinate survey of tree species, size (dbh), condition, and location for all areas of the project site proposed for tree removal and encroachment of development. The condition of individual | | | | |

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| | | trees shall be assessed according to the American Society of Consulting Arborists rating system with the following added explanations:<br>▪ 5 = Excellent; No problems – tree has no structural problems, branches are properly spaced and tree characteristics are nearly perfect for the species.<br>▪ 4 = Good; No apparent problems – tree is in good condition and no apparent problems from visual inspection. If potential structural or health problems are tended at this stage, future hazard can be reduced and more serious health problems can be averted.<br>▪ 3 = Fair; Minor problems – There are some minor structural or health problems that pose no immediate danger. When the recommended actions in an arborist report are completed correctly the defect(s) can be minimized or eliminated.<br>▪ 2 = Poor; Major problems – the tree is in poor condition, but the condition could be improved with correct arboricultural work including, but not limited to: pruning, cabling, bracing, bolting, guying, spraying, mistletoe removal, vertical mulching, and fertilization. If the recommended actions are completed correctly, hazard can be reduced and the rating can be elevated to a 3. If no action is taken the tree is considered a liability and should be removed.<br>▪ 1 = Hazardous or non correctable condition – the tree is in extremely poor condition and in non-reversible decline. This rating is assigned to a tree that has structural and/or health problems that no amount of tree care work or effort can change. The issues may or may not be considered a dangerous situation. The tree may also be infested with a disease or pest(s) that is non-controllable at this time and is causing an unacceptable risk of spreading the disease or pests(s) to other trees. | | | | |

- 0 = Dead – the tree has no significant signs of life (dead or very close to being dead).

**Isolated Oak Tree Mitigation Planting Criteria**

- The determination for whether an isolated tree shall be preserved, removed without compensation, or removed with compensatory mitigation shall be based on the condition and size of the tree as follows:
  - Trees rated 0 or 1 may be removed with no mitigation.
  - Trees rated 2 may be removed at 50% of the normal Folsom Municipal Code mitigation.
  - Trees rated 3, 4, and/or 5 may be removed at the normal Folsom Municipal Code mitigation.
  - Native isolated oaks measuring 24 inches or greater dbh for a single trunk or 40 inches or more for a multi-trunked tree and rated a 3 to 5 shall be retained, unless retaining wall(s) higher than 4 feet tall (from bottom of footing to the top of the wall) would be required to protect the tree(s) from mass grading of the SPA properties.
  - Native oaks measuring between 12 and 24 inches dbh and rated a 4 or 5 shall not be removed or mitigated unless wall(s) higher than 4 feet tall (from bottom of footing to the top of the wall) would be required to protect the tree(s) from mass grading of the SPA properties. Trees in this size class but rated 2 or 3 shall not be removed unless unreasonable costs to save the tree(s) (greater than the cost of implementing the isolated oak tree mitigation planting criteria described here) would result.
  - Native oaks measuring 5 inches or greater dbh but less than 12 inches dbh shall not be removed unless unreasonable costs to save the tree(s) (greater than the cost of implementing the isolated oak tree mitigation planting criteria described here) would result.
  - Native oak trees measuring 1 inch or greater dbh but less than 5 inches dbh may be preserved to receive a Small

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| | | Tree Preservation Credit (STPC). Any tree that is to be considered for preservation credit shall be evaluated, included in the arborist report, and shall have been found to be rated a 3, 4, or a 5. Credits shall only be accepted if the tree protection zone (TPZ) (i.e., the outer edge of the tree canopy drip line) is protected with fencing in the exact manner that 5 inches dbh and greater trees are protected on a construction site, and the spacing is equal to the proper tree spacing dictated by the Folsom Master Tree List. STPC shall not count if they the tree is in a poor growing space due to its position within the TPZ of another protected tree to be preserved. The City shall accept the preservation of native oak trees in this size class as credit towards the total removed inches based on the following STPC criteria:<br>▸ Folsom Municipal Code requires one of the following be planted as compensation for each diameter inch of protected tree removed:<br>▪ half of a 24-inch box tree;<br>▪ one #15 container tree;<br>▪ two #5 container trees; or<br>▪ $150 in-lieu payment or other fee set by City Council Resolution.<br>▸ The Planting and Maintenance Agreement shall include a planting plan, planting and irrigation design details, and a weaning schedule for the establishment period. The plan shall include a 5-year establishment period for trees and 8 years for planted acorns with an annual monitoring report that includes corrections needed with proposed work plan, and notice of compliance within 90-days of annual monitoring report. Security in an form acceptable to the City and sufficient to cover maintenance and monitoring costs for eight years shall be provided to the City Planning Department. The security will be forfeited if the project | | | | |

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| | | applicant or designated responsible party fails to fulfill the Planting and Maintenance Agreement.<br>▸ To avoid and minimize indirect impacts on protected trees to remain on the SPA, the project applicant(s) of all affected project phases shall install high visibility fencing outside the outer edge of the drip lines of all trees to be retained on the SPA during project construction. The fencing may be installed around groups or stands of trees or whole wooded areas bust must be installed so that the drip lines of all trees are protected. Grading, trenching, equipment or materials storage, parking, paving, irrigation, and landscaping shall be prohibited within the fenced areas (i.e. drip lines of protected trees). If the activities listed cannot be avoided within the drip line of a particular tree, that tree shall be counted as an affected tree and compensatory mitigation shall be provided, or the tree in question shall be monitored for a period of five years and replaced only if the tree appears to be dead or dying within five years of project implementation.<br>Through a combination of the mitigation options presented above along with the proposed on-site preservation of blue oak woodland habitat in the open space areas, the project applicant(s) can satisfy the mitigation requirements for removal of trees protected under the Folsom Municipal Code while also mitigating the impacts on oak woodland habitat, as determined through consultation with the Sacramento County Planning Department (for County off-site impacts only) and/or the City of Folsom.<br>Mitigation for the U.S. 50 interchange improvements must be coordinated by the project applicant(s) of each applicable project phase with Caltrans. | | | | |
| 71-22 | WS-1 (Addendum) | **Conduct Environmental Awareness Training for Construction Employees.**<br>Prior to beginning construction activities, the Project Applicant shall employ a qualified biologist to develop and conduct environmental awareness training for construction employees. | Before approval of grading or improvement plans or any ground disturbing activities, including | City of Folsom Community Development Department | The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions | Yes |

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| | | The training shall describe the importance of onsite biological resources, including special-status wildlife habitats; potential nests of special-status birds; and roosting habitat for special-status bats. The biologist shall also explain the importance of other responsibilities related to the protection of wildlife during construction such as inspecting open trenches and looking under vehicles and machinery prior to moving them to ensure there are no lizards, snakes, small mammals, or other wildlife that could become trapped, injured, or killed in construction areas or under equipment.<br>The environmental awareness program shall be provided to all construction personnel to brief them on the life history of special-status species in or adjacent to the project area, the need to avoid impacts on sensitive biological resources, any terms and conditions required by State and federal agencies, and the penalties for not complying with biological mitigation requirements. If new construction personnel are added to the project, the contractor's superintendent shall ensure that the personnel receive the mandatory training before starting work. An environmental awareness handout that describes and illustrates sensitive resources to be avoided during project construction and identifies all relevant permit conditions shall be provided to each person. | grubbing or clearing, for any project phase. | | and verified compliance with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in the Summer of 2022. The compliance table is on file with the City. | |
| 71-23 | **WS-2 (Addendum )** | **Conduct Preconstruction Western Spadefoot Survey.**<br>The Project Applicant(s) shall retain a qualified biologist to conduct a preconstruction western spadefoot survey within 48 hours of the initiation of construction activity within suitable tadpole habitat (e.g., vernal pools, seasonal wetlands, and drainages with standing water) for western spadefoot. If no western spadefoot individuals are found during the preconstruction survey, the biologist shall document the findings in a letter report to CDFW and the City, and no further mitigation shall be required. If western spadefoot individuals are found, the qualified biologist shall consult with CDFW to determine appropriate avoidance measures. | Before approval of grading or improvement plans or any ground disturbing activities, including grubbing or clearing, within suitable tadpole habitat. | California Department of Fish and Game, and City of Folsom Community Development Department | The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in the Summer of 2022. The compliance table is on file with the City. | Yes |

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| 71-24 | NWPT-1 (Addendum) | **Conduct Preconstruction Northwestern Pond Turtle Survey.**<br>The Project Applicant(s) shall retain a qualified biologist to conduct a preconstruction northwestern pond turtle survey within 48 hours of the initiation of construction activity within suitable habitat for northwestern pond turtle. If no northwestern pond turtles are found during the preconstruction survey, the biologist shall document the findings in a letter report to CDFW and the City, and no further mitigation shall be required. If northwestern pond turtles are found, the qualified biologist shall capture and relocate the turtles to a suitable preserved location in the vicinity of the project. | Before approval of grading or improvement plans or any ground disturbing activities, including grubbing or clearing, within suitable northwestern pond turtle habitat. | California Department of Fish and Game, and City of Folsom Community Development Department | The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in the Summer of 2022. The compliance table is on file with the City. | Yes |
| 71-25 | NB-1 (Addendum) | **Preconstruction Nesting Bird Survey.**<br>The Project Applicant shall conduct a preconstruction nesting bird survey of all areas associated with construction activities on the project site within 14 days prior to commencement of construction during the nesting season (1 February through 31 August).<br>If active nests are found, a no-disturbance buffer around the nest shall be established. The buffer distance shall be established by a qualified biologist in consultation with CDFW. The buffer shall be maintained until the fledglings are capable of flight and become independent of the nest, to be determined by a qualified biologist. Once the young are independent of the nest, no further measures are necessary. Pre-construction nesting surveys are not required for construction activity outside of the nesting season. | Before approval of grading or improvement plans or any ground disturbing activities, including grubbing or clearing, for any project phase. | California Department of Fish and Game, and City of Folsom Community Development Department | The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in the Summer of 2022. The compliance table is on file with the City. | Yes |
| **Cultural and Tribal Cultural Resources** | | | | | | |
| 71-26 | 3A.5-1a (Addendum) | **Comply with the Programmatic Agreement.**<br>The PA for the project is incorporated by reference. The PA provides a management framework for identifying historic properties, determining adverse effects, and resolving those | During all construction phases | City of Folsom Community Development Department; | On June 10, 2019, the US Army Corps of Engineers, in consultation with the City, SHPO, the tribes | Yes |

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| | | adverse effects as required under Section 106 of the National Historic Preservation Act. This document is incorporated by reference. The PA is available for public inspection and review at the California Office of Historic Preservation 1725 23rd Street Sacramento, CA 95816. | | U.S. Army Corp of Engineers; | and consulting parties determined that the entire Toll Brothers at Folsom Ranch Regency project has satisfied its pre-construction compliance requirements for cultural resources and may proceed with construction. All required compliance letters are on file with the Community Development Department. | |
| 71-27 | 3A.5-1b (Addendum) | **Perform an Inventory and Evaluation of Cultural Resources for the California Register of Historic Places, Minimize or Avoid Damage or Destruction, and Perform Treatment Where Damage or Destruction Cannot be Avoided.**<br>These steps may be combined with deliverables and management steps performed for Section 106 provided that management documents prepared for the PA also clearly reference the California Register of Historical Resources (CRHR) listing criteria and significance thresholds that apply under CEQA. Prior to ground disturbing work for each individual development phase or off-site element, the applicable oversight agency (City of Folsom, El Dorado County, Sacramento County, or Caltrans), or the project applicant(s) of all project phases, with applicable oversight agency, shall perform the following actions:<br>▸ The project applicant shall retain the services of a qualified archaeologist to perform an inventory of cultural resources within each individual development phase or off-site element subject to approval under CEQA. Identified resources shall be evaluated for listing on the CRHR. The inventory report shall also identify locations that are | Before approval of grading or improvement plans or any ground disturbing activities, including grubbing or clearing, for any project phase. | City of Folsom Community Development Department | On June 10, 2019, the US Army Corps of Engineers, in consultation with the City, SHPO, the tribes and consulting parties determined that the entire Toll Brothers at Folsom Ranch Regency project has satisfied its pre-construction compliance requirements for cultural resources and may proceed with construction. All required compliance letters are on file with the Community Development Department. | Yes |

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| | | sensitive for undiscovered cultural resources based upon the location of known resources, geomorphology, and topography. The inventory report shall specify the location of monitoring of ground-disturbing work in these areas by a qualified archaeologist and monitoring in the vicinity of identified resources that may be damaged by construction, if appropriate.<br>▸ The identification of any sensitive locations subject to monitoring during construction of each individual development phase shall be performed in concert with monitoring activities performed under the PA to minimize the potential for conflicting requirements.<br>▸ For each resource that is determined eligible for the CRHR, the applicable agency or the project applicant(s) for any particular discretionary development (under the agency's direction) shall obtain the services of a qualified archaeologist who shall determine if implementation of the individual project development would result in damage or destruction of "significant" (under CEQA) cultural resources. These findings shall be reviewed by the applicable agency for consistency with the significance thresholds and treatment measures provided in this EIR/EIS.<br>▸ Where possible, the project shall be configured or redesigned to avoid impacts on eligible or listed resources. Alternatively, these resources may be preserved in place if possible, as suggested under California Public Resources Code Section 21083.2. Avoidance of historic properties is required under certain circumstances under the Public Resource Code and 36 CFR Part 800.<br>▸ Where impacts cannot be avoided, the applicable agency or the project applicant(s) of all project phases (under the applicable agency's direction) shall prepare and implement treatment measures that are determined to be necessary by a qualified archaeologist. These measures may consist of | | | | |

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| | | data recovery excavations for resources that are eligible for listing because of the data they contain (which may contribute to research). Alternatively, for historical architectural, engineered, or landscape features, treatment measures may consist of a preparation of interpretive, narrative, or photographic documentation. These measures shall be reviewed by the applicable oversight agency for consistency with the significance thresholds and standards provided in this EIR/EIS.<br>▸ To support the evaluation and treatment required under this Mitigation Measure, the archaeologist retained by either the applicable oversight agency or the project applicant(s) of all project phases shall prepare an appropriate prehistoric and historic context that identifies relevant prehistoric, ethnographic, and historic themes and research questions against which to determine the significance of identified resources and appropriate treatment.<br>▸ These steps and documents may be combined with the phasing of management and documents prepared pursuant to the FAPA to minimize the potential for inconsistency and duplicative management efforts.<br>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries shall be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans). | | | | |
| **71-28** | **3A.5-2 (Addendum)** | **Conduct Construction Personnel Education, Conduct On-Site Monitoring If Required, Stop Work if Cultural Resources are Discovered, Assess the Significance of the Find, and Perform Treatment or Avoidance as Required.**<br>To reduce potential impacts to previously undiscovered cultural resources, the project applicant(s) of all project phases shall do the following:<br>▸ Before the start of ground-disturbing activities, the project applicant(s) of all project phases shall retain a qualified archaeologist to conduct training for construction workers | Before approval of grading or improvement plans or any ground disturbing activities, including grubbing or clearing, for any project phase. | City of Folsom Community Development Department; U.S. Army Corp of Engineers | On June 10, 2019, the US Army Corps of Engineers, in consultation with the City, SHPO, the tribes and consulting parties determined that the entire Toll Brothers at Folsom Ranch Regency project has satisfied its | Yes |

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| | | as necessary based upon the sensitivity of the project APE, to educate them about the possibility of encountering buried cultural resources and inform them of the proper procedures should cultural resources be encountered.<br>▸ As a result of the work conducted for Mitigation Measures 3A.5-1a and 3A.5-1b, if the archaeologist determines that any portion of the SPA or the off-site elements should be monitored for potential discovery of as-yet-unknown cultural resources, the project applicant(s) of all project phases shall implement such monitoring in the locations specified by the archaeologist. USACE should review and approve any recommendations by archaeologists with respect to monitoring.<br>▸ Should any cultural resources, such as structural features, unusual amounts of bone or shell, artifacts, or architectural remains be encountered during any construction activities, work shall be suspended in the vicinity of the find and the appropriate oversight agency(ies) (identified below) shall be notified immediately. The appropriate oversight agency(ies) shall retain a qualified archaeologist who shall conduct a field investigation of the specific site and shall assess the significance of the find by evaluating the resource for eligibility for listing on the CRHR and the NRHP. If the resource is eligible for listing on the CRHR or NRHP and it would be subject to disturbance or destruction, the actions required in Mitigation Measures 3A.5-1a and 3A.5-1b shall be implemented. The oversight agency shall be responsible for approval of recommended mitigation if it is determined to be feasible in light of the approved land uses and shall implement the approved mitigation before resuming construction activities at the archaeological site.<br>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the | | | pre-construction compliance requirements for cultural resources and may proceed with construction. All required compliance letters are on file with the Community Development Department. Compliance with this condition is monitored through construction inspection. | |

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| | | affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans).<br>The project applicant, in coordination with USACE, shall ensure that an archaeological sensitivity training program is developed and implemented during a pre-construction meeting for construction supervisors. The sensitivity training program shall provide information about notification procedures when potential archaeological material is discovered, procedures for coordination between construction personnel and monitoring personnel, and information about other treatment or issues that may arise if cultural resources (including human remains) are discovered during project construction. This protocol shall be communicated to all new construction personnel during orientation and on a poster that is placed in a visible location inside the construction job trailer. The phone number of the USACE cultural resources staff member shall also be included.<br>The on-site sensitivity training shall be carried out each time a new contractor will begin work in the APE and at the beginning of each construction season by each contractor.<br>If unanticipated discoveries of additional historic properties, defined in 36 CFR 800.16 (l), are made during the construction of the project, the USACE shall ensure that they will be protected by implementing the following measures:<br>▸ The Construction Manager, or archaeological monitor, if given the authority to halt construction activities, shall ensure that work in that area is immediately halted within a 100-foot radius of the unanticipated discovery until the find is examined by a person meeting the professional qualifications standards specified in Section 2.2 of Attachment G of the HPMP. The Construction Manager, or archaeological monitor, if present, shall notify the USACE within 24 hours of the discovery.<br>▸ The USACE shall notify the State Historic Preservation Officer (SHPO) within one working day of an unanticipated discovery and may initiate interim treatment measures in accordance with this HPTP. Once the USACE | | | | |

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| | | makes a formal determination of eligibility for the resource, the USACE will notify the SHPO within 48 hours of the determination and afford the SHPO an opportunity to comment on appropriate treatment. The SHPO shall respond within 72 hours of the request to consult. Failure of the SHPO to respond within 72 hours shall not prohibit the USACE from implementing the treatment measures.<br>The project applicants shall be required to submit to the City proof of compliance in the form of a completed training roster and copy of training materials. | | | | |
| 71-29 | 3A.5-3 (Addendum) | **Suspend Ground-Disturbing Activities if Human Remains are Encountered and Comply with California Health and Safety Code Procedures.**<br>In accordance with the California Health and Safety Code, if human remains are uncovered during ground-disturbing activities, including those associated with off-site elements, the project applicant(s) of all project phases shall immediately halt all ground-disturbing activities in the area of the find and notify the Sacramento County Coroner and a professional archaeologist skilled in osteological analysis to determine the nature of the remains. The coroner is required to examine all discoveries of human remains within 48 hours of receiving notice of a discovery on private or public lands (California Health and Safety Code Section 7050.5[b]). If the coroner determines that the remains are those of a Native American, he or she must contact the NAHC by phone within 24 hours of making that determination (California Health and Safety Code Section 7050[c]).<br>After the coroner's findings are complete, the project applicant(s), an archaeologist, and the NAHC-designated Most Likely Descendant shall determine the ultimate treatment and disposition of the remains and take appropriate steps to ensure that additional human interments are not disturbed. The responsibilities for acting on notification of a discovery of Native American human remains are identified in Section 5097.9 of the California Public Resources Code. | During all ground disturbing activities, for any project phase. | Sacramento County Coroner; Native American Heritage Commission; City of Folsom Community Development Department | There have been no human remains discovered during the course of grading and construction in the project. | Yes |

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| | | Upon the discovery of Native American remains, the procedures above regarding involvement of the applicable county coroner, notification of the NAHC, and identification of an Most Likely Descendant shall be followed. The project applicant(s) of all project phases shall ensure that the immediate vicinity (according to generally accepted cultural or archaeological standards and practices) is not damaged or disturbed by further development activity until consultation with the Most Likely Descendant has taken place. The Most Likely Descendant shall have 48 hours after being granted access to the site to inspect the site and make recommendations. A range of possible treatments for the remains may be discussed: nondestructive removal and analysis, preservation in place, relinquishment of the remains and associated items to the descendants, or other culturally appropriate treatment. As suggested by AB 2641 (Chapter 863, Statutes of 2006), the concerned parties may extend discussions beyond the initial 48 hours to allow for the discovery of additional remains. AB 2641(e) includes a list of site protection measures and states that the project applicant(s) shall comply with one or more of the following requirements:<br>▸ record the site with the NAHC or the appropriate Information Center,<br>▸ use an open-space or conservation zoning designation or easement, or<br>▸ record a reinternment document with the county.<br>The project applicant(s) or its authorized representative of all project phases shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance if the NAHC is unable to identify an Most Likely Descendant or if the Most Likely Descendant fails to make a recommendation within 48 hours after being granted access to the site. The project applicant(s) or its authorized representative may also reinter the remains in a location not subject to further disturbance if it rejects the recommendation of the Most Likely Descendant and mediation by the NAHC fails to provide | | | | |

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| | | measures acceptable to the landowner. Ground disturbance in the zone of suspended activity shall not recommence without authorization from the archaeologist.<br>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans).<br>The project applicants shall be required to submit to the City proof of compliance in the form of a completed training roster and copy of training materials. | | | | |
| **Geology and Soils** | | | | | | |
| **71-30** | **3A.7-1a (FPASP EIR/EIS)** | Prepare Site-Specific Geotechnical Report per CBC Requirements and Implement Appropriate Recommendations. Before building permits are issued and construction activities begin any project development phase, the project applicant(s) of each project phase shall hire a licensed geotechnical engineer to prepare a final geotechnical subsurface investigation report for the on- and off-site facilities, which shall be submitted for review and approval to the appropriate City or county department (identified below). The final geotechnical engineering report shall address and make recommendations on the following:<br>▸ site preparation;<br>▸ soil bearing capacity;<br>▸ appropriate sources and types of fill;<br>▸ potential need for soil amendments;<br>▸ road, pavement, and parking areas;<br>▸ structural foundations, including retaining-wall design;<br>▸ grading practices;<br>▸ soil corrosion of concrete and steel;<br>▸ erosion/winterization;<br>▸ seismic ground shaking;<br>▸ liquefaction; and | Before issuance of building permits and ground-disturbing activities. | City of Folsom Community Development Department | The owner/applicant has provided Geotechnical Report to the City. The Geotechnical report for the subdivision is on file with the City. | Yes |

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| | | ▸ expansive/unstable soils.<br>In addition to the recommendations for the conditions listed above, the geotechnical investigation shall include subsurface testing of soil and groundwater conditions, and shall determine appropriate foundation designs that are consistent with the version of the CBC that is applicable at the time building and grading permits are applied for. All recommendations contained in the final geotechnical engineering report shall be implemented by the project applicant(s) of each project phase. Special recommendations contained in the geotechnical engineering report shall be noted on the grading plans and implemented as appropriate before construction begins. Design and construction of all new project development shall be in accordance with the CBC. The project applicant(s) shall provide for engineering inspection and certification that earthwork has been performed in conformity with recommendations contained in the geotechnical report. | | | | |
| **71-31** | **3A.7-1b (FPASP EIR/EIS)** | **Monitor Earthwork during Earthmoving Activities.** All earthwork shall be monitored by a qualified geotechnical or soils engineer retained by the project applicant(s) of each project phase. The geotechnical or soils engineer shall provide oversight during all excavation, placement of fill, and disposal of materials removed from and deposited on both on- and off-site construction areas.<br>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans). | Before issuance of building permits and ground-disturbing activities. | City of Folsom Community Development Department | Compliance with this condition has been monitored through construction inspection by the City. | Yes |
| **71-32** | **3A.7-3 (FPASP EIR/EIS)** | **Prepare and Implement the Appropriate Grading and Erosion Control Plan.** Before grading permits are issued, the project applicant(s) of each project phase that would be located within the City of Folsom shall retain a California Registered Civil Engineer to prepare a grading and erosion control plan. The grading and erosion control plan shall be submitted to the City Public Works Department before issuance of grading permits for all new development. The plan shall be consistent | Before the start of construction activities. | City of Folsom Community Development Department | Compliance with this condition has been monitored through construction inspection by the City. | Yes |

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| | | with the City's Grading Ordinance, the City's Hillside Development Guidelines, and the state's NPDES permit, and shall include the site-specific grading associated with development for all project phases.<br>For the two off-site roadways into El Dorado Hills, the project applicant(s) of that phase shall retain a California Registered Civil Engineer to prepare a grading and erosion control plan. The grading and erosion control plan shall be submitted to the El Dorado County Public Works Department and the El Dorado Hills Community Service District before issuance of grading permits for roadway construction in El Dorado Hills. The plan shall be consistent with El Dorado County's Grading, Erosion, and Sediment Control Ordinance and the state's NPDES permit, and shall include the site-specific grading associated with roadway development.<br>For the off-site detention basin west of Prairie City Road, the project applicant(s) of that phase shall retain a California Registered Civil Engineer to prepare a grading and erosion control plan. The grading and erosion control plan shall be submitted to the Sacramento County Public Works Department before issuance of a grading permit. The plan shall be consistent with Sacramento County's Grading, Erosion, and Sediment Control Ordinance and the state's NPDES permit, and shall include the site-specific grading associated with construction of the detention basin.<br>The plans referenced above shall include the location, implementation schedule, and maintenance schedule of all erosion and sediment control measures, a description of measures designed to control dust and stabilize the construction-site road and entrance, and a description of the location and methods of storage and disposal of construction materials. Erosion and sediment control measures could include the use of detention basins, berms, swales, wattles, and silt fencing, and covering or watering of stockpiled soils to reduce wind erosion. Stabilization on steep slopes could include construction of retaining walls and reseeding with vegetation after construction. Stabilization of construction entrances to minimize trackout (control dust) is commonly achieved by | | | | |

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| | | installing filter fabric and crushed rock to a depth of approximately 1 foot. The project applicant(s) shall ensure that the construction contractor is responsible for securing a source of transportation and deposition of excavated materials.<br>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties).<br>Implementation of Mitigation Measure 3A.9-1 (discussed in Section 3A.9, "Hydrology and Water Quality – Land") would also help reduce erosion-related impacts. | | | | |
| 71-33 | 3A.7-5 (FPASP EIR/EIS) | **Divert Seasonal Water Flows Away from Building Foundations.** The project applicant(s) of all project phases shall either install subdrains (which typically consist of perforated pipe and gravel, surrounded by nonwoven geotextile fabric), or take such other actions as recommended by the geotechnical or civil engineer for the project that would serve to divert seasonal flows caused by surface infiltration, water seepage, and perched water during the winter months away from building foundations. | Before and during earthmoving activities. | City of Folsom Community Development Department | The Community Development Department has reviewed and all improvement plans in the subdivision to verify compliance with mitigation measure. | Yes |
| 71-34 | 3A.7-10 (FPASP EIR/EIS) | **Conduct Construction Personnel Education, Stop Work if Paleontological Resources are Discovered, Assess the Significance of the Find, and Prepare and Implement a Recovery Plan as Required.**<br>To minimize potential adverse impacts on previously unknown potentially unique, scientifically important paleontological resources, the project applicant(s) of all project phases where construction would occur in the Ione and Mehrten Formations shall do the following:<br>▸ Before the start of any earthmoving activities for any project phase in the Ione or Mehrten Formations, the project applicant(s) shall retain a qualified paleontologist or archaeologist to train all construction personnel involved with earthmoving activities, including the site superintendent, regarding the possibility of encountering | During earthmoving activities in the Ione and Mehrten Formations. | City of Folsom Community Development Department | The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in the Summer of 2020. The compliance table is on file with the City. | Yes |

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| | | fossils, the appearance and types of fossils likely to be seen during construction, and proper notification procedures should fossils be encountered.<br>▸ If paleontological resources are discovered during earthmoving activities, the construction crew shall immediately cease work in the vicinity of the find and notify the appropriate lead agency (identified below). The project applicant(s) shall retain a qualified paleontologist to evaluate the resource and prepare a recovery plan in accordance with Society of Vertebrate Paleontology guidelines (1996). The recovery plan may include, but is not limited to, a field survey, construction monitoring, sampling and data recovery procedures, museum storage coordination for any specimen recovered, and a report of findings. Recommendations in the recovery plan that are determined by the lead agency to be necessary and feasible shall be implemented before construction activities can resume at the site where the paleontological resources were discovered.<br>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., Sacramento County). | | | | |
| **Greenhouse Gas Emissions and Climate Change** | | | | | | |
| **71-35** | **3A.4-1 (FPASP EIR/EIS)** | **Implement Additional Measures to Control Construction-Generated GHG Emissions.**<br>To further reduce construction-generated GHG emissions, the project applicant(s) any particular discretionary development application shall implement all feasible measures for reducing GHG emissions associated with construction that are recommended by SMAQMD at the time individual portions of the site undergo construction. Such measures may reduce GHG exhaust emissions from the use of on-site equipment, worker commute trips, and truck trips carrying materials and equipment to and from the SPA, as well as GHG emissions embodied in the materials selected for construction (e.g., | Before approval of small-lot final maps and building permits for all discretionary development project, including all on- and off-site elements and implementation throughout project construction. | City of Folsom Community Development Department | The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in the Summer of 2022. | Yes |

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| | | concrete). Other measures may pertain to the materials used in construction. Prior to releasing each request for bid to contractors for the construction of each discretionary development entitlement, the project applicant(s) shall obtain the most current list of GHG reduction measures that are recommended by SMAQMD and stipulate that these measures be implemented in the respective request for bid as well as the subsequent construction contract with the selected primary contractor. The project applicant(s) for any particular discretionary development application may submit to the City and SMAQMD a report that substantiates why specific measures are considered infeasible for construction of that particular development phase and/or at that point in time. The report, including the substantiation for not implementing particular GHG reduction measures, shall be approved by the City, in consultation with SMAQMD prior to the release of a request for bid by the project applicant(s) for seeking a primary contractor to manage the construction of each development project. By requiring that the list of feasible measures be established prior to the selection of a primary contractor, this measure requires that the ability of a contractor to effectively implement the selected GHG reduction measures be inherent to the selection process.<br>SMAQMD's recommended measures for reducing construction-related GHG emissions at the time of writing this EIR/EIS are listed below and the project applicant(s) shall, at a minimum, be required to implement the following:<br>▸ Improve fuel efficiency from construction equipment:<br>▪ reduce unnecessary idling (modify work practices, install auxiliary power for driver comfort);<br>▪ perform equipment maintenance (inspections, detect failures early, corrections);<br>▪ train equipment operators in proper use of equipment;<br>▪ use the proper size of equipment for the job; and<br>▪ use equipment with new technologies (repowered engines, electric drive trains). | | | The compliance table is on file with the City. | |

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| | | ▸ Use alternative fuels for electricity generators and welders at construction sites such as propane or solar, or use electrical power.<br>▸ Use an ARB-approved low-carbon fuel, such as biodiesel or renewable diesel for construction equipment. (Emissions of oxides of nitrogen [$NO_X$] emissions from the use of low carbon fuel must be reviewed and increases mitigated.) Additional information about low carbon fuels is available from ARB's Low Carbon Fuel Standard Program (ARB 2009b).<br>▸ Encourage and provide carpools, shuttle vans, transit passes and/or secure bicycle parking for construction worker commutes.<br>▸ Reduce electricity use in the construction office by using compact fluorescent bulbs, powering off computers every day, and replacing heating and cooling units with more efficient ones.<br>▸ Recycle or salvage non-hazardous construction and demolition debris (goal of at least 75% by weight).<br>▸ Use locally sourced or recycled materials for construction materials (goal of at least 20% based on costs for building materials, and based on volume for roadway, parking lot, sidewalk and curb materials).<br>▸ Minimize the amount of concrete used for paved surfaces or use a low carbon concrete option.<br>▸ Produce concrete on-site if determined to be less emissive than transporting ready mix.<br>▸ Use EPA-certified SmartWay trucks for deliveries and equipment transport. Additional information about the SmartWay Transport Partnership Program is available from ARB's Heavy-Duty Vehicle Greenhouse Gas Measure (ARB 2009c) and EPA (EPA 2009). | | | | |

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| | | ▸ Develop a plan in consultation with SMAQMD to efficiently use water for adequate dust control. This may consist of the use of nonpotable water from a local source.<br>In addition to SMAQMD-recommended measures, construction activity shall comply with all applicable rules and regulations established by SMAQMD and ARB. | | | | |
| 71-36 | 3A.4-2b (FPASP EIR/EIS) | **Participate in and Implement an Urban and Community Forestry Program and/or Off-Site Tree Program to Off-Set Loss of On-Site Trees.** The trees on the project site contain sequestered carbon and would continue to provide future carbon sequestration during their growing life. For all harvestable trees that are subject to removal, the project applicant(s) for any particular discretionary development application shall participate in and provide necessary funding for urban and community forestry program (such as the UrbanWood program managed by the Urban Forest Ecosystems Institute [Urban Forest Ecosystems Institute 2009]) to ensure that wood with an equivalent carbon sequestration value to that of all harvestable removed trees is harvested for an end-use that would retain its carbon sequestration (e.g., furniture building, cabinet making). For all nonharvestable trees that are subject to removal, the project applicant(s) shall develop and fund an off-site tree program that includes a level of tree planting that, at a minimum, increases carbon sequestration by an amount equivalent to what would have been sequestered by the blue oak woodland during its lifetime. This program shall be funded by the project applicant(s) of each development phase and reviewed for comment by an independent Certified Arborist unaffiliated with the project applicant(s) and shall be coordinated with the requirements of Mitigation Measure 3.3-5, as stated in Section 3A.3, "Biological Resources - Land." Final approval of the program shall be provided by the City. Components of the program may include, but not be limited to, providing urban tree canopy in the City of Folsom, or reforestation in suitable areas outside the City. Reforestation in natural habitat areas outside the City of Folsom would simultaneously mitigate the loss of oak | Before approval of final maps and/or building permits for all project phases requiring discretionary approval, including all on- and off-site elements. | City of Folsom Community Development Department | The owner/applicant worked with an organization Urban Wood Rescue which is a program in association with the Sacramento Tree Foundation that makes wood products from large trees that are removed as a result of development. The owner/applicant provided most of the large trees that were removed as a part of the grading and construction for the project to Urban Wood Rescue and they made table, furniture, etc. from the trees that were provided. The remaining trees and tree canopy was mulched by the owner/applicant and is stored on site to use as mulch in the landscape areas throughout the project. No removed trees were transported to the landfill in accordance | Yes |

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| | | woodland habitat while planting trees within the urban forest canopy would not. The California Urban Forestry Greenhouse Gas Reporting Protocol shall be used to assess this mitigation program (CCAR 2008). All unused vegetation and tree material shall be mulched for use in landscaping on the project site, shipped to the nearest composting facility, or shipped to a landfill that is equipped with a methane collection system, or combusted in a biomass power plant. Tree and vegetative material should not be burned on- or off-site unless used as fuel in a biomass power plant. | | | with this condition of approval. | |
| | | **Hazards and Hazardous Materials** | | | | |
| 71-37 | 3A.8-2 (FPASP EIR/EIS) | **Complete Investigations Related to the Extent to Which Soil and/or Groundwater May Have Been Contaminated in Areas Not Covered by the Phase I and II Environmental Site Assessments and Implement Required Measures.** The project applicant(s) for any discretionary development application shall conduct Phase I Environmental Site Assessments (where an Phase I has not been conducted), and if necessary, Phase II Environmental Site Assessments, and/or other appropriate testing for all areas of the SPA and include, as necessary, analysis of soil and/or groundwater samples for the potential contamination sites that have not yet been covered by previous investigations (as shown in Exhibit 3A.8-1) before construction activities begin in those areas. Recommendations in the Phase I and II Environmental Site Assessments to address any contamination that is found shall be implemented before initiating ground-disturbing activities in these areas.<br>The project applicant(s) shall implement the following measures before ground-disturbing activities to reduce health hazards associated with potential exposure to hazardous substances:<br>▸ Prepare a plan that identifies any necessary remediation activities appropriate for proposed on- and off-site uses, including excavation and removal of on-site contaminated soils, redistribution of clean fill material in the SPA, and closure of any abandoned mine shafts. The plan shall include measures that ensure the safe transport, use, and | Before and during earth moving activities | City of Folsom Community Development Department | The subdivision is not within any identified area where contaminated groundwater is present. Therefore there is no required Phase 1 or Phase 2 Environmental Assessment required. | Yes |

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| | | disposal of contaminated soil and building debris removed from the site. In the event that contaminated groundwater is encountered during site excavation activities, the contractor shall report the contamination to the appropriate regulatory agencies, dewater the excavated area, and treat the contaminated groundwater to remove contaminants before discharge into the sanitary sewer system. The project applicant(s) shall be required to comply with the plan and applicable Federal, state, and local laws. The plan shall outline measures for specific handling and reporting procedures for hazardous materials and disposal of hazardous materials removed from the site at an appropriate off-site disposal facility.<br>▸ Notify the appropriate Federal, state, and local agencies if evidence of previously undiscovered soil or groundwater contamination (e.g., stained soil, odorous groundwater) is encountered during construction activities. Any contaminated areas shall be remediated in accordance with recommendations made by the Sacramento County Environmental Management Department, Central Valley RWQCB, DTSC, and/or other appropriate Federal, state, or local regulatory agencies.<br>▸ Obtain an assessment conducted by PG&E and SMUD pertaining to the contents of any existing pole-mounted transformers located in the SPA. The assessment shall determine whether existing on-site electrical transformers contain PCBs and whether there are any records of spills from such equipment. If equipment containing PCB is identified, the maintenance and/or disposal of the transformer shall be subject to the regulations of the Toxic Substances Control Act under the authority of the Sacramento County Environmental Health Department.<br>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., Sacramento County). | | | | |

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| 71-38 | 3A.8-6 (FPASP EIR/EIS) | **Prudent Avoidance and Notification of EMF Exposure.** Potential purchasers of residential properties near the transmission lines shall be made aware of the controversy surrounding EMF exposure. The California Department of Real Estate shall be requested to insert an appropriate notification into the applicant's final Subdivision Public Report application, which shall be provided to purchasers of properties within 100 feet from the 100-115kV power line , or within 150 feet from the 220-230 kV power line . The notification would include a discussion of the scientific studies and conclusions reached to date, acknowledge that the notification distance is not based on specific biological evidence, but rather, the distance where background levels may increase, and provide that, given some uncertainty in the data, this notification is merely provided to allow purchasers to make an informed decision. | At the submission of tentative map applications. | City of Folsom Community Development Department | There are no overhead powerlines existing within this subdivision and all proposed and future utility lines to serve this subdivision will be placed underground in accordance with the subdivision's conditions of approval. | Yes |
| 71-39 | 3A.8-7 (FPASP EIR/EIS) | **Prepare and Implement a Vector Control Plan in Consultation with the Sacramento-Yolo Mosquito and Vector Control District.** To ensure that operation and design of the stormwater system, including multiple planned detention basins, is consistent with the recommendations of the Sacramento-Yolo Mosquito and Vector Control District regarding mosquito control, the project applicant(s) of all project phases shall prepare and implement a Vector Control Plan. This plan shall be prepared in coordination with the Sacramento-Yolo Mosquito and Vector Control District and shall be submitted to the City for approval before issuance of the grading permit for the detention basins under the City's jurisdiction. For the off-site detention basin, the plan shall be submitted to Sacramento County for approval before issuance of the grading permit for the off-site detention basin. The plan shall incorporate specific measures deemed sufficient by the City to minimize public health risks from mosquitoes, and as contained within the Sacramento-Yolo Mosquito and Vector Control District BMP Manual (Sacramento-Yolo Mosquito and Vector Control District 2008). The plan shall include, but is not limited to, the following components:<br>▸ Description of the project. | Before issuance of grading permits for the project water features. | City of Folsom Community Development Department | The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in the Summer of 2022. The compliance table is on file with the City. | Yes |

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| | | ▸ Description of detention basins and all water features and facilities that would control on-site water levels.<br>▸ Goals of the plan.<br>▸ Description of the water management elements and features that would be implemented, including:<br>▪ BMPs that would implemented on-site;<br>▪ public education and awareness;<br>▪ sanitary methods used (e.g., disposal of garbage);<br>▪ mosquito control methods used (e.g., fluctuating water levels, biological agents, pesticides, larvacides, circulating water); and<br>▪ stormwater management (consistent with Stormwater Management Plan).<br>▸ Long-term maintenance of the detention basins and all related facilities (e.g., specific ongoing enforceable conditions or maintenance by a homeowner's association).<br>To reduce the potential for mosquitoes to reproduce in the detention basins, the project applicant(s) shall coordinate with the Sacramento-Yolo Mosquito and Vector Control District to identify and implement BMPs based on their potential effectiveness for SPA conditions. Potential BMPs could include, but are not limited to, the following:<br>▸ build shoreline perimeters as steep and uniform as practicable to discourage dense plant growth;<br>▸ perform routine maintenance to reduce emergent plant densities to facilitate the ability of mosquito predators (i.e., fish) to move throughout vegetated area;<br>▸ design distribution piping and containment basins with adequate slopes to drain fully and prevent standing water. The design slope should take into consideration buildup of sediment between maintenance periods. Compaction during grading may also be needed to avoid slumping and settling; | | | | |

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| | | ▸ coordinate cleaning of catch basins, drop inlets, or storm drains with mosquito treatment operations;<br>▸ enforce the prompt removal of silt screens installed during construction when no longer needed to protect water quality;<br>▸ if the sump, vault, or basin is sealed against mosquitoes, with the exception of the inlet and outlet, submerge the inlet and outlet completely to reduce the available surface area of water for mosquito egg–laying (female mosquitoes can fly through pipes); and<br>▸ design structures with the appropriate pumping, piping, valves, or other necessary equipment to allow for easy dewatering of the unit if necessary (Sacramento Yolo Mosquito and Vector Control District 2008).<br>The project applicant(s) of the project phase containing the off-site detention basin shall coordinate mitigation for the off-site with the affected oversight agency (i.e., Sacramento County). | | | | |
| **Hydrology and Water Quality** | | | | | | |
| **71-40** | **3A.9-1 (FPASP EIR/EIS)** | **Acquire Appropriate Regulatory Permits and Prepare and Implement SWPPP and BMPs.** Prior to the issuance of grading permits, the project applicant(s) of all projects disturbing one or more acres (including phased construction of smaller areas which are part of a larger project) shall obtain coverage under the SWRCB's NPDES stormwater permit for general construction activity (Order 2009-0009-DWQ), including preparation and submittal of a project-specific SWPPP at the time the NOI is filed. The project applicant(s) shall also prepare and submit any other necessary erosion and sediment control and engineering plans and specifications for pollution prevention and control to Sacramento County, City of Folsom, El Dorado County (for the off-site roadways into El Dorado Hills under the Proposed Project Alternative). The SWPPP and other appropriate plans shall identify and specify:<br>▸ the use of an effective combination of robust erosion and sediment control BMPs and construction techniques accepted by the local jurisdictions for use in the project | Submittal of the State Construction General Permit NOI and SWPPP (where applicable) and development and submittal of any other locally required plans and specifications before the issuance of grading permits for all on-site project phases and off-site elements and implementation throughout project construction. | City of Folsom Community Development Department | The Owner/applicant has received a NPDES permit from the State Regional Water Quality Control Board (SRWQCB). The NDES Permit requires the implementation of BMP's, monitoring and reporting for stormwater runoff. The NPDES Permit includes a Storm Water Pollution Prevention Plan (SWPPP), which outlines monitoring standards, frequency and baseline modeling. The | Yes |

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| | | area at the time of construction, that shall reduce the potential for runoff and the release, mobilization, and exposure of pollutants, including legacy sources of mercury from project-related construction sites. These may include but would not be limited to temporary erosion control and soil stabilization measures, sedimentation ponds, inlet protection, perforated riser pipes, check dams, and silt fences<br>▸ the implementation of approved local plans, non-stormwater management controls, permanent post-construction BMPs, and inspection and maintenance responsibilities;<br>▸ the pollutants that are likely to be used during construction that could be present in stormwater drainage and nonstormwater discharges, including fuels, lubricants, and other types of materials used for equipment operation;<br>▸ spill prevention and contingency measures, including measures to prevent or clean up spills of hazardous waste and of hazardous materials used for equipment operation, and emergency procedures for responding to spills;<br>▸ personnel training requirements and procedures that shall be used to ensure that workers are aware of permit requirements and proper installation methods for BMPs specified in the SWPPP; and<br>▸ the appropriate personnel responsible for supervisory duties related to implementation of the SWPPP.<br>▸ Where applicable, BMPs identified in the SWPPP shall be in place throughout all site work and construction/demolition activities and shall be used in all subsequent site development activities. BMPs may include, but are not limited to, such measures as those listed below.<br>▸ Implementing temporary erosion and sediment control measures in disturbed areas to minimize discharge of sediment into nearby drainage conveyances, in compliance with state and local standards in effect at the time of | | | Owner/applicant has submitted monthly reports to the City and SRWQCB. | |

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| | | construction. These measures may include silt fences, staked straw bales or wattles, sediment/silt basins and traps, geofabric, sandbag dikes, and temporary vegetation.<br>▸ Establishing permanent vegetative cover to reduce erosion in areas disturbed by construction by slowing runoff velocities, trapping sediment, and enhancing filtration and transpiration.<br>▸ Using drainage swales, ditches, and earth dikes to control erosion and runoff by conveying surface runoff down sloping land, intercepting and diverting runoff to a watercourse or channel, preventing sheet flow over sloped surfaces, preventing runoff accumulation at the base of a grade, and avoiding flood damage along roadways and facility infrastructure.<br>A copy of the approved SWPPP shall be maintained and available at all times on the construction site.<br>For those areas that would be disturbed as part of the U.S. 50 interchange improvements, Caltrans shall coordinate with the development and implementation of the overall project SWPPP, or develop and implement its own SWPPP specific to the interchange improvements, to ensure that water quality degradation would be avoided or minimized to the maximum extent practicable.<br>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans). | | | | |
| **71-41** | **3A.9-2 (FPASP EIR/EIS)** | **Prepare and Submit Final Drainage Plans and Implement Requirements Contained in Those Plans.**<br>Before the approval of grading plans and building permits, the project applicant(s) of all project phases shall submit final drainage plans to the City, and to El Dorado County for the off-site roadway connections into El Dorado Hills, demonstrating that off-site upstream runoff would be appropriately conveyed through the SPA, and that project-related on-site runoff would | Before approval of grading plans and building permits of all project phases. | City of Folsom Public Works Department | The Owner/applicant has received a NPDES permit from the State Regional Water Quality Control Board (SRWQCB). The NDES Permit requires the implementation of | Yes |

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| | | be appropriately contained in detention basins or managed with through other improvements (e.g., source controls, biotechnical stream stabilization) to reduce flooding and hydromodfication impacts.<br>The plans shall include, but not be limited to, the following items:<br>▸ an accurate calculation of pre-project and post-project runoff scenarios, obtained using appropriate engineering methods, that accurately evaluates potential changes to runoff, including increased surface runoff;<br>▸ runoff calculations for the 10-year and 100-year (0.01 AEP) storm events (and other, smaller storm events as required) shall be performed and the trunk drainage pipeline sizes confirmed based on alignments and detention facility locations finalized in the design phase;<br>▸ a description of the proposed maintenance program for the on-site drainage system;<br>▸ project-specific standards for installing drainage systems;<br>▸ City and El Dorado County flood control design requirements and measures designed to comply with them;<br>Implementation of stormwater management BMPs that avoid increases in the erosive force of flows beyond a specific range of conditions needed to limit hydromodification and maintain current stream geomorphology. These BMPs will be designed and constructed in accordance with the forthcoming SSQP Hydromodification Management Plan (to be adopted by the RWQCB) and may<br>include, but are not limited to, the following:<br>▸ use of Low Impact Development (LID) techniques to limit increases in stormwater runoff at the point of origination (these may include, but are not limited to: surface swales; replacement of conventional impervious surfaces with pervious surfaces [e.g., porous pavement]; impervious surfaces disconnection; and trees planted to intercept stormwater); | | | BMP's, monitoring and reporting for stormwater runoff. The NPDES Permit includes a Storm Water Pollution Prevention Plan (SWPPP), which outlines monitoring standards, frequency and baseline modeling. The Owner/applicant has submitted monthly reports to the City and SRWQCB. | |

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| | | ▸ enlarged detention basins to minimize flow changes and changes to flow duration characteristics;<br>▸ bioengineered stream stabilization to minimize bank erosion, utilizing vegetative and rock stabilization, and inset floodplain restoration features that provide for enhancement of riparian habitat and maintenance of natural hydrologic and channel to floodplain interactions;<br>▸ minimize slope differences between any stormwater or detention facility outfall channel with the existing receiving channel gradient to reduce flow velocity; and<br>▸ minimize to the extent possible detention basin, bridge embankment, and other encroachments into the channel and floodplain corridor, and utilize open bottom box culverts to allow sediment passage on smaller drainage courses.<br>The final drainage plan shall demonstrate to the satisfaction of the City of Folsom Community Development and Public Works Departments and El Dorado County Department of Transportation that 100-year (0.01 AEP) flood flows would be appropriately channeled and contained, such that the risk to people or damage to structures within or down gradient of the SPA would not occur, and that hydromodification would not be increased from pre-development levels such that existing stream geomorphology would be changed (the range of conditions should be calculated for each receiving water if feasible, or a conservative estimate should be used, e.g., an Ep of 1 ±10% or other as approved by the Sacramento Stormwater Quality Partnership and/or City of Folsom Public Works Department).<br>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with El Dorado County. | | | | |
| **71-42** | **3A.9-3 (FPASP EIR/EIS)** | **Develop and Implement a BMP and Water Quality Maintenance Plan.** Before approval of the grading permits for any development project requiring a subdivision map, a | Prepare plans before the issuance of grading permits for all project | City of Folsom Community | The Owner/applicant has received a NPDES permit from the State | Yes |

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| | | detailed BMP and water quality maintenance plan shall be prepared by a qualified engineer retained by the project applicant(s) the development project. Drafts of the plan shall be submitted to the City of Folsom and El Dorado County for the off-site roadway connections into El Dorado Hills, for review and approval concurrently with development of tentative subdivision maps for all project phases. The plan shall finalize the water quality improvements and further detail the structural and nonstructural BMPs proposed for the project. The plan shall include the elements described below.<br>▸ A quantitative hydrologic and water quality analysis of proposed conditions incorporating the proposed drainage design features.<br>▸ Predevelopment and post development calculations demonstrating that the proposed water quality BMPs meet or exceed requirements established by the City of Folsom and including details regarding the size, geometry, and functional timing of storage and release pursuant to the '"Stormwater Quality Design Manual for Sacramento and South Placer Regions" ([SSQP 2007b] per NPDES Permit No. CAS082597 WDR Order No. R5-2008-0142, page 46) and El Dorado County's NPDES SWMP (County of El Dorado 2004).<br>▸ Source control programs to control water quality pollutants on the SPA, which may include but are limited to recycling, street sweeping, storm drain cleaning, household hazardous waste collection, waste minimization, prevention of spills and illegal dumping, and effective management of public trash collection areas.<br>▸ A pond management component for the proposed basins that shall include management and maintenance requirements for the design features and BMPs, and responsible parties for maintenance and funding.<br>▸ LID control measures shall be integrated into the BMP and water quality maintenance plan. These may include, but are not limited to: | phases and off-site elements and implementation throughout project construction. | Development Department and Public Works Department | Regional Water Quality Control Board (SRWQCB). The NDES Permit requires the implementation of BMP's, monitoring and reporting for stormwater runoff. The NPDES Permit includes a Storm Water Pollution Prevention Plan (SWPPP), which outlines monitoring standards, frequency and baseline modeling. The Owner/applicant has submitted monthly reports to the City and SRWQCB.<br><br>The owner/applicant has prepared storm drain design reports and provided storm drain calculations for all of the proposed storm drainage features and detention/water quality and hydromodification basins necessary to serve this subdivision. These reports have been reviewed and approved by the Community Development and Public Works Departments. | |

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| | | ▪ surface swales;<br>▪ replacement of conventional impervious surfaces with pervious surfaces (e.g., porous pavement);<br>▪ impervious surfaces disconnection; and<br>▪ trees planted to intercept stormwater.<br>New stormwater facilities shall be placed along the natural drainage courses within the SPA to the extent practicable so as to mimic the natural drainage patterns. The reduction in runoff as a result of the LID configurations shall be quantified based on the runoff reduction credit system methodology described in "Stormwater Quality Design Manual for the Sacramento and South Placer Regions, Chapter 5 and Appendix D4" (SSQP 2007b) and proposed detention basins and other water quality BMPs shall be sized to handle these runoff volumes.<br>For those areas that would be disturbed as part of the U.S. 50 interchange improvements, it is anticipated that Caltrans would coordinate with the development and implementation of the overall project SWPPP, or develop and implement its own SWPPP specific to the interchange improvements, to ensure that water quality degradation would be avoided or minimized to the maximum extent practicable.<br>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with El Dorado County and Caltrans. | | | | |
| 71-43 | 3A.9-4 (FPASP EIR/EIS) | **Inspect and Evaluate Existing Dams Within and Upstream of the Project Site and Make Improvements if Necessary.** Prior to submittal to the City of tentative maps or improvement plans the project applicant(s) of all project phases shall perform conduct studies to determine the extent of inundation in the case of dam failure. If the studies determine potential exposure of people or structures to a significant risk of flooding as a result of the failure of a dam, the applicants(s) shall implement of any feasible recommendations provided in that study, potentially through drainage improvements, subject to the approval of the City of Folsom Public Works Department. | Prior to submittal to the City of tentative maps or improvement plans. | City of Folsom Public Works Department | There are no existing or proposed dams upstream from this subdivision and therefore there is no requirement to perform the analysis required in this condition of approval. | Yes |

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| **Noise and Vibration** | | | | | | |
| 71-44 | 3A.11-1 (FPASP EIR/EIS) | **Implement Noise-Reducing Construction Practices, Prepare and Implement a Noise Control Plan, and Monitor and Record Construction Noise near Sensitive Receptors.** To reduce impacts associated with noise generated during project related construction activities, the project applicant(s) and their primary contractors for engineering design and construction of all project phases shall ensure that the following requirements are implemented at each work site in any year of project construction to avoid and minimize construction noise effects on sensitive receptors. The project applicant(s) and primary construction contractor(s) shall employ noise-reducing construction practices. Measures that shall be used to limit noise shall include the measures listed below:<br>▸ Noise-generating construction operations shall be limited to the hours between 7 a.m. and 7 p.m. Monday through Friday, and between 8 a.m. and 6 p.m. on Saturdays and Sundays.<br>▸ All construction equipment and equipment staging areas shall be located as far as possible from nearby noise-sensitive land uses.<br>▸ All construction equipment shall be properly maintained and equipped with noise-reduction intake and exhaust mufflers and engine shrouds, in accordance with manufacturers' recommendations. Equipment engine shrouds shall be closed during equipment operation.<br>▸ All motorized construction equipment shall be shut down when not in use to prevent idling.<br>▸ Individual operations and techniques shall be replaced with quieter procedures (e.g., using welding instead of riveting, mixing concrete offsite instead of on-site).<br>▸ Noise-reducing enclosures shall be used around stationary noise-generating equipment (e.g., compressors and generators) as planned phases are built out and future noise | Before and during construction activities on the SPA and within El Dorado Hills. | City of Folsom Community Development Department | The owner/applicant has implemented noise reducing construction practices included as part of the required Noise Control Plan. Compliance with these requirements has been monitored through construction inspection. | Yes |

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| | | sensitive receptors are located within close proximity to future construction activities.<br>▸ Written notification of construction activities shall be provided to all noise-sensitive receptors located within 850 feet of construction activities. Notification shall include anticipated dates and hours during which construction activities are anticipated to occur and contact information, including a daytime telephone number, for the project representative to be contacted in the event that noise levels are deemed excessive. Recommendations to assist noise-sensitive land uses in reducing interior noise levels (e.g., closing windows and doors) shall also be included in the notification.<br>▸ To the extent feasible, acoustic barriers (e.g., lead curtains, sound barriers) shall be constructed to reduce construction-generated noise levels at affected noise-sensitive land uses. The barriers shall be designed to obstruct the line of sight between the noise-sensitive land use and on-site construction equipment. When installed properly, acoustic barriers can reduce construction noise levels by approximately 8–10 dB (EPA 1971).<br>▸ When future noise sensitive uses are within close proximity to prolonged construction noise, noise-attenuating buffers such as structures, truck trailers, or soil piles shall be located between noise sources and future residences to shield sensitive receptors from construction noise.<br>▸ The primary contractor shall prepare and implement a construction noise management plan. This plan shall identify specific measures to ensure compliance with the noise control measures specified above. The noise control plan shall be submitted to the City of Folsom before any noise-generating construction activity begins. Construction shall not commence until the construction noise management plan is approved by the City of Folsom. | | | | |

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| | | Mitigation for the two off-site roadway connections into El Dorado County must be coordinated by the project applicant(s) of the applicable project phase with El Dorado County, since the roadway extensions are outside of the City of Folsom's jurisdictional boundaries. | | | | |
| 71-45 | 3A.11-3 (FPASP EIR/EIS) | **Implement Measures to Prevent Exposure of Sensitive Receptors to Groundborne Noise or Vibration from Project Generated Construction Activities.**<br>▸ To the extent feasible, blasting activities shall not be conducted within 275 feet of existing or future sensitive receptors.<br>▸ To the extent feasible, bulldozing activities shall not be conducted within 50 feet of existing or future sensitive receptors.<br>▸ All blasting shall be performed by a blast contractor and blasting personnel licensed to operate in the State of California.<br>▸ A blasting plan, including estimates of vibration levels at the residence closest to the blast, shall be submitted to the enforcement agency for review and approval prior to the commencement of the first blast.<br>▸ Each blast shall be monitored and documented for groundbourne noise and vibration levels at the nearest sensitive land use and associated recorded submitted to the enforcement agency. | Before and during bulldozing and blasting activities on the SPA and within El Dorado Hills and the County of Sacramento | City of Folsom Community Development Department | Blasting has been necessary throughout the course of grading and construction in this subdivision. The blasting has not been within 2000 feet of any sensitive receptor. The blasting contractor has obtained a blasting permit from the City and the Community Development Department has verified compliance with the permit through construction inspection. | Yes |
| 71-46 | 3A.11-5 (FPASP EIR/EIS) | **Implement Measures to Reduce Noise from Project-Generated Stationary Sources.**<br>The project applicant(s) for any particular discretionary development project shall implement the following measures to reduce the effect of noise levels generated by on-site stationary noise sources that would be located within 600 feet of any noise-sensitive receptor:<br>▸ Routine testing and preventive maintenance of emergency electrical generators shall be conducted during the less sensitive daytime hours (i.e., 7:00 a.m. to 6:00 p.m.). All | Before submittal of improvement plans for each project phase, and during project operations for testing of emergency generators. | City of Folsom Community Development Department | The owner/applicant has implemented noise reducing construction practices included as part of the required Noise Control Plan. Compliance with these requirements has been monitored through construction inspection. | Yes |

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| | | electrical generators shall be equipped with noise control (e.g., muffler) devices in accordance with manufacturers' specifications.<br>▸ External mechanical equipment associated with buildings shall incorporate features designed to reduce noise emissions below the stationary noise source criteria. These features may include, but are not limited to, locating generators within equipment rooms or enclosures that incorporate noise-reduction features, such as acoustical louvers, and exhaust and intake silencers. Equipment enclosures shall be oriented so that major openings (i.e., intake louvers, exhaust) are directed away from nearby noise-sensitive receptors.<br>▸ Parking lots shall be located and designed so that noise emissions do not exceed the stationary noise source criteria established in this analysis (i.e., 50 dB for 30 minutes in every hour during the daytime [7 a.m. to 10 p.m.] and less than 45 dB for 30 minutes of every hour during the night time [10 p.m. to 7 a.m.]). Reduction of parking lot noise can be achieved by locating parking lots as far away as feasible from noise sensitive land uses, or using buildings and topographic features to provide acoustic shielding for noise-sensitive land uses.<br>▸ Loading docks shall be located and designed so that noise emissions do not exceed the stationary noise source criteria established in this analysis (i.e., 50 dB for 30 minutes in every hour during the daytime [7 a.m. to 10 p.m.] and less than 45 dB for 30 minutes of every hour during the night time [10 p.m. to 7 a.m.]). Reduction of loading dock noise can be achieved by locating loading docks as far away as possible from noise sensitive land uses, constructing noise barriers between loading docks and noise-sensitive land uses, or using buildings and topographic features to provide acoustic shielding for noise-sensitive land uses. | | | There are no sensitive receptors within 600 feet of any on-going construction and grading activity in the subdivision. | |

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| 71-47 | 4.13-1 (Addendum) | **Exterior Traffic Noise Reduction Measures**<br>Prior to building occupancy, the project applicant shall design and construct noise barriers, as detailed below, to reduce traffic noise levels below the City of Folsom exterior criteria of 60 dB Ldn.<br>▸ 6-foot tall solid noise barriers, relative to backyard elevations, shall be constructed along all property boundaries adjacent to East Bidwell Street, Mangini Parkway, and Oak Avenue Parkway.<br>▸ For the proposed Traditional Subdivisions portion of the project, a 7-foot tall solid noise barrier, relative to backyard elevations, shall be constructed along all property boundaries adjacent to White Rock Road.<br>▸ For the proposed Regency at Folsom Ranch Phase 1 and Phase 2 portions of the project, an 8-foot tall solid noise barrier, relative to backyard elevations, shall be constructed along all property boundaries adjacent to White Rock Road.<br>Suitable materials for the traffic noise barriers include masonry and precast concrete panels. The overall barrier height may be achieved by utilizing a barrier and earthen berm combination. Other materials may be acceptable but shall be reviewed by an acoustical consultant prior to use.<br>Barrier height requirements are based on a property boundary setback of 117-122 feet from the ultimate alignment of White Rock Road under the approved Capital Southeast Connector project. If 90 days prior to pulling building permits for the Toll Brothers site, it is determined that there is no evidence that the White Rock Road improvements are funded and moving forward, as described under the approved Capital Southeast Connector project, the project applicant shall obtain the services of a noise consultant to reconduct a site-specific acoustical analysis based on the actual property boundary setback to determine the appropriate noise reduction measures | Prior to building occupancy | City of Folsom Community Development Department | The landscape and streetscape plans for the subdivision include the required masonry walls in the required height and required locations. The Community Development Department will monitor compliance during construction and verify that the sound walls are complete prior to issuance of a Certificate of Occupancy in the subdivision. | Condition will be satisfied prior to issuance of a C of O in the appropriate phase of development of the project. |

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| | | to reduce traffic noise levels in accordance with adopted City of Folsom noise standards. | | | | |
| 71-48 | 4.13-2 (Addendum) | **Interior Traffic Noise Reduction Measures**<br>Prior to building occupancy, the project applicant shall ensure the following construction design features have been implemented.<br>▸ For the first-row of homes located along White Rock Road, the west-, south-, and east-facing upper-floor building facades shall maintain minimum window assembly STC ratings of 34.<br>▸ Mechanical ventilation (air conditioning) shall be provided for all residences in this development to allow the occupants to close doors and windows as desired to achieve compliance with the applicable interior noise level criteria. | Prior to building occupancy | City of Folsom Community Development Department | The Community Development Department will monitor compliance during construction and verify that the sound walls are complete prior to issuance of a Certificate of Occupancy in the subdivision. | Condition will be satisfied prior to issuance of a C of O in the appropriate phase of development of the project. |
| **Public Services** | | | | | | |
| 71-49 | 3A.14-1 (FPASP EIR/EIS) | **Prepare and Implement a Construction Traffic Control Plan.** The project applicant(s) of all project phases shall prepare and implement traffic control plans for construction activities that may affect road rights-of-way. The traffic control plans must follow any applicable standards of the agency responsible for the affected roadway and must be approved and signed by a professional engineer. Measures typically used in traffic control plans include advertising of planned lane closures, warning signage, a flag person to direct traffic flows when needed, and methods to ensure continued access by emergency vehicles. During project construction, access to existing land uses shall be maintained at all times, with detours used as necessary during road closures. Traffic control plans shall be submitted to the appropriate City or County department or the California Department of Transportation (Caltrans) for review and approval before the approval of all project plans or permits, for all project phases where implementation may cause impacts on traffic.<br>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the | Before the approval of all relevant plans and/or permits and during construction of all project phases. | City of Folsom Public Works Department | The Community Development Department has reviewed and approved all traffic control plans required for the construction of both off-site and on-site improvements for this subdivision to verify compliance with City ordinances and to minimize delays to the travelling public.<br><br>There are no off-site elements outside the City | Yes |

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| | | project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties and Caltrans). | | | limits for this subdivision. | |
| 71-50 | 3A.14-2 (FPASP EIR/EIS) | **Incorporate California Fire Code; City of Folsom Fire Code Requirements; and EDHFD Requirements, if Necessary, into Project Design and Submit Project Design to the City of Folsom Fire Department for Review and Approval.** To reduce impacts related to the provision of new fire services, the project applicant(s) of all project phases shall do the following, as described below.<br>1. Incorporate into project designs fire flow requirements based on the California Fire Code, Folsom Fire Code (City of Folsom Municipal Code Title 8, Chapter 8.36), and other applicable requirements based on the City of Folsom Fire Department fire prevention standards.<br>Improvement plans showing the incorporation automatic sprinkler systems, the availability of adequate fire flow, and the locations of hydrants shall be submitted to the City of Folsom Fire Department for review and approval. In addition, approved plans showing access design shall be provided to the City of Folsom Fire Department as described by Zoning Code Section 17.57.080 ("Vehicular Access Requirements"). These plans shall describe access-road length, dimensions, and finished surfaces for firefighting equipment. The installation of security gates across a fire apparatus access road shall be approved by the City of Folsom Fire Department. The design and operation of gates and barricades shall be in accordance with the Sacramento County Emergency Access Gates and Barriers Standard, as required by the City of Folsom Fire Code.<br>2. Submit a Fire Systems New Buildings, Additions, and Alterations Document Submittal List to the City of Folsom Community Development Department Building Division for review and approval before the issuance of building permits.<br>In addition to the above measures, the project applicant(s) of all project phases shall incorporate the provisions described below for the portion of the SPA within the EDHFD service area, if it | Before issuance of building permits and issuance of occupancy permits or final inspections for all project phases. | City of Folsom Fire Department, City of Folsom Community Development Department | The City Fire Department has reviewed and approved all proposed improvements for the subdivision. The City FD will verify adequate fire flow prior to building permit issuance in the subdivision. | Condition will be satisfied prior to issuance of a building permit. |

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| | | is determined through City/El Dorado County negotiations that EDHFD would serve the 178-acre portion of the SPA.<br>3. Incorporate into project designs applicable requirements based on the EDHFD fire prevention standards. For commercial development, improvement plans showing roadways, land splits, buildings, fire sprinkler systems, fire alarm systems, and other commercial building improvements shall be submitted to the EDHFD for review and approval. For residential development, improvement plans showing property lines and adjacent streets or roads; total acreage or square footage of the parcel; the footprint of all structures; driveway plan views describing width, length, turnouts, turnarounds, radiuses, and surfaces; and driveway profile views showing the percent grade from the access road to the structure and vertical clearance shall be submitted to the EDHFD for review and approval.<br>4. Submit a Fire Prevention Plan Checklist to the EDHFD for review and approval before the issuance of building permits. In addition, residential development requiring automation fire sprinklers shall submit sprinkler design sheet(s) and hydraulic calculations from a California State Licensed C-16 Contractor.<br>The City shall not authorize the occupancy of any structures until the project applicant(s) have obtained a Certificate of Occupancy from the City of Folsom Community Development Department verifying that all fire prevention items have been addressed on-site to the satisfaction of the City of Folsom Fire Department and/or the EDHFD for the 178-acre area of the SPA within the EDHFD service area. | | | | |
| **71-51** | **3A.14-3 (FPASP EIR/EIS)** | **Incorporate Fire Flow Requirements into Project Designs.** The project applicant(s) of all project phases shall incorporate into their project designs fire flow requirements based on the California Fire Code, Folsom Fire Code, and/or EDHFD for those areas of the SPA within the EDHFD service area and shall verify to City of Folsom Fire Department that adequate water flow is<br>available, prior to approval of improvement plans and issuance of occupancy permits or final inspections for all project phases. | Before issuance of building permits and issuance of occupancy permits or final inspections for all project phases. | City of Folsom Fire Department, City of Folsom Community Development Department | The City Fire Department has reviewed and approved all proposed improvements for the subdivision. The City FD will verify adequate fire flow prior to building | Condition will be satisfied prior to issuance of a building permit. |

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| | | | | | permit issuance in the subdivision. | |
| **Traffic and Transportation** | | | | | | |
| **71-52** | **3A.15-1a (FPASP EIR/EIS)** | **The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Folsom Boulevard/Blue Ravine Road Intersection (Intersection 1).** To ensure that the Folsom Boulevard/Blue Ravine Road intersection operates at an acceptable LOS, the eastbound approach must be reconfigured to consist of two left-turn lanes, one through lane, and one right-turn lane. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the Folsom Boulevard/Blue Ravine Road intersection (Intersection 1). | A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the improvement should be implemented and when fair share funding should be paid. | City of Folsom Public Works Department | This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision. | Condition will be satisfied prior to issuance of a building permit. |
| **71-53** | **3A.15-1b (FPASP EIR/EIS)** | **The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements at the Sibley Street/Blue Ravine Road Intersection (Intersection 2).** To ensure that the Sibley Street/Blue Ravine Road intersection operates at an acceptable LOS, the northbound approach must be reconfigured to consist of two left-turn lanes, two through lanes, and one right-turn lane. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the Sibley Street/Blue Ravine Road intersection (Intersection 2). | A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the improvement should be implemented and when fair share funding should be paid. | City of Folsom Public Works Department | This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision. | Condition will be satisfied prior to issuance of a building permit. |
| **71-54** | **3A.15-1c (FPASP EIR/EIS)** | **The Applicant Shall Fund and Construct Improvements to the Scott Road (West)/White Rock Road Intersection (Intersection 28).** To ensure that the Scott Road (West)/White Rock Road intersection operates at an acceptable LOS, a traffic signal must be installed. | A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the improvement should be implemented. | City of Folsom Public Works Department | This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and | Condition will be satisfied prior to issuance of a building permit. |

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| | | | | | Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision. | |
| 71-55 | 3A.15-1e (FPASP EIR/EIS) | **Fund and Construct Improvements to the Hillside Drive/Easton Valley Parkway Intersection**<br>**(Intersection 41).** To ensure that the Hillside Drive/Easton Valley Parkway intersection operates at an acceptable LOS, the eastbound approach must be reconfigured to consist of one dedicated left turn lane and two through lanes, and the westbound approach must be reconfigured to consist of two through lanes and one dedicated right-turn lane. The applicant shall fund and construct these improvements. | A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the improvement should be implemented. | City of Folsom Public Works Department | This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision. | Condition will be satisfied prior to issuance of a building permit. |
| 71-56 | 3A.15-1f (FPASP EIR/EIS) | **Fund and Construct Improvements to the Oak Avenue Parkway/Middle Road Intersection**<br>**(Intersection 44).** To ensure that the Oak Avenue Parkway/Middle Road intersection operates at an acceptable LOS, control all movements with a stop sign. The applicant shall fund and construct these improvements. | A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the improvement should be implemented. | City of Folsom Public Works Department | This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision. | Condition will be satisfied prior to issuance of a building permit. |

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| 71-57 | 3A.15-1h (FPASP EIR/EIS) | **Participate in Fair Share Funding of Improvements to Reduce Impacts to the Hazel Avenue/Folsom Boulevard Intersection (Sacramento County Intersection 2).** To ensure that the Hazel Avenue/Folsom Boulevard intersection operates at an acceptable LOS, this intersection must be grade separated including "jug handle" ramps. No at grade improvement is feasible. Grade separating and extended (south) Hazel Avenue with improvements to the U.S. 50/Hazel Avenue interchange is a mitigation measure for the approved Easton-Glenbrough Specific Plan development project. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Hazel Avenue/Folsom Boulevard intersection (Sacramento County Intersection 2). | A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the improvement should be implemented. | Sacramento County Public Works Department and Caltrans | This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision. | Condition will be satisfied prior to issuance of a building permit. |
| 71-58 | 3A.15-1i (FPASP EIR/EIS) | **Participate in Fair Share Funding of Improvements to Reduce Impacts on the Grant Line Road/White Rock Road Intersection and to White Rock Road widening between the Rancho Cordova City limit to Prairie City Road (Sacramento County Intersection 3).** Improvements must be made to ensure that the Grant Line Road/White Rock Road intersection operates at an acceptable LOS. The currently County proposed White Rock Road widening project will widen and realign White Rock Road from the Rancho Cordova City limit to the El Dorado County line (this analysis assumes that the Proposed Project and build alternatives will widen White Rock Road to five lanes from Prairie City road to the El Dorado County Line). This widening includes improvements to the Grant Line Road intersection and realigning White Rock Road to be the through movement. The improvements include two eastbound through lanes, one eastbound right turn lane, two northbound left turn lanes, two northbound right turn lanes, two westbound left turn lanes and two westbound through lanes. This improvement also includes the signalization of the White Rock Road and Grant Line Road intersection. With implementation of this improvement, the intersection would operate at an acceptable LOS A. The applicant shall pay its proportionate share of funding of improvements to the agency | Before project build out. Design of the White Rock Road widening to four lanes, from Grant Line Road to Prairie City Road, with Intersection improvements has begun, and because this widening project is environmentally cleared and fully funded, it's construction is expected to be complete before the first phase of the Proposed Project or alternative is built. | Sacramento County Public Works Department | This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision. | Condition will be satisfied prior to issuance of a building permit. |

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| | | responsible for improvements, based on a program established by that agency to reduce the impacts to the Grant Line Road/White Rock Road intersection (Sacramento County Intersection 3). | | | | |
| 71-59 | 3A.15-1j (FPASP EIR/EIS) | **Participate in Fair Share Funding of Improvements to Reduce Impacts on Hazel Avenue between Madison Avenue and Curragh Downs Drive (Roadway Segment 10).** To ensure that Hazel Avenue operates at an acceptable LOS between Curragh Downs Drive and Gold Country Boulevard, Hazel Avenue must be widened to six lanes. This improvement is part of the County adopted Hazel Avenue widening project. | Before project build out. Construction of phase two of the Hazel Avenue widening, from Madison Avenue to Curragh Downs Drive, is expected to be completed by year 2013, before the first phase of the Proposed Project or alternative is complete. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Hazel Avenue between Madison Avenue and Curragh Downs Drive (Sacramento County Roadway Segment 10). | Sacramento County Public Works Department | This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision. | Condition will be satisfied prior to issuance of a building permit. |
| 71-60 | 3A.15-1l (FPASP EIR/EIS) | **Participate in Fair Share Funding of Improvements to Reduce Impacts on the White Rock Road/Windfield Way Intersection (El Dorado County Intersection 3).** To ensure that the White Rock Road/Windfield Way intersection operates at an acceptable LOS, the intersection must be signalized and separate northbound left and right turn lanes must be striped. | Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to | El Dorado County Department of Transportation | This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees | Condition will be satisfied prior to issuance of a building permit. |

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| | | The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the White Rock Road/Windfield Way intersection (El Dorado County Intersection 3). | determine during which project phase the improvement should be built. | | (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision. | |
| **71-61** | **3A.15-1o (FPASP EIR/EIS)** | **Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 as an alternative to improvements at the Folsom Boulevard/U.S. 50** Eastbound Ramps Intersection (Caltrans Intersection 4). Congestion on eastbound U.S. 50 is causing vehicles to use Folsom Boulevard as an alternate parallel route until they reach U.S. 50, where they must get back on the freeway due to the lack of a parallel route. It is preferred to alleviate the congestion on U.S. 50 than to upgrade the intersection at the end of this reliever route. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Folsom Boulevard/U.S. 50 Eastbound Ramps intersection (Caltrans Intersection 4). To ensure that the Folsom Boulevard/U.S. 50 eastbound ramps intersection operates at an acceptable LOS, auxiliary lanes should be added to eastbound U.S. 50 from Hazel Avenue to east of Folsom Boulevard. This was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. | Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built. | City of Folsom Public Works Department and Sacramento County Department of Transportation | This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision. | Condition will be satisfied prior to issuance of a building permit. |
| **71-62** | **3A.15-1p (FPASP EIR/EIS)** | **Participate in Fair Share Funding of Improvements to Reduce Impacts on the Grant Line Road/ State Route 16 Intersection (Caltrans Intersection 12).** To ensure that the Grant Line Road/State Route 16 intersection operates at an acceptable LOS, the northbound and southbound approaches must be reconfigured to consist of one left-turn lane and one shared through/right-turn lane. Protected left-turn signal phasing must be provided on the northbound and southbound approaches. Improvements to the Grant Line Road/State Route 16 intersection are contained within the County Development Fee Program, and are scheduled for Measure A funding. | Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built. | Sacramento County Department of Transportation and the City of Rancho Cordova Department of Public Works | This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to | Condition will be satisfied prior to issuance of a building permit. |

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| | | Improvements to this intersection must be implemented by Caltrans, Sacramento County, and the City of Rancho Cordova. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Grant Line Road/State Route 16 intersection (Caltrans Intersection 12). | | | building permit issuance in this subdivision. | |
| **71-63** | **3A.15-1q (FPASP EIR/EIS)** | **Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 between Zinfandel Drive and Sunrise Boulevard (Freeway Segment 1).** To ensure that Eastbound U.S. 50 operates at an acceptable LOS between Zinfandel Drive and Sunrise Boulevard, a bus-carpool (HOV) lane must be constructed. This improvement is currently planned as part of the Sacramento 50 Bus-Carpool Lane and Community Enhancements Project. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Eastbound U.S. 50 between Zinfandel Drive and Sunrise Boulevard (Freeway Segment 1). | Before project build out. Construction of the Sacramento 50 Bus-Carpool Lane and Community Enhancements Project is expected to be completed by year 2013, before the first phase of the Proposed Project or alternative is complete. Construction of the Sacramento 50 Bus-Carpool Lane and Community Enhancements Project has started since the writing of the Draft EIS/EIR. | Caltrans | This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision. | Condition will be satisfied prior to issuance of a building permit. |
| **71-64** | **3A.15-1r (FPASP EIR/EIS)** | **Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 between Hazel Avenue and Folsom Boulevard (Freeway Segment 3).** To ensure that Eastbound U.S. 50 operates at an acceptable LOS between Hazel Avenue and Folsom Boulevard, an auxiliary lane must be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This improvement is included in the proposed 50 Corridor Mobility Fee Program. | Before project build out. A phasing analysis should be performed to determine during which project phase the improvement should be built. | City of Folsom Public Works Department and Sacramento County Department of | This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees | Condition will be satisfied prior to issuance of a building permit. |

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| | | The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Eastbound U.S. 50 between Hazel Avenue and Folsom Boulevard (Freeway Segment 3). | | Transportatio n | collected prior to building permit issuance in this subdivision. | |
| 71-65 | 3A.15-1s (FPASP EIR/EIS) | **Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 between Folsom Boulevard and Prairie City Road (Freeway Segment 4).** To ensure that Eastbound U.S. 50 operates at an acceptable LOS between Folsom Boulevard and Prairie City Road, an auxiliary lane must be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to Eastbound U.S. 50 between Folsom Boulevard and Prairie City Road (Freeway Segment 4). | Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built. | City of Folsom Public Works Department and Sacramento County Department of Transportatio n | This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision. | Condition will be satisfied prior to issuance of a building permit |
| 71-66 | 3A.15-1u (FPASP EIR/EIS) | **Participate in Fair Share Funding of Improvements to Reduce Impacts on Westbound U.S. 50 between Prairie City Road and Folsom Boulevard (Freeway Segment 16).** To ensure that Westbound U.S. 50 operates at an acceptable LOS between Prairie City Road and Folsom Boulevard, an auxiliary lane must be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to Westbound U.S. 50 between Prairie City Road and Folsom Boulevard (Freeway Segment 16). | Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built. | City of Folsom Public Works Department and Sacramento County Department of Transportatio n | This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision. | Condition will be satisfied prior to issuance of a building permit |
| 71-67 | 3A.15-1v (FPASP EIR/EIS) | **Participate in Fair Share Funding of Improvements to Reduce Impacts on Westbound U.S. 50 between Hazel Avenue and Sunrise Boulevard (Freeway Segment 18).** To ensure that Westbound U.S. 50 operates at an acceptable LOS between Hazel Avenue and Sunrise Boulevard, an auxiliary | Before project build out. A phasing analysis should be performed prior to approval of the first | City of Rancho Cordova Department of Public | This subdivision will pay its fair share of the following improvements with the payment of Specific Plan | Condition will be satisfied prior to issuance of a building permit |

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| | | lane must be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project, and included in the proposed Rancho Cordova Parkway interchange project.<br>Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Westbound U.S. 50 between Hazel Avenue and Sunrise Boulevard (Freeway Segment 18). | subdivision map to determine during which project phase the improvement should be built. | Works and Sacramento County Department of Transportation | Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision. | |
| **71-68** | **3A.15-1w (FPASP EIR/EIS)** | **Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Folsom Boulevard Ramp Merge (Freeway Merge 4).** To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Folsom Boulevard merge, an auxiliary lane from the Folsom Boulevard merge to the Prairie City Road diverge must be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the U.S. 50 Eastbound/Folsom Boulevard Ramp Merge (Freeway Merge 4). | Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built. | City of Folsom Public Works Department and Sacramento County Department of Transportation | This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision. | Condition will be satisfied prior to issuance of a building permit |
| **71-69** | **3A.15-1x (FPASP EIR/EIS)** | **Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Prairie City Road Diverge (Freeway Diverge 5).** To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Prairie City Road off-ramp diverge, an auxiliary lane from the Folsom Boulevard merge must be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by | Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built. | City of Folsom Public Works Department and Sacramento County Department of Transportation | This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision. | Condition will be satisfied prior to issuance of a building permit |

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| | | applicant, to reduce the impacts to the U.S. 50 Eastbound/Prairie City Road diverge (Freeway Diverge 5). | | | | |
| 71-70 | 3A.15-1y (FPASP EIR/EIS) | **Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Prairie City Road Direct Merge (Freeway Merge 6).** To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Prairie City Road onramp direct merge, an auxiliary lane to the East Bidwell Street – Scott Road diverge must be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Eastbound/Prairie City Road direct merge (Freeway Merge 6). | Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built. | City of Folsom Public Works Department | This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision. | Condition will be satisfied prior to issuance of a building permit |
| 71-71 | 3A.15-1z (FPASP EIR/EIS) | **Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Prairie City Road Flyover On-Ramp to Oak Avenue Parkway Off-Ramp Weave (Freeway Weave 8).** To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Prairie City Road flyover on-ramp to Oak Avenue Parkway off-ramp weave, an improvement acceptable to Caltrans should be implemented to eliminate the unacceptable weaving conditions. Such an improvement may involve a "braided ramp".<br>The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Eastbound / Prairie City Road flyover on-ramp to Oak Avenue Parkway off-ramp weave (Freeway Weave 8). | Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built. | City of Folsom Public Works Department | This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision. | Condition will be satisfied prior to issuance of a building permit |
| 71-72 | 3A.15-1aa (FPASP EIR/EIS) | **Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Oak Avenue Parkway Loop Merge (Freeway Merge 9).** To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Oak Avenue Parkway loop merge, an auxiliary lane to the East Bidwell Street – Scott Road diverge must be constructed. This auxiliary lane improvement is included in the proposed 50 | Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during | City of Folsom Public Works Department | This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic | Condition will be satisfied prior to issuance of a building permit |

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| | | Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Eastbound/ Oak Avenue Parkway loop merge (Freeway Merge 9). | which project phase the improvement should be built. | | Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision. | |
| **71-73** | **3A.15-1dd (FPASP EIR/EIS)** | **Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Empire Ranch Road Loop Ramp Merge (Freeway Merge 23).** To ensure that Westbound U.S. 50 operates at an acceptable LOS, the northbound Empire Ranch Road loop on ramp should start the westbound auxiliary lane that ends at the East Bidwell Street – Scott Road off ramp. The slip on ramp from southbound Empire Ranch Road would merge into this extended auxiliary lane. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Westbound/Empire Ranch Road loop ramp merge (Freeway Merge 23). | Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built. | City of Folsom Public Works Department | This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision. | Condition will be satisfied prior to issuance of a building permit |
| **71-74** | **3A.15-1ee (FPASP EIR/EIS)** | **Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Oak Avenue Parkway Loop Ramp Merge (Freeway Merge 29).** To ensure that Westbound U.S. 50 operates at an acceptable LOS, the northbound Oak Avenue Parkway loop on ramp should start the westbound auxiliary lane that ends at the Prairie City Road off ramp. The slip on ramp from southbound Oak Avenue Parkway would merge into this extended auxiliary lane. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Westbound/Oak Avenue Parkway loop ramp merge (Freeway Merge 29). | Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built. | City of Folsom Public Works Department | This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision. | Condition will be satisfied prior to issuance of a building permit |

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| 71-75 | 3A.15-1ff (FPASP EIR/EIS) | **Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Prairie City Road Loop Ramp Merge (Freeway Merge 32).** To ensure that Westbound U.S. 50 operates at an acceptable LOS at the Prairie City Road loop ramp merge, an auxiliary lane to the Folsom Boulevard off ramp diverge must be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Westbound/Prairie City Road Loop Ramp Merge (Freeway Merge 32). | Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built. | City of Folsom Public Works Department and Sacramento County Department of Transportation | This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision. | Condition will be satisfied prior to issuance of a building permit |
| 71-76 | 3A.15-1gg (FPASP EIR/EIS) | **Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Prairie City Road Direct Ramp Merge (Freeway Merge 33).** To ensure that Westbound U.S. 50 operates at an acceptable LOS at the Prairie City Road direct ramp merge, an auxiliary lane to the Folsom Boulevard off ramp diverge must be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Westbound/Prairie City Road direct ramp merge (Freeway Merge 33). | Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built. | City of Folsom Public Works Department and Sacramento County Department of Transportation | This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision. | Condition will be satisfied prior to issuance of a building permit |
| 71-77 | 3A.15-1hh (FPASP EIR/EIS) | **Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Folsom Boulevard Diverge (Freeway Diverge 34).** To ensure that Westbound U.S. 50 operates at an acceptable LOS at the Folsom Boulevard Diverge, an auxiliary lane from the Prairie City Road loop ramp merge must be constructed. Improvements to this freeway segment must be implemented by Caltrans. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by | Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built. | City of Folsom Public Works Department and Sacramento County Department of Transportation | This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to | Condition will be satisfied prior to issuance of a building permit |

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| | | applicant, to reduce the impacts to the U.S. 50 Eastbound / Folsom Boulevard diverge (Freeway Diverge 34). | | | building permit issuance in this subdivision. | |
| 71-78 | 3A.15-1ii (FPASP EIR/EIS) | **Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Hazel Avenue Direct Ramp Merge (Freeway Merge 38).** To ensure that Westbound U.S. 50 operates at an acceptable LOS at the Hazel Avenue direct ramp merge, an auxiliary lane to the Sunrise Boulevard off ramp diverge must be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the U.S. 50 Westbound/Hazel Avenue direct ramp merge (Freeway Merge 38). | Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built. | Sacramento County Department of Transportation and City of Rancho Cordova Department of Public Works | This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision. | Condition will be satisfied prior to issuance of a building permit. |
| 71-79 | 3A.15-2a (FPASP EIR/EIS) | Develop Commercial Support Services and Mixed-use Development Concurrent with Housing Development, and Develop and Provide Options for Alternative Transportation Modes. The project applicant(s) for any particular discretionary development application including commercial or mixed-use development along with residential uses shall develop commercial and mixed-use development concurrent with housing development, to the extent feasible in light of market realities and other considerations, to internalize vehicle trips. Pedestrian and bicycle facilities shall be implemented to the satisfaction of the City Public Works Department. To further minimize impacts from the increased demand on area roadways and intersections, the project applicant(s) for any particular discretionary development application involving schools or commercial centers shall develop and implement safe and secure bicycle parking to promote alternative transportation uses and reduce the volume of single-occupancy vehicles using area roadways and intersections. The project applicant(s) for any particular discretionary development application shall participate in capital improvements and operating funds for transit service to increase the percent of travel by transit. The project's fair-share participation and the associated timing of the improvements and service shall be identified in the project | Before approval of improvement plans for all project phases any particular discretionary development application that includes residential and commercial or mixed-use development. As a condition of project approval and/or as a condition of the development agreement for all project phases. | City of Folsom Public Works Department | This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision. | Condition will be satisfied prior to issuance of a building permit. |

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| | | conditions of approval and/or the project's development agreement. Improvements and service shall be coordinated, as necessary, with Folsom Stage Lines and Sacramento RT. | | | | |
| 71-80 | 3A.15-2b (FPASP EIR/EIS) | **Participate in the City's Transportation System Management Fee Program.** The project applicant(s) for any particular discretionary development application shall pay an appropriate amount into the City's existing Transportation System Management Fee Program to reduce the number of single-occupant automobile travel on area roadways and intersections. | Concurrent with construction for all project phases. | City of Folsom Public Works Department | This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision. | Condition will be satisfied prior to issuance of a building permit. |
| 71-81 | 3A.15-2c (FPASP EIR/EIS) | **Participate with the 50 Corridor Transportation Management Association.** The project applicant(s) for any particular discretionary development application shall join and participate with the 50 Corridor Transportation Management Association to reduce the number of single-occupant automobile travel on area roadways and intersections. | Concurrent with construction for all project phases. | City of Folsom Public Works Department | This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision. | Condition will be satisfied prior to issuance of a building permit. |
| 71-82 | 3A.15-3 (FPASP EIR/EIS) | **Pay Full Cost of Identified Improvements that Are Not Funded by the City's Fee Program.** In accordance with Measure W, the project applicant(s) for any particular discretionary development application shall provide fair-share contributions to the City's transportation impact fee program to fully fund improvements only required because of the Specific Plan. | As a condition of project approval and/or as a condition of the development agreement for all project phases. | City of Folsom Public Works Department | This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County | Condition will be satisfied prior to issuance of a building permit. |

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| | | | | | Wide Transportation fees collected prior to building permit issuance in this subdivision. | |
| 71-83 | 3A.15-4a (FPASP EIR/EIS) | **The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Sibley Street/Blue Ravine Road Intersection (Folsom Intersection 2).** To ensure that the Sibley Street/Blue Ravine Road intersection operates at a LOS D with less than the Cumulative No Project delay, the northbound approach must be reconfigured to consist of two left-turn lane, two through lanes, and one dedicated right-turn lane. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the Sibley Street/Blue Ravine Road intersection (Folsom Intersection 2). | Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built. | City of Folsom Public Works Department | This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision. | Condition will be satisfied prior to issuance of a building permit. |
| 71-84 | 3A.15-4b (FPASP EIR/EIS) | **The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Oak Avenue Parkway/East Bidwell Street Intersection (Folsom Intersection 6).** To ensure that the Oak Avenue Parkway/East Bidwell Street intersection operates at an acceptable LOS, the eastbound (East Bidwell Street) approach must be reconfigured to consist of two left-turn lanes, four through lanes and a right-turn lane, and the westbound (East Bidwell Street) approach must be reconfigured to consist of two left turn lanes, four through lanes, and a right-turn lane. It is against the City of Folsom policy to have eight lane roads because of the impacts to non motorized traffic and adjacent development; therefore, this improvement is infeasible. | Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built. | City of Folsom Public Works Department | This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision. | Condition will be satisfied prior to issuance of a building permit. |
| 71-85 | 3A.15-4c (FPASP EIR/EIS) | **The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the East Bidwell Street/College Street Intersection (Folsom Intersection 7).** To ensure that the East Bidwell Street/College Street intersection operates at acceptable LOS C or better, the westbound approach must be reconfigured to consist of one left-turn lane, one left-through lane, and two dedicated right-turn lanes. The applicant shall pay its proportionate share of | Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase | City of Folsom Public Works Department | This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and | Condition will be satisfied prior to issuance of a building permit. |

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| | | funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the East Bidwell Street/Nesmith Court intersection (Folsom Intersection 7). | the improvement should be built. | | Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision. | |
| **71-86** | **3A.15-4d (FPASP EIR/EIS)** | **The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the East Bidwell Street/Iron Point Road Intersection (Folsom Intersection 21).** To ensure that the East Bidwell Street /Iron Point Road intersection operates at an acceptable LOS, the northbound approach must be reconfigured to consist of two left-turn lanes, four through lanes and a right-turn lane, and the southbound approach must be reconfigured to consist of two left-turn lanes, four through lanes and a right-turn lane. It is against the City of Folsom policy to have eight lane roads because of the impacts to non motorized traffic and adjacent development; therefore, this improvement is infeasible. | Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built. | City of Folsom Public Works Department | This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision. | Condition will be satisfied prior to issuance of a building permit. |
| **71-87** | **3A.15-4e (FPASP EIR/EIS)** | **The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Serpa Way/ Iron Point Road Intersection (Folsom Intersection 23).** To improve LOS at the Serpa Way/ Iron Point Road intersection, the northbound approaches must be restriped to consist of one left-turn lane, one shared left-through lanes, and one right-turn lane. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the Serpa Way/Iron Point Road Intersection (Folsom Intersection 23). | Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built. | City of Folsom Public Works Department | This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision. | Condition will be satisfied prior to issuance of a building permit. |
| **71-88** | **3A.15-4f (FPASP EIR/EIS)** | **The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Empire Ranch Road/Iron Point Road Intersection (Folsom Intersection 24).** To ensure that the Empire Ranch Road / Iron Point Road intersection operates at a LOS D or better, all of the following improvements are required: The eastbound approach must be reconfigured to consist of one left-turn lane, two through lanes, | Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during | City of Folsom Public Works Department | This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic | Condition will be satisfied prior to issuance of a building permit. |

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| | | and a right-turn lane. The westbound approach must be reconfigured to consist of two left-turn lanes, one through lane, and a through-right lane. The northbound approach must be reconfigured to consist of two left-turn lanes, three through lanes, and a right-turn lane. The southbound approach must be reconfigured to consist of two left-turn lanes, three through lanes, and a right-turn lane. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the Empire Ranch Road / Iron Point Road Intersection Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built. (Folsom Intersection 24). | which project phase the improvement should be built. | | Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision. | |
| **71-89** | **3A.15-4g (FPASP EIR/EIS)** | **The Applicant Shall Fund and Construct Improvements to the Oak Avenue Parkway/Easton Valley Parkway Intersection (Folsom Intersection 33).** To ensure that the Oak Avenue Parkway/Easton Valley Parkway intersection operates at an acceptable LOS the southbound approach must be reconfigured to consist of two left-turn lanes, two through lanes, and two right-turn lanes. The applicant shall fund and construct these improvements. | Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built. | City of Folsom Public Works Department | This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision. | Condition will be satisfied prior to issuance of a building permit. |
| **71-90** | **3A.15-4i (FPASP EIR/EIS)** | **Participate in Fair Share Funding of Improvements to Reduce Impacts on the Grant Line Road/White Rock Road Intersection (Sacramento County Intersection 3).** To ensure that the Grant Line Road/White Rock Road intersection operates at an acceptable LOS E or better this intersection should be replaced by some type of grade separated intersection or interchange. Improvements to this intersection are identified in the Sacramento County's Proposed General Plan. Implementation of these improvements would assist in reducing traffic impacts on this intersection by providing | Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built. | Sacramento County Department of Transportation. | This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees | Condition will be satisfied prior to issuance of a building permit. |

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| | | acceptable operation. Intersection improvements must be implemented by Sacramento County. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Grant Line Road/White Rock Road Intersection (Sacramento County Intersection 3). | | | collected prior to building permit issuance in this subdivision. | |
| 71-91 | 3A.15-4j (FPASP EIR/EIS) | **Participate in Fair Share Funding of Improvements to Reduce Impacts on Grant Line Road between White Rock Road and Kiefer Boulevard (Sacramento County Roadway Segments 5-7).** To improve operation on Grant Line Road between White Rock Road and Kiefer Boulevard, this roadway segment must be widened to six lanes. This improvement is proposed in the Sacramento County and the City of Rancho Cordova General Plans; however, it is not in the 2035 MTP. Improvements to this roadway segment must be implemented by Sacramento County and the City of Rancho Cordova. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Grant Line Road between White Rock Road and Kiefer Boulevard (Sacramento County Roadway Segments 5-7). The identified improvement would more than offset the impacts specifically related to the Folsom South of U.S. 50 project on this roadway segment. | Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built. | Sacramento County Department of Transportation. | This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision. | Condition will be satisfied prior to issuance of a building permit. |
| 71-92 | 3A.15-4k (FPASP EIR/EIS) | **Participate in Fair Share Funding of Improvements to Reduce Impacts on Grant Line Road between Kiefer Boulevard and Jackson Highway (Sacramento County Roadway Segment 8).** To improve operation on Grant Line Road between Kiefer Boulevard Jackson Highway, this roadway segment could be widened to six lanes. This improvement is proposed in the Sacramento County and the City of Rancho Cordova General Plans; however, it is not in the 2035 MTP. Improvements to this roadway segment must be implemented by Sacramento County and the City of Rancho Cordova. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency | Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built. | Sacramento County Department of Transportation | This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision. | Condition will be satisfied prior to issuance of a building permit. |

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| | | to reduce the impacts to Grant Line Road between Kiefer Boulevard and Jackson Highway (Sacramento County Roadway Segment 8). The identified improvement would more than offset the impacts specifically related to the Folsom South of U.S. 50 project on this roadway segment. | | | | |
| 71-93 | 3A.15-4l (FPASP EIR/EIS) | **Participate in Fair Share Funding of Improvements to Reduce Impacts on Hazel Avenue between Curragh Downs Drive and U.S. 50 Westbound Ramps (Sacramento County Roadway Segments 12-13).** To improve operation on Hazel Avenue between Curragh Downs Drive and the U.S. 50 westbound ramps, this roadway segment could be widened to eight lanes. This improvement is inconsistent with Sacramento County's general plan because the county's policy requires a maximum roadway cross section of six lanes. Analysis shown later indicates that improvements at the impacted intersection in this segment can be mitigated (see Mitigation Measure 3A.15-4q). Improvements to impacted intersections on this segment will improve operations on this roadway segment and, therefore; mitigate this segment impact. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Hazel Avenue between Curragh Downs Drive and U.S. 50 Westbound Ramps (Sacramento County Roadway Segments 12-13). | Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built. | Sacramento County Department of Transportation. | This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision. | Condition will be satisfied prior to issuance of a building permit. |
| 71-94 | 3A.15-4m (FPASP EIR/EIS) | **Participate in Fair Share Funding of Improvements to Reduce Impacts on White Rock Road between Grant Line Road and Prairie City Road (Sacramento County Roadway Segment 22).** To improve operation on White Rock Road between Grant Line Road and Prairie City Road, this roadway segment must be widened to six lanes. This improvement is included in the 2035 MTP but is not included in the Sacramento County General Plan. Improvements to this roadway segment must be implemented by Sacramento County. The identified improvement would more than offset the impacts specifically related to the Folsom South of U.S. 50 project on this roadway segment. However, because of other development in the region that would substantially increase traffic levels, this roadway segment would continue to operate at an unacceptable | Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built. | Sacramento County Department of Transportation. | This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision. | Condition will be satisfied prior to issuance of a building permit. |

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| | | LOS F even with the capacity improvements identified to mitigate Folsom South of U.S. 50 impacts. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to White Rock Road between Grant Line Road and Prairie City Road (Sacramento County Roadway Segment 22). | | | | |
| 71-95 | 3A.15-4n (FPASP EIR/EIS) | **Participate in Fair Share Funding of Improvements to Reduce Impacts on White Rock Road between Empire Ranch Road and Carson Crossing Road (Sacramento County Roadway Segment 28).** To improve operation on White Rock Road between Empire Ranch Road and Carson Crossing Road, this roadway segment must be widened to six lanes. Improvements to this roadway segment must be implemented by Sacramento County. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to White Rock Road between Empire Ranch Road and Carson Crossing Road (Sacramento County Roadway Segment 28). | Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built. | Sacramento County Department of Transportatio n. | This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision. | Condition will be satisfied prior to issuance of a building permit. |
| 71-96 | 3A.15-4o (FPASP EIR/EIS) | **Participate in Fair Share Funding of Improvements to Reduce Impacts on the White Rock Road/Carson Crossing Road Intersection (El Dorado County 1).** To ensure that the White Rock Road/Carson Crossing Road intersection operates at an acceptable LOS, the eastbound right turn lane must be converted into a separate free right turn lane, or double right. Improvements to this intersection must be implemented by El Dorado County. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the White Rock Road/Carson Crossing Road Intersection (El Dorado County 1). | Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built. | Sacramento County Department of Transportatio n. | This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision. | Condition will be satisfied prior to issuance of a building permit. |
| 71-97 | 3A.15-4p (FPASP EIR/EIS) | **Participate in Fair Share Funding of Improvements to Reduce Impacts on the Hazel Avenue/U.S. 50 Westbound Ramps Intersection (Caltrans Intersection 1).** To ensure that the Hazel Avenue/U.S. 50 westbound ramps intersection operates at an acceptable LOS, the westbound approach must | Before project build out. A phasing analysis should be performed prior to approval of the first | Sacramento County Department of | This subdivision will pay its fair share of the following improvements with the payment of Specific Plan | Condition will be satisfied prior to issuance of a building permit. |

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| | | be reconfigured to consist of one dedicated left turn lane, one shared left through lane and three dedicated right-turn lanes. Improvements to this intersection must be implemented by Caltrans and Sacramento County. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Hazel Avenue/U.S. 50 Westbound Ramps Intersection (Caltrans Intersection 1). | subdivision map to determine during which project phase the improvement should be built. | Transportation. | Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision. | |
| **71-98** | **3A.15-4q (FPASP EIR/EIS)** | **Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 between Zinfandel Drive and Sunrise Boulevard (Freeway Segment 1).** To ensure that Eastbound US 50 operates at an acceptable LOS between Zinfandel Drive and Sunrise Boulevard, an additional eastbound lane could be constructed. This improvement is not consistent with the Concept Facility in Caltrans State Route 50 Corridor System Management Plan; therefore, it is not likely to be implemented by Caltrans by 2030. Construction of the Capitol South East Connector, including widening White Rock Road and Grant Line Road to six lanes with limited access, could divert some traffic from U.S. 50 and partially mitigate the project's impact. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Eastbound U.S. 50 between Zinfandel Drive and Sunrise Boulevard (Freeway Segment 1). | Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built. | Sacramento County Department of Transportation. | This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision. | Condition will be satisfied prior to issuance of a building permit. |
| **71-99** | **3A.15-4r (FPASP EIR/EIS)** | **Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 between Rancho Cordova Parkway and Hazel Avenue (Freeway Segment 3).** To ensure that Eastbound US 50 operates at an acceptable LOS between Rancho Cordova Parkway and Hazel Avenue, an additional eastbound lane could be constructed. This improvement is not consistent with the Concept Facility in Caltrans State Route 50 Corridor System Management Plan; therefore, it is not likely to be implemented by Caltrans by 2030. Construction of the Capitol South East Connector, including widening White Rock Road and Grant Line Road to six lanes with limited access, could divert some traffic off of U.S. 50 and partially mitigate the project's impact. The | Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built. | Sacramento County Department of Transportation. | This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision. | Condition will be satisfied prior to issuance of a building permit. |

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| | | applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Eastbound U.S. 50 between Rancho Cordova Parkway and Hazel Avenue (Freeway Segment 3). | | | | |
| **71-100** | **3A.15-4s (FPASP EIR/EIS)** | **Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 between Folsom Boulevard and Prairie City Road (Freeway Segment 5).** To ensure that Eastbound US 50 operates at an acceptable LOS between Folsom Boulevard and Prairie City Road, the eastbound auxiliary lane should be converted to a mixed flow lane that extends to and drops at the Oak Avenue Parkway off ramp (see mitigation measure 3A.15-4t). Improvements to this freeway segment must be implemented by Caltrans. This improvement is not consistent with the Concept Facility in Caltrans State Route 50 Corridor System Management Plan; therefore, it is not likely to be implemented by Caltrans by 2030. Construction of the Capitol South East Connector, including widening White Rock Road and Grant Line Road to six lanes with limited access, could divert some traffic off of U.S. 50 and partially mitigate the project's impact. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to Eastbound U.S. 50 between Folsom Boulevard and Prairie City Road (Freeway Segment 5). | Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built. | Sacramento County Department of Transportation. | This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision. | Condition will be satisfied prior to issuance of a building permit. |
| **71-101** | **3A.15-4t (FPASP EIR/EIS)** | **Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 between Prairie City Road and Oak Avenue Parkway (Freeway Segment 6).** To ensure that Eastbound US 50 operates at an acceptable LOS between Prairie City Road and Oak Avenue Parkway, the northbound Prairie City Road slip on ramp should merge with the eastbound auxiliary lane that extends to and drops at the Oak Avenue Parkway off ramp (see Mitigation Measures 3A.15-4u, v and w), and the southbound Prairie City Road flyover on ramp should be braided over the Oak Avenue Parkway off ramp and start an extended full auxiliary lane to the East Bidwell Street – Scott Road off ramp. Improvements | Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built. | Sacramento County Department of Transportation. | This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to | Condition will be satisfied prior to issuance of a building permit. |

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| | | to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to Eastbound U.S. 50 between Prairie City Road and Oak Avenue Parkway (Freeway Segment 6). | | | building permit issuance in this subdivision. | |
| **71-102** | **3A.15-4u (FPASP EIR/EIS)** | **Participate in Fair Share Funding of Improvements to Reduce Impacts on the U.S. 50 Eastbound / Prairie City Road Slip Ramp Merge (Freeway Merge 6).** To ensure that Eastbound US 50 operates at an acceptable LOS, the northbound Prairie City Road slip on ramp should start the eastbound auxiliary lane that extends to and drops at the Oak Avenue Parkway off ramp (see mitigation measure 3A.15-4u, w and x), and the southbound Prairie City Road flyover on ramp should be braided over the Oak Avenue Parkway off ramp and start an extended full auxiliary lane to the East Bidwell Street – Scott Road off ramp. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Eastbound / Prairie City Road slip ramp merge (Freeway Merge 6). | Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built. | Sacramento County Department of Transportation. | This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision. | Condition will be satisfied prior to issuance of a building permit. |
| **71-103** | **3A.15-4v (FPASP EIR/EIS)** | **Participate in Fair Share Funding of Improvements to Reduce Impacts on the U.S. 50 Eastbound / Prairie City Road Flyover On Ramp to Oak Avenue Parkway Off Ramp Weave (Freeway Weave 7).** To ensure that Eastbound US 50 operates at an acceptable LOS, the northbound Prairie City Road slip on ramp should start the eastbound auxiliary lane that extends to and drops at the Oak Avenue Parkway off ramp (see mitigation measure 3A.15-4u, v and x), and the southbound Prairie City Road flyover on ramp should be braided over the Oak Avenue Parkway off ramp and start an extended full auxiliary lane to the East Bidwell Street – Scott Road off ramp. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by | Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built. | Sacramento County Department of Transportation. | This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision. | Condition will be satisfied prior to issuance of a building permit. |

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| | | applicant, to reduce the impacts to the U.S. 50 Eastbound / Prairie City Road Flyover On Ramp to Oak Avenue Parkway Off Ramp Weave (Freeway Weave 7). | | | | |
| **71-104** | **3A.15-4w (FPASP EIR/EIS)** | **Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound / Oak Avenue Parkway Loop Ramp Merge (Freeway Merge 8).** To ensure that Eastbound US 50 operates at an acceptable LOS, the southbound Oak Avenue Parkway loop on ramp should merge with the eastbound auxiliary lane that starts at the southbound Prairie City Road braided flyover on ramp and ends at the East Bidwell Street – Scott Road off ramp (see mitigation measure 3A.15-4u, v and w). Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to U.S. 50 Eastbound / Oak Avenue Parkway Loop Ramp Merge (Freeway Merge 8). | Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built. | Sacramento County Department of Transportation. | This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision | Condition will be satisfied prior to issuance of a building permit. |
| **71-105** | **3A.15-4x (FPASP EIR/EIS)** | **Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound / Empire Ranch Road Loop Ramp Merge (Freeway Merge 27).** To ensure that Westbound US 50 operates at an acceptable LOS, the northbound Empire Ranch Road loop on ramp should start the westbound auxiliary lane that ends at the East Bidwell Street – Scott Road off ramp. The slip on ramp from southbound Empire Ranch Road slip ramp would merge into this extended auxiliary lane. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Westbound / Empire Ranch Road loop ramp merge (Freeway Merge 27). | Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built. | Sacramento County Department of Transportation. | This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision | Condition will be satisfied prior to issuance of a building permit. |
| **71-106** | **3A.15-4y (FPASP EIR/EIS)** | **Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound / Prairie City Road Loop Ramp Merge (Freeway Merge 35).** To ensure that Westbound US 50 operates at an acceptable LOS, the northbound Prairie City Road loop on ramp should start the | Before project build out. A phasing analysis should be performed prior to approval of the first | Sacramento County Department of | This subdivision will pay its fair share of the following improvements with the payment of Specific Plan | Condition will be satisfied prior to issuance of a building permit. |

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| | | westbound auxiliary lane that continues beyond the Folsom Boulevard off ramp. The slip on ramp from southbound Prairie City Road slip ramp would merge into this extended auxiliary lane. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Westbound / Prairie City Road Loop Ramp Merge (Freeway Merge 35). | subdivision map to determine during which project phase the improvement should be built. | Transportation. | Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision | |
| **71-107** | **4.17-1 (Addendum)** | **East Bidwell Street/Regency Parkway (Driveway #6).** Prior to buildout of the Toll Brothers Site, the project applicant shall construct the intersection as shown in Figure 4-2 of the Addendum:<br>▸ Northbound: one thru lane and one left turn lane in a 150-foot pocket with 60-foot taper;<br>▸ Southbound: one thru lane and one right turn lane in a 150-foot pocket with 60-foot taper;<br>▸ Westbound: one shared lane, plus a 300-foot northbound acceleration lane on East Bidwell Street to receive left-turns from Regency Parkway (a second northbound lane on East Bidwell Street starting from Regency Parkway is equivalent to the 300-foot acceleration lane); and<br>▸ Control: side-street-stop-control;<br>Note that unsignalized left turns to East Bidwell Street are against City policy. The northbound acceleration lane on East Bidwell Street is an interim configuration until the intersection warrants signalization. Signalization will be triggered as part of the entitlement process on neighboring parcels. A future signal at this location is included in Folsom Plan Area Specific Plan, and plan area fees paid by the Project contribute towards its construction in the future. | Prior to issuance of phase 3 building permits. | City of Folsom Public Works Department | This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision | Condition will be satisfied prior to issuance of a building permit. |
| **71-108** | **4.17-2 (Addendum)** | **East Bidwell Street/White Rock Road.** Prior to buildout of the Toll Brothers Site, the project applicant shall implement either (A) or (B) below: | Prior to issuance of phase 1 building permits. | City of Folsom Public Works Department | The Capital Southeast Connector -JPA has executed a construction contract with | Condition will be satisfied prior to issuance of a building permit. |

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| | | (A) The Capital Southeast Connector Joint Powers Authority project has programmed to relocate and signalize the East Bidwell Street/White Rock Road intersection as shown in the October 2017 geometric conceptual drawing, or equivalent improvements (i.e., three southbound approach lanes, four eastbound approach lanes, and three westbound approach lanes). Figure 4-3 of the Addendum provides a conceptual intersection layout for this mitigation. Under this scenario, fair share is defined as the project's responsibility to the Sacramento County Transportation Development Fee. The project applicant is required to pay the Sacramento County Transportation Development Fee. Option A can be considered to be implemented once the JPA has let contracts for construction of the new intersection. This will insure that the mitigation is constructed before project traffic adds five or more seconds of delay to the intersection.<br>(B) Signalize the existing East Bidwell Street/White Rock Road intersection with the existing geometry. Figure 4-4 of the Addendum provides a conceptual intersection layout for this mitigation. | | | Goodfellow Brothers, Inc. to construct the Capital Southeast Connector from Prairie City Road to East Bidwell Street. The construction contract was executed in December of 2020. Grading and construction commenced in April 2021 and was completed in April of 2023. The project included the relocation and signalization of the existing White Rock Road/East Bidwell Street intersection. The owner/applicant will pay the Sacramento County Transportation Development Fee prior to issuance of all building permits in the subdivision. | |
| **71-109** | **4.17-3 (Addendum)** | **East Bidwell Street/Mangini Parkway.** Prior to buildout of the Toll Brothers Site, the project applicant shall signalize the intersection with the following geometry (Figure 4-5 of the Addendum):<br>▸ Northbound: One left-turn lane in a 200-foot pocket with a 60-foot taper, two thru lanes, and one right-turn lane in a 150-foot pocket with a 60-foot taper (the second thru lane shall be developed 300 feet south of the intersection);<br>▸ Southbound: One left-turn lane in a 200-foot pocket with a 60-foot taper, one thru lane, and one right-turn lane in a 150-foot pocket with a 60-foot taper; | Signalize the intersection and conduct all geometric improvements, with the exception of the second northbound thru lane prior to issuance of phase 1 building permits. Construct the second northbound thru lane prior to issuance of | City of Folsom Public Works Department | The Community Development Department has reviewed and approved the improvement plans for the construction of these required improvements including the plans for the modification to the existing traffic signal at the intersection of East | Yes |

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| | | ▸ Eastbound and westbound: One left-turn lane in a 200-foot pocket with a 60-foot taper, one thru lane, and one right-turn lane in a 200-foot pocket with a 60-foot taper.<br>Note that northbound East Bidwell street will remain at two lanes from Mangini Parkway to US 50. | phase 2 building permits. | | Bidwell Street and Mangini Parkway. These improvements have been completed and accepted by the City. | |
| **71-110** | **4.17-4 (Addendum)** | **East Bidwell Street/Savannah Parkway.** Prior to buildout of the Toll Brothers site, the project applicant shall reconstruct the intersection with the following geometry (Figure 4-6 of the Addendum):<br>▸ Northbound approach: One thru lane and one shared through-right lane with a 150-foot taper;<br>▸ Southbound approach: One left turn lane in a 150-foot pocket plus 60-foot taper, and one through lane;<br>▸ Westbound approach: One left turn lane in a 60-foot pocket plus 60-foot taper, and one through lane;<br>▸ Southbound departure: Construct a southbound receiving and acceleration lane for westbound left turn traffic. The acceleration lane should be in a 300-foot pocket plus an appropriate taper.<br>Note that unsignalized left turns to East Bidwell Street are against City policy. The southbound acceleration lane on East Bidwell Street is an interim configuration until the intersection warrants signalization. Signalization will be triggered as part of the entitlement process on neighboring parcels. A future signal at this location is included in FPASP, and plan area fees paid by the project applicant contribute towards its construction in the future. | Construct all geometric improvements with the exception of one thru northbound lane prior to issuance of phase 1 building permits. Construct the second thru northbound lane prior to issuance of phase 3 building permits. | City of Folsom Public Works Department | The required improvements in this condition have been completed and accepted by the City. These improvements were constructed as part of the off-site improvements for the Mangini Ranch Phase 2, Village No. 7 subdivision. | Yes |
| **71-111** | **4.17-5 (Addendum)** | **East Bidwell Street/Alder Creek Parkway.** Prior to buildout of the Toll Brothers Site, the project applicant shall reconstruct and signalize the intersection as shown in Figure 4-7 of the Addendum:<br>▸ Northbound approach: One U-turn lane in a 150-foot pocket with a 60-foot taper, two through lanes, and one right turn lane in a 150-foot pocket plus 60-foot taper. | Construct all geometric improvements with the exception of one thru northbound lane and one thru southbound lane prior to issuance of phase 1 building permits. Construct the | City of Folsom Public Works Department | The Community Development Department has approved the plans for the reconstruction and signalization of the East Bidwell Street/Alder Creek Parkway intersection in | Condition will be satisfied prior to issuance of a building permit. |

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| | | ▸ Southbound approach: One left turn lane in a 240-foot pocket plus 60-foot taper, and two through lanes. The second southbound through lane can be dropped south of Old Ranch Way.<br>▸ Westbound approach: One right turn lane, plus one left-turn lane in a 200-foot pocket plus 60-foot taper.<br>The above mitigations are consistent with the ultimate geometry for East Bidwell near Alder Creek Pkwy and builds on conditions of approval from neighboring projects. | second thru northbound lane and the second thru southbound lane prior to issuance of phase 3 building permits. | | accordance with this condition. | |
| **71-112** | **4.17-6 (Addendum)** | **White Rock Road/Oak Avenue Parkway.** Prior to project buildout, the project applicant shall implement either (A) or (B) below:<br>(A) The Capital Southeast Connector Joint Powers Authority (JPA) project has programmed to realign this portion of White Rock Road and build a partial signal to accommodate anticipated U-Turns. Expand or construct a signalized intersection as follows:<br>▸ Southbound: A single shared lane for left and right turns.<br>▸ Eastbound: A thru lane and a left/U-turn in 300-foot pocket plus taper.<br>▸ Westbound: A thru lane and a right-turn in 300-foot pocket plus taper.<br>▸ Signalize with protected phasing for left-turns and U-turns.<br>▸ Geometric design shall be consistent with Capital Southeast Connector Joint Powers Authority adopted standards.<br>(B) Channelize the White Rock Road/Oak Avenue Pkwy intersection on the existing White Rock Road alignment to restrict turning movements to westbound right turns and southbound right turns. The westbound right turn requires a 365-foot deceleration lane, and the southbound right turn requires a 960-foot acceleration lane. Figure 4-8 of the Addendum provides a conceptual layout for the mitigated intersection. | Prior to issuance of phase 3 building permits | City of Folsom Public Works Department | The Capital Southeast Connector-JPA project has been completed. The Connector project will implement and complete Option A in this condition. The owner/applicant shall implement the required improvements to the intersection in compliance with this condition prior to issuance of the first Certificate of Occupancy in the Phase 3 portion of the project. | Condition will be satisfied prior to issuance of a building permit in Phase 3 |

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| **Utilities and Service Systems** | | | | | | |
| 71-113 | 3A.16-1 (FPASP EIR/EIS) | **Submit Proof of Adequate On- and Off-Site Wastewater Conveyance Facilities and Implement On- and Off-Site Infrastructure Service Systems or Ensure That Adequate Financing Is Secured.** Before the approval of the final map and issuance of building permits for all project phases, the project applicant(s) of all project phases shall submit proof to the City of Folsom that an adequate wastewater conveyance system either has been constructed or is ensured through payment of the City's facilities augmentation fee as described under the Folsom Municipal Code Title 3, Chapter 3.40, "Facilities Augmentation Fee – Folsom South Area Facilities Plan," or other sureties to the City's satisfaction. Both on-site wastewater conveyance infrastructure and off-site force main sufficient to provide adequate service to the project shall be in place for the amount of development identified in the tentative map before approval of the final map and issuance of building permits for all project phases, or their financing shall be ensured to the satisfaction of the City. | Before approval of final maps and issuance of building permits for any project phases. | City of Folsom Community Development Department and City of Folsom Public Works Department | The Phase 1 Sanitary Sewer infrastructure including the off-site sewer trunk main, the Alder Creek Parkway sewer lift station and forced main to serve this subdivision have been constructed by the FPA landowners and have been completed and accepted by the City and are currently in operation. | Yes |
| 71-114 | 3A.16-3 (FPASP EIR/EIS) | **Demonstrate Adequate SRWTP Wastewater Treatment Capacity.** The project applicant(s) of all project phases shall demonstrate adequate capacity at the SRWTP for new wastewater flows generated by the project. This shall involve preparing a tentative map–level study and paying connection and capacity fees as identified by SRCSD. Approval of the final map and issuance of building permits for all project phases shall not be granted until the City verifies adequate SRWTP capacity is available for the amount of development identified in the tentative map. | Before approval of final maps and issuance of building permits for any project phases. | City of Folsom Community Development Department and City of Folsom Public Works Department | The City obtained a letter from Regional San which provides verification that there is adequate capacity in the existing Regional San conveyance and treatment system to accommodate the entire Folsom Plan Area at buildout. Confirmation from Regional San was required because the Folsom Plan Area is served by the existing Regional San Lift Station on Iron Point Road. The City Sewer Lift Station and Forced | Yes |

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| | | | | | Main which connects to the Regional San Lift Station has been accepted by the City and is currently in operation. | |
| 71-115 | 3A.18-1 (FPASP EIR/EIS) | **Submit Proof of Surface Water Supply Availability.** a. Prior to approval of any small-lot tentative subdivision map subject to Government Code Section 66473.7 (SB 221), the City shall comply with that statute. Prior to approval of any small-lot tentative subdivision map for a proposed residential project not subject to that statute, the City need not comply with Section 66473.7, or formally consult with any public water system that would provide water to the affected area; nevertheless, the City shall make a factual showing or impose conditions similar to those required by Section 66473.7 to ensure an adequate water supply for development authorized by the map. b. Prior to recordation of each final subdivision map, or prior to City approval of any similar project-specific discretionary approval or entitlement required for nonresidential uses, the project applicant(s) of that project phase or activity shall demonstrate the availability of a reliable and sufficient water supply from a public water system for the amount of development that would be authorized by the final subdivision map or project-specific discretionary nonresidential approval or entitlement. Such a demonstration shall consist of information showing that both existing sources are available or needed supplies and improvements will be in place prior to occupancy. | Before approval of final maps and issuance of building permits for any project phases. | City of Folsom Community Development Department and City of Folsom Public Works Department | The owner/applicant has constructed the necessary infrastructure to provide potable water to the subdivision. The potable Phase 1 water infrastructure for the Folsom Plan Area has been reviewed, approved and accepted by the City and is currently in operation. | Yes |
| 71-116 | 3A.18-2a (FPASP EIR/EIS) | **Submit Proof of Adequate Off-Site Water Conveyance Facilities and Implement Off-Site Infrastructure Service System or Ensure That Adequate Financing Is Secured.** Before the approval of the final subdivision map and issuance of building permits for all project phases, the project applicant(s) of any particular discretionary development application shall submit proof to the City of Folsom that an adequate off-site water conveyance system either has been constructed or is ensured or other sureties to the City's satisfaction. The off-site water conveyance infrastructure sufficient to provide adequate service to the project shall be in | Before approval of final maps and issuance of building permits for any project phases. | City of Folsom Community Development Department and City of Folsom Public Works Department | The off-site potable water infrastructure to serve the subdivision has been reviewed, approved and accepted by the City and is currently in operation. In addition, the City has verified that the off-site potable water infrastructure is adequate to serve the subdivision. | Yes |

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| | | place for the amount of development identified in the tentative map before approval of the final subdivision map and issuance of building permits for all project phases, or their financing shall be ensured to the satisfaction of the City. A certificate of occupancy shall not be issued for any building within the SPA until the water conveyance infrastructure sufficient to serve such building has been constructed and is in place. | | | | |
| **71-117** | **3A.18-2b (FPASP EIR/EIS)** | **Demonstrate Adequate Off-Site Water Treatment Capacity (if the Off-Site Water Treatment Plant Option is Selected).** If an off-site water treatment plant (WTP) alternative is selected (as opposed to the on-site WTP alternative), the project applicant(s) for any particular discretionary development application shall demonstrate adequate capacity at the off-site WTP. This shall involve preparing a tentative map–level study and paying connection and capacity fees as determined by the City. Approval of the final project map shall not be granted until the City verifies adequate water treatment capacity either is available or is certain to be available when needed for the amount of development identified in the tentative map before approval of the final map and issuance of building permits for all project phases. A certificate of occupancy shall not be issued for any building within the SPA until the water treatment capacity sufficient to serve such building has been constructed and is in place. | Before approval of final maps and issuance of building permits for any project phases. | City of Folsom Community Development Department and City of Folsom Public Works Department | This condition is not applicable to this subdivision. The water supply for this subdivision is provided by the City of Folsom Water Treatment Plant rather than an Off-Site Water Treatment Plant | Yes |
| **Additional Measures** | | | | | | |
| **71-118** | **Cumulative Mitigation Measure AIR-1-Land (FPASP EIR/EIS)** | **Implement East Sacramento Regional Aggregate Mining Truck Management Plan or Other Measures to Reduce Exposure of Sensitive Receptors to Operational Emissions of Toxic Air Contaminants from Quarry Truck Traffic.** The City of Folsom is a participant in the development of an East Sacramento Regional Aggregate Mining Truck Management Plan (TMP), a cooperative effort led by the County of Sacramento, with the input of the City of Folsom, the City of Rancho Cordova and other interested parties, including representatives of quarry project applicants. When the County Board of Supervisors approved entitlements for the Teichert quarry project in November 2010, it also adopted conditions of approval and a development agreement that requires Teichert's | Prior to approval of first tentative map or discretionary approval within SPA that would place sensitive receptors along roadways that quarry trucks would reasonably use to access U.S. Highway 50. | City of Folsom Community Development Department | The Community Development Department and the Public Works Department will work closely to implement the future Truck Management Plan (TMP) and coordinate responses to any future entitlement and CEQA compliance need for the TMP and make sure the | Condition will be satisfied prior to approval of a future TMP |

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| | | participation in, and fair share funding of, a TMP to implement roadway capacity and safety improvements required to improve the compatibility of truck traffic from the quarries with the future urban development in the Folsom Specific Plan area and other jurisdictions that will be affected by quarry truck traffic. The development agreement adopted by the County for the Teichert project imposes limits on the amounts of annual aggregate sales from Teichert's facility until a TMP is adopted. The City of Folsom does not have direct jurisdiction over the Teichert, DeSilva Gates, or Walltown quarry project applicants as these projects are located within the unincorporated portion of the County. The County, as the agency with the primary authority over the quarries, has indicated that it intends to prepare an environmental analysis in accordance with CEQA prior to adoption of a TMP. The City's authority to control the activities of the quarry trucks includes restrictions or other actions, such as the approval and implementation of specialized road improvements to accommodate quarry truck traffic, that would be applicable within the City's jurisdictional boundaries. For the foregoing reasons, the City of Folsom considers itself a "responsible agency" (as that term is defined at State CEQA Guidelines, CCR Section 15381), in that it has some discretionary power over some elements of a future TMP, if such TMP calls for improvements or other activities on roadways within the jurisdiction of the City. In a responsible agency role, the City would follow the process specified in the CEQA Guidelines for consideration and approval of the environmental analysis prepared by the County for a TMP after such documentation is prepared and adopted by the County. (State CEQA Guidelines, CCR Section 15096.)<br>Because no final project description for a TMP has been developed as of the completion of this FEIR/FEIS, the City would have to speculate as to those portions of a TMP that might be proposed for implementation within its jurisdiction, or the impacts that could arise from the implementation of as-yet uncertain components. Accordingly, formulation of the precise means of mitigating the potential cumulative air quality impacts pursuant to the TMP is not currently feasible or practical. | | | requirements in this condition of approval are met to the satisfaction of the City. | |

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| | | However, as the preferred, feasible, and intended mitigation strategy to address the cumulative impacts of quarry truck traffic through the SPA, the City shall implement, or cause to be implemented those portions of the TMP (as described above) that are within its authority to control. In implementing the TMP, the City shall ensure that the TMP or traffic measures imposed by the City within the SPA reduce the risk of cancer to sensitive receptors along routes within the SPA from toxic air contaminant emissions to no more than 296 in one million (SMAQMD 2009. March. Recommended Protocol for Evaluating the Location of Sensitive Land Uses Adjacent to Major Roadways, Version 2.2:7), or such different threshold of significance mandated by SMAQMD or ARB at the time, if any. With this mitigation, the cumulative air quality impacts from truck toxic air contaminants would be less than significant.<br>As an alternative (or in addition) to implementing the TMP within the SPA, the following measures could (and should) be voluntarily implemented by the quarry project applicant(s) (Teichert, DeSilva Gates, and Granite [Walltown]) to help ensure exposure of sensitive receptors to TACs generated by quarry truck traffic to the 296-in-one-million threshold of significance identified above. The City encourages implementation of the following measures:<br>▸ The quarry project applicant(s) should meet with the City of Folsom to discuss mitigation strategies, implementation, and cost.<br>▸ A site-specific, project-level screening analysis and/or Health Risk Assessment (HRA) should be conducted by the City of Folsom and funded by the truck applicant(s) for all proposed sensitive receptors (e.g., residences, schools) in the SPA that would be located along the sides of roadway segments that are identified in Table 4-4 as being potentially significant under any of the analyzed scenarios. Each project-level analysis shall be performed according to the standards set forth by SMAQMD for the purpose of disclosure to the public and decision makers. The project- | | | | |

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| | | level analysis shall account for the location of the receptors relative to the roadway, their distance from the roadway, the projected future traffic volume for the year 2030 (including the proportion of diesel trucks), and emission rates representative of the vehicle fleet for the year when the sensitive land uses would first become operational and/or occupied. If the incremental increase in cancer risk determined by in the HRA exceeds 296 in one million (or a different threshold of significance recommended by SMAQMD or ARB at the time, if any), then project design mitigation should be employed, which may include the following:<br>▪ Increase the setback distance between the roadway and affected receptor. If this mitigation measure is determined by the City of Folsom to be necessary, based on the results of the HRA, the quarry truck applicant(s) should pay the Folsom South of U.S. 50 Specific Plan project applicant(s) and the City of Folsom a fee that shall serve as compensation for lost development profit and lost City tax revenues, all as determined by the parties. Said mitigation fee shall be determined in consultation with the quarry project applicant(s), the Folsom South of U.S. 50 Specific Plan project applicant(s), and the City of Folsom. No quarry trucks shall be allowed to pass on any roadway segment immediately adjacent to or within the SPA until said mitigation fees are paid.<br>▪ Implement tiered tree planting of fine-needle species, such as redwood, along the near side of the roadway segments and, if feasible, along the roadway 500 feet in both directions of the initial planting (e.g., 500 feet north and south of a roadway that runs east-west) to enhance the dispersion and filtration of mobile-source TACs associated with the adjacent roadway. These trees should be planted at a density such that a solid visual buffer is achieved after the trees reach maturity, which breaks the line of sight between U.S. 50 and the proposed homes. | | | | |

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| | | These trees should be planted before occupation of any affected sensitive land uses. This measure encourages the planting of these trees in advance of the construction of potentially affected receptors to allow the trees to become established and progress toward maturity. The life of these trees should be maintained through the duration of the quarry projects. The planting, cost, and ongoing maintenance of these trees should be funded by the quarry project applicant(s).<br>▪ To improve the indoor air quality at affected receptors, implement the following measures before the occupancy of the affected residences and schools:<br>▪ equip all affected residences and school buildings developed in the SPA with High Efficiency Particle Arresting (HEPA) filter systems at all mechanical air intake points to the interior rooms;<br>▪ use the heating, ventilation, and air conditioning (HVAC) systems to maintain all residential units under positive pressure at all times;<br>▪ locate air intake systems for HVAC as far away from roadway air pollution sources as possible; and<br>▪ develop and implement an ongoing education and maintenance plan about the filtration systems associated with HVAC for residences and schools.<br>To the extent this indoor air quality mitigation would not already be implemented as part of the Folsom South of U.S. 50 Specific Plan project development, this mitigation should be paid for by the quarry project applicant(s) before any quarry trucks are allowed to pass on any roadway that is within 400 feet of any residence or school within the SPA. | | | | |
| **71-119** | **Cumulative Mitigation Measure NOISE-1-Land** | **Implement East Sacramento Regional Aggregate Mining Truck Management Plan or Other Measures to Reduce Exposure of Sensitive Receptors to Operational Noise from Quarry Truck Traffic.** The City of Folsom is a participant in the development of an East Sacramento Regional Aggregate | Prior to approval of first tentative map or discretionary approval within SPA that would place sensitive | City of Folsom Community Development Department | The Community Development Department and the Public Works Department will work | Condition will be satisfied prior to approval of a future TMP. |

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| | **(FPASP EIR/EIS)** | Mining Truck Management Plan (TMP), a cooperative effort led by the County of Sacramento, with the input of the City of Folsom, the City of Rancho Cordova and other interested parties, including representatives of quarry project applicants. When the County Board of Supervisors approved entitlements for the Teichert quarry project in November 2010, it also adopted conditions of approval and a development agreement that requires Teichert's participation in, and fair share funding of, a TMP to implement roadway capacity and safety improvements required to improve the compatibility of truck traffic from the quarries with the future urban development in the SPA and other jurisdictions that will be affected by quarry truck traffic. The development agreement adopted by the County for the Teichert project imposes limits on the amounts of annual aggregate sales from Teichert's facility until a TMP is adopted. The City of Folsom does not have direct jurisdiction over the Teichert, DeSilva Gates, or Walltown quarry project applicants as these projects are located within the unincorporated portion of the County. The County, as the agency with the primary authority over the quarries, has indicated that it intends to prepare an environmental analysis in accordance with CEQA prior to adoption of a TMP. The City's authority to control the activities of the quarry trucks includes restrictions or other actions, such as the approval and implementation of specialized road improvements to accommodate quarry truck traffic, that would be applicable within the City's jurisdictional boundaries. For the foregoing reasons, the City of Folsom considers itself a "responsible agency" (as that term is defined at State CEQA Guidelines, CCR Section 15381), in that it has some discretionary power over some elements of a future TMP, if such TMP calls for improvements or other activities on roadways within the jurisdiction of the City. In a responsible agency role, the City would follow the process specified in the CEQA Guidelines for consideration and approval of the environmental analysis prepared by the County for a TMP after such documentation is prepared and adopted by the County. (State CEQA Guidelines, CCR Section 15096.) | receptors along roadways that quarry trucks would reasonably use to access U.S. 50. | | closely to implement the future Truck Management Plan (TMP) and coordinate responses to any future entitlement and CEQA compliance need for the TMP and make sure the requirements in this condition of approval are met to the satisfaction of the City. | |

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| | | Because no final project description for a TMP has been developed as of the completion of this FEIR/FEIS, the City would have to speculate as to those portions of a TMP that might be proposed for implementation within its jurisdiction, or the impacts that could arise from the of as yet uncertain components. Accordingly, formulation of the precise means of mitigating the potential cumulative noise impacts pursuant to the TMP is not currently feasible or practical. However, as the preferred, feasible, and intended mitigation strategy to address the cumulative impacts of quarry truck traffic through the SPA, the City shall implement, or cause to be implemented those portions of the TMP (as described above) that are within its authority to control. In implementing the TMP, the City shall ensure that the TMP or traffic measures imposed by the City within the SPA reduce the traffic noise exposure to sensitive receptors along routes within the SPA so as to ensure that sensitive receptors are not exposed to interior noise levels in excess of 45 dBA, or increases in interior noise levels of 3 dBA or more, whichever is more restrictive. With this mitigation, the cumulative noise impacts from truck traffic would be less than significant.<br>As an alternative (or in addition) to implementing the TMP within the SPA, the following measures could (and should) be voluntarily implemented by the quarry project applicant(s) (Teichert, DeSilva Gates, and Granite [Walltown]) to help ensure interior noise levels for sensitive receptors to noise generated by quarry truck traffic would not exceed 45 dBA or increase of 3 dBA over existing conditions, as identified above. The City encourages implementation of the following measures:<br>▸ The quarry project applicant(s) should meet with the City of Folsom to discuss mitigation strategies, implementation, and cost.<br>▸ A site-specific, project-level screening analysis should be conducted by the City of Folsom and funded by the quarry truck applicant(s) for all proposed sensitive receptors (e.g., residences, schools) in the SPA that would be located | | | | |

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| | | along the sides of roadway segments that are identified in Table 4-8 as being potentially significant under any of the analyzed scenarios. The analysis should be conducted using an approved three dimensional traffic noise modeling program (i.e., TNM or SoundPlan). Each project-level analysis should be performed according to the standards set forth by the City of Folsom for the purpose of disclosure to the public and decision makers. The project-level analysis should account for the location of the receptors relative to the roadway, their distance from the roadway, and the projected future traffic volume for the year 2030 (including the percentage of heavy trucks). If the incremental increase in traffic noise levels are determined to exceed the threshold of significance recommended by the City of Folsom, then design mitigation should be employed, which may include the following:<br>▸ Model the benefits of soundwalls (berm/wall combination) along the quarry truck hauling roadways and affected receptors not to exceed a total height of eight feet (two-foot berm and six-foot concrete mason wall). If this mitigation measure is determined by the City of Folsom to be inadequate, additional three dimensional traffic noise modeling should be conducted with the inclusion of rubberized asphalt at the expense of the quarry truck applicant(s). No quarry trucks should be allowed to pass on any roadway segment immediately adjacent to or within the SPA until said mitigation has been agreed upon by the City of Folsom and fees for construction of said mitigation are paid by the quarry truck applicant(s).<br>▸ Implement the installation of rubberized asphalt (quiet pavement) on roadway segments adjacent to sensitive receptors that carry quarry trucks if soundwalls do not provide adequate reduction of traffic noise levels. The inclusion of rubberized asphalt would provide an additional 3 to 5 dB of traffic noise reduction. The cost of construction using rubberized asphalt should be borne by | | | | |

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| | | the quarry truck applicant(s). Said mitigation fee should be determined in consultation with the quarry project applicant(s), the Folsom South of U.W. 50 Specific Plan project applicant(s), and the City of Folsom. No quarry trucks should be allowed to pass on any roadway segment immediately adjacent to or within the SPA until said mitigation fees are paid.<br>▸ To improve the indoor noise levels at affected receptors, implement the following measures before the occupancy of the affected residences and schools:<br>▪ Conduct an interior noise analysis once detailed construction plans of residences adjacent to affected roadways are available to determine the required window package at second and third floor receptors to achieve the interior noise level standard of 45 dB Ldn without quarry trucks.<br>▪ Determine the interior quarry truck traffic noise level increases at second and third floor receptors adjacent to affected roadways compared to no quarry truck conditions. Window package upgrades are expected to be necessary due to the traffic noise level increases caused by quarry trucks along affected roadways. Quarry truck applicant(s) should pay for the cost of window package upgrades (increased sound transmission class rated windows) required to achieve the interior noise level standard of 45 dB Ldn with the inclusion of quarry truck traffic.<br>To the extent this noise mitigation would not already be implemented as part of the Folsom South of U.W. 50 Specific Plan project development, this mitigation should be paid for by the quarry project applicant(s) before any quarry trucks are allowed to pass on any roadway that is within 400 feet of any residence or school within the SPA. | | | | |
| **71-120** | **N/A** | **Coordinate and Fund the Backbone Infrastructure and Off-Site Water Facility Alternative.** The project applicant shall | Before approval of final maps and | City of Folsom | The FPA landowners have satisfied all of the | Yes |

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| | | participate in the FPASP owners' group and shall fund and contribute their fair share to the backbone infrastructure and off-site water facility alternative improvements. The project applicant shall coordinate with owners' group to implement the following measures detailed in the *Folsom South of U.S. Highway 50 Backbone Infrastructure Mitigated Negative Declaration* (December 2014):<br>▸ Backbone MND Mitigation Measure I-1: Design above ground pump station and storage tank facilities to reduce visual impacts.<br>▸ Backbone MND Mitigation Measure I-2: Develop and implement a landscaping plan for pump station and storage tank facilities to reduce visual impacts.<br>▸ Backbone MND Mitigation Measure III-1: Prepare and Implement NOX Reduction Plan<br>▸ Backbone MND Mitigation Measure III-2: Pay Off-site Mitigation Fee to SMAQMD to off-set NOX Emissions Generated by Construction.<br>▸ Backbone MND Mitigation Measure III-4: Implement A Site Investigation to Determine the Presence of NOA and, if necessary, Prepare and Implement an Asbestos Dust Control Plan.<br>▸ Backbone MND Mitigation Measure IV-1: Conduct Special-Status Plant Surveys; Implement Avoidance and Mitigation Measures or Compensatory Mitigation<br>▸ Backbone MND Mitigation Measure IV-2: Implement Conditions of the Biological Opinion (BO) for Federally Listed Vernal Pool Invertebrates.<br>▸ Backbone MND Mitigation Measure IV-3: Implement Conditions of the Biological Opinion for Impacts on Valley Elderberry Longhorn Beetle.<br>▸ Backbone MND Mitigation Measure IV-4: Western Spadefoot Toad | issuance of building permits for any project phase, the project applicant shall demonstrate to the City's satisfaction the fair share contribution towards implementation of Backbone Infrastructure and Off-Site Water Facility improvements and associated required mitigation as identified in the *Folsom South of U.S. Highway 50 Backbone Infrastructure Mitigated Negative Declaration* (December 2014) or the *Revised Proposed Off-Site Water Facility Alternative Addendum to the FPASP EIR/EIS* (approved December 2012); as applicable. | Community Development Department and City of Folsom Public Works Department | mitigation measures for the design and construction of the Phase 1 Water and Sewer Backbone Infrastructure to serve the first of development in the FPA. The Phase 1 backbone Infrastructure was completed and accepted by the City in 2018 and is currently in use in the FPA and being owned and operated by the City. The off-site water facility alternative improvements were not implemented. The water for the FPA was provided through the conservation of existing water in the City. The new water supply alternative was validated in 2014. | |

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| | | ▸ Backbone MND Mitigation Measure IV-5: Western Pond Turtle<br>▸ Backbone MND Mitigation Measure IV-6(a): Swainson's Hawk Nesting Habitat<br>▸ Backbone MND Mitigation Measure IV-6(b): Swainson's Hawk Foraging Habitat<br>▸ Backbone MND Mitigation Measure IV-7: Tricolored Blackbird<br>▸ Backbone MND Mitigation Measure IV-8: Nesting Raptors<br>▸ Backbone MND Mitigation Measure IV-9: Nesting Special Status Birds and Migratory Birds<br>▸ Backbone MND Mitigation Measure IV-10: Special-Status Bats<br>▸ Backbone MND Mitigation Measure IV-12: Implement Section 1602 Master Streambed Alteration Agreement<br>▸ Backbone MND Mitigation Measure IV-13: Conduct Surveys to Identify and Map Valley Needlegrass Grassland; Implement Avoidance and Minimization Measures or Compensatory Mitigation, if necessary<br>▸ Backbone MND Mitigation Measure IV-14: Secure Amended Clean Water Act Section 404 Permit and Section 401 Permit and Implement All Permit Conditions; Ensure No Net Loss of Functions of Wetlands, Other Waters of the U.S., and Waters of the State<br>▸ Backbone MND Mitigation Measure IV-15: Conduct Tree Survey, Prepare and Implement an Oak Woodland Mitigation Plan, Replace Native Oak Trees Removed, and Implement Measures to Avoid and Minimize Indirect Impacts on Oak Trees and Oak Woodland Habitat Retained On-Site.<br>▸ Backbone MND Mitigation Measure IV-11: American Badger | | | | |

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| | | ▸ Backbone MND Mitigation Measure V-1: Comply with the applicable procedures in the FAPA and implementation of applicable historic property treatment plans<br>▸ Backbone MND Mitigation Measure V-2: Conduct Construction Personnel Education, Conduct On-Site Monitoring if Required, Stop Work if Cultural Resources are Discovered, Assess the Significance of the Find, and Perform Treatment or Avoidance as Required.<br>▸ Backbone MND Mitigation Measure V-3: Suspend Ground-Disturbing Activities if Human Remains are Encountered and Comply with California Health and Safety Code Procedures.<br>▸ Backbone MND Mitigation Measure VI-1: Prepare Site-Specific Geotechnical Report per CBC Requirements and Implement Appropriate Recommendations.<br>▸ Backbone MND Mitigation Measure VI-3: Monitor Earthwork during Earthmoving Activities.<br>▸ Backbone MND Mitigation Measure VI-5(a): Prepare and Implement the Appropriate Grading and Erosion Control Plan.<br>▸ Backbone MND Mitigation Measure VI-5(b): Prepare and Implement the appropriate Grading and Erosion Control Plan for the detention basin West of Prairie City Road.<br>▸ Backbone MND Mitigation Measure IX-1: Acquire Appropriate Regulatory Permits and Prepare and Implement SWPPP and BMPs.<br>▸ Backbone MND Mitigation Measure VII-1: Greenhouse Gas Emissions<br>▸ Backbone MND Mitigation Measure XVI-1: Prepare and Implement a Construction Traffic Control Plan.<br>▸ Backbone MND Mitigation Measure III-3: North of U.S. Highway 50 Water Improvements<br>▸ Backbone MND Mitigation Measure V-4 North of U.S. Highway 50 Water Improvements | | | | |

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| | | ▸ Backbone MND Mitigation Measure VI-2 North of U.S. Highway 50 Water Improvements<br>▸ Backbone MND Mitigation Measure V1-4 North of U.S. Highway 50 Water Improvements<br>▸ Backbone MND Mitigation Measure XII-1 North of U.S. Highway 50 Water Improvements<br>In addition, the project applicant shall coordinate with owners' group to implement the following measures detailed in the *Revised Proposed Off-Site Water Facility Alternative Addendum to the FPASP EIR/EIS* (approved December 11, 2012):<br>▸ 3B.1-2a: Enhance Exterior Appearance of Structural Facilities.<br>▸ 3B.1-2b: Prepare Landscaping Plan.<br>▸ 3B.1-3a: Conformance to Construction Lighting Standards.<br>▸ 3B.1-3b: Prepare and Submit a Lighting Master Plan.<br>▸ 3B.2-1a: Develop and Implement a Construction NOX Reduction Plan.<br>▸ 3B.2-1c: Implement Fugitive Dust Control Measures and a Particulate Matter Monitoring Program during Construction.<br>▸ 3B.2-3a: Cite Pump Siting Buffers Away from Sensitive Receptors.<br>▸ 3B.2-3b: Conduct Project-Level DPM Screening and Implement Measures to Reduce Annual DPM to Acceptable Concentrations.<br>▸ 3B.4-1a: Implement GHG Reduction Measures during Construction.<br>▸ 3B.4-1b Prepare and Implement an Off-site Water Facilities Climate Action Plan.<br>▸ 3A.5-1a: Comply with the Programmatic Agreement.<br>▸ 3A.5-1b: Perform an Inventory and Evaluation of Cultural Resources for the California Register of Historic Places, | | | | |

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| | | Minimize or Avoid Damage or Destruction, and Perform Treatment Where Damage or Destruction Cannot be Avoided.<br>▸ 3A.5-2: Conduct Construction Personnel Education, Conduct On-Site Monitoring if Required, Stop Work if Cultural Resources are Discovered, Assess the Significance of the Find, and Perform Treatment or Avoidance as Required.<br>▸ 3A.5-3: Suspend Ground-Disturbing Activities if Human Remains are Encountered and Comply with California Health and Safety Code Procedures.<br>▸ 3B.7-1a: Prepare Geotechnical Report(s) for the Revised Proposed Off-site Water Facilities and Implement Required Measures.<br>▸ 3B.7-1b: Incorporate Pipeline Failure Contingency Measures Into Final Pipeline Design.<br>▸ 3B.7-4: Implement Corrosion Protection Measures.<br>▸ 3B.7-5: Conduct Construction Personnel Education, Stop Work if Paleontological Resources are Discovered, Assess the Significance of the Find, and Prepare and Implement a Recovery Plan as Required.<br>▸ 3B.8-1a: Transport, Store, and Handle Construction-Related Hazardous Materials in Compliance with Relevant Regulations and Guidelines.<br>▸ 3B.8-1b: Prepare and Implement a Hazardous Materials Management Plan.<br>▸ 3B.8-5a: Conduct Phase 1 Environmental Site Assessment for Selected Alignment.<br>▸ 3B.8-5b: Develop and Implement a Remediation Plan.<br>▸ 3B.8-7a: Keep Construction Area Clear of Combustible Materials.<br>▸ 3B.8-7b: Provide Accessible Fire Suppression Equipment. | | | | |

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| | | ▸ 3B.9-1a: Acquire Appropriate Regulatory Permits and Prepare and Implement SWPPP and BMPs.<br>▸ 3B.9-1b: Properly Dispose of Hydrostatic Test Water and Construction Dewatering in Accordance with the Central Valley Regional Water Quality Control Board.<br>▸ 3B.9-3a: Prepare and Implement Drainage Plan(s) for Structural Facilities.<br>▸ 3B.9-3b: Ensure the Provision of Sufficient Outlet Protection and On-site Containment.<br>▸ 3B.11-1a: Limit Construction Hours.<br>▸ 3B.11-1b: Minimize Noise from Construction Equipment and Staging.<br>▸ 3B.11-1c: Maximize the Use of Noise Barriers.<br>▸ 3B.11-1d: Prohibit Non-Essential Noise Sources During Construction.<br>▸ 3B.11-1e: Monitor Construction Noise and Provide a Mechanism for Filing Noise Complaints.<br>▸ 3B.11-3: Implement Operational Noise Minimization Measures.<br>▸ 3B.12-1: Provide for Continued Recreational Access as Identified in Mitigation Measure 3.14-1a.<br>▸ 3B.15-1a: Prepare Traffic Control Plan.<br>▸ 3B.15-1b: Assess Pre-Off-site Water Facilities Roadway Conditions.<br>▸ 3B.16-3a: Minimize Utility Conflicts by Implementing an Underground Services Alert.<br>▸ 3B.16-3b: Coordinate with Utility Providers and Implement Appropriate Installation Methods to Minimize Potential Utility Service Disruptions.<br>▸ 3B.17-1a: Implement Construction Dewatering Best Management Practices. | | | | |

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| | | ▸ 3B.17-1b: Implement a Dewatering Discharge Monitoring Program.<br>▸ 3A.18-1: Submit Proof of Surface Water Supply Availability.<br>▸ 3A.18-2a: Submit Proof of Adequate Off-Site Water Conveyance Facilities and Implement Off-Site Infrastructure Service System or Ensure That Adequate Financing Is Secured. | | | | |

CITY OF FOLSOM
DISTINCTIVE BY NATURE

# Folsom City Council
## Staff Report

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| **MEETING DATE:** | 8/27/2024 |
| **AGENDA SECTION:** | Public Hearing |
| **SUBJECT:** | City of Folsom 2035 General Plan Amendments for Increased Residential Capacity Project and Related Actions<br><br>1. Resolution No. 11250- A Resolution of the City Council of the City of Folsom Certifying the Subsequent Environmental Impact Report for the 2035 City of Folsom General Plan Amendments Increased Residential Capacity Project and Related Actions<br><br>2. Resolution No.11251- A Resolution of the City Council of the City of Folsom Amending the 2035 City of Folsom General Plan as it Relates to the Increased Residential Capacity Project and Related Actions<br><br>3. Resolution No 11252 - A Resolution of the City Council of the City of Folsom Amending the Folsom Plan Area Specific Plan as it Relates to the Increased Residential Capacity Project and Related Actions |
| **FROM:** | Community Development Department |

**RECOMMENDATION / CITY COUNCIL ACTION**

Staff respectfully recommends that the City Council conduct the public hearing and then:

1. Move to approve Resolution No.11250 - A Resolution of the City Council of the City of Folsom Certifying the Subsequent Environmental Impact Report for the 2035 City of Folsom General Plan Amendments Increased Residential Capacity Project and Related Actions

2. Move to approve Resolution No. 11251- A Resolution of the City Council of the City of Folsom Amending the 2035 City of Folsom General Plan as it Relates to the Increased

Residential Capacity Project and Related Actions

3. Move to approve Resolution No 11252 - A Resolution of the City Council of the City of Folsom Amending the Folsom Plan Area Specific Plan as it Relates to the Increased Residential Capacity Project and Related Actions

4. Direct the Community Development Department to Prepare Objective Design and Development Standards (for the Target Areas) and Zoning Code Amendments Necessary to Implement the Project and Return to City Council for Action.

## BACKGROUND / ISSUE

**Project Purpose and Summary**

Over the past several years the State legislature enacted numerous laws changing the rules for housing development in an attempt to solve the housing crisis. One of the biggest changes has been how cities and counties plan for sites to accommodate future housing growth, particularly sites for affordable housing. As a result of the ongoing growth, State law changes, and the increasing cost of housing in Folsom, the City faces a challenge to ensure that new housing growth enhances the areas where it is located and minimizes the negative effects of growth (e.g., traffic, noise, greenhouse gas emissions).

To address State mandates and the need for housing for all income levels in Folsom, especially those in our workforce, amendments to the City's General Plan (refer to Attachment 6) and the Folsom Plan Area Specific Plan (FPASP) (refer to Attachment 7) are proposed to increase housing capacity in key target areas of the City. This project represents amendments to the adopted 2035 General Plan, as well as to the FPASP and associated environmental review. The City certified the City of Folsom 2035 General Plan Update Final EIR (General Plan EIR) and adopted the General Plan in August 2018. The General Plan was amended in August 2021 for the Housing Element Update.

The City adopted the 2021-2029 Housing Element in August of 2021. As part of the Housing Element update the City is required to zone and maintain a sufficient inventory of land available to meet the targeted housing demands at all income levels over an eight-year period. As required by the State and the Sacramento Area Council of Governments (SACOG), the City's Regional Housing Needs Allocation (RHNA) obligation for the eight-year Housing Element cycle is 6,363 housing units, of which 3,567 units are to be affordable to lower-income households. If the City approves a project on a site designated in the Housing Element for the potential development of lower- or moderate-income housing at a lower residential density or a different income level than identified in the Housing Element inventory, the City is required to make findings that the remaining sites in the inventory have sufficient capacity to satisfy the unmet RHNA, or identify replacement sites available to meet the unmet RHNA. This State mandate is commonly known as the "no net loss" requirement. At the time of adoption, the City's 2021-2029 Housing Element identified sufficient sites to meet the City's RHNA for all income categories, with a surplus capacity of development sites that could accommodate up to 490 lower-income units.

The City does not develop or construct housing projects, and unless financial assistance is requested or the property has a deed restriction requiring affordable housing, the City also does not restrict whether a particular site must be developed for a particular income group as long as the development meets zoning and General Plan requirements. Since adoption of the Housing Element, several of the properties initially identified as potential housing for lower-income households have instead been developed with luxury and market-rate apartments. As a result, additional capacity is needed to provide the City with a buffer to maintain an inventory of lower-income sites as new market rate housing are developed throughout the planning period. Failure to do this would trigger the State's "no net loss" requirements and would require the City to rezone vacant sites at the taxpayers' expense to continue maintain the affordable housing inventory in the City's RHNA. If sites in the target areas are not acceptable to the City Council, then the City would need to identify other vacant sites potentially in or near existing residential neighborhoods and rezone those other vacant sites within six months to maintain an adequate available sites inventory, again at the taxpayers' expense.

Program H-2 of the 2021-2029 Housing Element directs the City to strategically increase residential densities in targeted areas of the City. The targeted areas for increased residential capacity to satisfy the City's RHNA include:

- East Bidwell Mixed-Use Overlay Area
- SACOG Transit Priorities Areas (Glenn and Iron Point light rail stations)
- FPASP Town Center, as well as other Folsom Plan Area sites

In addition to the proposed amendments related to increasing the City's housing capacity, other amendments are proposed related to traffic safety and management. On December 13, 2022, Public Works staff made a presentation titled "Report on Traffic Roundabout Fact-Finding Mission and Direction to Staff Regarding Future Consideration of a Traffic Roundabout Policy" to City Council. During the presentation, staff presented information regarding their experiences visiting Carmel and Whitestown, Indiana, as well as Stapleton, Golden, and Loveland, Colorado. Staff presented the benefits of roundabouts to vehicle and driver safety, traffic operations and capacity, right-of-way requirements, and maintenance needs versus traditional traffic signal control at intersections. At the conclusion of the presentation, City Council provided staff direction to develop a "Roundabout First" policy. That directive was incorporated into this project and the policy is included in the Mobility Element of the proposed amendments to the 2035 General Plan.

**Project Overview and Requested Actions**

The following actions are proposed as part of this project:

1. Certification of the final Subsequent Environmental Impact Report (SEIR) prepared for the project (refer to Attachment 9).
2. Adoption of General Plan and FPASP land use amendments to accomplish the following:

- Increase minimum density and maximum FAR standards for the East Bidwell Corridor Mixed-Use Overlay.
- Establish a new Transit-Oriented Development Overlay designation and associated development standards.
- Increase opportunities for multi-family high density development.
- Increase the residential development capacity of specified sites in the Folsom Plan Area, especially within the Town Center District.
- Increase the number of sites in the Folsom Plan Area for mixed-use and multi-family high density housing.
- Increase maximum density and FAR standards for the Folsom Plan Area Town Center Overlay.
- Include "roundabout prioritization" policies in the General Plan Mobility Element and the FPASP Circulation Section.

3. Minor clean-up revisions to the FPASP that remove outdated information and consolidate duplicative land use information in the text by referring users to the Land Use Summary in Table 4.2 and Site Inventory Tables (5.1, 5.2, 5.3 and 5.4).
4. Sets the stage for future adoption of new Zoning Code amendments necessary to implement the project and the preparation of associated objective development standards.

In total this project proposes to create capacity for up to 6,046 additional residential units in Folsom to meet the goals for the City's housing element requirements as mandated by the State. By increasing capacity in targeted areas, the City will be able to maintain an adequate supply of land for multi-family housing without having to rezone land in established residential neighborhoods. Furthermore, as the population grows and more people work in Folsom, the City will need to offer a variety of housing types to accommodate households of all income groups. The best location for those homes is in targeted areas near jobs, services, and transit. Finally, while these amendments create additional capacity, actual development of these units would be subject to future City review and approval.

In addition, the project also proposes to amend the General Plan Mobility Element to include "roundabout prioritization" polices. These policies would require that whenever traffic controls are needed at an intersection, the use of roundabouts as a traffic control measure should be considered first before considering alternative traffic controls, such as traffic signals or turn restrictions. Furthermore, these policies address modifications to existing traffic controls, which would allow an existing signalized intersection to be replaced by a roundabout. Lastly, the project also proposes several new General Plan Implementation Measures related to mobility, noise, and tribal cultural resources, among others.

**Process to Date**

The proposed project is the result of over two years of effort which included input from the community, outside agencies, stakeholders, the Planning Commission, and ultimately direction of the City Council. The project website at City of Folsom's 2035 General Plan and Folsom Plan

Area Specific Plan Amendments includes additional information and documents relevant to the Project and process.

Initial phases of the General Plan and FPASP Amendments associated with the project involved a targeted multi-family and mixed-use housing study, establishment of build out assumptions, and discussions with Folsom Plan Area landowners. Based on these initial efforts, staff and the consultant teams prepared proposed project concepts, which were presented to the public and decision makers at a series of workshops and public hearing starting in 2022. Workshop and hearing dates to develop and consider the proposed amendments to the Folsom 2035 General Plan and FPASP over the last 28 months are listed below.

- April 21, 2022 – Targeted Housing Study Community Workshop #1
- April 24 – May 13, 2022 – Targeted Housing Design Preference Survey
- June 9, 2022 - Targeted Housing Study Community Workshop #2
- July 6, 2022 – Planning Commission Targeted Multi-Family and Mixed-Use Housing Workshop
- July 26, 2022 – City Council Targeted Multi-Family and Mixed-Use Housing Workshop
- December 13, 2022 - City Council presentation on traffic roundabout fact-finding mission requesting direction to staff regarding future consideration of a traffic roundabout policy
- March 15, 2023 – Planning Commission workshop on the build out assumptions for the targeted areas.
- March 28, 2023 – City Council workshop on the build out assumptions and housing capacity recommendations for the targeted areas.
- August 17, 2023 – Virtual public and agency scoping meeting for the preparation of a Subsequent Environmental Impact Report for the project
- May 16, 2024 - Virtual community meeting on the proposed amendments to the City of Folsom's 2035 General Plan and FPASP for Increased Residential Capacity and the Subsequent Environmental Impact Report.
- July 24, 2024 – Planning Commission Public Hearing

**Planning Commission Public Hearing**

On July 24, 2024, the Planning Commission held a duly noticed public hearing, considered a Subsequent Final Environmental Impact Report prepared for the City of Folsom 2035 General Plan Amendments for Increased Residential Capacity Project and Related Actions, reviewed the proposed Project, and received public comments.

On the day of the hearing, staff received an email from a member of the public to be forwarded to the Planning Commission, requesting that the Planning Commission decline to make a recommendation to City Council regarding the proposed City of Folsom 2035 General Plan Amendments for Increased Residential Capacity Project and Related Actions and that the Planning Commission direct staff to prepare a noise impact evaluation that includes consideration of the project's increase in vehicle trips and vehicle noise along Riley Street north of Natoma Street. This email is included in Attachment 4. No members of the public spoke at the meeting.

At the meeting, the Commissioners discussed various aspects of the proposed project. Key topics included the sustainability of the City's affordable housing funds over the next decade, consideration for future inclusionary or affordable housing requirements for market rate rental projects to ensure adequate affordable housing units and funding, and support for the project's requirement to deed restrict 890 units in the Folsom Plan Area to ensure affordable housing units as part of this effort. Additionally, they had general questions pertaining to the 30 du/acre minimum, reduced vehicle miles traveled (VMT), and traffic impacts. They also sought clarification regarding the city's consultation with the United Auburn Indian Community, the timeline for SacSewer's infrastructure construction in the Folsom Plan Area, the impact of losing 251,266 square feet of commercial space in the Folsom Plan Area, and the public comment concern pertaining to potential traffic noise impacts of the project on Riley Street. Staff and the consultant teams responded to Commissioners' questions and provided the following clarifications:

Staff explained that the tribe's request to reopen the FPA mitigation measures, which were part of the FPASP EIR/EIS and subject to a Programmatic Agreement which was developed collaboratively with the City, federal agencies, and the tribes, was not appropriate as part of this project. Furthermore, the proposed project maintains the same development footprint as previously evaluated, resulting in no additional impacts to tribal cultural resources that were evaluated in the FPASP EIR/EIS. Despite staff's efforts to explain the process, the tribe was unwilling to withdraw their request to revise the mitigation measures, and the City was unable to accommodate their request. However, recognizing the potential for unanticipated discoveries, the City added two new General Plan Implementation Programs to address the tribe's overall concerns.

In addition, staff explained that once Folsom reaches the threshold of 1.9 million gallons of wastewater per day, SacSewer is required to build a conveyance system to transport the wastewater to the treatment plant. Typically, funding for such projects comes from development impact fees and community facilities districts (CFDs, also known as Mello Roos). As development progresses, these funds accumulate and are eventually used to finance the necessary infrastructure and facilities to support new development. If SacSewer aims to minimize construction disruption and cost by starting construction of the infrastructure and facilities now, they would likely need to front-load the costs. Ultimately, this decision would rest with SacSewer.

With regards to the loss of 251,266 square feet of commercial space in the Folsom Plan Area, staff explained that only two sites currently designated as commercial are being proposed to have their land use designations changed from commercial to residential, and neither of these sites are in the future town center area. Furthermore, the Folsom Plan Area currently has a significant amount of commercial sites to accommodate 2.79 million square feet of commercial. With this project, the Folsom Plan Area will still be able to accommodate 2.54 million square feet of commercial.

Finally, the consultant addressed the public comment received by the Planning Commission regarding potential vehicle noise impacts along Riley Street outside the project area. The consultant explained that the intersections selected for the project's traffic analysis were those expected to experience the most significant traffic impacts. The trip distribution modeled in the traffic study predicted that the intersection in question would have diminishing trips, which also implies diminishing transportation noise. To perceive a noticeable increase in traffic noise, the number of trips on the roadway would need to double. Based on the traffic analysis any new

project trips on Riley Street north of Natoma would be minimal, and thus any noise-related impacts would not result in a perceptible increase in noise.

The Planning Commission unanimously adopted a motion (6-0-0-1) with one member absent to recommend that the City Council certify the City of Folsom 2035 General Plan Amendments for Increased Residential Capacity Project Final Subsequent Environmental Impact Report, including the CEQA Findings and Facts in Support of the Findings and approve the Mitigation Monitoring and Reporting Program; adopt the General Plan Amendments to amend the Land Use Element, Mobility Element, and Implementation Element; adopt the Folsom Plan Area Specific Plan Amendment; and direct the Community Development Department to prepare Objective Development Standards and Zoning Code Amendments necessary to implement the project.

## POLICY / RULE

The City's 2021-2029 Housing Element was approved by City Council on August 24, 2021. That document includes several policies that relate directly to the issues discussed in this staff report. These include:

- **Policy H-1.1 Sufficient Land for Housing:** The City shall ensure that sufficient land is designated and zoned in a range of residential densities to accommodate the City's regional share of housing.

- **Policy H-1.2 Location of Higher Density Housing Sites:** The City shall endeavor to designate future sites for higher density housing near transit stops, commercial services, employment centers, and schools, where appropriate and feasible.

- **Policy H-1.3 Multi-family Housing Densities:** The City shall encourage home builders to develop their projects on multi-family-designated land at the high end of the applicable density range.

- **Policy H-1.4 Lower-Income Housing Replacement Sites:** The City shall mitigate the loss of lower-income housing sites within the Folsom Plan Area by securing voluntary agreements with the landowners to find replacement sites as market-rate housing is developed on sites identified in the lower-income sites inventory.

- **Policy H-3.2 Inclusionary Housing:** The City shall continue to require inclusionary housing on all new for-sale units. The City may also consider inclusionary housing as a community benefit for non-City-initiated General Plan and/or Specific Plan amendments that result in rental housing.

- **Policy H-6.3 Balance of Housing Types:** The City shall encourage residential projects affordable to a mix of household incomes and disperse affordable housing projects throughout the City, including the Folsom Plan Area, to achieve a balance of housing in all neighborhoods and communities.

In addition, and as discussed earlier in this staff report, the City is also subject to identifying sufficient and appropriately zoned sites to accommodate its RHNA requirements mandated by the

State. The City also has an obligation that if, as a result of market-rate housing development on sites previously identified for potential lower-income households, into longer has sufficient and appropriately zoned sites for lower-income households, then the City must within six months rezone additional land for such housing. This is known as the "no net loss" requirement and is set forth in Government Code Section 65863.

There are also several goals and policies from the Mobility Element of the City's 2035 General Plan that relate to the proposed "Roundabout First" and traffic safety policies. These include:

- **Goal M 1.1** Provide a comprehensive, integrated, and connected network of transportation facilities and services for all modes of travel that also incorporates emerging transportation technologies and services to increase transportation system efficiency.
    - **M 1.1.1 Complete Streets:** Develop its streets to serve the needs of all users, including bicyclists, public transit users, children, seniors, persons with disabilities, pedestrians, motorists, and movers of commercial goods.
- **Goal M 4.1** Ensure a safe and efficient network of streets for cars and trucks, as well as provide an adequate supply of vehicle parking.

## ANALYSIS

The detailed analysis for the Project is provided in the Analysis Section of the Planning Commission Staff Report which is included in Attachment 5 to this report.

## FINANCIAL IMPACT

The requested Actions 1-4 identified in the Project Overview and Requested Actions Section in this staff report, have no immediate financial impact to the General Fund. Funding for this Project and associated environmental review was provided by a Green Means Go Grant provided by the Sacramento Area Council of Governments (SACOG).

The loss of 251,266 square feet of commercial space in the Folsom Plan Area could potentially reduce future sales tax revenue. However, the exact impact is uncertain and will depend on the types of commercial activities that would have occupied this space. In addition, there may be reductions in future property tax revenue as deed-restricted affordable housing projects developed by non-profit developers are typically exempt from paying property tax (per Revenue and Taxation Code section 214); however, as there is no development proposal in place currently, the potential impact is uncertain.

## ENVIRONMENTAL REVIEW

The City certified the City of Folsom 2035 General Plan Update Final EIR (General Plan EIR) and adopted the General Plan in August 2018. The General Plan was amended in August 2021 for the Housing Element Update. This project represents a further amendment to the adopted 2035 General Plan. Since the project proposes changes to the land uses evaluated in the General Plan EIR that could involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects, the City determined that the preparation of a subsequent environmental impact report (SEIR) was the appropriate environmental review document for the project, pursuant to the requirements of State CEQA Guidelines Section 15162.

It should be noted that a portion of the project is located in the FPASP south of Highway 50. The City adopted the FPASP and certified the Final EIR/Environmental Impact Study (EIS) (FPASP EIR/EIS) in June 2011. The 2035 General Plan and its EIR incorporated the FPASP and its policies and impact analysis. Although this SEIR is based on the analysis in the 2035 General Plan EIR, the SEIR also evaluated the project in light of the impact analysis provided in the FPASP EIR/EIS.

The City of Folsom 2035 General Plan Amendments for Increased Residential Capacity Project SEIR has been prepared pursuant to CEQA (Public Resources Code Section 21000 et seq.) and the State CEQA Guidelines (California Code of Regulations, Title 14, Chapter 3, Section 15000, et seq.) to evaluate the physical environmental effects of the Project. The City of Folsom is the lead agency for the Project. The City has the principal responsibility for approving and carrying out the Project and for ensuring that the requirements of CEQA have been met.

A detailed discussion of the environmental review scope and process for the Project is provided in the Environmental Review section of the Planning Commission Staff Report which is included in Attachment 5 to this report.

*FINAL EIR:* A Final SEIR has been prepared and is available on the City's website at www.folsom.ca.us/housingstudy. The City received six comment letters during the public review period for the Draft SEIR which concluded on June 6, 2024. Three letters were received from agencies, including the California Highway Patrol, California Department of Transportation, and Sacramento Area Sewer District, and three letters were received from members of the public on the content of the Draft SEIR. Chapter 2 (Responses to Comments) of the Final SEIR identifies the commenting parties, their respective comments, and responses to these comments.

In addition, as previously discussed in the staff report, the Planning Commission received a comment from a member of the public regarding concerns pertaining to traffic-related noise impacts on Riley Street as a result of the project. City staff and the consultant team reviewed the comment, and the consultant provided a verbal response to this concern during the Planning Commission hearing on July 24, 2024 as described earlier in this report.

City staff and the SEIR consultant reviewed all comments received on the Draft SEIR and Final EIR. Comments were analyzed to determine if any of the commenters raised new issues that were not considered in the Draft SEIR analysis and constitute substantial new information not previously included in the Draft SEIR. None of the comments received, or the responses provided, constitute "significant new information" by CEQA standards (CEQA Guidelines Section 15088.5).

## ATTACHMENTS

1. Resolution No.11250 - A Resolution of the City Council of the City of Folsom Certifying the Subsequent Environmental Impact Report for the 2035 City of Folsom General Plan Amendments Increased Residential Capacity Project and Related Actions

   Exhibit 1a: City of Folsom 2035 General Plan Amendments for Increased Residential Capacity Project Final SEIR

   Exhibit 1b: City of Folsom 2035 General Plan Amendments for Increased Residential Capacity Project Draft SEIR (*On file with the Community Development Department and available online at* www.folsom.ca.us/housingstudy )

   Exhibit 2: City of Folsom 2035 General Plan Amendments for Increased Residential Capacity Findings and Facts in Support of Findings

   Exhibit 3: Mitigation Monitoring and Reporting Program

2. Resolution No. 11251- A Resolution of the City Council of the City of Folsom Amending the 2035 City Of Folsom General Plan as it Relates to the Increased Residential Capacity Project and Related Actions

   Exhibit 1: Land Use Element Amendments
   Exhibit 2: Mobility Element Amendments
   Exhibit 3: Implementation Element Amendments

3. Resolution No 11252 - A Resolution of the City Council of the City of Folsom Amending the Folsom Plan Area Specific Plan as it Relates to the Increased Residential Capacity Project and Related Actions

   Exhibit 1: Summary of Proposed Folsom Plan Area Specific Plan Amendments

   Exhibit 2: Folsom Plan Area Specific Plan Amendments (*On file with the Community Development Department and available online at* www.folsom.ca.us/housingstudy )

4. Email to Planning Commission July 24, 2024 (Public Comment)

5. Planning Commission Staff Report – July 24, 2024 (Attachments 1-4 and 6)[1]
   Attachment 1: Background
   Attachment 2: Project Description
   Attachment 3: Analysis
   Attachment 4: Environmental Review
   Attachment 6: Proposed General Plan Amendments

[1] *Attachment 5 was the list of recommended Planning Commission actions, which is similar to the Council actions, and is not included in this staff report to avoid confusion.*

Submitted,

Pam Johns, Community Development Director

# ATTACHMENT 1

A Resolution of the City Council of the City of Folsom Certifying the Subsequent Environmental Impact Report for the 2035 City of Folsom General Plan Amendments Increased Residential Capacity Project and Related Actions

# RESOLUTION NO. 11250

## A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF FOLSOM CERTIFYING THE SUBSEQUENT ENVIRONMENTAL IMPACT REPORT FOR THE 2035 CITY OF FOLSOM GENERAL PLAN AMENDMENTS INCREASED RESIDENTIAL CAPACITY PROJECT AND RELATED ACTIONS

**WHEREAS**, the City of Folsom ("City") acting as lead agency pursuant to the California Environmental Quality Act (Public Resources Code sections 21000 et seq.) ("CEQA") prepared a subsequent environmental impact report ("SEIR") for the City of Folsom 2035 General Plan Amendments for Increased Residential Capacity Project and Related Actions ("Project") (SCH# 2023070470); and

**WHEREAS**, for purposes of the City acting as lead agency pursuant to CEQA, the SEIR analyzed the following (collectively referred to as the "Project Approvals"):

1. General Plan Amendments to amend the General Plan Land Use Element to: a) increase minimum density and maximum FAR standards for all parcels within the East Bidwell Corridor Mixed-Use Overlay; b) establish a new Transit-Oriented Development Overlay designation and associated development standards; c) amend the General Plan Mobility Element to include roundabout prioritization policies; d) amend the General Plan Implementation Section related to mobility, noise, and tribal cultural resources (consistent with AB 52 and SB 18), among others; and e) amend the General Plan land use designation of specified sites in the Folsom Plan Area to allow for additional multi-family and mixed-use development.

2. Folsom Plan Area Specific Plan Amendments to a) amend the specific plan to increase the residential development capacity of specified sites in the Folsom Plan Area, especially the Town Center; b) amend the specific plan land use and zoning designations of specified sites in the Folsom Plan Area to allow for additional multi-family and mixed-use development; and c) amend the specific plan Circulation Section to include a roundabout prioritization policy.

3. Proposed Zoning Code Amendments to necessary to implement the project and the preparation of associated objective development standards.

**WHEREAS**, the Project Approvals constitute a "Project" for purposes of CEQA and CEQA Guidelines section 15378; and

**WHEREAS**, a Notice of Preparation for the Project was issued on July 24, 2023; and

**WHEREAS**, on April 22, 2024, the City released the Draft SEIR that was prepared for the Project and circulated the document for a 45-day public review period which was made available for public comment in accordance with CEQA from April 22, 2024 through June 6, 2024; and

**WHEREAS**, the City received written comments on the Draft SEIR, in response to which the City prepared and released a Final SEIR on July 17, 2024; and

**WHEREAS**, the City as lead agency under CEQA brought forward the Final SEIR to the Planning Commission for consideration at a duly noticed public hearing on July 24, 2024 during which the Planning Commission considered the Final SEIR and written and oral testimony on the same; and recommended certification of the Final SEIR together with a recommendation of adoption of the Findings and Facts in Support of Findings and the Mitigation Monitoring and Reporting Program; and

**WHEREAS**, notice has been given at the time and in the manner required by State Law and City Code; and

**WHEREAS**, the Final SEIR consists of the Draft SEIR, all appendices to the Draft and Final SEIR, comments on the Draft SEIR, a list of the persons, organizations, and public agencies commenting on the Draft SEIR, the responses to comments received during the public review period, text changes to the Draft SEIR, and a summary of impacts and mitigation measures (collectively the "SEIR"); and

**WHEREAS**, the City Council has reviewed and duly considered the Final SEIR for the Project and has determined that the Final SEIR supports its directions to staff and determinations on certification of the Final EIR.

**NOW, THEREFORE, BE IT RESOLVED**, by the Folsom City Council that:

1. The above referenced recitals are true and correct and incorporated herein by reference.

2. The City Council finds that:

   A. The Final SEIR (Exhibit 1) for the Project has been prepared in accordance with all requirements of CEQA and the State CEQA Guidelines; and

   B. The SEIR was presented to the City Council (the decision-making body of the City), and the City Council reviewed and considered the Final SEIR prior to acting on the Project; and

   C. The Final SEIR reflects the independent judgment and analysis of the City Council of the City of Folsom. The City Council bases its findings on such review and other substantial evidence in the record.

3. The City Council hereby certifies the SEIR as complete, adequate and in full compliance with CEQA and considers such certification as a basis for considering and acting upon the Project Approvals and exercising its independent judgment.

4. The City Clerk is the custodian of record of the SEIR.

5. The City Council has considered and hereby adopts the "Findings of Facts" as set forth in Exhibit 2, attached hereto and incorporated herein by reference.

6. The City Council hereby approves and adopts each and every mitigation measure identified in the Findings and makes such mitigation measures a required component of and incorporated into approval of the Project. The City Council finds that implementation of the mitigation measures identified and discussed in the Findings will avoid or reduce to a level of less-than-significant those environmental effects identified in the SEIR for which a mitigation measure is identified.

7. The City Council hereby adopts the Mitigation Monitoring and Reporting Plan ("MMRP") prepared for the Project Approvals and as set forth in Exhibit 3 and incorporated herein by reference. All mitigation measures proposed in the SEIR shall be implemented, and the MMRP will implement all mitigation measures adopted with respect to the Project pursuant to all of the Project Approvals. The MMRP is hereby incorporated into the Project and thereby becomes part of and limitations upon the entitlements conferred by the Project Approvals.

8. If any section, subsection, clause, phrase, or portion of this Resolution is for any reason held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Resolution. The City Council hereby declares that it would have adopted this Resolution and each section, subsection, sentence, clause, phrase or portion thereof, irrespective of the fact that any one or more sections, subsections, clauses, phrases or portions be declared invalid or unconstitutional.

**Exhibits**

Exhibit 1a: City of Folsom 2035 General Plan Amendments for Increased Residential Capacity Project Final SEIR

Exhibit 1b: City of Folsom 2035 General Plan Amendments for Increased Residential Capacity Project Draft SEIR (*On file with the Community Development Department and available online at:* www.folsom.ca.us/housingstudy)

Exhibit 2: City of Folsom 2035 General Plan Amendments for Increased Residential Capacity Findings and Facts in Support of Findings

Exhibit 3: Mitigation Monitoring and Reporting Program

**PASSED AND ADOPTED** this 27th day of August 2024, by the following roll-call vote:

**AYES:** Councilmember(s):
**NOES:** Councilmember(s):
**ABSENT:** Councilmember(s):
**ABSTAIN:** Councilmember(s):

Michael D. Kozlowski, MAYOR

ATTEST:

Christa Freemantle, CITY CLERK

# Exhibit 1a

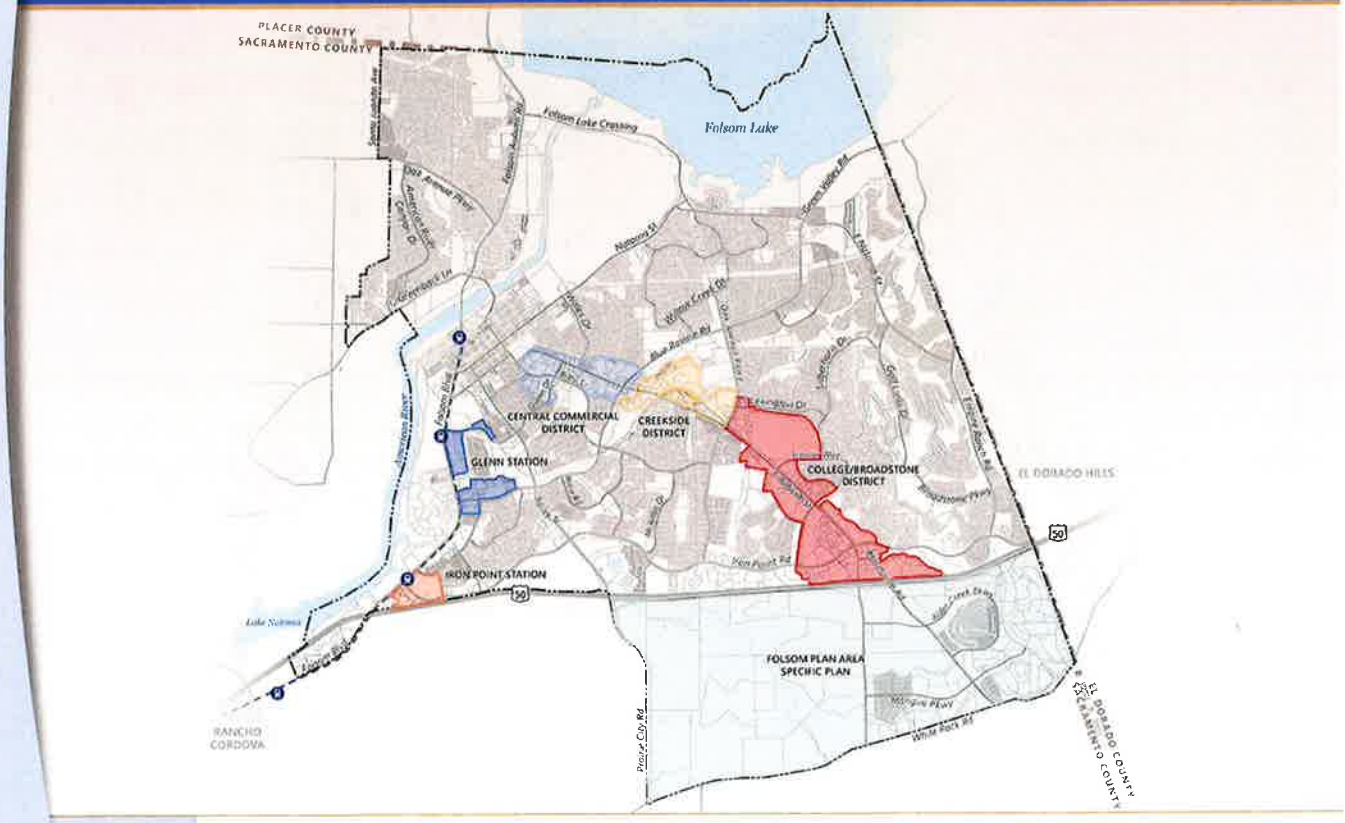
Final Subsequent Environmental Impact Report for the City of Folsom 2035 General Plan Amendments for Increased Residential Capacity Project

**(On file with the Community Development Department and available online at: www.folsom.ca.us/housingstudy)**

FINAL ENVIRONMENTAL IMPACT REPORT

# City of Folsom 2035 General Plan Amendments for Increased Residential Capacity Project

STATE CLEARINGHOUSE NO. 2023070470




Prepared for:

CITY OF FOLSOM
DISTINCTIVE BY NATURE

City of Folsom

Contact:

Stephanie Henry
Community Development Department
916.461.6208

July 2024

FINAL ENVIRONMENTAL IMPACT REPORT

# City of Folsom 2035 General Plan Amendments for Increased Residential Capacity Project

Prepared for:

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July 2024

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A Comment Letters

B Mitigation Monitoring and Reporting Program


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# LIST OF ABBREVIATIONS

| | |
|---|---|
| CEQA | California Environmental Quality Act |
| City | City of Folsom |
| draft SEIR | draft subsequent environmental impact report |
| FAR | floor area ratio |
| Final SEIR | final subsequent environmental impact report |
| FPASP | Folsom Plan Area Specific Plan |
| General Plan EIR | *Folsom General Plan 2035 Draft and Final Environmental Impact Report* |
| project | 2035 General Plan Amendments for Increased Residential Capacity Project |
| VMT | vehicle miles travelled |

# 1 INTRODUCTION

This final subsequent environmental impact report (Final SEIR) has been prepared by the City of Folsom (City), as lead agency, in accordance with the requirements of the California Environmental Quality Act (CEQA) (Public Resources Code 21000 et seq) and the State CEQA Guidelines (CCR Section 15132). This Final SEIR contains responses to comments received on the draft subsequent environmental impact report (draft SEIR) for the 2035 General Plan Amendments for Increased Residential Capacity Project (project). The Final SEIR consists of the Draft SEIR and this document (response to comments document), which includes comments on the Draft SEIR, responses to those comments, and revisions to the Draft SEIR. This is a subsequent EIR to the *Folsom General Plan 2035 Draft and Final Environmental Impact Report* (General Plan EIR) (State Clearinghouse Number 2017082054).

## 1.1 PURPOSE AND INTENDED USES OF THIS FINAL SEIR

CEQA requires a lead agency that has prepared a Draft EIR to solicit comments from responsible and trustee agencies that have jurisdiction by law with respect to the project, and to provide the public with an opportunity to comment on the Draft EIR. This Final SEIR is the mechanism for responding to these comments. This Final SEIR has been prepared to respond to comments received on the Draft SEIR, which are reproduced in this document; and to present corrections, revisions, and other clarifications and amplifications to the Draft SEIR, including project updates, made in response to these comments. The Final SEIR will be used to support the City's decision regarding whether to approve the project.

This Final SEIR will also be used by CEQA responsible agencies to ensure that they have met their requirements under CEQA before deciding whether to approve or permit project elements over which they have jurisdiction. It may also be used by other state, regional, and local agencies that may have an interest in resources that could be affected by the project or that have jurisdiction over portions of the project.

Responsible, trustee, and interested agencies may include:

- CDFW,
- California Department of Transportation,
- Sacramento Area Sewer District,
- Sacramento Metropolitan Air Quality Management District, and
- Sacramento Municipal Utility District.

## 1.2 PROJECT LOCATION

The project planning area consists of the East Bidwell Mixed-use Corridor, the Glenn and Iron Point Transit Priority Areas, and the Folsom Plan Area. The East Bidwell Mixed-use Corridor extends from Highway 50 to Coloma Street. The corridor includes a mixed-use overlay zone that is comprised of the Central Commercial District, Creekside District, and College/Broadstone District. The two transit priority areas (Iron Point Station area and Glenn Station area) are located along Folsom Boulevard and provide a connection to Sacramento Regional Transit Light Rail. The Folsom Plan Area is the City's newest community and is located on approximately 3,500 acres south of Highway 50, east of Prairie City Road, North of White Rock Road, and west of the El Dorado County Line in the City of Folsom.

The Folsom Plan Area Specific Plan (FPASP) was approved by the City Council in 2011 along with a joint EIR/ environmental impact statement (EIS) that was certified for City adoption of the FPASP (State Clearinghouse No. 2008092051). The FPASP covers the area within the City limits south of Highway 50 (Folsom Plan Area) and is a comprehensive planned community that will include a mix of residential neighborhoods, office and retail development, a mixed-use town center, and over 1,000 acres of open spaces and trails to serve a variety of needs in the community.

## 1.3 PROJECT OBJECTIVES

The primary objectives of the project are to:

- Ensure a buffer to maintain low- and moderate-income housing sites sufficient to meet the City's Regional Housing Needs Allocation (RHNA) requirements;
- Implement 2021-2029 Housing Element Program H-2 to facilitate development and increase opportunities for mixed-use and multi-family high density development in the East Bidwell Mixed Use Overlay, Sacramento Area Council of Governments Transit Priority Areas outside the Historic District, and the Folsom Plan Area Specific Plan Town Center;
- Establish a new Transit Oriented Development overlay designation; and
- Provide zoning and land use designations and objective development standards for low- and moderate-income housing sites.

## 1.4 PROJECT DESCRIPTION

To implement Program H-2 of the 2012-2029 Housing Element and increase opportunities for mixed-use and multi-family high density development to support low and moderate-income housing capacity in the City, the project includes amendments to the City's General Plan. Amendments would include increasing the minimum density and maximum floor area ratio (FAR) standards for the East Bidwell Corridor Mixed-Use Overlay zone, and establishing a new Transit-Oriented Development Overlay for the areas surrounding Iron Point and Glenn Stations. Factoring in existing development capacity, the net new capacity in these areas of the City would be approximately 4,164 housing units over the current General Plan.

The project would also result in the potential for an additional 1,882 residential units beyond what is currently allowed in the FPSAP. To account for increased residential development the project would reduce 251,266 square feet of non-residential development capacity in the FPASP. General Plan land use amendments and associated FPASP amendments would include:

- Amend the land use and specific plan designations for Site 2 (10.52 acres) ("Site" refers to a proposed property for rezone) from industrial/office park to multi-family high density to allow for development of up to 400 multi-family housing units.
- Amend the land use and specific plan designations of Site 15 (13.22 acres) from community commercial to multi-family high density to allow for up to 320 multi-family housing units.
- Amend the land use and specific plan designations for Site 233 (11.54 acres) from general commercial to mixed-use to allow for development of up to 250 multi-family housing units.
- Amend the land use and specific plan designations for Site 76 (13.22 acres) from multi-family low density to multi-family medium density to allow for up to 230 multi-family housing units.
- Increase the maximum allowable density to increase the number of dwelling units allocated to the FPASP Town Center from 490 dwelling units to 1,250 dwelling units.
- Amend the Town Center overlay zone to establish a minimum density of 30 du/ac along with a minimum FAR of 0.2 and a maximum FAR of 2.0.
- Increase maximum height in the Town Center Overlay Zone from 50 feet to 60 feet to allow up to 6 stories (70 feet) for architectural features such as corner elements.
- Increase the number of dwelling units allocated to nine additional multi-family designated sites in the FPASP, outside the Town Center, from a total of 1,258 dwelling units to a total of 1,410 dwelling units.
- Deed-restrict several parcels in the Folsom Plan Area to only allow development of affordable housing, with a target of 890 deed-restricted affordable housing units to help meet the City's lower income RHNA.

In addition, the project would amend the General Plan Mobility Chapter to include "roundabout prioritization" polices. These policies would require that consideration of future traffic controls should first determine whether roundabout traffic control is feasible, beneficial, and cost effective before considering alternative traffic controls, such as signalization or turn restrictions. Additionally, these policies address modifications to existing traffic controls, which would allow an existing traffic control to become a roundabout. Finally, the project also proposes several new General Plan Implementation Measures related to noise, mobility, and tribal cultural resources, among others.

## 1.5 MAJOR CONCLUSIONS OF THE ENVIRONMENTAL ANALYSIS

There were no new significant and unavoidable issue areas identified in the Draft SEIR and the project would not result in a substantially more severe impact for any significant and unavoidable impacts identified in the General Plan EIR.

## 1.6 CEQA PUBLIC REVIEW PROCESS

On April 22, 2024, the City released the Draft SEIR for a 45-day public review and comment period. The Draft SEIR was submitted to the State Clearinghouse for distribution to reviewing agencies; posted on the City's website (https://www.folsom.ca.us/government/community-development/housing-services/targeted-multi-family-and-mixed-use-housing-study); and was made available at the City's offices at 50 Natoma Street and the Folsom Public Library at 411 Stafford Street. A notice of availability of the Draft SEIR was published in the local newspaper and distributed by the City to a project-specific mailing list. Information regarding the Draft SEIR was provided to the public through various social media posts.

As a result of these notification efforts, written comments were received from three organizations and three individuals on the content of the Draft SEIR. Chapter -2, "Responses to Comments," identifies these commenting parties, their respective comments, and responses to these comments. None of the comments received, or the responses provided, constitute "significant new information" by CEQA standards (State CEQA Guidelines CCR Section 15088.5).

## 1.7 ORGANIZATION OF THE FINAL SEIR

This Final SEIR is organized as follows:

**Chapter 1, "Introduction,"** describes the purpose of the Final SEIR, summarizes the project and the major conclusions of the Draft SEIR, provides an overview of the CEQA public review process, and describes the content of the Final SEIR.

**Chapter 2, "Responses to Comments,"** contains a list of all parties who submitted comments on the Draft SEIR during the public review period, copies of the comment letters received, and responses to the comments.

**Chapter 3, "Revisions to the Draft EIR,"** presents revisions to the Draft SEIR text made in response to comments, or to amplify, clarify or make minor modifications or corrections. Changes in the text are signified by ~~strikeouts~~ where text is removed and by underline where text is added.

**Chapter 4, "References,"** identifies the documents used as sources for the analysis.

**Chapter 5, "List of Preparers,"** identifies the lead agency contacts as well as the preparers of this Final SEIR.

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# 2 RESPONSES TO COMMENTS

This chapter contains comment letters received during the public review period for the Draft SEIR (Appendix A), which concluded on June 6, 2024. In conformance with Section 15088(a) of the State CEQA Guidelines, written responses were prepared addressing comments on environmental issues received from reviewers of the Draft SEIR.

## 2.1 LIST OF COMMENTERS ON THE DRAFT SEIR

Table 2-1 presents the list of commenters, including the numerical designation for each comment letter received, the author of the comment letter, and the date of the comment letter.

**Table 2-1 List of Commenters**

| Letter No. | Commenter | Date |
|---|---|---|
| | AGENCIES | |
| A1 | California Highway Patrol<br>B.J. Maynard, Lieutenant | May 24, 2024 |
| A2 | California Department of Transportation<br>Gary Arnold, Branch Chief | May 28, 2024 |
| A3 | Sacramento Area Sewer District<br>Robb Armstrong, SacSewer Development Services | June 4, 2024 |
| | INDIVIDUALS | |
| I1 | Finley | May 15, 2024 |
| I2 | Loretta Hettinger | May 15, 2024 |
| I3 | Crystal Gorton | May 15, 2024 |

# 2.2 COMMENTS AND RESPONSES

The written individual comments received on the Draft SEIR and the responses to those comments are provided below. The comment letters are reproduced in their entirety and are followed by the response(s). Where a commenter has provided multiple comments, each comment is indicated by a line bracket and an identifying number in the margin of the comment letter.

## 2.2.1 Agencies

### Letter A1 California Highway Patrol

B.J. Maynard, Lieutenant
May 24, 2024

**Comment A1-1**
The commenter states that the project would put a strain on existing public safety resources along U.S. Highway 50 and surrounding roadways in Sacramento County, including traffic safety and extended response times as Folsom is experiencing significant growth.

**Response A-1**
As discussed in the Draft SEIR Section 3.9, "Public Services and Recreation" the project would result in a 14 percent increase in population as compared to what is currently assumed in the Folsom General Plan and would thus require increased police services, including California Highway Patrol, to maintain service times and safety. New residents in Folsom would be required to pay local property and sales taxes. Money from these taxes would be provided to California Highway Patrol from the State for funding additional public safety services, as needed. Traffic safety was analyzed in Impact 3.11-3 of the Draft SEIR. As stated on page 3.10-19 of the Draft SEIR future development under the project, "would be constructed in accordance with applicable roadway design and safety guidelines. The project would not increase hazards because of a roadway design feature or incompatible uses and would include a roundabout prioritization policy that would provide opportunities for improved safety." No changes to the SEIR are required in response to this comment and no further response is required.

# Letter A2 California Department of Transportation

Gary Arnold, Branch Chief
May 28, 2024

**Comment A2-1**
The commenter provides introductory remarks and a summary of the project description.

**Response A2-1**
The comment does not address the adequacy of the SEIR analysis, and no further response is required. The comment is noted.

**Comment A2-2**
The commenter states that individual developments under the project would be required to prepare VMT impact studies that include multimodal analysis. The commenter states that queuing analysis should be completed to determine cumulative impacts and spillback onto US Highway 50. The commenter continues that retail as part of larger development would not be exempt from VMT as it would not be local serving.

**Response A2-2**
A queuing evaluation was completed as part of the Traffic Analysis for the project prepared by Kimley Horn in April 2024 for use by the City. The queuing analysis determined that 18 intersections are expected to have at least one left-turn movement that exceed available storage without and with the project, including the Prairie City Road intersection with US Highway 50 eastbound ramps. The City acknowledges that fair share contributions may be required to offset traffic impacts associated with the project.

The comment provides general statements regarding potential vehicle miles travelled (VMT) requirements for future development but does not raise specific issues regarding the adequacy of the Draft SEIR's analysis or identify applicable requirements that were not included as part of the analysis. Future projects may be subject to future transportation studies as individual development is proposed. No further response is required.

**Comment A2-3**
The commenter states that complete streets should be developed in the Folsom Plan Area and that routes to local schools be visible and contiguous. The commenters requests clarification on if pedestrian facilities in the transit oriented development area are in good condition and if expansions to bicycle and pedestrian facilities will connect to existing trails.

**Response A2-3**
As discussed in the Draft SEIR Impact 3.10-1, future development as part of the project would be subject to General Plan goals and policies that promote complete streets and alternative transportation. As included on pages 3.10-3 and 3.10-4 of the Draft SEIR policies included in the General Plan would promote complete streets throughout the City including to the Folsom Plan Area (Policy M 1.1.1), ensure that streets are safe and accessible to people with limited mobility (Policy M 1.1.3), promote intermodal connections including bicycle and pedestrian connections to transit stops (Policy M 1.1.6), require developers to provide a system of sidewalks, trails, and bikeways that link all land uses and provide accessibility to parks, schools, and trail facilities (Policy M 2.1.3), and encourage construction of facilities that ensure children can walk or bike safely to school (Policy 2.1.16). As part of the FPASP, the Folsom Plan Area has been planned for a transportation system that includes complete streets, bike and pedestrian facilities, and transit. For example, there are Class I shared used path and Class II bikeways planned throughout the Folsom Plan Area many of which have already been constructed. A Transit Master Plan was prepared for the Folsom Plan Area in April 2010. The Transit Master Plan identifies a bus route along Alder Creek Parkway that would link the residential areas with the major commercial areas in the Folsom Plan Area and the Hazel Avenue light rail station. It is anticipated that the transit system in the Folsom Plan Area would be developed in phases as development occurs. As concluded on page 3.10-17 of the Draft SEIR the project would not conflict with adopted plans and policies for transit, bicycle, and pedestrian facilities. No further response is required.

**Comment A2-4**
The commenter states that future development as part of the project that would require direct connection with a state route would require coordination with California Department of Transportation (Caltrans) District 3 regarding plan sets and right-of-way.

**Response A2-4**
Regulatory requirements related to Caltrans are provided under Subsection 3.10.1 of Section 3.10, "Transportation," of the Draft SEIR. There is only one remaining planned connection to Highway 50 that would be impacted by the project, the Empire Ranch Interchange. The City is currently coordinating with Caltrans as part of the interchange project and will continue to coordinate with Caltrans and acquire any necessary permits or coverage administered by Caltrans District 3.

The comment provides general statements regarding potential requirements but does not raise specific issues regarding the adequacy of the Draft SEIR's analysis or identify applicable requirements that were not included as part of the analysis. No further response is required.

**Comment A2-5**
The commenter states that future development as part of the project may require an encroachment permit and coordination with Caltrans District 3.

**Response A2-5**
Please see response A2-4. The comment provides general statements regarding potential requirements but does not raise specific issues regarding the adequacy of the Draft SEIR's analysis or identify applicable requirements that were not included as part of the analysis. No further response is required.

# Letter A3 Sacramento Area Sewer District

Rob Armstrong, Sac Sewer Development Services
June 4, 2024

**Comment A3-1**
The commenter provides introductory remarks and a summary of the project need and description, noting that Sacramento Regional County Sanitation District and the Sacramento Area Sewer District merged into the Sacramento Area Sewer District or SacSewer.

**Response A3-1**
The comment does not address the adequacy of the SEIR analysis, and no further response is required. The comment is noted.

**Comment A3-2**
The commenter states that the City is responsible for providing local sewer service for the project and SacSewer is responsible for conveying sewage from the City's collection system to the recovery facility for treatment and disposal.

**Response A3-2**
The existing SacSewer conveyance system and facilities are described on pages 3.11-13 and 3.11-16 of the Draft SEIR in Section 3.11, "Utilities and Service Systems." The City will coordinate with SacSewer for conveying sewage from the City's collection system to the treatment facility. The comment does not address the adequacy of the SEIR analysis, and no further response is required. The comment is noted.

**Comment A3-3**
The commenter states that the City will provide interim sewer service for the Folsom Plan Area until sewer flows generated within the Folsom Plan Area reach 1.9 million gallons per day and after minimum flows are reached SacSewer will construct the necessary infrastructure to convey sewer flows.

**Response A3-3**
In response to this comment page 3.11-13 the Draft SEIR has been revised as follows:

> The FPASP proposes a wastewater system similar to that north of Highway 50, with collectors and mains conveying wastewater to the SacSewer's system for treatment. The City would provide interim sewer service for the Folsom Plan Area until sewer flows generated within the Folsom Plan Area reach 1.9 million gallons per day (average dry weather), after which SacSewer will construct the necessary infrastructure to convey sewer flows. A pumping station would be constructed in the northwest section of the Folsom Plan Area to serve the area.
>
> The City will coordinate with SacSewer as development occurs in the Folsom Plan Area. These edits are minor and do not constitute "significant new information" that would require recirculation of the Draft EIR under State CEQA Guidelines Section 15088.5.

**Comment A3-4**
The commenter states that SacSewer adopted the Interceptor Sequencing Study in 2013 and that project identified within SacSewer planning documents directly result in growth projections considered by the City. The commenter continues that the City shall notify SacSewer before creating or making changes to City planning documents that affect build-out capacity and should provide design flow information for projects for SacSewer to assess.

**Response A3-4**
The City will notify SacSewer prior to making significant changes to buildout that would impact the sewer system and will provide the necessary information to SacSewer to determine system impacts. Impact 3.11-2 of the Draft SEIR includes the technical analysis completed for the project that provides information on the impact to wastewater conveyance that would occur under the project. The comment provides general statements regarding future

requirements but does not raise specific issues regarding the adequacy of the Draft SEIR's analysis or identify applicable requirements that were not included as part of the analysis. No further response is required.

**Comment A3-5**

The commenter states the project would result in an additional 1,031 housing units in the College/Broadstone District that would be served by the Iron Point Pump Station and Folsom East interceptor. The commenter continues that SacSewer flow meter data downstream of the Iron Point Pump Station shows peak wet weather flow is higher than the design contemplated. The commenter states that the Iron Point Pump Station is at or near capacity and that future development as part of the project may require improvements to the system. The commenter provides hydrographs of flows from the system as an attachment.

**Response A3-5**

The City will coordinate with SacSewer to evaluate inflow and infiltration within the N40 shed. The comment does not address the adequacy of the SEIR analysis, and no further response is required. The comment is noted.

**Comment A3-6**

The commenter states that future SacSewer customers are responsible for rates and fees outlined in the latest SacSewer ordinance and fees recover the capital investment of sewer conveyance and treatment facilities to serve new customers. The commenter continues that sewer services are only guaranteed following proper permits and payment of fees.

**Response A3-6**

Future development as part of the project would be responsible for paying the necessary fees as outlined in the SacSewer ordinance. These fees would assist in funding improvements to the sewer system in the City, as included in Section 3.11 of the Draft SEIR. The comment does not address the adequacy of the SEIR analysis, and no further response is required. The comment is noted.

## 2.2.2 Individuals

### Letter I1 Finley

May 15, 2024

**Comment I1-1**

The commenter states that they oppose the project and that there are not sufficient parks, police, school, and other public services to serve the project.

**Response I1-1**

Section 3.9, "Public Services and Recreation" of the Draft SEIR includes an analysis of impacts to park, police, and school facilities with the project. General Plan EIR Impact PSR-1 concluded that increased development from buildout of the General Plan would result in increased demand for governmental facilities, including police and fire protection. With implementation of applicable City policies and regulatory requirements, impacts from construction and expansion of police and fire facilities were determined to be less than significant in the General Plan EIR. As discussed on page 3.9-10 of the Draft SEIR new development associated with the buildout of the project would be required to pay development fees into the City's General Fund to assist in funding public services, including fire and police protection. Additionally, the FPASP proposes to construct three fire stations and one police service center based on the increased demand for fire and law enforcement protection services to accommodate the influx of new residents and to maintain an adequate level of service. Therefore, the project would not result in new significant impacts or a substantial increase in severity of identified impacts as they relate to police and fire services.

General Plan EIR Impact PSR-1 concluded that increased development from buildout of the General Plan would result in increased demand for school facilities. The increased demand was determined to result in the need for new and expanded schools to serve the anticipated population increase. With implementation of applicable City policies and regulatory requirements, impacts from construction and expansion of new school facilities were determined to be less than significant in the General Plan EIR. As stated on page 3.9-12 of the Draft SEIR the anticipated increase in student enrollment from the project would require new public school facilities. New school facilities or expansion needed to serve the project would be funded through development under the project. Future applicants would be required to pay all applicable State-mandated school impact fees to the school district at the time of development. Therefore, the project would not result in new significant impacts or a substantial increase in severity of identified impacts as they relate to schools.

General Plan EIR Impact PSR-2 concluded that increased development from buildout of the General Plan would result in increased demand for recreational facilities. With implementation of applicable City policies and regulatory requirements, impacts from construction and expansion of new park and recreation facilities were determined to be less than significant in the General Plan EIR. As included on page 3.9-13 of the Draft SEIR, there would be sufficient parkland to support project buildout. Additionally, as part of the project, future tentative subdivision and tentative parcel maps under the project would be required to dedicate land or pay an in-lieu fee for the development of neighborhood and community parks, pursuant to Folsom Municipal Code Chapter 16.32 and Chapter 4.10. Therefore, the project would not result in new significant impacts or a substantial increase in severity of identified impacts as they relate to parks and recreation. No changes to the SEIR are required in response to this comment and no further response is required.

## Letter I2 Loretta Hettinger

May 15, 2024

**Comment I2-1**

The commenter states that they are in support of mixed-use housing closer to jobs to improve traffic and air quality. The commenter continues that housing as part of the project should be restricted for affordability in the undeveloped portions of the Folsom Plan Area.

**Response I1-1**

The project would deed restrict some sites in the Folsom Plan Area for affordable housing. The comment does not address the adequacy of the SEIR analysis, and no further response is required. The comment is noted.

## Letter I3 Crystal Gorton

May 15, 2024

**Comment I3-1**

The commenter states that they do not want to see affordable housing in the City or north of Highway 50.

**Response I3-1**

The comment does not address the adequacy of the SEIR analysis, and no further response is required. The comment is noted.

# 3 REVISIONS TO THE DRAFT SEIR

This chapter presents specific text changes made to the Draft SEIR since its publication and public review. The changes are presented in the order in which they appear in the original Draft SEIR and are identified by the Draft SEIR page number. Text deletions are shown in ~~strikethrough~~, and text additions are shown in underline.

The information contained within this chapter clarifies and expands on information in the Draft SEIR and does not constitute "significant new information" requiring recirculation. (See Public Resources Code Section 21092.1; CEQA Guidelines Section 15088.5.)

## 3.1 REVISIONS TO EXECUTIVE SUMMARY

To provide correction to the mitigation measure text, page ES-5 of the Draft SEIR is revised as follows:

> **Mitigation Measure 3A.1-1: Construct and Maintain a Landscape Corridor Adjacent to U.S. 50.** The project applicant(s) for ~~all project phases shall~~ any particular discretionary development application adjacent to U.S. 50 shall fund, construct, and maintain a landscaped corridor within the ~~FPASPA~~ SPA, south of U.S. 50. This corridor shall be 50 feet wide, except that the landscaped corridor width shall be reduced to 25 feet adjacent to the proposed regional mall. Landscaping plans and specifications shall be approved by Caltrans and the City of Folsom, and constructed by the project applicant(s) before the start of earthmoving activities associated with residential or commercial units. Landscaped areas would not be required within the preserved oak woodlands. As practicable, landscaping shall primarily contain native and/or drought tolerant plants. Landscaped corridors shall be maintained in perpetuity to the satisfaction of the City of Folsom.

To provide correction to the mitigation measure text, page ES-6 of the Draft SEIR is revised as follows:

> **Mitigation Measure 3A.1-4: Screen Construction Staging Areas.** The project applicant(s) for ~~all project phases~~ any particular discretionary development ~~applicant~~ application shall locate staging and material storage areas as far away from sensitive biological resources and sensitive land uses (e.g., residential areas, schools, parks) as feasible. Staging and material storage areas shall be approved by the appropriate agency (identified below) before the approval of grading plans and building permits for all project phases and shall be screened from adjacent occupied land uses in earlier development phases to the maximum extent practicable. Screens may include, but are not limited to, the use of such visual barriers such as berms or fences. The screen design shall be approved by the appropriate agency to further reduce visual effects to the extent possible. Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries shall be ~~coordinated~~ developed by the project applicant(s) of each applicable project phase in consultation with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, and Caltrans) to reduce to the extent feasible the visual effects of construction activities on adjacent project land uses that have already been developed.

To provide correction to the mitigation measure text, page ES-8 of the Draft SEIR is revised as follows:

> A lighting plan for all on- and off-site elements within each agency's jurisdictional boundaries (specified below) shall be submitted to the relevant jurisdictional agency for review and approval, which shall include the above elements. The lighting plan may be submitted concurrently with other improvement plans, and shall be submitted before the installation of any lighting or the approval of building permits for each phase. The project applicant(s) ~~of all project phases~~ for any particular discretionary development application shall implement the approved lighting plan.

To provide correction to the mitigation measure text, pages ES-9 and ES-10 of the Draft SEIR is revised as follows:

> *Enhanced Exhaust Control Practices*

- The project shall provide a plan, for approval by the City of Folsom Community Development Department and SMAQMD, demonstrating that the heavy-duty (50 horsepower [hp] or more) off-road vehicles to be used in the construction project, including owned, leased, and subcontractor vehicles, will achieve a project wide fleet-average 20% ~~percent~~ NOX reduction and 45% ~~percent~~ particulate reduction compared to the most current California Air Resources Board (~~C~~ARB) fleet average that exists at the time of construction. Acceptable options for reducing emissions may include use of late-model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or other options as they become available. The project applicant(s) of each project phase or its representative shall submit to the City of Folsom Community Development Department and SMAQMD a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 hp, that would be used an aggregate of 40 or more hours during any portion of the construction project. The inventory shall include the horsepower rating, engine production year, and projected hours of use for each piece of equipment. The inventory shall be updated and submitted monthly throughout the duration of the project, except that an inventory shall not be required for any 30-day period in which no construction activity occurs. At least 48 hours prior to the use of heavy-duty off-road equipment, the project representative shall provide SMAQMD with the anticipated construction timeline including start date, and name and phone number of the project manager and on-site foreman. SMAQMD's Construction Mitigation Calculator can be used to identify an equipment fleet that achieves this reduction (SMAQMD 2007a). The project shall ensure that emissions from all off-road diesel-powered equipment used on the SPA do not exceed 40% ~~percent~~ opacity for more than three minutes in any one hour. Any equipment found to exceed 40 percent opacity (or Ringelmann 2.0) shall be repaired immediately, and the City and SMAQMD shall be notified within 48 hours of identification of non-compliant equipment. A visual survey of all in-operation equipment shall be made at least weekly, and a monthly summary of the visual survey results shall be submitted throughout the duration of the project, except that the monthly summary shall not be required for any 30-day period in which no construction activity occurs. The monthly summary shall include the quantity and type of vehicles surveyed as well as the dates of each survey. SMAQMD staff and/or other officials may conduct periodic site inspections to determine compliance. Nothing in this mitigation measure shall supersede other SMAQMD or state rules or regulations.

To provide correction to the mitigation measure text, pages ES-12 and ES-13 of the Draft SEIR is revised as follows:

> **Mitigation Measure 3A.2-4a: Develop and Implement a Plan to Reduce Exposure of Sensitive Receptors to Construction-Generated Toxic Air Contaminant Emissions.** The project applicant for any particular discretionary development application shall develop a plan to reduce the exposure of sensitive receptors to TACs generated by project construction activity associated with buildout of the selected alternative. Each plan shall be developed by the project applicant(s) in consultation with SMAQMD. The plan shall be submitted to the City for review and approval before the approval of any grading plans.
>
> The plan may include such measures as scheduling activities when the residences are the least likely to be occupied, requiring equipment to be shut off when not in use, and prohibiting heavy trucks from idling. Applicable measures shall be included in all project plans and specifications for all project phases.
>
> The implementation and enforcement of all measures identified in each plan shall be funded by the project applicant(s) for the respective phase of development.

To provide correction to the mitigation measure text, page ES-13 of the Draft SEIR is revised as follows:

> **Mitigation Measure 3A.2-1f: Implement SMAQMD's Enhanced Exhaust Control Practices during Construction of all Off-site Elements.** Implement SMAQMD Enhances Exhaust Control Practices ~~to control air pollutant emissions~~, which are listed in Mitigation Measure 3A.2-1a, in order to control NOX emissions generated by construction of off-site elements (in Sacramento and El Dorado Counties, or Caltrans right-of-way).

**Mitigation Measure 3A.5-1b: Perform an Inventory and Evaluation of Cultural Resources for the California Register of Historic Places, Minimize or Avoid Damage or Destruction, and Perform Treatment Where Damage or Destruction Cannot be Avoided.** Management of cultural resources eligible for or listed on the CRHR under CEQA mirrors management steps required under Section 106. These steps may be combined with deliverables and management steps performed for Section 106 provided that management documents prepared for the PA also clearly reference the CRHR listing criteria and significance thresholds that apply under CEQA. Prior to ground-disturbing work for each individual development phase or off-site element, the applicable oversight agency (City of Folsom, El Dorado County, Sacramento County, or Caltrans), or the project applicant(s) of all project phases, with applicable agency oversight, shall perform the following actions:

To provide correction to the mitigation measure text, page ES-15 of the Draft SEIR is revised as follows:

- These steps and documents may be combined with the phasing of management and documents prepared pursuant to the PA to minimize the potential for inconsistency and duplicative management efforts.

Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans).

To provide correction to the mitigation measure text, pages ES-15 and ES-16 of the Draft SEIR is revised as follows:

- Should any cultural resources, such as structural features, unusual amounts of bone or shell, artifacts, or architectural remains be encountered during any construction activities, work shall be suspended in the vicinity of the find and the appropriate oversight agency(ies) (identified below) shall be notified immediately. The appropriate oversight agency(ies) shall retain a qualified archaeologist who shall conduct a field investigation of the specific site and shall assess the significance of the find by evaluating the resource for eligibility for listing on the CRHR and the NRHP. If the resource is eligible for listing on the CRHR or NRHP and it would be subject to disturbance or destruction, the actions required in Mitigation Measures 3A.5-1a and 3A.5-1b shall be implemented. The oversight agency shall be responsible for approval of recommended mitigation if it is determined to be feasible in light of the approved land uses, and shall implement the approved mitigation before resuming construction activities at the archaeological site.

Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans).

To provide correction to the mitigation measure text, page ES-26 of the Draft SEIR is revised as follows:

- Parking lots shall be located and designed so that noise emissions do not exceed the stationary noise source criteria established in this analysis (i.e., 50 dB for 30 minutes in every hour during the daytime [7:00 a.m. to 10:00 p.m.] and less than 45 dB for 30 minutes of every hour during the night time [10:00 p.m. to 7:00 a.m.]). Reduction of parking lot noise can be achieved by locating parking lots as far away as ~~possible~~ feasible from noise sensitive land uses, or using buildings and topographic features to provide acoustic shielding for noise-sensitive land uses.

To provide correction to the mitigation measure text, page ES-31 of the Draft SEIR is revised as follows:

**Mitigation Measure 3.11-2a: Implement Localized Improvements in the 33-Inch Shed**

Future development in the 33-inch shed in the project area shall be responsible for the cost and preparation of a sewer study and if that study shows that the project increases parcel specific wastewater generation beyond the parcel specific wastewater generation analyzed in the City of Folsom 2017 Capacity Assurance Plan (Ultimate Build-Out Growth Development Scenario), ~~at the Central Commercial District in the East Bidwell Mixed-Use Overlay Zone and Iron Point District Transit-Oriented Development overlay~~ the project shall be responsible for provideing fees to analyze and ~~or~~ construct localized wastewater improvements ~~as conditions of approval~~ to

address capacity issues in the sewer shed. Localized capacity improvements, such as upsizing pipes, shall be constructed and completed in accordance with a time schedule defined in the development specific conditions of approval ~~prior to occupation of residential units~~. This shall be a condition of approval for all projects in the 33-inch shed within the project area.

**Mitigation Measure 3.11-2b: Develop and Implement a Wastewater Conveyance Master Plan for the 27-Inch Shed**

To address capacity concerns in the City's wastewater conveyance system the City shall develop a Wastewater Conveyance Master Plan for the 27-inch Shed prior to approval of development in the project area that exceeds the wastewater generation analyzed in the City of Folsom 2017 Capacity Assurance Plan (Ultimate Build-Out Growth Development Scenario) within the 27-in Shed.

The Wastewater Conveyance Master Plan shall identify ~~that identifies~~ the final anticipated extent of pipeline and pump station improvements as well as any phasing improvements tied to residential development timing and/or location in the 27-inch Shed. The Wastewater Conveyance Master Plan shall include mechanisms and improvements for addressing sewer capacity. The Wastewater Conveyance Master Plan shall contain the goals of the plan, a description of proposed upgrades and features that would be implemented, a long-term maintenance and operation strategy, and an approach for implementation of proposed improvements to the wastewater conveyance system. Potential improvements may include, but are not limited to:

- construction and operation of a new pump station near the intersection of Riley Street and East Bidwell Street,
- construction and operation of a new 8-inch force main from the pump station to high point at Glenn Drive and Sibley Street in order to divert flows from the 27-inch shed into the 33-inch shed,
- upsizing existing 8-inch pipelines on Glenn Drive and Sibley Street to 12-inch, and
- identification of addition localized sewer improvements.

Upon completion of the Wastewater Conveyance Master Plan, the City shall secure any required permits for implementation of identified improvement strategies. Improvements identified in the Wastewater Conveyance Master Plan shall be implemented prior to issuance of grading permits for future development that increases wastewater generation beyond that analyzed in the City of Folsom 2017 Capacity Assurance Plan (Ultimate Build-Out Growth Development Scenario) in the 27-inch Shed ~~projects that would add wastewater to the 27-inch Shed~~.

Future development in the 27-inch shed in the project area shall be responsible for the cost and preparation of a sewer study and if that study shows that the project increases parcel specific wastewater generation beyond the parcel specific wastewater generation analyzed in the City of Folsom 2017 Capacity Assurance Plan (Ultimate Build-Out Growth Development Scenario), the project shall be responsible for providing fees to analyze and construct localized wastewater improvements to address capacity issues in the sewer shed. Localized capacity improvements, such as upsizing pipes, shall be constructed and completed in accordance with a time schedule defined in the development specific conditions of approval. This shall be a condition of approval for all projects in the 27-inch shed within the project area.

## 3.2 REVISIONS TO THE PROJECT DESCRIPTION

To provide clarification regarding the City's treatment of tribal cultural resources, Section 2.4.3 on page 2-9 of the Draft SEIR is revised as follows:

The project would also amend the General Plan Implementation Chapter to include two new implementation programs related to General Plan Policy NCR 5.1.4 and tribal cultural resources. The proposed tribal cultural resources implementation programs would be as follows:

NCR 9: Management of Tribal Cultural Resources

Should any indications of possible tribal cultural resources (TCRs), such as cultural features, unusual amounts of bone or shell, or cultural belongings be encountered during any construction activities, work shall be suspended in the vicinity of the find and the appropriate oversight agency(ies) shall be notified immediately. The appropriate oversight agency(ies) shall retain a tribal representative or Tribal Historic Preservation Officer (THPO) who shall assess the significance of the find by evaluating the resource to determine if it is a TCR as defined in Section 21074 of the Public Resources Code. If the resource is a TCR as defined in state law, and it would be subject to disturbance or destruction, the City shall consult with the THPO or their designee to determine the appropriate treatment before resuming construction activities at the TCR.

NCR 10: Confidentiality of Tribal Cultural Resources

Tribal cultural resources, as defined in Section 21074 of the Public Resources Code, shall be kept confidential and may not be disclosed by the City in public documents, meetings, or by other means.

To provide minor updates to the Folsom General Plan, consistent with existing conditions, Section 2.4.3 on page 2-9 of the Draft SEIR is revised as follows:

In addition to the inclusion of roundabout policies the General Plan Mobility Chapter would include the following updates to the transit discussion and Measures 3.1.2 and 3.1.7. Revisions are shown in double strikeout and underline.

A robust transit network provides a host of community benefits. Each automobile trip replaced by a transit trip reduces wear and tear on the roads, reduces greenhouse gas emissions, and improves Folsom's air quality. Folsom needs its transit network to be a healthy, sustainable community. Folsom is currently served by ~~two transit systems.~~ Sacramento Regional Transit District (SacRT). ~~Provides~~ SacRT provides Gold Line light rail service, with three stations within Folsom's city limits. The Gold Line connects Folsom with downtown Sacramento. SacRT also operates Folsom Stage Line is the City of Folsom's transit service. It operates bus routes that provide intra city transportation for Folsom residents. Policies in this section ensure that Folsom residents are well-served by public and private transportation options. This section also encourages planning efforts directed at maintaining current service levels while planning for future service growth.

M 3.1.2 – Transit for ~~Elderly~~ Seniors and Persons with Disabilities

~~Continue to provide accessible, on-demand~~ Provide ADA-paratransit and/or on-demand transportation for ~~the elderly~~ seniors and persons with disabilities.

M 3.1.7 – Transit to Key Locations

Provide ~~Folsom Stage Line~~ SacRT transit stops and associated amenities at key destinations in Folsom.

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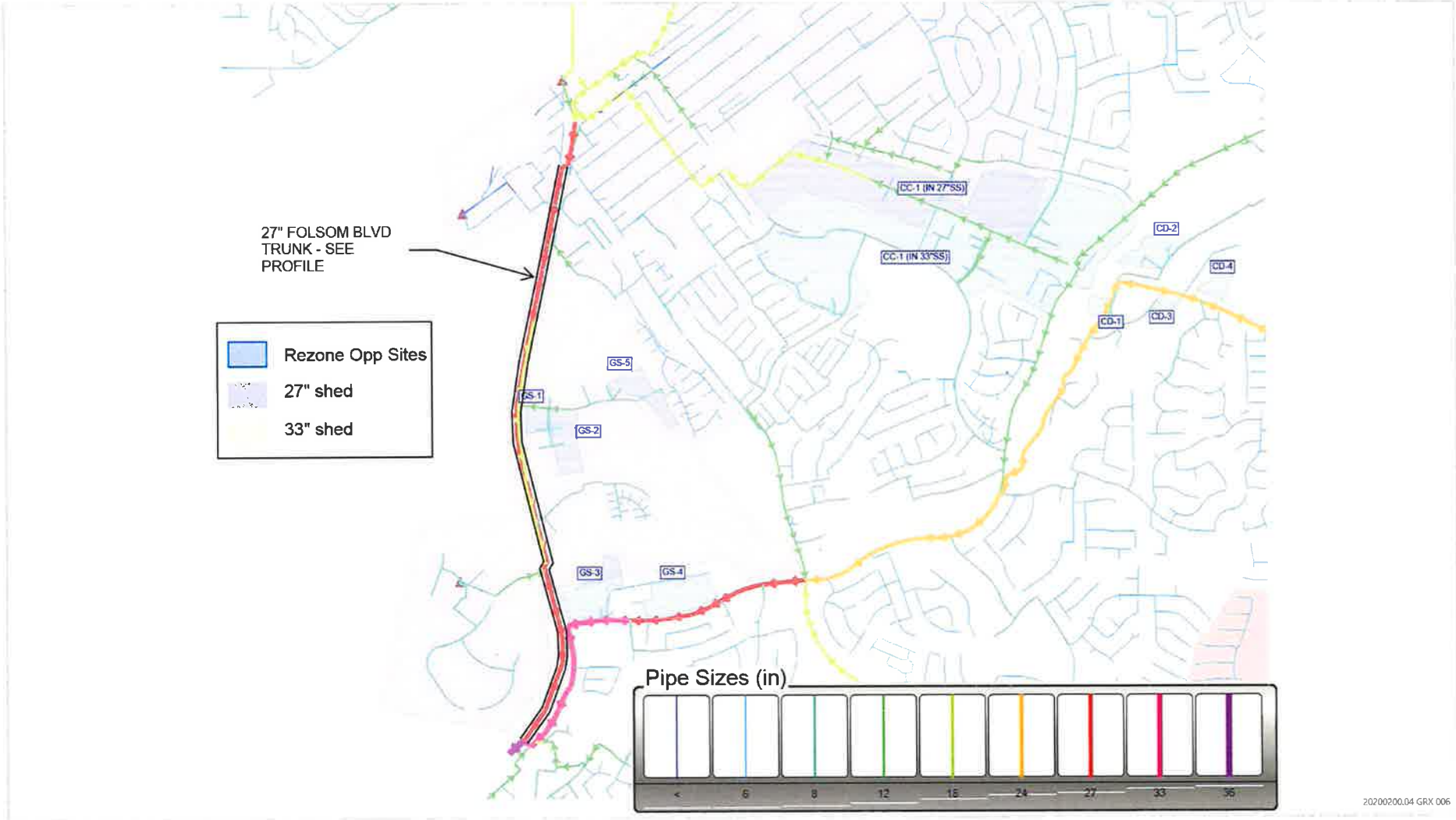
To provide minor consistency updates Figure 2-3 on page 2-11 of the Draft SEIR is revised as follows:




Source: data downloaded from City of Folsom in 2020 and Sacramento County in 2018.

Figure 2-3 Proposed Rezone Sites in the Folsom Plan Area Specific Plan

# 3.3 REVISIONS TO SECTION 3.1 AESTHETICS

To provide correction to the FPASP mitigation measures, Mitigation Measures 3A.1-1 and 3A.1-4 on page 3.1-9 of the Draft SEIR are revised as follows:

> **Mitigation Measure 3A.1-1: Construct and Maintain a Landscape Corridor Adjacent to U.S. 50.** The project applicant(s) for any particular discretionary development application adjacent to U.S. 50 shall fund, construct, and maintain a landscaped corridor within the ~~FPASP~~SPA, south of U.S. 50. This corridor shall be 50 feet wide, except that the landscaped corridor width shall be reduced to 25 feet adjacent to the proposed regional mall. Landscaping plans and specifications shall be approved by Caltrans and the City of Folsom, and constructed by the project applicant(s) before the start of earthmoving activities associated with residential or commercial units. Landscaped areas would not be required within the preserved oak woodlands. As practicable, landscaping shall primarily contain native and/or drought tolerant plants. Landscaped corridors shall be maintained in perpetuity to the satisfaction of the City of Folsom.
>
> **Mitigation Measure 3A.1-4: Screen Construction Staging Areas.** The project applicant(s) for any particular discretionary development ~~applicant~~application shall locate staging and material storage areas as far away from sensitive biological resources and sensitive land uses (e.g., residential areas, schools, parks) as feasible. Staging and material storage areas shall be approved by the appropriate agency (identified below) before the approval of grading plans ~~and building permits~~ for all project phases and shall be screened from adjacent occupied land uses in earlier development phases to the maximum extent practicable. Screens may include, but are not limited to, the use of such visual barriers such as berms or fences. The screen design shall be approved by the appropriate agency to further reduce visual effects to the extent possible. Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries shall be developed by the project applicant(s) of each applicable project phase in consultation with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, and Caltrans) to reduce to the extent feasible the visual effects of construction activities on adjacent project land uses that have already been developed.

To provide correction, the text of Mitigation Measure 3A.1-5 on page 3.1-12 of the Draft SEIR are revised as follows:

> A lighting plan for all on- and off-site elements within each agency's jurisdictional boundaries (specified below) shall be submitted to the relevant jurisdictional agency for review and approval, which shall include the above elements. The lighting plan may be submitted concurrently with other improvement plans, and shall be submitted before the installation of any lighting or the approval of building permits for each phase. The project applicant(s) ~~of all project phases~~ for any particular discretionary development application shall implement the approved lighting plan.

# 3.4 REVISIONS TO SECTION 3.2 AIR QUALITY

To provide correction to the FPASP mitigation measure, the text of Mitigation Measure 3A.2-1a on page 3.2-14 and 3.2-15 of the Draft SEIR are revised as follows:

> *Enhanced Exhaust Control Practices*
>
> The project shall provide a plan, for approval by the City of Folsom Community Development Department and SMAQMD, demonstrating that the heavy-duty (50 horsepower [hp] or more) off-road vehicles to be used in the construction project, including owned, leased, and subcontractor vehicles, will achieve a project wide fleet-average 20% ~~percent~~ NOX reduction and 45% ~~percent~~ particulate reduction compared to the most current California Air Resources Board (~~C~~ARB) fleet average that exists at the time of construction. Acceptable options for reducing emissions may include use of late-model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or other options as they become available. The project applicant(s) of each project phase or its representative shall submit to the City of Folsom Community Development Department and SMAQMD a comprehensive inventory of all off-road construction equipment,

equal to or greater than 50 hp, that would be used an aggregate of 40 or more hours during any portion of the construction project. The inventory shall include the horsepower rating, engine production year, and projected hours of use for each piece of equipment. The inventory shall be updated and submitted monthly throughout the duration of the project, except that an inventory shall not be required for any 30-day period in which no construction activity occurs. At least 48 hours prior to the use of heavy-duty off-road equipment, the project representative shall provide SMAQMD with the anticipated construction timeline including start date, and name and phone number of the project manager and on-site foreman. SMAQMD's Construction Mitigation Calculator can be used to identify an equipment fleet that achieves this reduction (SMAQMD 2007a). The project shall ensure that emissions from all off-road diesel-powered equipment used on the SPA do not exceed 40% ~~percent~~ opacity for more than three minutes in any one hour. Any equipment found to exceed 40 percent opacity (or Ringelmann 2.0) shall be repaired immediately, and the City and SMAQMD shall be notified within 48 hours of identification of non-compliant equipment. A visual survey of all in-operation equipment shall be made at least weekly, and a monthly summary of the visual survey results shall be submitted throughout the duration of the project, except that the monthly summary shall not be required for any 30-day period in which no construction activity occurs. The monthly summary shall include the quantity and type of vehicles surveyed as well as the dates of each survey. SMAQMD staff and/or other officials may conduct periodic site inspections to determine compliance. Nothing in this mitigation measure shall supersede other SMAQMD or state rules or regulations.

To reflect revision regarding minor typo for citation, page 3.2-23 of the Draft SEIR is revised as follows:

SMAQMD no longer has a recommended screening criteria for assessing the potential of a CO hotspot; however, other air districts, such as the Bay Area Air Quality Management District (BAAQMD), have numerical screening criteria available. Based on BAAQMD's guidance, which can be applied to projects within SMAQMD's jurisdiction for determining localized CO hotspot impacts, projects meeting the following criteria would not result in a CO hotspot (BAAQMD ~~2023~~2022):

To provide correction to the FPASP mitigation measure, Mitigation Measure 3A.2-4a on page 3.2-25 of the Draft SEIR are revised as follows:

**Mitigation Measure 3A.2-4a: Develop and Implement a Plan to Reduce Exposure of Sensitive Receptors to Construction-Generated Toxic Air Contaminant Emissions.** The project applicant for any particular discretionary development application shall develop a plan to reduce the exposure of sensitive receptors to TACs generated by project construction activity associated with buildout of the selected alternative. Each plan shall be developed by the project applicant(s) in consultation with SMAQMD. The plan shall be submitted to the City for review and approval before the approval of any grading plans.

The plan may include such measures as scheduling activities when the residences are the least likely to be occupied, requiring equipment to be shut off when not in use, and prohibiting heavy trucks from idling. Applicable measures shall be included in all project plans and specifications for all project phases.

The implementation and enforcement of all measures identified in each plan shall be funded by the project applicant(s) for the respective phase of development.

To provide correction to the FPASP mitigation measure, Mitigation Measure 3A.2-1f on page 3.2-27 of the Draft SEIR are revised as follows:

**Mitigation Measure 3A.2-1f: Implement SMAQMD's Enhanced Exhaust Control Practices during Construction of all Off-site Elements.** Implement SMAQMD Enhances Exhaust Control Practices ~~to control air pollutant emissions~~, which are listed in Mitigation Measure 3A.2-1a, in order to control NOX emissions generated by construction of off-site elements (in Sacramento and El Dorado Counties, or Caltrans right-of-way).

# 3.5 REVISIONS TO SECTION 3.3 CULTURAL AND TRIBAL CULTURAL RESOURCES

To provide clarification to the Thresholds of Significance page 3.3-16 of the Draft SEIR is revised as follows:

- disturb any human remains, including those interred outside of dedicated ~~formal~~ cemeteries

To provide correction to the FPASP mitigation measure, the text of Mitigation Measure 3A.5-1b on page 3.3-18 of the Draft SEIR are revised as follows:

> **Mitigation Measure 3A.5-1b: Perform an Inventory and Evaluation of Cultural Resources for the California Register of Historic Places, Minimize or Avoid Damage or Destruction, and Perform Treatment Where Damage or Destruction Cannot be Avoided.** Management of cultural resources eligible for or listed on the CRHR under CEQA mirrors management steps required under Section 106. These steps may be combined with deliverables and management steps performed for Section 106 provided that management documents prepared for the PA also clearly reference the CRHR listing criteria and significance thresholds that apply under CEQA. Prior to ground-disturbing work for each individual development phase or off-site element, the applicable oversight agency (City of Folsom, El Dorado County, Sacramento County, or Caltrans), or the project applicant(s) of all project phases, with applicable agency oversight, shall perform the following actions:
>
> - These steps and documents may be combined with the phasing of management and documents prepared pursuant to the PA to minimize the potential for inconsistency and duplicative management efforts.
>
> Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans).

To provide correction to the FPASP mitigation measure, the following text has been added to Mitigation Measure 3A.5-2 on page 3.3-21 of the Draft SEIR:

> Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans).

To provide clarification, Impact 3.3-3 on pages 3.3-22 and 3.3-23 of the Draft SEIR is revised as follows:

> Pursuant to AB 52, the City sent letters inviting tribal consultation related to the project to four tribal representatives. As described above, UAIC responded to the consultation invitation from the City. Multiple locations within the project planning area were previously identified to have tribal cultural resources or as highly sensitive for tribal cultural resources as part of the original Folsom Plan Area Specific Plan EIR/EIS. However, approval of this project would not result in immediate impacts to trial cultural resources because the project: 1) does not include ground-disturbing activities; 2) does not specifically authorize construction on any parcel; 3) does not change the footprint of parcels to be developed; 4) does not designate new open space areas; 5) does not change areas previously approved as open space into development areas; and 6) does not approve or deny specific development projects on the subject parcels where tribal cultural resources were identified.
>
> It is possible that additional tribal cultural resources could be identified during analysis of subsequent projects. Implementation of projects contemplated in the proposed plan may require subsequent discretionary approvals and site-specific project-level analyses to fulfill CEQA requirements, which may include additional AB 52 consultation and identification of tribal cultural resources. Future development would be subject to state regulations as well as City requirements and policies to minimize impacts to tribal cultural resources. Table 3.3-3 includes existing state, and City regulations, in addition to policies from the 2035 General Plan and mitigation measures for development of the Folsom Plan Area that would protect tribal cultural resources. The table includes how each cited regulation would protect sensitive resources. In addition to the existing resources included in Table 3.3-3 the project would include two new Implementation Programs. The first is NCR 9: Management of Tribal Cultural Resources as part of General Plan Policy NCR 5.1.4. Implementation Program

NCR 9 is intended to provide targeted guidance for protecting and managing TCRs. The implementation program requires suspending work within 100 feet of a potential TCR find and notifying the appropriate oversight agency as well as tribal representative to assess the find. If the resources is determined to be a TCR the City would consult with the THPO or designee to determine appropriate treatment before resuming construction. The second is NCR 10: Confidentiality of Tribal Cultural Resources is intended to ensure that location of tribal cultural resources are protected.

**Significance after Mitigation**

No mitigation is required beyond implementation of General Plan Policy NCR 5.1.4, new Implementation Programs NCR 9 and NCR 10, and FPASP EIR/EIS Mitigation Measures 3A.5-1b, 3A.5-2, and 3A.5-3. Impacts would remain **significant and unavoidable**, similar to the findings of the General Plan EIR. Therefore, there is no new significant effect, and the impact is not more severe than the impact identified in the General Plan EIR or the FPASP EIR/EIS.

## 3.6 REVISIONS TO SECTION 3.4 ENERGY

To reflect revision regarding minor typo for citation, page 3.4-3 of the Draft SEIR is revised as follows:

> Energy topics covered in the report include progress toward statewide renewable energy targets and issues facing future renewable development; efforts to increase energy efficiency in existing and new buildings; progress by utilities in achieving energy efficiency targets and potential; improving coordination among the state's energy agencies; streamlining power plant licensing processes; results of preliminary forecasts of electricity, natural gas, and transportation fuel supply and demand; future energy infrastructure needs; the need for research and development efforts to statewide energy policies; and issues facing California's nuclear power plants (CEC ~~2022~~2023).

To reflect revision regarding minor typo for citation, page 3.4-4 of the Draft SEIR is revised as follows:

> CEC estimates that the 2022 California Energy Code will save consumers $1.5 billion and reduce GHGs by 10 million metric tons of carbon dioxide-equivalent over the next 30 years (CEC ~~2021~~2022).

## 3.7 REVISIONS TO SECTION 3.7 NOISE AND VIBRATION

To provide minor text edits the second bullet of Mitigation Measure 3.7-2 on page 3.7-19 of the Draft SEIR is revised as follows:

- Require project applicants with projects that involve~~ing~~ pile-driving activities located within 96 feet of any building and vibratory rollers located within 26 feet of any building to develop a vibration control plan.

To provide correction to the FPASP mitigation measure, the text of Mitigation Measure 3A.11-5 on page 3.7-24 of the Draft SEIR are revised as follows:

- Parking lots shall be located and designed so that noise emissions do not exceed the stationary noise source criteria established in this analysis (i.e., 50 dB for 30 minutes in every hour during the daytime [7:00 a.m. to 10:00 p.m.] and less than 45 dB for 30 minutes of every hour during the night time [10:00 p.m. to 7:00 a.m.]). Reduction of parking lot noise can be achieved by locating parking lots as far away as ~~possible~~ feasible from noise sensitive land uses, or using buildings and topographic features to provide acoustic shielding for noise-sensitive land uses.

## 3.8 REVISIONS TO SECTION 3.9 PUBLIC SERVICES AND RECREATION

To reflect revisions regarding minor typos for citations, pages 3.9-2 and 3.9-11 of the Draft SEIR is revised as follows:

> The Folsom Cordova Unified School District (FCUSD) has established school mitigation fees for residential development in Rancho Cordova and Folsom at $7.38 and $8.89 per square foot, respectively, and $0.78 per square foot for commercial/industrial development (City of Folsom~~FCUSD~~ 2023).
>
> These facilities would be constructed throughout the Folsom Plan Area and would be available to serve the increased need for public services under the project (City of Folsom ~~2011~~2022).

## 3.9 REVISIONS TO SECTION 3.10 TRANSPORTATION

To provide clarification on the "roundabout prioritization" policy, page 3.10-19 of the Draft SEIR is revised as follows:

> No significant design hazard impacts were identified in the General Plan EIR. Future development under the project would be constructed in accordance with applicable roadway design and safety guidelines. The project would not increase hazards because of a roadway design feature or incompatible uses and would include a roundabout prioritization ~~first~~ policy that would provide opportunities for improved safety. Therefore, there is no new significant effect, and the impact is not more severe than what was addressed in the General Plan EIR. The project would result in a **less-than-significant** impact related to transportation hazards.
>
> The project would include the addition of a roundabout prioritization ~~first~~ policy in the *City of Folsom General Plan*. Implementation of the roundabout prioritization ~~first~~ policy would involve the process of considering a roundabout for an intersection before any form of traffic control at an intersection and the potential construction of roundabout at an intersection.

## 3.10 REVISIONS TO SECTION 3.11 UTILITIES AND SERVICE SYSTEMS

To provide clarification, page 3.11-13 of the Draft SEIR is revised as follows:

> The FPASP proposes a wastewater system similar to that north of Highway 50, with collectors and mains conveying wastewater to the SacSewer's system for treatment. The City would provide interim sewer service for the Folsom Plan Area until sewer flows generated within the Folsom Plan Area reach 1.9 million gallons per day (average dry weather), after which SacSewer will construct the necessary infrastructure to convey sewer flows. A pumping station would be constructed in the northwest section of the Folsom Plan Area to serve the area.

To provide clarification, page 3.11-21 of the Draft SEIR is revised as follows:

> The western project planning area north of Highway 50 is located within the 27-Inch Sewer Shed. A 27-inch sewer line along Folsom Boulevard represents the major trunk in the 27-Inch Shed. The 27-inch sewer line in this sewer shed would be at capacity with buildout of the City's General Plan ~~is currently at capacity~~ as shown in Figure 3.11-5 (Water Works 2024). Potential development resulting from the project in this sewer shed would require construction or expansion of wastewater conveyance facilities.

To provide clarification Mitigation Measures 3.11-2a and 3.11-2b on page 3.11-24 of the Draft SEIR have been revised as follows:

> **Mitigation Measure 3.11-2a: Implement Localized Improvements in the 33-Inch Shed**
> Future development in the 33-inch shed in the project area shall be responsible for the cost and preparation of a sewer study and if that study shows that the project increases parcel specific wastewater generation beyond the parcel specific wastewater generation analyzed in the City of Folsom 2017 Capacity Assurance Plan (Ultimate Build-Out Growth Development Scenario), ~~at the Central Commercial District in the East Bidwell Mixed-Use Overlay Zone and Iron Point District Transit-Oriented Development overlay~~ the project shall be responsible for provideing fees to analyze and ~~or~~ construct localized wastewater improvements ~~as conditions of approval~~ to

address capacity issues in the sewer shed. Localized capacity improvements, such as upsizing pipes, shall be constructed and completed in accordance with a time schedule defined in the development specific conditions of approval ~~prior to occupation of residential units~~. This shall be a condition of approval for all projects in the 33-inch shed within the project area.

### Mitigation Measure 3.11-2b: Develop and Implement a Wastewater Conveyance Master Plan for the 27-Inch Shed

To address capacity concerns in the City's wastewater conveyance system the City shall develop a Wastewater Conveyance Master Plan for the 27-inch Shed prior to approval of development in the project area that exceeds the wastewater generation analyzed in the City of Folsom 2017 Capacity Assurance Plan (Ultimate Build-Out Growth Development Scenario) within the 27-in Shed.

The Wastewater Conveyance Master Plan shall identify ~~that identifies~~ the final anticipated extent of pipeline and pump station improvements as well as any phasing improvements tied to residential development timing and/or location in the 27-inch Shed. The Wastewater Conveyance Master Plan shall include mechanisms and improvements for addressing sewer capacity. The Wastewater Conveyance Master Plan shall contain the goals of the plan, a description of proposed upgrades and features that would be implemented, a long-term maintenance and operation strategy, and an approach for implementation of proposed improvements to the wastewater conveyance system. Potential improvements may include, but are not limited to:

- construction and operation of a new pump station near the intersection of Riley Street and East Bidwell Street,
- construction and operation of a new 8-inch force main from the pump station to high point at Glenn Drive and Sibley Street in order to divert flows from the 27-inch shed into the 33-inch shed,
- upsizing existing 8-inch pipelines on Glenn Drive and Sibley Street to 12-inch, and
- identification of addition localized sewer improvements.

Upon completion of the Wastewater Conveyance Master Plan, the City shall secure any required permits for implementation of identified improvement strategies. Improvements identified in the Wastewater Conveyance Master Plan shall be implemented prior to issuance of grading permits for future development that increases wastewater generation beyond that analyzed in the City of Folsom 2017 Capacity Assurance Plan (Ultimate Build-Out Growth Development Scenario) in the 27-inch Shed ~~projects that would add wastewater to the 27-inch Shed~~.

Future development in the 27-inch shed in the project area shall be responsible for the cost and preparation of a sewer study and if that study shows that the project increases parcel specific wastewater generation beyond the parcel specific wastewater generation analyzed in the City of Folsom 2017 Capacity Assurance Plan (Ultimate Build-Out Growth Development Scenario), the project shall be responsible providing fees to analyze and construct localized wastewater improvements to address capacity issues in the sewer shed. Localized capacity improvements, such as upsizing pipes, shall be constructed and completed in accordance with a time schedule defined in the development specific conditions of approval. This shall be a condition of approval for all projects in the 27-inch shed within the project area.

# 3.11 REVISIONS TO THE CHAPTER 8, REFERENCES

To reflect revisions regarding minor typos for references pages 8-1, 8-2, 8-3, 8-6, 8-7, and 8-8 of the Draft SEIR is revised as follows:

City of Folsom. ~~———.~~ 2015 (April). *Folsom Plan Area Specific Plan Community Design Guidelines*.

Bay Area Air Quality Management District. 2022 (April) ~~2023~~. California Environmental Quality Act Air Quality Guidelines. Available: https://www.baaqmd.gov/plans-and-climate/california-environmental-quality-act-ceqa/updated-ceqa-guidelines. Accessed September 2023.

~~———~~. 2023. *Advanced Clean Fleets Regulation*. Available: https://ww2.arb.ca.gov/resources/fact-sheets/advanced-clean-fleets-regulation-drayage-truck-requirements#:~:text=Beginning%20January%201%2C%202023%2C%20drayage,the%20CARB%20drayage%20truck%20registry. Accessed November 2023.

Kimley-Horn. 2024 (April 9 ~~March 4~~). Draft Vehicle Miles Traveled Analysis Memorandum for the City of Folsom – SACOG Increasing Residential Densities Implementation.

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# 4 LIST OF PREPARERS

## 4.1 LEAD AGENCY

### City of Folsom

Stephanie Henry ..... Community Development Department

Desmond Parrington ..... Planning Manager

## 4.2 PREPARERS OF THE ENVIRONMENTAL DOCUMENT

### Ascent

Pat Angell ..... Principal

Kari Zajac ..... Project Manager

Yingying Cai ..... Environmental Planner

Gayiety Lane ..... Publications

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# Appendix A

## Comment Letters

State of California—Transportation Agency GAVIN NEWSOM, Gover

DEPARTMENT OF CALIFORNIA HIGHWAY PATROL
East Sacramento Area
11336 Trade Center Drive
Rancho Cordova, CA 95742
(916) 464-1450
(800) 735-2929 (TT/TDD)
(800) 735-2922 (Voice)

Letter A1

Letter A1

May 24, 2024

File No.: 260.14970.14970.SCH2023070470

City of Folsom
50 Natoma Street
Folsom, CA 95630
Attention: Stephanie Henry

Dear Ms. Henry:

The California Highway Patrol (CHP), East Sacramento Area office received an environmental impact document for the City of Folsom 2035 General Plan Amendments for Increased Residential Densities project. The CHP East Sacramento Area was asked to evaluate potential traffic safety and congestion issues relative to the proposed project located in various locations within the City of Folsom.

After careful review, it was determined the proposed magnitude of the project would likely place additional strain on existing public safety resources. The area is currently experiencing significant growth, and the addition of over six-thousand residential units would likely impact traffic safety, resulting in extended response times attributable to an increase in call volume and vehicular traffic on US Highway 50, and the surrounding roadways located within unincorporated Sacramento County.

A1-1

Should you have any questions, please contact me or Sergeant Matt Wells at (916) 464-1450.

Sincerely,

B. J. MAYNARD, Lieutenant
Commander
East Sacramento Area

CALIFORNIA STATE TRANSPORTATION AGENCY GAVIN NEWSOM, GO

**California Department of Transportation**

DISTRICT 3
703 B STREET | MARYSVILLE, CA 95901-5556
(530) 821-8401
www.dot.ca.gov

Letter A2

May 28, 2024

GTS# 03-SAC-2017-01740
SCH# 2023070470

Ms. Desmond Parrington, AICP
Planning Manager
City of Folsom
50 Natoma Street
Folsom, CA 95630

**City of Folsom 2035 General Plan and Folsom Plan Area Amendments for Increased Residential Densities**

Dear Ms. Desmond:

Thank you for including the California Department of Transportation (Caltrans) in the review process for the project referenced above. We reviewed this local development for impacts to the State Highway System (SHS) in keeping with our mission, vision, and goals, some of which includes addressing equity, climate change, and safety, as outlined in our statewide plans such as the California Transportation Plan, Caltrans Strategic Plan, and Climate Action Plan for Transportation Infrastructure.

The Project Planning area consists of the East Bidwell Mixed-use Corridor, the Glenn and Iron Point transit priority areas, and the Folsom Plan Area. The city adopted the 2021-2029 Housing Element in August of 2021. As part of the Housing Element update the City is required to establish and maintain multi-family and mixed-use land available to meet the target housing demand at all income levels over an eight-year period. The City's Regional Housing Needs Allocation (RHNA) obligation for the eight-year Housing Element cycle is 6,363 housing units, of which 3,567 units are to be affordable to low- and very low-income households (collectively referred to as the lower-income RHNA). To create adequate capacity for lowerincome RHNA the 2021-2029 Housing Element includes Program H-2 to strategically increase densities in targeted areas of the City, including the East Bidwell Mixed-Use Overlay, Sacramento Area Council of Governments (SACOG) transit priority areas (Glenn and Iron Point light rail stations), and the Folsom Plan Area. Based on the Draft Environmental Impact Report package provided, Caltrans has the following requests and recommendations: A2-1

**Freeway Operations / Forecasting & Modeling**

The Individual projects covered in this GP will require VMT Focused Transportation Impact Studies. Multimodal analysis including bike, pedestrian and mass transit must be included in the studies. Queuing analysis needs to be done to see if the cumulative queuing will exceed the available onramp and offramp storage causing spillback onto the US 50 mainline. Fair share contributions are required to offset traffic impacts. A2-2

The comments on page 4 of 8 of Appendix D: Retail stores less than 125,000sf should not be exempt if they are part of a larger development else large high VMT generating Regional Malls would be considered locally serving.

**Complete Streets**

Maintain contiguous pedestrian network across major highway crossings as development continues in the FPASP to allow pedestrians, cyclists, and those using alternative mobility devices easy and safe access to the economic and educational centers on either side of the state highway. Make sure that routes to local schools have high visibility crossings and contiguous sidewalks of sufficient width.

Please clarify whether the pedestrian facilities in the transit-oriented development area are in good condition and adhere to ADA standards in order to mitigate first/last mile barriers for prospective transit users and better encourage mode-shift. A2-3

Please clarify whether the expansions to the bicycle and pedestrian multi-use trail network connect to the existing tails, particularly those that connect to areas in the wider region such as Downtown Sacramento and El Dorado Hills in order to maintain connectivity and encourage mode shift and active transportation.

**Right of Way**

Any future development that would require direct connection to our state route will require plans sets outlining our state right of way (ROW). For future planning and ROW record maps please contact District 3 ROW Front Map Counter by contacting: d3rwmaprequest@dot.ca.gov A2-4

**Encroachment Permit**

Any project along or within the State's ROW requires an encroachment permit issued by Caltrans. To apply, a completed encroachment permit application, environmental documentation, and five sets of plans clearly indicating State ROW must be submitted to: A2-5

Hikmat Bsaibess
California Department of Transportation
District 3, Office of Permits
703 B Street
Marysville, CA 95901

A2-5 cont.

Please provide our office with copies of any further actions regarding this proposal. We would appreciate the opportunity to review and comment on any changes related to this development.

If you have any questions regarding these comments or require additional information, please contact Satwinder Dhatt, Local Development Review Coordinator, by phone (530) 821-8261 or via email at satwinder.dhatt@dot.ca.gov.

Sincerely,

GARY ARNOLD, Branch Chief
Local Development Review and Complete Streets
Division of Planning, Local Assistance and Sustainability
California Department of Transportation, District 3

SACRAMENTO AREA
SEWER DISTRICT
SERVING YOU 24/7

10060 Goethe Road
Sacramento, CA 95827-3553
Tel 916.876.6000
Fax 916.876.6160
www.sacsewer.com

Letter
A3

June 4, 2024

Ms. Stephanie Henry
City of Folsom – Community Development Department
50 Natoma Street
Folsom, CA 95630

**Subject:** **Notice of Availability of a Subsequent Environmental Impact Report for the City of Folsom 2035 General Plan Amendments for Increased Residential Densities**

**File No:** **SCH# 2023070470**

Dear Ms. Henry,

The Sacramento Area Sewer District (SacSewer) has the following comments regarding the Notice of Availability of a Subsequent Environmental Impact Report for the City of Folsom (City) 2035 General Plan Amendments for Increased Residential Densities (Project).

The City adopted the 2021-2029 Housing Element in August of 2021. As part of the Housing Element update, the City must establish and maintain multi-family and mixed-use land available to meet the target housing demand at all income levels over eight years. The City's Regional Housing Needs Allocation (RHNA) obligation for the eight-year Housing Element cycle is 6,046 housing units. To create adequate capacity for lower-income RHNA, the 2021-2029 Housing Element includes Program H-2 to strategically increase densities in targeted areas of the City, including the East Bidwell Mixed-Use Overlay Corridor, transit priority areas (Glenn and Iron Point light rail stations) and the Folsom Plan Area.

A3-1

**Note: Effective January 1, 2024, the Sacramento Regional County Sanitation District and the Sacramento Area Sewer District merged into one district called the Sacramento Area Sewer District, or SacSewer for short.**

The East Bidwell Mixed-Use Corridor extends from Highway 50 to Coloma Street. The Iron Point Station and Glenn Station areas are located along Folsom Boulevard, and the Folsom Plan Area is located south of Highway 50, east of Prairie City Road, north of White Rock Road, and west of the El Dorado County line.

The City is responsible for providing local sewer service to the proposed project site, and SacSewer is responsible for conveying sewage from the City's collection system to the EchoWater Resource Recovery Facility for treatment, resource recovery, and disposal.

A3-2



**Board of Directors**
Representing:
County of Sacramento | City of Citrus Heights
City of Elk Grove | City of Folsom
City of Rancho Cordova | City of Sacramento
City of West Sacramento | County of Yolo

**Christoph Dobson**
General Manager/District Engineer
**Rosemary Clark**
Director of Collection System Operations
**Glenn Bielefelt**
Director of EchoWater

**Mike Huot**
Director of Policy & Planning
**Matthew Doyle**
Director of Internal Services

**Maslku Tepa Banda**
Director of Finance
**Nicole Coleman**
Director of Communications

The City will provide interim sewer service for the Folsom Plan Area until sewer flows generated within the Folsom Plan Area reach 1.9 million gallons per day (average dry weather). After minimum flows are reached, SacSewer will construct the necessary infrastructure to convey the ultimate build-out flows. A3-3

In February 2013, the SacSewer Board of Directors adopted the Interceptor Sequencing Study (ISS). The ISS updated the SacSewer Master Plan 2000. The ISS is on the SacSewer website at System Capacity Plans - Sacramento Area Sewer District (sacsewer.com).

SacSewer is not a land-use authority. Projects identified within SacSewer planning documents directly result from growth projections and potential growth inducements that the City considers. The City shall notify SacSewer before creating or making changes to the City planning documents that significantly affect build-out capacity. The project proponent will provide design flow generation information from the Project for SacSewer to assess the impact on the interceptor system. A3-4

The Central Commercial District, Iron Point Station, Glenn Station, and Creekside District will flow to the SacSewer Folsom East Interceptor. The College/Broadstone District densification is proposed to increase by 1,031 Equivalent Single-Family Dwelling Units (ESDs). The College/Broadstone District will be served by both the Iron Point Pump Station (N40) and Folsom East interceptor.

SacSewer flow meter data immediately downstream of N40 and Supervisory Control and Data Acquisition for N40 shows peak wet weather flow (PWWF), caused by inflow and infiltration within the City's upstream collection system, is significantly higher than the design contemplated. During storm events in the last couple of years, N40 was at, or near, its design capacity. Without reducing inflow and infiltration within the N40 shed, entitlements located in the College/Broadstone District may require projects to be constructed with improvements to store and meter flow into the collection system. The attached report includes hydrographs of flows to N40 during these PWWF events. A3-5

Customers receiving service from SacSewer are responsible for rates and fees outlined within the latest SacSewer ordinance. Fees for connecting to the sewer system recover the capital investment of sewer conveyance and treatment facilities that serve new customers. SacSewer only guarantees sewer service or system capacity to the property once the property obtains proper permits to connect to the system and pays all facility impact fees. The SacSewer ordinance is on the SacSewer website at Ordinances - Sacramento Area Sewer District (sacsewer.com). A3-6

If you have any questions regarding these comments, please call me at (916) 876-6104.

Sincerely,

*Robb Armstrong*

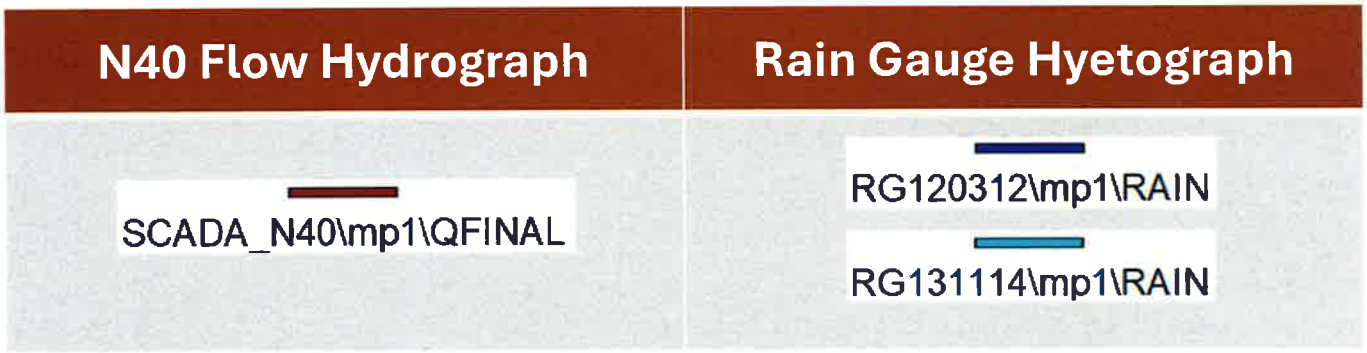
Robb Armstrong
SacSewer Development Services

Attachments: SacSewer N40 Iron Point Pump Station Flow Data Report

# SacSewer N40 Iron Point Pump Station Flow Data

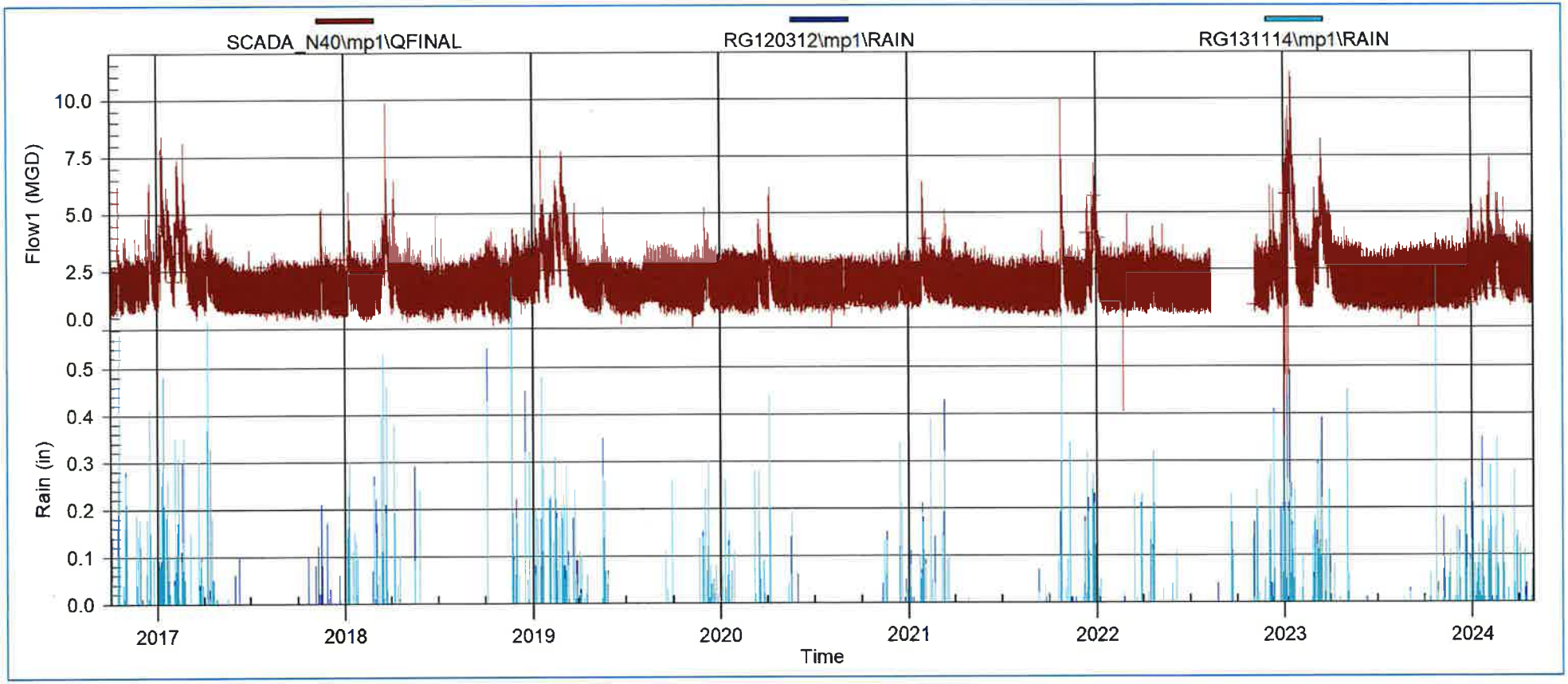
SACRAMENTO AREA SEWER DISTRICT

The following graphs use the color keys shown below.



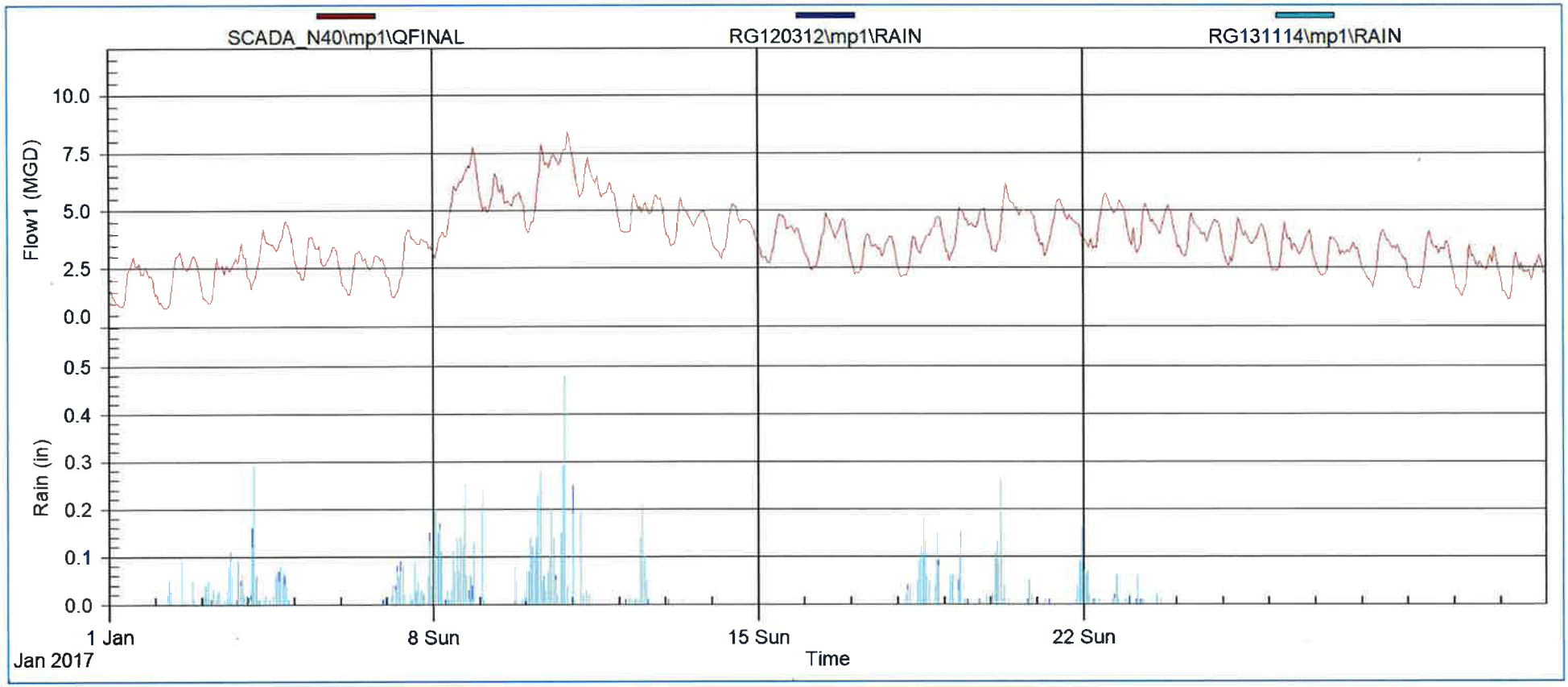
# N40 Hourly Flow Data

## (Years 2016 - 2024)



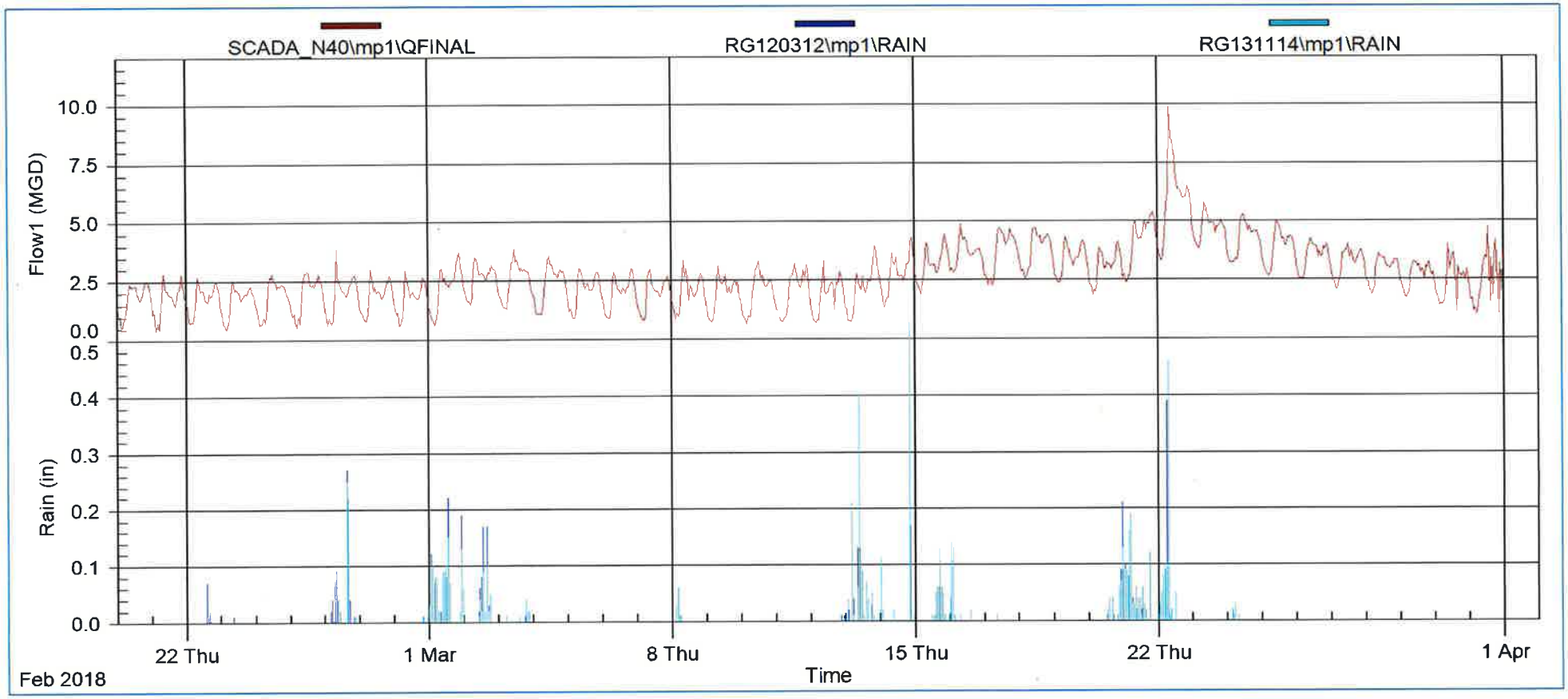
# N40 Hourly Flow Data

## (January 2017 wet weather flows)



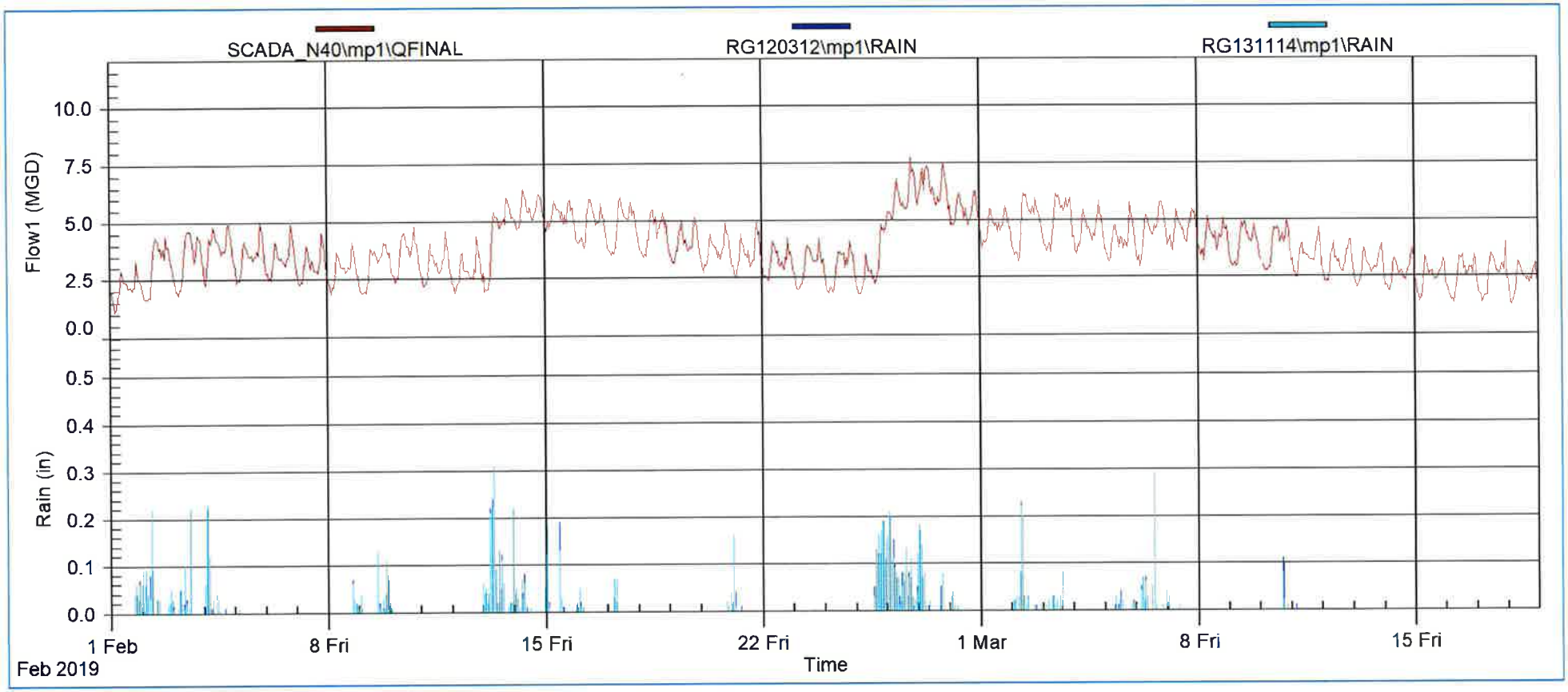
# N40 Hourly Flow Data

## (March 2018 wet weather flows)



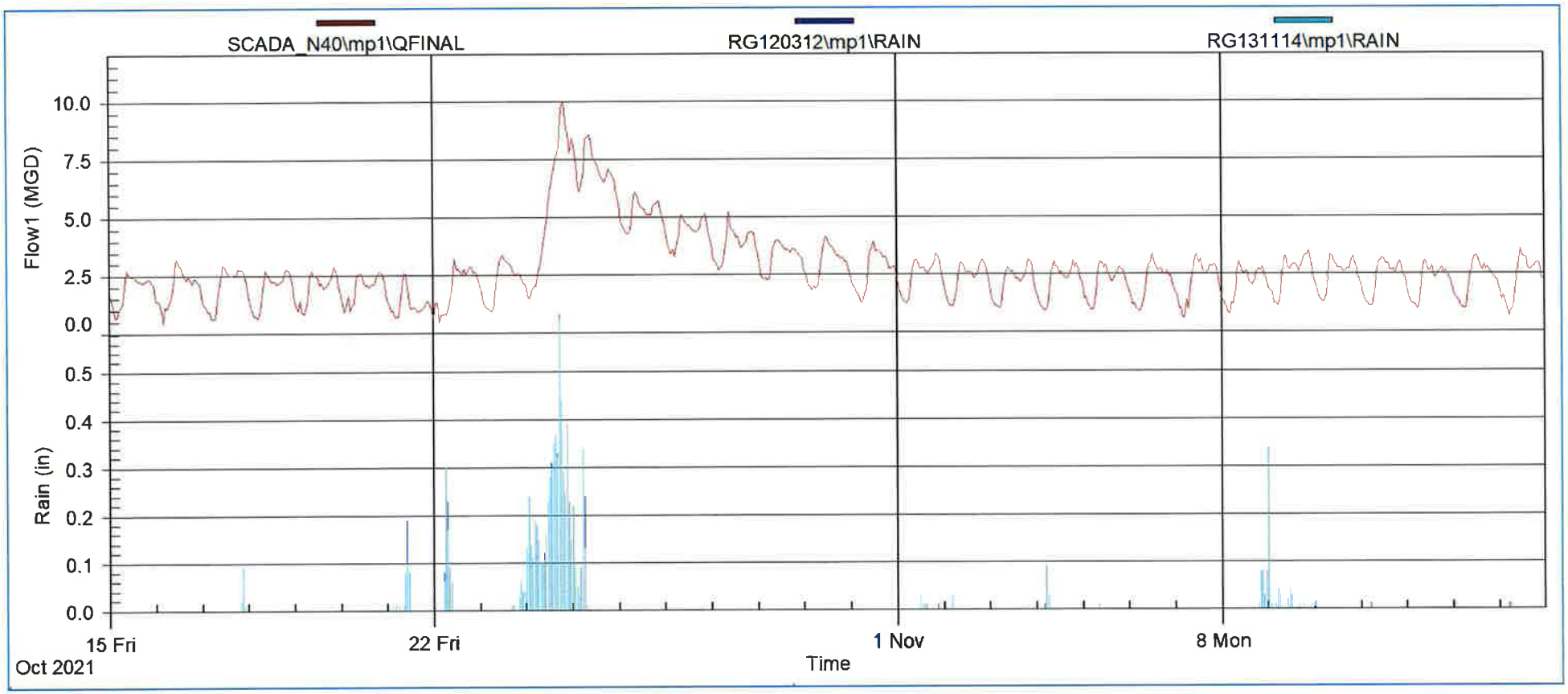
# N40 Hourly Flow Data

## (February 2019 wet weather flows)



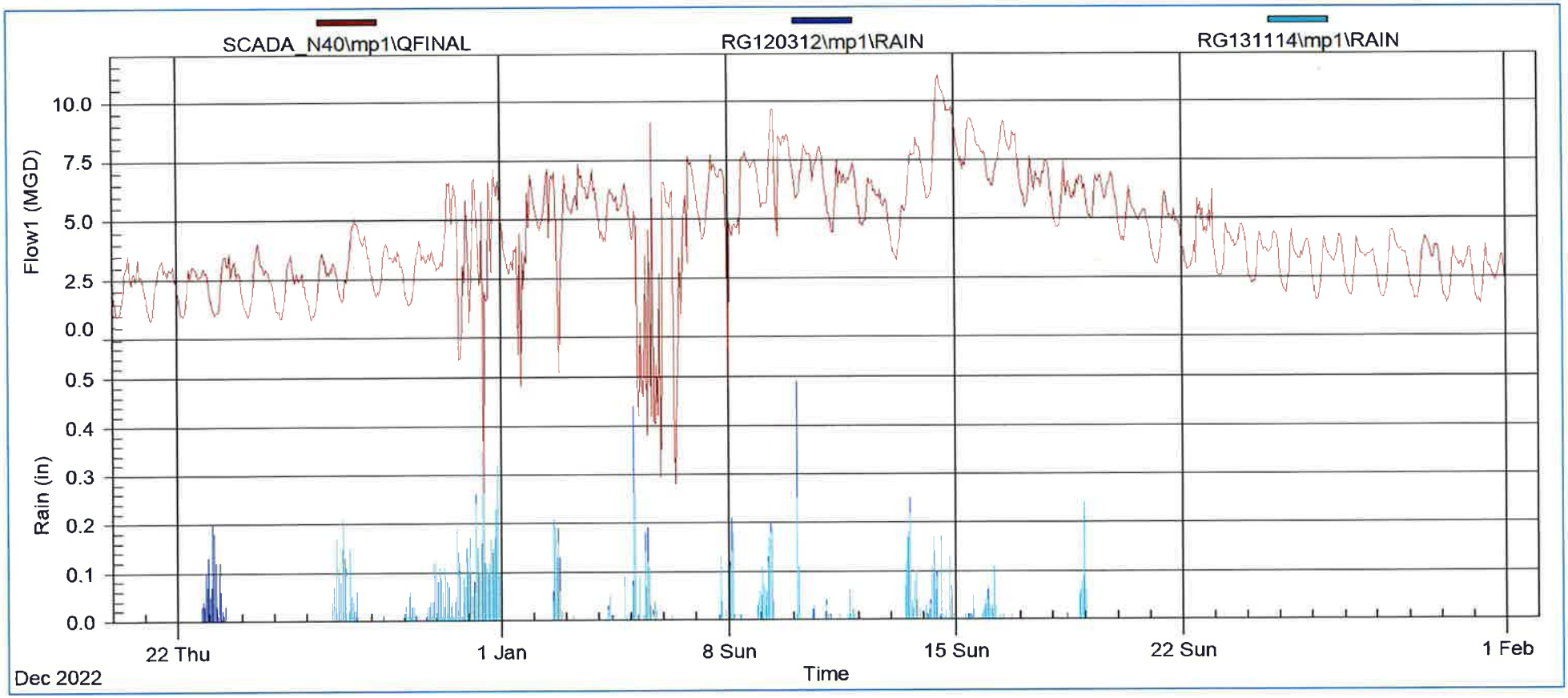
# N40 Hourly Flow Data

## (October 2021 wet weather flows)



# N40 Hourly Flow Data

## (January 2023 wet weather flows)



Letter
I1

**From:** V D <cbnfinley@gmail.com>
**Sent:** Wednesday, May 15, 2024 5:38 PM
**To:** Desmond Parrington <dparrington@folsom.ca.us>
**Subject:** I oppose rezoning areas south of 50 for high density housing

You don't often get email from cbnfinley@gmail.com. Learn why this is important

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

As a resident of south of 50 development, I strongly oppose the proposed rezoning which will add more high density multi family homes in the area.

Current residents do not have adequate parks, police, school and other critical infrastructure and adding more residents without first adding more infrastructure is a recipe for disaster.

Please reinforce efforts to add more parks especially to the areas like White Rock Ranch and Russel Ranch areas where there are no parks or other infrastructure proposed in the near future.

WE NEED PARKS, POLICE, SCHOOLS and other critical infrastructure soon.

Thank you for listening.

I1-1

Letter
I2

-----Original Message-----
From: Loretta Hettinger <loretta@shaunv.com>
Sent: Wednesday, May 15, 2024 10:25 PM
To: Desmond Parrington <dparrington@folsom.ca.us>; Stephanie Henry <shenry@folsom.ca.us>
Subject: Proposed changes to General Plan, Folsom Plan Specific Plan, and Transit Overlay

CAUTION: This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Since I'm not available to participate in the community meeting regarding these proposals, here are my comments in support.

Single-purpose zoning is no longer particularly relevant to today. The concept of mixed uses has served the great cities of the world very well, and it can serve Folsom also. As a community we will all benefit from matching housing to jobs, notably improvement to traffic congestion and air quality. Besides the goal of matching housing to jobs, Vice Mayor has articulated very well that UC Davis's concept of matching housing to healthcare is a good idea for Folsom. It should also be included as a General Plan goal.

The benchmark for any projects to be built under these proposed concepts needs to be how well they uphold Folsom's quality standards. That doesn't automatically mean expensive. It does mean giving careful attention to livability aspects like design for versatility of spaces, security and walkability, not all the bells and whistles.

Folsom's planners are fully aware how hard it is to assure affordability of housing units, due to the fact that many people want to live here. Unless we want to continually experience the specter of state intervention due to shortages of affordable housing, any affordable units created under these policies need to have enforceable guardrails that prevent speculative conversion to market-rate. I2-1

Perhaps now is a good time to consider adding affordability restrictions to the multifamily-zoned land in the Folsom Plan Specific Plan area that is undeveloped.

Perhaps now is also a good time to discuss the recommendations made for Folsom by the Urban Land Institute. The ULI professionals who evaluated the East Bidwell Corridor recommend taller buildings for the western area of the corridor. A tall building with a restaurant on top would become a destination spot, with amazing views of the Historic District, the lakes, the Sierra, downtown Sacramento, even Mt. Diablo, another way for Folsom to be distinctive. Housing affordable to restaurant and retail employees could be located on lower floors.

Planning staff have shown great sensitivity in finding paths to more housing without disrupting neighborhoods, and I hope the community will support these concepts.

Letter I3

**Desmond Parrington**

**From:** Crystal Gorton <write2me@msn.com>
**Sent:** Wednesday, May 15, 2024 3:42 PM
**To:** Pam Johns; Desmond Parrington; Stephanie Henry; Elaine Andersen

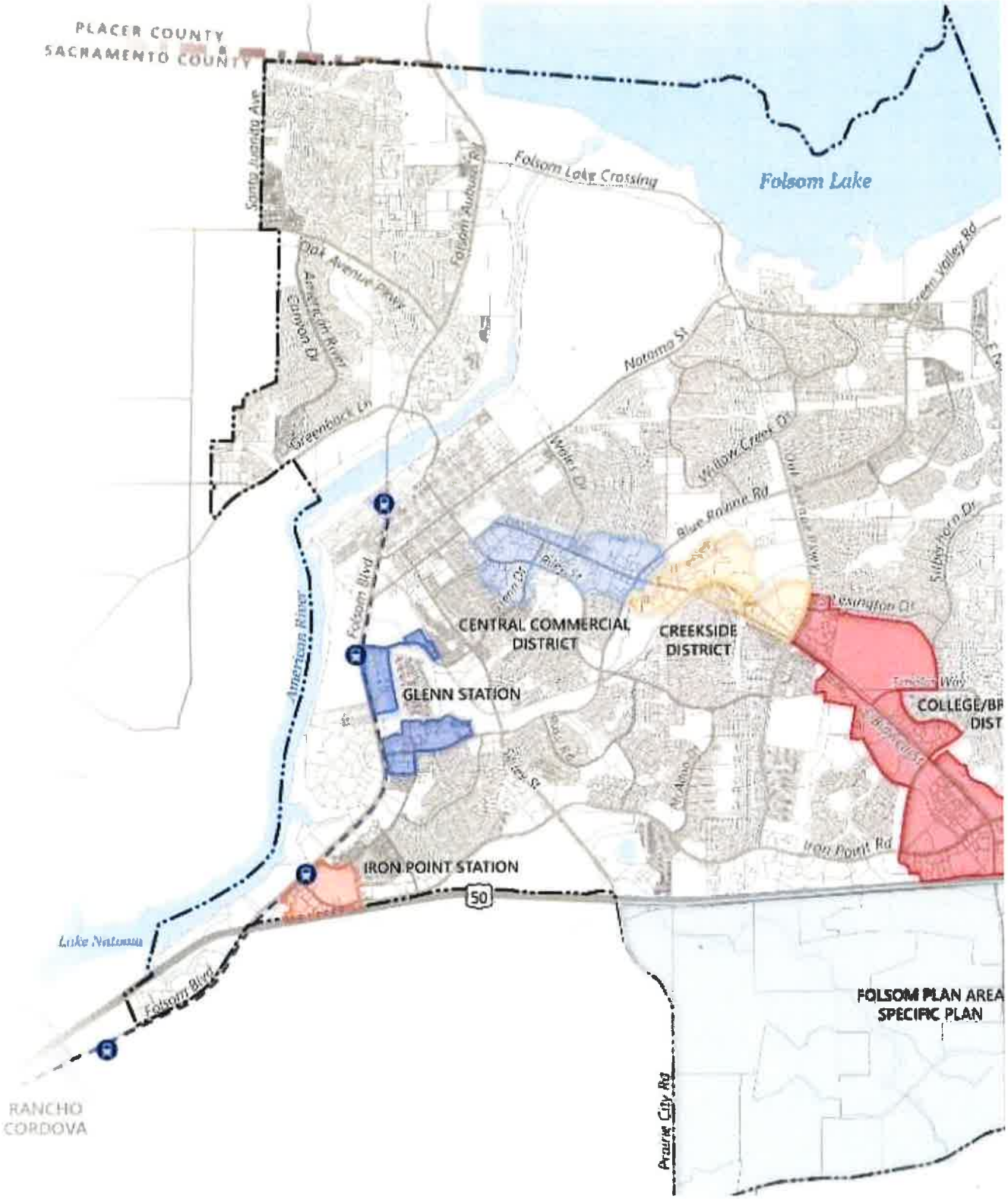
**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

How many low-income and Section 8 apartments can you cram into north of 50? **North of 50 is running out of room!!!!**

And stop sugar-coating your words. Call a spade a spade. These are low-income Section 8, and they're all in the north, along Bidwell. Why? Because you purposefully chose to do a closed-door meeting with Liz Ekstedt, the Chamber and other problematic nonprofits. I3-1

There needs to be an audit done on the City's practices.

**South of 50 is WIDE OPEN!!!!!!**


PLACER COUNTY
SACRAMENTO COUNTY
Folsom Lake
Folsom Lake Crossing
Santa Juanita Ave
Folsom Auburn Rd
Oak Avenue Pkwy
American River
Canyon Dr
Greenback Ln
Notoma St
Green Valley Rd
Willow Creek Dr
Blue Ravine Rd
Lexington Dr
Folsom Blvd
American River
CENTRAL COMMERCIAL DISTRICT
CREEKSIDE DISTRICT
GLENN STATION
COLLEGE/BR
DIST
Iron Point Rd
IRON POINT STATION
50
Lake Natoma
Folsom Blvd
FOLSOM PLAN AREA
SPECIFIC PLAN
RANCHO CORDOVA
Prairie City Rd

# Exhibit 1b

Draft Subsequent Final Environmental Impact Report for the City of Folsom 2035 General Plan Amendments for Increased Residential Capacity Project

**(On file with the Community Development Department and available online at: www.folsom.ca.us/housingstudy)**

# Exhibit 2

City of Folsom 2035 General Plan Amendments for Increased Residential Capacity Project

Findings and Facts in Support of Findings

# City of Folsom 2035 General Plan Amendments for Increased Residential Capacity Project

## Findings and Facts in Support of Findings

State Clearinghouse No. 2023070470

City of Folsom

July 2024

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# LIST OF ABBREVIATIONS

| | |
|---|---|
| AB | Assembly Bill |
| AFY | acre-feet per year |
| BAAQMD | Bay Area Air Quality Management District |
| CALGreen | California Green Building Standards Code |
| CEQA | California Environmental Quality Act |
| CO | carbon monoxide |
| EIR | environmental impact report |
| EIS | environmental impact study |
| FAR | floor area ratio |
| Findings | Statement of Findings of Fact |
| FMC | Folsom Municipal Code |
| FPASP | Folsom Plan Area Specific Plan |
| FTA | Federal Transit Administration |
| General Plan EIR | City of Folsom 2035 General Plan Update Final EIR |
| HVAC | heating, ventilation, and air conditioning |
| MLD | Most Likely Descendant |
| MMRP | Mitigation Monitoring and Reporting Program |
| MTP/SCS | Metropolitan Transportation Plan/Sustainable Communities Strategy |
| NAHC | Native American Heritage Commission |
| NOP | Notice of Preparation |
| NOx | nitrogen oxides |
| project | City of Folsom 2035 General Plan Amendments for Increased Residential Capacity Project |
| RHNA | Regional Housing Needs Allocation |
| ROG | reactive organic gas |
| SACOG | Sacramento Council of Governments |
| SB | Senate Bill |
| SEIR | Subsequent EIR |
| SMAQMD | Sacramento Metropolitan Air Quality Management District |
| SMUD | Sacramento Municipal Utility District |
| TOD | transit-oriented development |
| UAIC | United Auburn Indian Community |
| VMT | vehicle miles traveled |

# 1 INTRODUCTION

The California Environmental Quality Act (CEQA), Public Resources Code Section 21000, et seq. and the State CEQA Guidelines, 14 Cal. Code Regs. Section 15000, et seq. (the "Guidelines") provide that no public agency shall approve or carry out a project for which an environmental impact report has been certified that identifies one or more significant effects on the environment caused by the project unless the public agency makes one or more of the following findings:

- Changes or alterations have been required in, or incorporated into, the project, which avoid or substantially lessen the significant environmental effects identified in the environmental impact report (EIR).
- Such changes or alterations are within the responsibility of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.
- Specific economic, social, or other considerations make infeasible the mitigation measures or project alternatives identified in the EIR.[1]

Pursuant to the requirements of CEQA, the City Council of the City of Folsom hereby makes the following environmental findings in connection with the proposed City of Folsom 2035 General Plan Amendments for Increased Residential Capacity Project (project), as more fully described in the Draft Subsequent EIR (SEIR) dated April 2024, SCH No. 2023070470. These findings are based upon written and oral evidence included in the record of these proceedings, comments on the Draft SEIR and the written responses thereto, and reports presented to the Planning Commission and City Council by City staff and the City's environmental consultant.

1 Cal. Pub. Res. Code § 21081; 14 Cal. Code Regs. § 15091.

# 2 PROJECT DESCRIPTION

## 2.1 BACKGROUND

The City adopted the 2021-2029 Housing Element in August of 2021. As part of the Housing Element update the City is required to establish and maintain sufficient multi-family and mixed-use land available to meet the target housing demand at all income levels over an eight-year period. The City's Regional Housing Needs Allocation (RHNA) obligation for the eight-year Housing Element cycle is 6,363 housing units, of which 3,567 units are to be affordable to low- and very low-income households (collectively referred to as the lower-income RHNA). If the City approves a project on a site designated in the Housing Element for the development of lower- or moderate-income housing at a lower residential density or a different income level than identified in the Housing Element sites inventory, the City must make findings that the remaining sites in the inventory have sufficient capacity to satisfy the unmet RHNA or identify replacement sites available to meet the unmet RHNA. This is a requirement of state law and is commonly referred to as the "no net loss" requirement. The City's 2021-2029 Housing Element identified sufficient sites to meet the City's RHNA for all income categories, with a surplus capacity of 490 lower-income units. Given the recent development trends in Folsom, additional capacity is needed to provide the City with a buffer to maintain the lower-income sites inventory as new developments are approved throughout the planning period.

Program H-2 of the 2021-2029 Housing Element directs the City to strategically increase residential densities in the East Bidwell Mixed Use Overlay, the Sacramento Council of Governments (SACOG) Transit Priority Areas (Glenn and Iron Point light rail stations), and the Folsom Plan Area Specific Plan (FPASP) Town Center to address the no net loss requirements.

## 2.2 LOCATION

The project planning area consists of the East Bidwell Mixed-use Corridor, the Glenn and Iron Point Transit Priority Areas, and the Folsom Plan Area. The East Bidwell Mixed-use Corridor extends from Highway 50 to Coloma Street. The corridor includes a mixed-use overlay designation that is comprised of the Central Commercial District, Creekside District, and College/Broadstone District. The two transit priority areas (Iron Point Station area and Glenn Station area) are located along Folsom Boulevard and provide a connection to Sacramento Regional Transit Light Rail. The Folsom Plan Area is the City's newest community and is located on approximately 3,500 acres south of Highway 50, east of Prairie City Road, North of White Rock Road, and west of the El Dorado County Line in the City of Folsom.

The FPASP was approved by the City Council in 2011 along with a joint EIR/EIS that was certified for City adoption of the FPASP (State Clearinghouse No. 2008092051). The FPASP covers the area within the City limits south of Highway 50 (Folsom Plan Area) and is a comprehensive planned community that will include a mix of residential neighborhoods, office and retail development, a mixed-use town center, and over 1,000 acres of open spaces and trails to serve a variety of needs in the community.

## 2.3 PROJECT OVERVIEW

To implement Program H-2 of the 2012-2029 Housing Element and increase opportunities for mixed-use and multi-family high density development to support low and moderate-income housing capacity in the City, the project includes amendments to the City's General Plan. Amendments would include increasing the minimum density and maximum floor area ratio (FAR) standards for the East Bidwell Corridor Mixed-Use Overlay designation, and establishing a new Transit-Oriented Development Overlay for the areas surrounding Iron Point and Glenn Stations. Factoring in existing development capacity, the net new capacity in these areas of the City would be approximately 4,164 housing units over the current General Plan.

The project would also result in the potential for an additional 1,882 residential units beyond what is currently allowed in the Folsom Plan Area. To account for increased residential development the project would reduce 251,266 square feet of non-residential development capacity in the Folsom Plan Area. General Plan land use amendments and FPASP amendments would include:

- Amend the land use and specific plan designations for Site 2 (10.52 acres) ("Site" refers to a proposed property for rezone) from industrial/office park to multi-family high density to allow for development of up to 400 multi-family housing units.
- Amend the land use and specific plan designations of Site 15 (13.22 acres) from community commercial to multi-family high density to allow for up to 320 multi-family housing units.
- Amend the land use and specific plan designations for Site 233 (11.54 acres) from general commercial to mixed-use to allow for development of up to 250 multi-family housing units.
- Amend the land use and specific plan designations for Site 76 (13.22 acres) from multi-family low density to multi-family medium density to allow for up to 230 multi-family housing units.
- Increase the maximum allowable density to increase the number of dwelling units allocated to the FPASP Town Center from 490 dwelling units to 1,250 dwelling units.
- Amend the Town Center overlay zone to establish a minimum density of 30 du/ac along with a minimum FAR of 0.2 and a maximum FAR of 2.0.
- Increase maximum height in the Town Center Overlay Zone from 50 feet to 60 feet to allow up to 6 stories (70 feet) for architectural features such as corner elements.
- Increase the number of dwelling units allocated to nine additional multi-family designated sites in the FPASP, outside the Town Center, from a total of 1,258 dwelling units to a total of 1,410 dwelling units.
- Deed-restrict several parcels in the Folsom Plan Area to only allow development of affordable housing, with a target of 890 deed-restricted affordable housing units to help meet the City's lower income RHNA.

In addition, the project would amend the General Plan Mobility Chapter to include "roundabout prioritization" polices. These policies would require that consideration of future traffic controls should first determine whether roundabout traffic control is feasible, beneficial, and cost effective before considering alternative traffic controls, such as signalization or turn restrictions. Additionally, these policies address modifications to existing traffic controls, which would allow an existing traffic control to become a roundabout. Finally, the project also proposes several new General Plan Implementation Measures related to noise, mobility, and tribal cultural resources, among others.

## 2.4 CITY OBJECTIVES IN PREPARING THE 2035 GENERAL PLAN AMENDMENTS

The primary objectives for the project are as follows:

- Ensure a buffer to maintain low- and moderate-income housing sites sufficient to meet the City's RHNA requirements;
- Implement 2021-2029 Housing Element Program H-2 to facilitate development and increase opportunities for mixed-use and multi-family high density development in the East Bidwell Mixed Use Overlay, SACOG Transit Priority Areas outside the Historic District, and the Folsom Plan Area Specific Plan Town Center;
- Establish a new Transit Oriented Development overlay designation; and
- Provide zoning and land use designations and development standards for low- and moderate-income housing sites.

## 2.5 DISCRETIONARY APPROVALS

The following summary of actions would occur as part of this project:

- Certification of the SEIR prepared for the project.
- Adoption of General Plan and FPASP land use amendments to accomplish the following:
  - Increase minimum density and maximum FAR standards for the East Bidwell Mixed-Use Overlay.
  - Establish a new Transit-Oriented Development Overlay designation and associated development standards.
  - Increase opportunities for multi-family high density development.
  - Increase the residential development capacity of specified sites in the Folsom Plan Area.
  - Increase the number of sites in the Folsom Plan Area for mixed-use and multi-family high density housing.
  - Increase minimum density and maximum FAR standards for the Folsom Plan Area Town Center Overlay.
  - Inclusion of the ""roundabout prioritization" policies in the General Plan Mobility Chapter.
- Adoption of new Zoning Code provisions to accomplish the following:
  - Establish a new East Bidwell Mixed Use Overlay designation in the Zoning Code and associated objective development standards.
  - Establish a new Transit Oriented Development Overlay designation and associated objective development standards.

# 3 ENVIRONMENTAL REVIEW PROCESS

In accordance with Section 15082 of the State CEQA Guidelines, the City prepared a Notice of Preparation (NOP) of a SEIR on July 24, 2023. It was submitted to the California State Clearinghouse and distributed to interested and affected federal, state, and local agencies; interested parties; and organizations. The NOP was circulated for 30 days, from July 24, 2023 through August 23, 2023. A public scoping meeting was held on August 17, 2023 to provide the opportunity to comment on the scope of the SEIR. Concerns raised in response to the NOP were considered during preparation of the Draft SEIR. The NOP and all comments received on the NOP are presented in Appendix A of the Draft SEIR.

Assembly Bill 52 (Chapter 532, Statutes 2014) requires public agencies to consult with tribes during the CEQA process. A request was made to the California Native American Heritage Commission for a list of applicable tribes, and a notice to three tribes was circulated on July 11, 2023. Anna M. Starkey, United Auburn Indian Community (UAIC), responded on July 31, 2023, to engage in consultation with the City about the project. On August 1, 2023, UAIC and the City had a virtual meeting in which they discussed project specifics and tribal involvement in the project. Some documentation such as previous environmental documents and project related information was requested by UAIC, which the City provided on August 17, 2023. On October 13, 2023, the City contacted UAIC to determine if there was any additional input from the tribe about the project so that the environmental document could be finalized. As part of ongoing discussions with the tribe the City added two new implementation measures to the General Plan to address tribal cultural resources. Consultation has since been concluded as of July 5, 2024.

The Draft SEIR includes an analysis of the following issue areas:

- Aesthetics;
- Air Quality;
- Cultural and Tribal Cultural Resources;
- Energy;
- Greenhouse Gas Emissions and Climate Change;
- Land Use;
- Noise and Vibration;
- Population and Housing;
- Public Services and Recreation;
- Transportation; and
- Utilities and Service Systems.

In addition, the Draft SEIR includes an analysis in Chapter 3.0 determining that the project would not result in significant environmental impacts on the resources identified below:

- Agriculture and Forestry Resources;
- Biological Resources;
- Geology and Soils;
- Hazards and Hazardous Materials;
- Hydrology and Water Quality;
- Mineral Resources; and
- Wildfire.

The City published the Draft SEIR for public and agency review on April 22, 2024. A 45-day public review period was provided, ending on June 6, 2024.

The Final SEIR was released in July 2024. The Final SEIR includes comments received on the Draft SEIR; responses to these comments; and revisions to the Draft SEIR, as necessary, in response to these comments or to amplify or clarify material in the Draft SEIR. The Draft and Final SEIR were made available for public review on the internet at www.folsom.ca.us/housingstudy.

CEQA Guidelines Section 15088.5 provides the criteria that a lead agency is to consider when deciding whether it is required to recirculate an EIR. Recirculation is required when "significant new information" is added to the EIR after public notice of the availability of the Draft EIR is given, but before certification. (CEQA Guidelines, Section 15088.5(a).) "Significant new information," as defined in State CEQA Guidelines Section 15088.5(a), means information added to an EIR that changes the EIR so as to deprive the public of a meaningful opportunity to comment on a "substantial adverse environmental effect" or a "feasible way to mitigate or avoid such an effect (including a feasible project alternative) that the project's proponents have declined to implement."

Recirculation is not required where "the new information added to the EIR merely clarifies or amplifies or makes insignificant modifications in an adequate EIR." (CEQA Guidelines, Section 15088.5(b).) Recirculation also is not required simply because new information is added to the EIR — indeed, new information is oftentimes added given CEQA's public/agency comment and response process and CEQA's post-Draft EIR circulation requirement of proposed responses to comments submitted by public agencies.

In this legal context, the City of Folsom City Council finds that recirculation of the Draft SEIR prior to certification is not required. In addition to providing responses to comments, the Final SEIR includes revisions to expand upon information presented in the Draft SEIR; explain or enhance the evidentiary basis for the Draft SEIR's findings; update information; and to make clarifications, amplifications, updates, or helpful revisions to the Draft SEIR. The Final SEIR's revisions, clarifications and/or updates do not result in any new significant impacts or increase the severity of a previously identified significant impact.

In summary, the Final SEIR demonstrates that the project will not result in any new significant impacts or increase the severity of a significant impact, as compared to the analysis presented in the Draft SEIR. The changes reflected in the Final SEIR also do not indicate that meaningful public review of the Draft SEIR was precluded in the first instance. Accordingly, recirculation of the SEIR is not required as revisions to the SEIR are not significant as defined in Section 15088.5 of the State CEQA Guidelines.

# 4 FINDINGS REQUIRED UNDER CEQA

This statement of Findings of Fact (Findings) addresses the environmental effects associated with the General Plan Amendments for Increased Residential Capacity (project). These Findings are made pursuant to CEQA under Sections 21081, 21081.5, and 21081.6 of the Public Resources Code and Sections 15091 and 15093 of the CEQA Guidelines, Title 14, Cal. Code Regs. 15000, et seq (CEQA Guidelines). The potentially significant impacts were identified in the Final SEIR that includes the Draft SEIR.

Public Resources Code Section 21081 and Section 15091 of the CEQA Guidelines require that the lead agency prepare written findings for identified significant impacts, accompanied by a brief explanation for the rationale for each finding. The City is the lead agency responsible for preparation of the EIR in compliance with CEQA and the CEQA Guidelines. Section 15091 of the CEQA Guidelines states, in part, that:

a) No public agency shall approve or carry out a project for which an EIR has been certified which identifies one or more significant environmental effects of the project unless the public agency makes one or more written findings for each of those significant effects, accompanied by a brief explanation of the rationale for each finding. The possible findings are:

   1) Changes or alterations have been required in, or incorporated into, the project which avoid or substantially lessen the significant environmental effect as identified in the final EIR.

   2) Such changes or alterations are within the responsibility and jurisdiction of another public agency and not the agency making the finding. Such changes have been adopted by such other agency or can and should be adopted by such other agency.

   3) Specific economic, legal, social, technological, or other considerations, including provision of employment opportunities for highly trained workers, make infeasible the mitigation measures or project alternatives identified in the final EIR.

In accordance with Public Resource Code Section 21081 and Section 15093 of the CEQA Guidelines, whenever significant impacts cannot be mitigated to below a level of significance, the decision-making agency is required to balance, as applicable, the benefits of the proposed project against its unavoidable environmental risks when determining whether to approve the project. If the benefits of a proposed project outweigh the unavoidable adverse environmental effects, the adverse effects may be considered "acceptable." In that case, the decision-making agency may prepare and adopt a Statement of Overriding Considerations, pursuant to the CEQA Guidelines.

Section 15093 of the State CEQA Guidelines state that:

a) CEQA requires the decision-making agency to balance, as applicable, the economic, legal, social, technological, or other benefits of a proposed project against its unavoidable environmental risks when determining whether to approve the project. If the specific economic, legal, social, technological, or other benefits of a proposed project outweigh the unavoidable adverse environmental effects, the adverse environmental effects may be considered "acceptable."

b) When the lead agency approves a project which will result in the occurrence of significant effects which are identified in the final EIR but are not avoided or substantially lessened, the agency shall state in writing the specific reasons to support its action based on the Final EIR and/or other information in the record. The statement of overriding considerations shall be supported by substantial evidence in the record.

c) If an agency makes a statement of overriding considerations, the statement should be included in the record of the project approval and should be mentioned in the notice of determination. This statement does not substitute for, and shall be in addition to, findings required pursuant to Section 15091.

The Final SEIR for the project identified potentially significant effects that could result from project implementation. However, the City finds that the inclusion of mitigation measures as part of the project approval will reduce all of those effects to less than significant levels.

In accordance with CEQA and the CEQA Guidelines, the City adopts these Findings as part of its certification of the Final SEIR for the project. Pursuant to Section 21082.1(c)(3) of the Public Resources Code, the City of Folsom City Council also finds that the Final SEIR reflects the City Council's independent judgment as the lead agency for the project. As required by CEQA, the City, in adopting these Findings, also adopts a Mitigation Monitoring and Reporting Program (MMRP) for the project. The City finds that the MMRP, which is incorporated by reference and made a part of these Findings, meets the requirements of Section 21081.6 of the Public Resources Code by providing for the implementation and monitoring of measures intended to mitigate potentially significant effects of the project.

# 5 RELATIONSHIP WITH FINDINGS MADE ASSOCIATED WITH CITY OF FOLSOM 2035 GENERAL PLAN EIR AND ADOPTION OF THE GENERAL PLAN

The City certified the City of Folsom 2035 General Plan Update Final EIR (General Plan EIR) and adopted the General Plan in August 2018. This action included the adoption of the Folsom General Plan EIR CEQA Findings and Statement of Overriding Considerations that addressed significant impacts identified in the General Plan EIR. The General Plan was amended in August 2021 for the Housing Element Update. This action did not include adoption of a CEQA Findings and Statement of Overriding Considerations as no new significant impacts were identified as part of the Folsom Housing Element Update Project.

A portion of the project is located in FPASP south of Highway 50. The City adopted the FPASP and certified the Final EIR/Environmental Impact Study (EIS) (FPASP EIR/EIS) in June 2011. This action included the adoption of the FPASP EIR/EIS CEQA Findings and Statement of Overriding Considerations that addressed significant impacts identified for the Folsom Plan Area. The 2035 General Plan and its EIR incorporated the FPASP and its policies and impact analysis.

The project would replace existing land uses and policy provisions of the General Plan. The Final SEIR identified that the project would not have environmental effects that would result in a substantial increase in severity of significant environmental impacts identified in the General Plan EIR pursuant to State CEQA Guidelines Section 15162 as disclosed in these Findings.

The City Council readopts the City of Folsom 2035 General Plan Update Final EIR CEQA Findings and Statement of Overriding Considerations for impacts where the Final SEIR did not identify any new significant environment effects or a substantial increase in severity of environmental effects disclosed in the General Plan EIR. The Folsom General Plan Update CEQA Findings and Statement of Overriding Considerations and the FPASP Project CEQA Findings and Statement of Overriding Considerations are incorporated by reference herein by this reference. They are on file and available from the City Clerk.

# 6 FINDINGS REGARDING IMPACTS THAT ARE SIGNIFICANT

This section identifies those impacts where the Final SEIR did not identify any new significant environmental effects or a substantial increase in severity of environmental effects disclosed in the General Plan EIR. This section also identifies those potentially significant impacts that would be reduced to a less-than-significant impact through implementation of mitigation measures.

## 6.1 SECTION 3.1: AESTHETICS

### Impact 3.1-1: Damage to Scenic Resources within a Scenic Corridor

The proposed project would result in increased density and taller residential uses and mixed-use development in the East Bidwell Mixed Use Overlay, the new transit-orientated development (TOD) overlay designation, and Folsom Plan Area. Implementation of the proposed project would result in intensified development in the proposed rezone sites south of Highway 50 that could result in denser and taller development on sites. Denser and taller development would substantially degrade the existing views and the quality of the public views of the Folsom Plan Area from the County-designated scenic corridor, Scott Road. The project would not result in a new or substantially more severe impact than was addressed in the General Plan EIR and the FPASP EIR/EIS. Project impacts would be less than significant.

### FINDINGS

The City of Folsom City Council finds that, based upon substantial evidence in the record, the potential impacts related to the project's effects are less than significant, and no additional mitigation measures are required.

#### Mitigation Measures

No additional mitigation is required.

### FACTS IN SUPPORT OF FINDINGS

The FMC identifies specific scenic corridors within the city and regulates signage along these routes to minimize additional visual impact. Blue Ravine Road, East Bidwell Street (from Blue Ravine Road east to the city limits), and Folsom Boulevard are designated scenic corridors in the city. Future development in the East Bidwell Mixed Used Overlay and TOD Overlay would result in increased minimum density, maximum FAR standards, and building height, which could occur in the vicinity of the City designated scenic corridors. Future development would have a building height limit of up to four stories or 50 feet (35 feet near single family residential and 60 feet for corner elements only) in the East Bidwell Mixed Used Overlay and a building height limit of up to five stories or up to 60 feet (70 feet for corner elements only) in the new TOD Overlay. Future development would be required to comply with FMC Chapter 17.59 regarding placement of signage to protect views from scenic corridors, which requires approval from the Planning Director for signs visible from a scenic corridor.

Furthermore, future development in the East Bidwell Mixed Used Overlay and the new TOD overlay would generally improve the visual quality of the affected areas by developing vacant, underutilized, or aging properties and creating a more unified visual experience consistent with the surrounding development. Scott Road south of White Rock Road is a County-designated scenic corridor. The proposed rezone sites 11, 15, and 16 in the Folsom Plan Area are visible from the intersection of Scott Road and White Rock Road. Views of the Folsom Plan Area from Scott Road consist of grasslands on rolling hills and scattered oak trees. Development identified in the FPASP would change the existing grassland and oak woodlands to urban land uses. Similar to the findings of the FPASP EIR/EIS, development as part of the project in the Folsom Plan Area would add to the alteration of existing views and the quality of the public views from Scott Road. However, these sites were planned for development and analyzed as such in the FPASP EIR/EIS. The

proposed project would result in denser development on these sites than previously proposed. Impacts would continue to degrade the scenic corridor along Scott Road. There is no new significant effect, and the impact is not more severe than the impact identified in the existing General Plan EIR (Draft SEIR, pages 3.1-6 and 3.1-7).

### Impact 3.1-2: Substantially Degrade the Existing Visual character or Quality of Public Views

The project would result in higher density residential uses and mixed-use development in the East Bidwell Mixed Use Overlay, the Glenn Station TOD overlay area, the Iron Point Station TOD overlay area, and Folsom Plan Area. The project would result in development that is similar in character to what was previously evaluated in the General Plan EIR. The project would be subject to the City's General Plan policies, City's Design Guidelines, FPASP Community Design Guidelines, and City Municipal Code requirements that address design compatibility and visual character. However, similar to the findings of the FPASP EIR/EIS future development under the project would substantially change the existing visual character and quality of public views of the Folsom Plan Area from grasslands on rolling hills and narrow valley and oak woodlands to urban land uses. The project, however, would not result in a new or substantially more severe impact than were addressed in the General Plan EIR. Project impacts would be less than significant.

## FINDINGS

The City of Folsom City Council finds that, based upon substantial evidence in the record, the potential impacts related to the project's effects are less than significant, and no additional mitigation measures are required.

### Mitigation Measures

No additional mitigation is required beyond compliance with FMC Chapters 17.06, 17.23, and 17.59.040 and implementation of FPASP EIR/EIS adopted Mitigation Measures 3A.1-1 and 3A.1-4.

## FACTS IN SUPPORT OF FINDINGS

Implementation of the project would result in increased minimum density, and maximum FAR standards for the East Bidwell Mixed Use Overlay and establish a new TOD overlay designation for the areas surrounding Iron Point and Glenn Light Rail Stations. Future development would have a building height limit of 50 feet (35 feet near single family residential and 60 feet for corner elements only) in the East Bidwell Mixed Used Overlay and a building height limit of 60 feet (70 feet for corner elements only) in the new TOD overlay designation. The project would also include amendments to the FPASP to increase residential development on the proposed rezone sites within the Folsom Plan Area. Development would occur in the same footprint as analyzed in the General Plan EIR. Implementation of the project would result in the development of higher density residential uses on currently vacant or underutilized parcels within the city that are currently and/or are planned for urban land uses.

Future development in the East Bidwell Mixed Use Overlay and the new TOD overlay designation under the project would be infill development intended to increase the visual quality of the affected areas, create a more unified visual experience, and fill in vacant and undesirable visual areas with new development. Future development in the East Bidwell Mixed Use Overlay and the new TOD overlay would be regulated by FMC Chapter 17.06 (Design Review) and City of Folsom Multifamily Design Guidelines as well as possibly the Folsom Objective Design and Development Standards (if approved by the City Council) to ensure design compatibility with surrounding development. Chapter 17.23 of the Municipal Code requires consideration of public views in design details within the mixed-use zones in the city. Chapter 17.59.040 of the Municipal Code regulates the appearance and lighting of signs that are visible from a City-designed scenic corridors.

Development in the Folsom Plan Area would be required to implement FPASP Mitigation Measures 3A.1-1 and 3A.1-4 to minimize impacts related to visual degradation by maintaining a landscaped corridor adjacent to Highway 50 and locating construction staging areas and material away from sensitive land uses. While uses may intensify within the Folsom Plan Area, only in the Town Center Overlay Zone would the height restrictions increase from a maximum of

50 feet to a maximum of 60 feet with allowances for up to 70 feet for architectural features such as corner elements. Development as part of the project within the Folsom Plan Area would be subject to FPASP requirements to maintain 30 percent open space to preserve existing scenic qualities. There is no new significant effect, and the impact is not more severe than the impacts identified in the existing General Plan EIR (Draft SEIR, pages 3.1-7 through 3.1-9).

### Impact 3.1-3: Conflict with Applicable Zoning and Other Regulations Governing Scenic Quality

Future development associated with the project would be subject to FMC Chapters 17.06 and 17.23, City of Folsom Multifamily Design Guidelines, and FPASP Community Design Guidelines to address design compatibility with surrounding development. Additionally, development under the project would be subject to Chapter 17.59.040 of FMC to address the appearance and lighting of signs that are visible from a City-designed scenic corridors. Therefore, the project would not conflict with applicable zoning and other regulations governing scenic quality. The project would not result in a new or substantially more severe impact than were addressed in the General Plan EIR. Project impacts would be less than significant.

## FINDINGS

The City of Folsom City Council finds that, based upon substantial evidence in the record, the potential impacts related to the project's effects are less than significant, and no additional mitigation measures are required.

### Mitigation Measures

No additional mitigation is required beyond compliance with FMC Chapters 17.06, 17.23, and Chapter 17.59.040.

## FACTS IN SUPPORT OF FINDINGS

Future development associated with the project would comply with the FMC Chapter 17.06, which establishes procedures and provides regulations for the design review process for development within the city, Chapter 17.23, which provides design standards for mixed-use zone within the city, and Chapter 17.59.040, which provides regulations for the placement of signage in scenic corridors within the city. Because future development associated with the project would be subject to these regulations, the project would not conflict with applicable zoning and other regulations governing scenic quality (Draft SEIR, pages 3.1-9 and 3.1-10).

### Impact 3.1-4: Create a New Source of Substantial Light or Glare

Future development associated with the project would result in light and glare impacts similar to those anticipated for the planned urban land uses as part of the General Plan. The project would be subject to the City's General Plan policies, Municipal Code, and applicable design guidelines that address lighting and glare. Development of the Folsom Plan Area south of Highway 50 has resulted in and is creating additional sources of light and glare, which were evaluated in the FPASP EIR/EIS. Since this project does not increase the footprint of development beyond that in the FPASP no new sources of light and glare would be created apart from the building height increase in the Town Center Overlay Zone. Therefore, the project would not result in a new or substantially more severe impact than were addressed in the General Plan EIR.

## FINDINGS

The City of Folsom City Council finds that, based upon substantial evidence in the record, the potential impacts related to the project's effects are less than significant, and no additional mitigation measures are required.

### Mitigation Measures

No additional mitigation is required beyond compliance with California Building Code building standards; FMC Chapters 17.59.040, 17.23, and 17.06; General Plan Policy NCR 2.1.3; Implementation Program NCR-6; and implementation of FPASP adopted Mitigation Measure 3A.1-5.

## FACTS IN SUPPORT OF FINDINGS

Future development would increase the amount of light and glare through the installation of exterior lighting and reflective window glazing within the project planning area similar to the conditions anticipated for the planned urban land uses for the City under the General Plan. Consistent with the General Plan EIR, compliance with the following would reduce and minimize light and glare impacts:

- California Building Code building standards, which require minimizing light pollution and nighttime glare;
- City's Municipal Code Chapter 17.59.040 (Signage in Scenic Corridors), which identifies designated scenic corridors within the city and includes special provisions for the placement and lighting of signage in scenic corridors;
- City's Municipal Code Chapter 17.23 (MU, Mixed Use Zones), which provides design standards for mixed-use zones, including lighting;
- lighting recommendations contained in the City's Multifamily Development Design Guidelines and the FPASP Community Design Guidelines;
- General Plan Policy NCR 2.1.3, which require lighting to be directed downward to minimize overspill and glare onto adjacent properties and reduce vertical glares; and
- General Plan Implementation Program NCR-6, which requires shielding or screening lighting fixtures, prohibiting the use of unusually high intensity light fixtures, and using appropriate building materials (e.g., low-glare glass, low-glare building glaze, and neutral, earth-toned colored paint and roofing materials). Any future development in the Folsom Plan Area would be required to implement FPASP Mitigation Measure 3A.1-5 to reduce significant impacts associated with new sources of light and glare through compliance with lighting standards and implementation of a lighting plan. In addition, Chapter 17.06 (Design Review) of the City's Municipal Code requires submittal of site plans (e.g., lighting, architectural, and landscaping plans) for design review approval. The design review process for future development as part of the project would ensure that the location, design, intensity of all exterior lighting, and use of low-glare building material would reduce effects to day or nighttime views due to new sources of substantial light and glare in the area. However, even with compliance with General Plan policies, FPASP mitigation, and the FMC, additional lighting and glare from implementation of project buildout would remain significant. There is no new significant effect, and the impact is not more severe than the impact identified in the existing General Plan EIR (Draft SEIR, pages 3.1-10 through 3.1-12).

# 6.2 SECTION 3.2: AIR QUALITY

### Impact 3.2-1: Increase in Construction-Related Emissions of Criteria Air Pollutants and Precursors Associated with the Project

The project would result in an increase of 6,046 additional residential units and a reduction of 251,266 square feet of commercial and industrial land uses in Folsom. The project would not generate construction emissions of any criteria air pollutants or precursors (reactive organic gas [ROG] and nitrogen oxides [NOx]), that would exceed SMAQMD's daily mass emissions thresholds of significance. In addition, future development under the project would be required to adhere to Rule 403 overseen by the Sacramento Metropolitan Air Quality Management District (SMAQMD), in accordance with General Plan Policy NCR 3.2.6. Development within FPASP would be subject to Mitigation Measures 3A.2-1a and 3A.2-1c from the FPASP EIR/EIS. Therefore, the project would not introduce a new or substantially more

severe impact than what was identified in the General Plan EIR. Construction-related emissions of criteria air pollutants and ozone precursors would be less than significant.

## FINDINGS

The City of Folsom City Council finds that, based upon substantial evidence in the record, the potential impacts related to the project's effects are less than significant, and no additional mitigation measures are required.

### Mitigation Measures

No new mitigation is required beyond compliance with General Plan Policy NCR 3.2.6 and implementation of adopted FPASP EIR/EIS adopted Mitigation Measures 3A.2-1a and 3A.2-1c.

## FACTS IN SUPPORT OF FINDINGS

General Plan Policy NCR 3.2.6 requires coordination with SMAQMD to ensure projects incorporate feasible mitigation measures to reduce air pollution from both construction and operations, if not already provided for through project design. In accordance with General Plan policy NCR 3.2.6, future development under the project would be required to comply with SMAQMD Rule 403 that requires implementation of dust control measures to reduce fugitive dust emissions. In addition, projects within the Folsom Plan Area would be required to comply with FPASP EIR/EIS Mitigation Measures 3A.2-1a and 3A.2-1c, which require implementation of Basic Construction Emission Control Practices and require conducting a project level analysis to disclose $PM_{10}$ emissions. Compliance with existing regulations and implementation of FPASP EIR/EIS mitigation measures would ensure that impacts would be less than significant (Draft SEIR, pages 3.2-12 through 3.2-16).

### Impact 3.2-2 Increase in Operational Emissions of Criteria Air Pollutants and Precursors Associated with the Project that Could Contribute to a Violation of Air Quality Standards

The project would result in increased residential development, a reduction in commercial and industrial land uses, and would not propose any new stationary sources of pollution in the project planning area. Although the project would generate greater mass emissions than the land uses in the 2035 General Plan EIR, the project would be more efficient on a per person basis, thus the project would not introduce a new or substantially more severe impact than what was identified in the 2035 General Plan EIR.

## FINDINGS

The City of Folsom City Council finds that, based upon substantial evidence in the record, the potential impacts related to the project's effects are less than significant, and no additional mitigation measures are required.

### Mitigation Measures

No additional mitigation is required beyond compliance with General Plan Policy NCR 3.1.5 and implementation of FPASP EIR/EIR adopted Mitigation Measures 3A.2-2.

## FACTS IN SUPPORT OF FINDINGS

Based on the modeling conducted for the project, implementation of the 2035 General Plan and project would similarly result in criteria pollutant emissions that would exceed SMQMD thresholds of 65 lb/day of ROG and NOx, 80 lb/day and 14.6 tpy of $PM_{10}$, and 82 lb/day and 15 tpy of $PM_{2.5}$. However, the project would accommodate an additional 15,418 persons in the project planning area, an increase from 38,908 to 54,326 (40 percent increase) as compared to 2035 General Plan projections. While the project would increase emissions overall, as shown in Table 3.2-7 of the SEIR (page 3.2-18). Buildout of the General Plan with the project would result in a decrease in per capita emissions as compared to the 2035 General Plan, as shown in Table 3.2-8 of the SEIR (page 3.2-19). Therefore, while

the project would exceed thresholds for ROG, NOx, $PM_{10}$, and $PM_{2.5}$ similar to the 2035 General Plan EIR, the emissions per capita would decrease for each pollutant. In addition, development facilitated by the project would comply with General Plan Policy NCR 3.1.5, which requires an individual development project that would exceed the SMAQMD operational thresholds to incorporate design or operational features that result in at least a 15 percent reduction in emissions.

The project would include amendments to the FPASP to increase residential development on the proposed rezone sites within the Folsom Plan Area. Development in the Folsom Plan Area would result in increased emissions in the project planning area. Therefore, development within the Folsom Plan Area would be subject to FPASP EIR/EIS Mitigation Measure 3A.2-2 that requires implementation of measures contained in the Air Quality Mitigation Plan prepared for the FPASP EIR/EIS to reduce operational air pollutant emissions. Because the project would be more efficient on a per capita basis, the project would not introduce a new or substantially more severe impact than what was identified in the 2035 General Plan EIR (Draft SEIR, pages 3.2-16 through 3.2-21).

### Impact 3.2-3: Consistency with Air Quality Planning Efforts

Based on the region's existing air quality and attainment status, air quality plans have been prepared to document how the region would achieve attainment of standards for nonattainment pollutants. The project would increase population at a greater rate than vehicle miles traveled (VMT) in Folsom. Therefore, similar to the 2035 General Plan EIR, the project would be consistent with SMAQMD's Ozone Attainment Plan and the Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS). The project would not introduce a new or substantially more severe impact than what was identified in the General Plan EIR.

## FINDINGS

The City of Folsom City Council finds that, based upon substantial evidence in the record, the potential impacts related to the project's effects are less than significant, and no additional mitigation measures are required.

### Mitigation Measures

No additional mitigation is required beyond compliance with SMAQMD's Ozone Attainment Plan and the MTP/SCS.

## FACTS IN SUPPORT OF FINDINGS

SMAQMD's Ozone Attainment Plan and MTP/SCS are the regional air quality plans in effect for the City of Folsom. The SMAQMD CEQA Guidelines recommend an assessment of the rate of increase of VMT and population for plan level analysis, such as the project, for determining consistency with SMAQMD's Ozone Attainment Plan and MTP/SCS. If VMT per service population were to decrease as a result of the project implementation, the project would be determined to be consistent with the overall intent of the SMAQMD's Ozone Attainment Plan and MTP/SCS. As shown in Table 3.10-2 of the SEIR (page 3.10-16), implementation of the project would have a reduced VMT per capita of approximately 6.62 when incorporating the trip generation rate reduction and trip distance reduction associated with low-income units. Therefore, implementation of the project would reduce VMT per capita in the project planning area and the project would be consistent with SMAQMD's Ozone Attainment Plan and MTP/SCS. The project would not introduce a new or substantially more severe impact than what was identified in the General Plan EIR (Draft SEIR, pages 3.2-21 and 3.2-22).

### Impact 3.2-4: Increase in Local Mobile-Source Emissions of Carbon Monoxide

Impact AQ-4 of the 2035 General Plan EIR concluded that buildout of the 2035 General Plan would not be expected to substantially contribute to emission concentrations that would exceed the ambient air quality standards and as a result, Impact AQ-4 was determined to be less than significant. The project would not substantially increase traffic volumes to a level that would result in a carbon monoxide (CO) hotspot. Therefore, the project would not introduce a new or substantially more severe impact than what was identified in the General Plan EIR, and this impact will remain less than significant.

## FINDINGS

The City of Folsom City Council finds that, based upon substantial evidence in the record, the potential impacts related to the project's effects are less than significant, and no additional mitigation measures are required.

### Mitigation Measures

No additional mitigation is required.

## FACTS IN SUPPORT OF FINDINGS

SMAQMD has updated its CEQA guide and screening criteria since the release of the General Plan EIR. SMAQMD no longer has a recommended screening criteria for assessing the potential of a CO hotspot; however, other air districts, such as the Bay Area Air Quality Management District (BAAQMD), have numerical screening criteria available. Based on the transportation analysis prepared for the project, the project would result in a maximum of 1,100 new trips per day at any one intersection, thus the project would not introduce new vehicle trips to an intersection meeting the BAAQMD threshold of 44,000 vehicles per hour. Additionally, the project would include a "roundabout prioritization" policy that will assist in reducing vehicular delays and idling near traffic lights, help improve flow of traffic, and improve air quality as a result. A CO hotspot would not result from the project. Moreover, CO emissions have historically decreased due to the advent of catalytic converters and progressively more stringent fuel economy standards. Therefore, the impacts would be less than significant (Draft SEIR, pages 3.2-22 through 3.2-24).

### Impact 3.2-5: Increase in Health Risks Associated with Exposure of Sensitive Receptors to Emissions of Toxic Air Contaminants

Development under the project would occur over 12 years, making the construction schedule more compact as compared to the General Plan EIR and possibly generating a higher rate of emissions for a shorter period of time. However, the project would not introduce a new or substantially more severe impact than what was identified in the General Plan EIR.

## FINDINGS

The City of Folsom City Council finds that, based upon substantial evidence in the record, the potential impacts related to the project's effects are less than significant, and no additional mitigation measures are required.

### Mitigation Measures

No additional mitigation is required beyond compliance with SMAQMD best management practices and General Plan Policies NCR 3.1.3, NCR 3.2.7, and LU 6.1.3; and implementation of FPASP EIR/EIS adopted Mitigation Measure 3A.2-4a.

## FACTS IN SUPPORT OF FINDINGS

Development under the project is assumed to occur over 12 instead of 18 years, while reducing the square footage of commercial and industrial land uses and increasing the residential units in the project planning area. As in the General Plan EIR, no stationary sources in the project planning area would generate substantial TACs that could create a significant impact that would affect nearby existing and future sensitive receptors. With the decreased in acreage of commercial land use, no major stationary sources would be added that could generate substantial toxic air contaminant (TAC) emissions.

As discussed in Impact 3.2-5 of the SEIR (pages 3.2-24 and 3.2-25), California Air Resources Board (CARB) recommends avoiding siting new sensitive land uses within 500 feet from a freeway or high-volume roadway. Highway 50 is classified as a high-volume freeway with over 100,000 vehicle trips a day. Site 60 in the Folsom Plan Area is located within 500 feet of Highway 50 and is designed for residential development in the FPASP. The project would increase the residential

development capacity on Site 60, but does not include new sensitive land uses within 500 feet of Highway 50. Therefore, the project would not conflict with CARB's direction in its 2005 Land Use Handbook.

Implementation of SMAQMD best management practices would result in the reduction of diesel PM exhaust emissions in addition to criteria air pollutant emissions, particularly the measures to minimize engine idling time and maintain construction equipment in proper working condition and according to manufacturer's specifications. Additionally, development under the project would be subject to the Enhanced Exhaust Control Practices for off-road construction equipment, which reduce particulate exhaust emissions by 45 percent and regulate the opacity of exhaust from all off-road diesel-powered equipment. Development within the Folsom Plan Area would be required to adhere to FPASP EIR/EIS Mitigation Measure 3A.2-4a to reduce construction TACs. Implementation of these measures would further reduce TACs in the Folsom Plan Area.

The project would be consistent with 2035 General Plan Policies NCR 3.1.3 to reduce the VMT in the project planning area through encouraging other forms of transit such as walking, biking and public transportation; NCR 3.2.7 to reduce construction-generated TAC emissions by requiring reduced-emissions equipment, replacing older engines, and implementing idling-reduction techniques; and LU 6.1.3 to support development of high-density residential units, which would reduce VMT and trip lengths and increase efficiency in each residential unit resulting in reduced operational-generated TAC emissions. Compliance with each of these policies would reduce TAC emissions in the project planning area.

Because the buildout of the project would occur next to existing and future sensitive receptors, it cannot be assured that construction-generated TAC emissions could be reduced to less-than-significant levels for all development as part of the project. Thus, the project would be subject to mitigation measures from the General Plan EIR and FPASP EIR/EIS. The project would not introduce a new or substantially more severe impact than what was identified in the General Plan EIR (Draft SEIR, pages 3.2-24 and 3.2-25).

### Impact 3.2-6: Increase in Exposure of Sensitive Receptors to Emissions of Odors

Implementation of the project could result in the exposure of sensitive receptors to emissions of objectionable odors. While the project would not result in major sources of odors, odorous emissions from construction equipment throughout buildout of the project could result in odor impacts. Since the project is not introducing any new stationary sources of odor and construction would occur in the same areas as under the General Plan, the project would not introduce a new or substantially more severe impact than what was identified in the General Plan EIR.

## FINDINGS

The City of Folsom City Council finds that, based upon substantial evidence in the record, the potential impacts related to the project's effects are less than significant, and no additional mitigation measures are required.

### Mitigation Measures

No additional mitigation is required beyond the implementation of FPASP adopted Mitigation Measures 3A.2-1a and 3A.2-1f.

## FACTS IN SUPPORT OF FINDINGS

The project does not include any uses identified by SMAQMD as being associated with odors. The project would not result in a source of operational odors adversely affecting a substantial number of people. The project would reduce commercial and industrial land uses and thus result in less of an odor impact as compared to the General Plan EIR. The project would not introduce a new or substantially more severe operational odor impact than what was identified in the General Plan EIR.

Odorous emissions from construction equipment throughout buildout of the General Plan could affect a substantial number of people. The project planning area is in a residential area, and as more construction is completed, more

people will be living in the project planning area. Over the 12-year buildout of the project, with residencies within the project planning area, many people could be exposed to odor impacts. As stated in the General Plan EIR, it is infeasible to allow new development near existing developments and not have the possibility of odorous emissions that would impact nearby receptors, thus the project would be subject to mitigation measures from the 2035 General Plan EIR in the project planning area. For example, future development within the Folsom Plan Area would implement Mitigation Measure 3A.2-1a to include measure to control air pollutant emissions generated by construction activities and Mitigation Measure 3A.2-1f to implement SMAQMD's Enhanced Exhaust Control Practices during construction. The project would not introduce a new or substantially more severe impact than what was identified in the General Plan EIR (Draft SEIR, pages 3.2-25 through 3.2-27).

# 6.3 SECTION 3.3A: CULTURAL RESOURCES

### Impact 3.3-1 Cause a Substantial Adverse Change in the Significance of a Historical Resource

The 2035 General Plan EIR Impact CUL-1 determined that implementation of the 2035 General Plan could result in impacts to historical resources and identified that impacts to historical resources would be significant and unavoidable. Similarly, Impact 3A.5-1 of the FPASP EIR/EIS determined that implementation of the FPASP could result in impacts to historical resources and identified that even with implementation of Mitigation Measures 3A.5-1b, effects would remain significant and unavoidable. Because this issue was evaluated in the General Plan EIR and the FPASP EIR/EIS and the proposed footprint of development has not changed from what was in those documents, there would be no additional impacts as a result of implementing the project. Therefore, there is no new significant effect, and the impact is not more severe than the impact identified in the General Plan EIR.

## FINDINGS

The City of Folsom City Council finds that, based upon substantial evidence in the record, the potential impacts related to the project's effects are less than significant, and no additional mitigation measures are required.

### Mitigation Measures

No additional mitigation is required beyond compliance with existing federal and state regulations, and General Plan Polices NCR 1.1.4, NCR 5.1.1, NCR 5.1.2, NCR 5.1.4, and NCR 5.1.5; and implementation of FPASP EIR/EIR adopted Mitigation Measure 3A.5-1b.

## FACTS IN SUPPORT OF FINDINGS

Future development would be subject to federal (National Historic Preservation Act), state (PRC Section 21000 et. Seq. and California Historical Building Code), and local regulations (General Plan Policies) designed to protect cultural resources. General Plan Policy NCR 1.1.4 encourages new developments to plant native vegetation, including that which is important to Native American lifeways and values, and drought tolerant species and prohibit the use of invasive plants. General Plan Policy NCR 5.1.1 requires historic buildings and sites to be preserved or incorporated into the design of new development, whenever feasible. General Plan Policy NCR 5.1.2 requires the maintenance of an inventory of prehistoric and historic resources, including structures and sites, which would minimize the chance that a historic resource would unknowingly be adversely impacted. General Plan Policy NCR 5.1.4 requires compliance with City, State, and Federal historic laws and regulations to protect and assist in the preservation of historic and archeological resources, which includes carrying out project-level cultural resources surveys, evaluations of significance, determinations of impact, and development of appropriate preservation or mitigation measure. General Plan Policy NCR 5.1.5 encourages obtaining Federal, State, and private funding and incentives for maintaining and rehabilitating historic buildings and sites, which would preserve existing resources.

Future development within the Folsom Plan Area would implement Mitigation Measure 3A.5-1b to perform an inventory and evaluation of cultural resources for the California Register of Historic Places and perform treatment where damage

or destruction cannot be avoided. Because this issue was evaluated in the General Plan EIR and the FPASP EIR/EIS and the proposed footprint of development has not changed from what was in those documents, there would be no additional impacts as a result of implementing the project (Draft SEIR, pages 3.3-16 through 3.3-19).

### Impact 3.3-2 Cause a Substantial Adverse Change in the Significance of an Archaeological Resource

The General Plan EIR Impact CUL-2 determined that implementation of the 2035 General Plan could result in significant impacts to archaeological resources and identified that even with implementation of Mitigation Measure CUL-2 (General Plan Implementation Program NCR 7), effects would remain significant and unavoidable. Similarly, Impacts 3A.5-1 and 3A.5-2 determined that implementation of the FPASP could also result in impacts to archaeological resources and identified that even with implementation of Mitigation Measures 3.5A-1b and 3A.5-2 effects would remain significant and unavoidable. Future development associated with project could be located on parcels that contain known or unknown archaeological resources and ground-disturbing activities could result in discovery or damage of yet undiscovered archaeological resources as defined in CEQA Guidelines Section 15064.5. Therefore, there is no new significant effect, and the impact is not more severe than the impact identified in the General Plan EIR or the FPASP EIR/EIS.

## FINDINGS

The City of Folsom City Council finds that, based upon substantial evidence in the record, the potential impacts related to the project's effects are less than significant, and no additional mitigation measures are required.

### Mitigation Measures

No additional mitigation is required beyond compliance with state and local regulations and implementation of the FPASP EIR/EIS adopted Mitigation Measures 3A.5-1b and 3A.5-2.

## FACTS IN SUPPORT OF FINDINGS

Future development would be subject to state regulation (PRC Section 21000 et. Seq) that requires local agencies to determine whether projects may have a significant effect on archaeological and historical resources, City regulations (Standard Construction Specifications and Details, General Provisions, Article 11. Cultural Resources) that require contractors to stop work upon the discovery of unknown cultural or historic resources. An archaeologist must then be retained to evaluate the significance of the resource to establish mitigation requirements. General Plan Polices NCR 5.1.2 through NCR 5.1.4 require the maintenance of an inventory of prehistoric and historic resources, call for the nomination of additional buildings and sites to the City of Folsom Cultural Resources Inventory of locally significant cultural resources, and require compliance with City, State, and Federal historic laws and regulations to protect and assist in the preservation of historic and archeological resources, respectively.

Future development within the Folsom Plan Area would implement Mitigation Measure 3A.5-1b to perform an inventory and evaluation of cultural resources for the California Register of Historic Places and perform treatment where damage or destruction cannot be avoided and Mitigation Measure 3A.5-2 to conduct construction personnel education, conduct on-site monitoring if required, and stop work if cultural resources are discovered. Because this issue was evaluated in the General Plan EIR and the FPASP EIR/EIS and the proposed footprint of development has not changed from what was in those documents, there would be no additional impacts as a result of implementing the project. There is no new significant effect, and the impact is not more severe than the impact identified in the existing General Plan EIR (Draft SEIR, pages 3.3-19 through 3.3-21).

### Impact 3.3-4: Disturb Human Remains

Compliance with California Health and Safety Code Section 7050.5 and California Public Resources Code Section 5097 would reduce impacts to a less-than-significant level. Although much of the area north of Highway 50 is built out, the potential for un-marked human interments still exists in Folsom and the surrounding area. Ground-disturbing

construction activities associated with implementation of the project could uncover previously unknown human remains. Development would be subject to the same state and local regulations as development under the General Plan EIR. Therefore, there is no new significant effect, and the impact is not more severe than the impact identified in the 2035 General Plan EIR. Impacts would be less than significant.

## FINDINGS

The City of Folsom City Council finds that, based upon substantial evidence in the record, the potential impacts related to the project's effects are less than significant, and no additional mitigation measures are required.

### Mitigation Measures

No additional mitigation is required beyond compliance with California Health and Safety Code Section 7050.5 and California Public Resources Code Section 5097 and implementation of FPASP EIR/EIS adopted Mitigation Measure 3.A5-3.

## FACTS IN SUPPORT OF FINDINGS

The procedures for the treatment of Native American human remains are contained in California Health and Safety Code Section 7050.5 and California Public Resources Code Section 5097. These statutes require that, if human remains are discovered, potentially damaging ground-disturbing activities in the area of the remains shall be halted immediately, and the appropriate County coroner shall be notified immediately. If the remains are determined by the coroner to be Native American, Native American Heritage Commission (NAHC) shall be notified within 24 hours and the guidelines of the NAHC shall be adhered to in the treatment and disposition of the remains. Following the coroner's findings, the NAHC-designated Most Likely Descendant (MLD), and the landowner shall determine the ultimate treatment and disposition of the remains and take appropriate steps to ensure that additional human interments, if present, are not disturbed. The responsibilities for acting upon notification of a discovery of Native American human remains are identified in Public Resources Code Section 5097.94.

In addition, development within the Folsom Plan Area would be subject to FPASP EIR/EIS Mitigation Measure 3A.5-3 to suspend ground disturbing activities if human remains are encountered and comply with California Health and Safety Code procedures. Therefore, compliance with existing regulations and implementation of FPASP EIR/EIS mitigation measure would ensure that impacts would be less than significant (Draft SEIR, pages 3.3-23 through 3.3-26).

# 6.4 SECTION 3.3B: TRIBAL CULTURAL RESOURCES

### Impact 3.3-3 Cause a Substantial Adverse Change in the Significance of a Tribal Cultural Resource

General Plan EIR Impact TCR-1 determined that implementation of the 2035 General Plan could result in significant impacts to archaeological resources and identified that there are no feasible available mitigations that would reduce this impact to a less than significant level, and effects would remain significant and unavoidable. Future development associated with this project could be located on properties that contain known or unknown tribal cultural resources which could result in damage to or destruction of these resources. However, development within the City and Folsom Plan Area would not occur on any sites beyond those already analyzed in the General Plan EIR and FPASP EIR/EIS. Since potential for impacts to tribal cultural resources remain, the project impacts would be significant. There is no new significant effect and the impact is not more severe than the impact identified in the General Plan EIR.

## FINDINGS

The City of Folsom City Council finds that, based upon substantial evidence in the record, the potential impacts related to the project's effects are less than significant, and no additional mitigation measures are required.

### Mitigation Measures

No additional mitigation is required beyond compliance with state and local regulations and implementation of the new General Plan Implementation Measure NCR 9 and FPASP EIR/EIS adopted Mitigation Measures 3A.5-1a, 3A.5-2, and 3A.5-3.

## FACTS IN SUPPORT OF FINDINGS

Future development would be subject to state regulations (Senate Bill [SB] 18 and Assembly Bill [AB] 52). SB 18 requires local governments to contact, refer plans to, and consult with tribal organizations prior to making a decision to adopt or amend a general or specific plan, or when dedicating open space that contains Native American cultural places. AB 52 requires local and state governments to consult with California Native American tribes as part of CEQA review. City regulations (Standard Construction Specifications and Details, General Provisions, Article 11. Cultural Resources) requires contractors to stop work upon the discovery of unknown cultural or historic resources. An archaeologist must then be retained to evaluate the significance of the resource to establish mitigation requirements. General Plan Policy NCR 1.1.4 encourages new developments to plant native vegetation, including that which is important to Native American lifeways and values, and drought tolerant species and prohibit the use of invasive plants. General Plan Policy NCR 5.1.2 through NCR 5.1.4 require the maintenance of an inventory of prehistoric and historic resources, call for the nomination of additional buildings and sites to the City of Folsom Cultural Resources Inventory of locally significant cultural resources, and require compliance with City, State, and Federal historic laws and regulations to protect and assist in the preservation of historic and archeological resources, respectively. Additionally, General Plan Implementation Policy NCR 9 would require management of tribal cultural resources through suspension of work in the vicinity of a tribal cultural resource find, notification of the appropriate oversight agency and Tribal Historic Preservation Officer, and appropriate treatment (Final SEIR Section 4). General Plan Implementation Policy NCR 10 would require that tribal cultural resources be kept confidential and not be disclosed in public documents, etc. (Final SEIR Section 4).

Mitigation Measure 3A.5-2 to conduct construction personnel education, conduct on-site monitoring if required, and stop work if cultural resources are discovered, and Mitigation Measure 3A.5-3 to suspend ground-disturbing activities if human remains are encountered and compliance with California Health and Safety Code Procedures. Because this issue was evaluated in the General Plan EIR and the FPASP EIR/EIS and the proposed footprint of development has not changed from what was in those documents, there would be no additional impacts as a result of implementing the project. There is no new significant effect and the impact is not more severe than the impact identified in the General Plan EIR (Draft SEIR, pages 3.3-21 through 3.3-23).

# 6.5 SECTION 3.4: ENERGY

### Impact 3.4-1: Wasteful, Inefficient, or Unnecessary Consumption of Energy, During Project Construction or Operation

When compared to the General Plan buildout, full buildout of the project would result in the consumption of additional energy supplies during construction in the form of gasoline and diesel fuel consumption. However, the project's energy expenditure would not be considered atypical when compared to other construction projects. When compared to buildout of the General Plan, operations of new land uses associated with the project would result in additional energy consumption, but the project would be required to comply with the most recent iteration of the California Energy Code. As compared to the General Plan EIR, the project would be more energy efficient when considered in the context of the number of residents that the project supports. Therefore, the project would not result in a new or substantially more severe impact than the General Plan EIR land uses due to its greater energy efficiency. This impact would be less than significant.

## FINDINGS

The City of Folsom City Council finds that, based upon substantial evidence in the record, the potential impacts related to the project's effects are less than significant, and no additional mitigation measures are required.

### Mitigation Measures

No additional mitigation is required.

## FACTS IN SUPPORT OF FINDINGS

The energy needs for project construction would occur over a 12-year period and are not anticipated to require additional capacity or substantially increase peak or base period demands for electricity and other forms of energy, as compared to existing conditions. There is no atypical construction-related energy demand associated with the proposed project. Nonrenewable energy would not be consumed in a wasteful, inefficient, or unnecessary manner when compared to other construction activity in the region. The project is anticipated to require less fuel when compared to the land uses evaluated under the General Plan. Reduced energy consumption would result from project construction as development of medium-to-high density housing is less intense than construction associated with non-residential uses. Energy impacts during construction would be less than significant (SEIR, pages 3.4-8 and 3.4-9).

The project would increase electricity and natural gas consumption relative to existing conditions during operation. The project is anticipated to require more energy in all sectors when compared to the land uses evaluated in the General Plan EIR. This is primarily due to the increase in residential development as part of the project, which would result in an increase in daily trip generation and associated vehicle miles traveled (VMT) and energy use per residential unit. However, the project would result in increased population density from additional residential units associated with higher density development rather than single-family residences. Therefore, the energy efficiency per capita for the project would be lower as compared to the General Plan. Energy impacts during operation would be less than significant (Draft SEIR, pages 3.4-9 and 3.4-10).

### Impact 3.4-2: Conflict with or Obstruction of a State or Local Plan for Renewable Energy or Energy Efficiency

Although implementation of the project would increase energy demands compared to existing conditions, development would be required to comply with applicable California Energy Code, Folsom General Plan policies and Renewable Portfolio Standard. As a result, implementation of the project would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. This impact would be less than significant.

## FINDINGS

The City of Folsom City Council finds that, based upon substantial evidence in the record, the potential impacts related to the project's effects are less than significant, and no additional mitigation measures are required.

### Mitigation Measures

No additional mitigation is required beyond compliance with applicable California Energy Code, Folsom General Plan Policies, and Renewable Portfolio Standard.

## FACTS IN SUPPORT OF FINDINGS

New land uses developed as part of the project would comply with the 2022 California Energy Code, which is intended to increase the energy efficiency of new development projects in the state. Through the permitting process, all development proposed under the project would comply with the current and future versions of the State's Title 24 California Building Code, as part of the 2022 California Energy Code.

The project would be required to implement General Plan Policies LU 1.1.13 "Sustainable Building Practices," and LU 1.1.14 "Promote Resiliency." Future development associated with the project would adhere to General Plan Policy LU 1.1.13 that requires compliance with the State's Title 24 California Building Code, which now requires solar installation on all apartments developed as part of the project.

The project is served by Sacramento Municipal Utility District (SMUD), an electricity utility. SMUD is required to comply with the future benchmarks of the state's Renewable Portfolio Standard (i.e., 52 percent renewable by 2027, 60 percent by 2030, and 100 percent by 2045). Because electricity utilities in the state are required to increase the percentage of renewable energy sources in the electricity they provide, over time electricity consumed as part of the project would increasingly be provided by renewable sources.

Due to the inclusion of energy efficiency and renewable energy measures as part of the project and compliance with state regulations related to energy efficiency and renewable energy and General Plan policies, project implementation would not conflict with or obstruct a state or local plan for renewable energy or energy efficiency. Impacts would be less than significant (Draft SEIR, pages 3.4-10 and 3.4-11).

# 6.6 SECTION 3.5: GREENHOUSE GAS EMISSIONS AND CLIMATE CHANGE

### Impact 3.5-1: Generation of Greenhouse Gas Emissions and Consistency with Reduction Plans and Measures

Construction and operation of the project would result in GHG emissions. Project construction emissions are anticipated to be lower and operational emissions are anticipated to be higher than previously evaluated in the General Plan EIR. However, the proposed project would increase residential density, which results in more VMT and GHG efficiency on a per capita basis, consistent with the goals and objectives of the GHG reduction strategy in the adopted CAP (integrated in to the 2035 General Plan). Therefore, the project would not result in new or substantially greater impacts relating to GHG emissions, but this impact would remain significant and unavoidable.

## FINDINGS

The City of Folsom City Council finds that, based upon substantial evidence in the record, the potential impacts related to the project's effects are less than significant, and no additional mitigation measures are required.

### Mitigation Measures

No additional mitigation is required beyond compliance with General Plan Policy SN 7.1.2, Policies NCR 1.1.8, 3.2.1, 3.2.6, and FPASP EIR/EIS adopted Mitigation Measures 3A.4-1, 3A.4-2a, and 3A.4-2b.

## FACTS IN SUPPORT OF FINDINGS

Emissions associated with construction activities from the project are anticipated to be lower than emissions associated with the previously evaluated land uses. Although there would be an increase in the total number of residential units, the decrease in non-residential uses as part of the project would result in less intensive construction and thus reduced emissions. Total mass emissions associated with the project would result in an increase as compared to emissions from the General Plan EIR. However, development associated with the project would result in a denser population in Folsom and the GHG efficiency (i.e., emissions per capita) would be lower under the proposed project as compared to the existing General Plan. Additionally, the project would be consistent with General Plan policies adopted for the purpose of reducing GHG emissions and is therefore consistent with the adopted CAP. Therefore, the project would not result in new or substantially greater impacts relating to GHG emissions. However, even with incorporation of these mitigation measures and policies, the project would result in increased GHG emissions, and the future year GHG reduction targets may not be met (Draft SEIR, pages 3.5-10 through 3.5-12).

# 6.7 SECTION 3.6: LAND USE AND PLANNING

### Impact 3.6-1: Conflict with Applicable Land Use Plans, Policies, and Regulations

Implementation of the General Plan would be consistent with existing regional land use plans, policies and regulations adopted for the purpose of avoiding or mitigating an environmental effect. The project would allow for increased minimum densities on rezone sites that are with multi-family and mixed-use designations. The project would also include land use amendments to the FPASP for the proposed rezone sites within the Folsom Plan Area. These amendments would be in compliance with State law requirements and are intended to help the city meet its share of the RHNA. The project is consistent with General Plan and FPASP policies related to environmental protections associated with land use, including those that address the amount and location of growth, allowed uses, and development densities and intensities. The project would not result in a new or substantially more severe impact regarding land use and planning than was identified in the General Plan EIR. This impact would be less than significant.

## FINDINGS

The City of Folsom City Council finds that, based upon substantial evidence in the record, the potential impacts related to the project's effects are less than significant, and no additional mitigation measures are required.

### Mitigation Measures

No additional mitigation is required.

## FACTS IN SUPPORT OF FINDINGS

Future development associated with the project, including residential development within the project planning area, would be required to be consistent with the General Plan and the FPASP (for sites located within the Folsom Plan Area) policies and programs adopted to address environmental effects. Future development would be reviewed for consistency with the development standards set forth in FMC and applicable objective design and development standard as part of the design review process. The project would not remove or modify any policies or measures from the General Plan and FPASP that are intended for environmental protection. This impact would be less than significant (Draft SEIR, pages 3.6-9 and 3.6-10).

# 6.8 SECTION 3.7: NOISE AND VIBRATION

### Impact 3.7-1: Construction Activities Could Result in a Substantial Temporary Increase in Noise Levels at Nearby Noise-Sensitive Land Uses

Construction activities associated with implementation of the project would result in greater construction noise than anticipated in the General Plan EIR. However, implementation of proposed mitigation measures and adopted mitigation measures from the FPASP EIR/EIS would reduce project impacts to less than significant, consistent with the conclusion in the General Plan EIR.

## FINDINGS

The City of Folsom City Council finds that, based upon substantial evidence in the record, the potential impacts related to the project's effects are less than significant with implementation of Mitigation Measure 3.7-1. The mitigation measure is feasible and will be adopted and included as part of the Mitigation Monitoring and Reporting Program for the project.

### Mitigation Measures

#### Mitigation Measure 3.7-1: Construction Noise Reduction Measure

Add new Implementation Program SN-17 Construction Noise Reduction:

- The City shall require that the following measures shall be implemented and specified on subsequent project building plans for development north of Highway 50 within 560 feet of sensitive land uses to ensure construction noise does not exceed 80 dBA $L_{eq}$ at the nearest receptors:
  - To the extent feasible, alternative construction processes that generate lower noise levels shall be selected.
  - Construction equipment staging areas shall be located at the farthest distance feasible from nearby sensitive land uses.
  - For projects with pile driving, with approval and supervision of a qualified structural engineer, pile holes shall be predrilled to minimize the number of pile hammer drives necessary to seat piles, where feasible. Alternative to impact hammers, such as oscillating or rotating pile installation systems shall be used where feasible.
  - Effective pile driving noise control may be achieved by utilizing pile driving shrouds that acoustically shield the pile hammer point of impact, placing resilient padding on top of the pile, and by reducing exhaust noise with sound absorbing mufflers.
  - Post visible signs along the perimeter of the construction site that disclose construction times and duration, as well as a contact number for a noise complaint and enforcement manager.

## FACTS IN SUPPORT OF FINDINGS

Adherence to the Folsom Standard Construction Specifications, General Plan policies, FMC, and Mitigation Measure 3.7-1 and FPASP EIR/EIS adopted Mitigation Measure 3A.11-1 would reduce construction noise and development under project would not result in a substantial temporary increase in noise. Specifically, Mitigation Measure 3.7-1 would reduce construction noise for development north of Highway 50 within 560 feet of sensitive receptors by requiring mufflers that reduce noise levels by at least 5 dBA and effective pile driving noise controls, such as pile driving shrouds, that can reduce noise by up to 30 dBA. With implementation of Mitigation Measure 3.7-1 noise levels from the loudest construction equipment (i.e., pile driving) would be reduced to 71 dBA and below the Federal Transit Administration (FTA) construction noise threshold of 80 dBA $L_{eq}$. Project impacts would be less than significant with mitigation (Draft SEIR, pages 3.7-15 to 3.7-17).

### Impact 3.7-2: Exposure of Persons to or Generation of Excessive Vibration

Construction activities associated with implementation of the project would result in greater construction noise than anticipated in the General Plan EIR. However, implementation of proposed mitigation measures and adopted mitigation measures from the FPASP EIR/EIS would reduce project impacts to less than significant, consistent with the conclusion in the General Plan EIR.

## FINDINGS

The City of Folsom City Council finds that, based upon substantial evidence in the record, the potential impacts related to the project's effects are less than significant with implementation of Mitigation Measure 3.7-2. The mitigation measure is feasible and will be adopted and included as part of the Mitigation Monitoring and Reporting Program for the project.

Mitigation Measure 3.7-2: Develop and Implement a Vibration Damage Control Plan
Add new Implementation Program SN-18 Construction Vibration Reduction:

- The City shall apply this Implementation Program to construction activity involving pile-driving activities located within 96 feet of any building and vibratory rollers located within 26 feet of any building to reduce the potential for structural damage.
- Require project applicants with projects that involve pile-driving activities located within 96 feet of any building and vibratory rollers located within 26 feet of any building to develop a vibration control plan. The plan shall consider all potential vibration-inducing activities that would occur within the distance parameters described above and include various measures, setback distances, precautions, monitoring programs, and alternative methods to traditional pile-driving or other vibration intensive activities with the potential to result in structural damage. The following vibration control measures (or other equally effective measures approved by the City) shall be included in the plan:
  - To prevent structural damage minimum setback requirements for different types of ground vibration-producing activities (e.g., pile driving, vibratory roller) for the purpose of preventing damage to nearby structures shall be established based on the proposed pile-driving activities and locations, once determined.
  - All vibration-inducing activity within the distance parameters described above shall be monitored and documented for ground vibration noise and vibration noise levels at the nearest sensitive land use and associated recorded data submitted to the City of Folsom so as not to exceed the recommended FTA vibration damage levels.
  - Alternatives to traditional pile driving (e.g., sonic pile driving, jetting, cast-in-place or auger cast piles, non-displacement piles, pile cushioning, torque or hydraulic piles) shall be considered and implemented where feasible to reduce vibration levels.
  - Limit pile-driving activities to the daytime hours between 7:00 a.m. and 6:00 p.m. Monday through Friday and between 8:00 a.m. and 5:00 p.m. on Saturday and Sunday.
  - Predrill pile holes to the maximum feasible depth to reduce the number of blows required to seat a pile.
  - Operate all vibration inducing impact equipment as far away from vibration-sensitive sites as reasonably possible.
  - Phase pile-driving and high-impact activities so as not to occur simultaneously with other construction activities, to the extent feasible. The total vibration level produced could be significantly less when each vibration source is operated at separate times.

## FACTS IN SUPPORT OF FINDINGS

Adherence to General Plan Policy SN 6.1.8 and implementation of Mitigation Measures 3.7-2 and FPASP EIR/EIS adopted Mitigation Measure 3A.11-3 would reduce potential vibration damage impacts from construction activities by requiring minimum setbacks to sensitive land uses, monitoring vibration levels during construction, and the use of alternative equipment when appropriate. Specifically, Mitigation Measure 3.7-2 would require alternatives to pile driving, such as auger cast piles that are free of vibration or jetting that can reduce vibration by 45 percent or to 0.64 inches/sec. With implementation of Mitigation Measure 3.7-2 vibration from the most vibratory equipment (i.e., pile driving) could be reduced to below FTA's recommended standards with respect to the prevention of structural building damage (0.2 and 0.08 in/sec peak particle velocity) for normal and historical buildings, respectively). Through these measures, potential substantial impacts on sensitive land uses from pile driving, vibratory roller activity, and blasting would be reduced to meet applicable thresholds. Impacts would be less than significant with mitigation (Draft SEIR, pages 3.7-17 through 3.7-20).

### Impact 3.7-3: Traffic Noise

Implementation of the project would result in a net increase in traffic noise ranging from 0 to 3.6 dB Ldn on roadway segments within the project planning area. Therefore, project-related traffic noise would not generate a substantial increase in severity beyond what was identified in the General Plan EIR.

## FINDINGS

The City of Folsom City Council finds that, based upon substantial evidence in the record, the potential impacts related to the project's effects are less than significant, and no additional mitigation measures are required.

### Mitigation Measures

No additional mitigation is required beyond compliance with FPSAP EIR/EIS adopted Mitigation Measure 3A.11-4 and General Plan Policy SN 6.1.2.

## FACTS IN SUPPORT OF FINDINGS

Implementation of the project would result in net noise increases ranging from 0 to 3.6 dBA $L_{dn}$ on roadway segments within the project planning area. The General Plan EIR identified that traffic noise would result in net increases ranging from 0 to 8 dBA. The project would be subject to General Plan Policy SN 6.1.2, requiring mitigation for noise due to traffic on public roadways for new residential development to meet the noise standards. Additionally, the project would be subject to adopted Mitigation Measure 3A.11-4 for development in the Folsom Plan Area, and the FMC noise standards as they aim to comprehensively address construction noise sources. There is no new significant traffic noise effect, and the impact is not more severe than identified in the General Plan EIR (Draft SEIR, pages 3.7-20 through 3.7-23).

### Impact 3.7-4: Expose Existing Sensitive Receptors to New Stationary Noise Sources that Exceed Applicable Noise Standards

All future development associated with the project would be required to comply with the FMC and General Plan policies related to stationary noise standards. However, due to the programmatic nature of the project it cannot be assured that future development as part of the project would not exceed applicable standards. Implementation of proposed mitigation measures and adopted mitigation measures from the FPASP EIR/EIS would reduce project impacts to less than significant.

## FINDINGS

The City of Folsom City Council finds that, based upon substantial evidence in the record, the potential impacts related to the project's effects are less than significant with implementation of Mitigation Measure 3.7-4. The mitigation measure is feasible and will be adopted and included as part of the Mitigation Monitoring and Reporting Program for the project.

### Mitigation Measures

#### Mitigation Measure 3.7-4: Heating, Ventilation, and Cooling Noise

Add new Implementation Program SN-19 Heating, Ventilation, and Cooling Noise Reduction:

- The City shall require an acoustical assessment to be prepared as part of subsequent land use development associated with development if an HVAC would be located within 55 feet of a sensitive receptor. The acoustical assessment shall evaluate the potential operational noise impacts attributed to HVAC noise. The acoustical assessment shall be completed by a qualified acoustical consultant that shall verify that the chosen mechanical equipment for individual development projects would not exceed 45 dBA at the nearest sensitive receptor, in accordance with City of Folsom noise standards. Where the acoustical analysis determines that noise levels would

exceed applicable City noise standards, noise reduction measures shall be identified and included in the subsequent project. Nosie reduction measures may include, but are not limited to:

- Selecting equipment with noise specifications that do not exceed the 45 dBA HVAC noise standard at the nearest noise-sensitive receptor.
- Identifying the equipment's noise screening distance, ensuring that noise levels attenuate to below the 45 dBA HVAC noise standard at the nearest sensitive receptor, and installing the equipment at a distance no less than the screening distance.
- Employing noise dampening techniques such as solid enclosures or parapets walls to block the line-of-sight between the noise source and the noise-sensitive receptors. Blocking the line of sight with a solid barrier or enclosure would reduce noise levels by at least 5 dBA.

## FACTS IN SUPPORT OF FINDINGS

Adherence to the General Plan Policy 6.1.2 and implementation of Mitigation Measure 3.7-4 and FPASP EIR/EIS adopted Mitigation Measure 3A.11-5 would reduce potentially significant stationary and heating, ventilation, and air conditioning (HVAC) noise levels at noise-sensitive receptors to a less-than-significant level. Screening distances, acoustical shielding methods, and proper selection of HVAC units with low noise emissions would ensure HVAC noise levels would comply with the stationary noise standard of 45 dBA at a receiving sensitive receptor. Individual developments would be required to adhere to the standards set forth in the FMC, General Plan, and mitigation measures of the SEIR. This impact would be less than significant with mitigation (Draft SEIR, pages 3.7-23 and 3.7-24).

# 6.9 POPULATION AND HOUSING

### Impact 3.8-1: Induce Substantial Population Growth

The project would accommodate up to 6,046 net new housing units, which would accommodate approximately 15,418 people. This growth would exceed the projected population under the General Plan, but would be consistent with the most recently adopted 2021-2029 Housing Element. The project would not result in a new or substantially more severe impact regarding population growth than was identified in the General Plan EIR. This impact would be less than significant.

## FINDINGS

The City of Folsom City Council finds that, based upon substantial evidence in the record, the potential impacts related to the project's effects are less than significant, and no additional mitigation measures are required.

### Mitigation Measures

No additional mitigation is required.

## FACTS IN SUPPORT OF FINDINGS

The project would result in a net new capacity of 6,046 housing units in the project planning area, which would accommodate approximately 15,418 people, based on 2.55 persons per dwelling unit. Therefore, the project would result in 15,418 new residents in the city beyond what was projected in the 2018 adopted General Plan. However, the City's Housing Element, as part of the General Plan, calls for creation of new housing opportunities to meet projected residential growth in the city acknowledged as part of the City's RHNA. The project is designed to fulfill Program H-2 of the Housing Element through amending standards to facilitate an increase in the amount of available land for residential and mixed-use development and increase the amount of higher density residential development in certain areas of the City. Although the project would have the potential to exceed the maximum population established in

the General Plan EIR, the population increase potential associated with the project would be consistent with the 2021-2029 Housing Element and thus generally consistent with City and regional growth assumptions. The increased population levels associated with the project would be consistent with regional growth projections for the City and would meet the City's RHNA. The project would not induce substantial unplanned population growth in the city and impacts would be less than significant (Draft SEIR, pages 3.8-4 and 3.8-5).

# 6.10 PUBLIC SERVICES

### Impact 3.9-1: Require Construction of New Governmental Facilities, Resulting in Adverse Environmental Impacts

Under the project, development would be intensified within the City and may increase demand for public services (including fire and police protection) that could require new or expanded facilities. Expansion of existing governmental facilities or construction of a new facility to meet the needs of the project would involve minor land clearing, grading, installation of utilities, and building construction. Construction activities and duration would be typical of such facilities and would be required to comply with applicable City policies and regulatory requirements to reduce adverse environmental effects. Additionally, new governmental facilities, including fire and police stations, would be constructed within the footprint of development envisioned as part of the 2035 General Plan. Therefore, such construction for new government facilities to support the project would not result in adverse effects on the environment. Increased population growth resulting from the project would not result in a new or substantially more severe impact related to the construction of government facilities than was addressed in the General Plan EIR. This impact would be less than significant.

## FINDINGS

The City of Folsom City Council finds that, based upon substantial evidence in the record, the potential impacts related to the project's effects are less than significant, and no additional mitigation measures are required.

### Mitigation Measures

No additional mitigation is required.

## FACTS IN SUPPORT OF FINDINGS

Development of new public service facilities would include construction activities that are typical of other allowable land use types within the City (e.g., industrial, warehouse, commercial), and would consist of activities such as clearing and grading, utility installation, and construction of new structures. Construction would result in impacts that are similar to those discussed throughout the SEIR, including temporary traffic, noise, and air quality impacts from construction. Generally, public services facilities are small (e.g., on the order of 2.5 acres) and their construction and operation would be required to comply with applicable City policies and regulatory requirements to reduce adverse environmental effects. There is no evidence to suggest that expansion of existing governmental facilities or construction of a new facility would result in unmitigable, adverse effects on the environment. Therefore, this impact would be less than significant (Draft SEIR, pages 3.9-10 and 3.9-11).

### Impact 3.9-2: Require Construction of New Schools, Resulting in Adverse Environmental Impacts

Under the project, development within the City would be intensified and may increase demand for schools that could require new or expanded facilities. Expansion of existing schools or construction of a new school to meet the needs of the project would involve minor land clearing, grading, installation of utilities, and building construction. Construction activities and duration would be typical of such facilities and would be required to comply with applicable City policies and regulatory requirements to reduce adverse environmental effects. Additionally, new

schools would be constructed within the footprint of development envisioned as part of the 2035 General Plan. Therefore, such construction for new schools to support the project would not result in adverse effects on the environment. The increased student population resulting from the project would not result in a new or substantially more severe impact related to the construction of schools than was addressed in the General Plan EIR. Impacts would be less than significant.

## FINDINGS

The City of Folsom City Council finds that, based upon substantial evidence in the record, the potential impacts related to the project's effects are less than significant, and no additional mitigation measures are required.

### Mitigation Measures

No additional mitigation is required.

## FACTS IN SUPPORT OF FINDINGS

The project would generate approximately 967 new students that would be served by the new schools proposed by the FPASP, which would fulfill the demand generated by the project. Construction of these schools would not result in any substantial physical impacts specific to public services that are not already an inherent part of overall project impacts and would be constructed within the footprint of development proposed in the General Plan. There is no new significant effect, and the impact is not more severe than the impact identified in the existing General Plan EIR. Impacts specific to public facility construction related to school services are less than significant (Draft SEIR, pages 3.9-11 and 3.9-12).

### Impact 3.9-3: Require Construction of New Park or Recreation Facilities, Resulting in Adverse Environmental Impacts

Construction of park facilities would be subject to federal and state requirements, City regulations, and 2035 General Plan policies that would ensure that adequate parkland would be provided, and physical deterioration of existing facilities would be reduced. Furthermore, the City's existing and planned parks would sufficiently meet the City's standards for parkland supply as the population grows. This growth would be within the projections assumed under the General Plan. Therefore, increased population growth resulting from the project would not result in a new or substantially more severe impact related to park and recreational facilities than was addressed in the General Plan EIR. Project impacts would be less than significant.

## FINDINGS

The City of Folsom City Council finds that, based upon substantial evidence in the record, the potential impacts related to the project's effects are less than significant, and no additional mitigation measures are required.

### Mitigation Measures

No additional mitigation is required beyond compliance with General Plan Policy LU 6.1.4.

## FACTS IN SUPPORT OF FINDINGS

An increase of 15,418 persons as part of the project would result in the need for an additional 77 acres of parkland beyond the current 552 acres required under the 2035 General Plan for a grand total of 629 acres of parkland in the City to meet the City standard. As indicated in the *Parks and Recreation Master Plan: 2015 Plan Update*, the City of Folsom Parks and Recreation Department manages a total of 891 acres of parks and open space, consisting of 340 acres of developed parks, 500 acres of open space, and 51 acres of Class I Bike Trial. Therefore, there would be sufficient parkland to support project buildout. Additionally, as part of the project, future tentative subdivision and

tentative parcel maps under the project would be required to dedicate land or pay an in-lieu fee for the development of neighborhood and community parks, pursuant to FMC Chapter 16.32 and Chapter 4.10. Future development would also be subject to General Plan Policy LU 6.1.4 that requires open space in each residential development. FMC Chapter 3.130 establishes and imposes a Specific Plan Infrastructure Fee on new development within the Folsom Plan Area that equitably spreads the burden of public improvements and facilities and distributes the cost of public lands and community parkland to development projects within the Folsom Plan Area. Impacts would be less than significant (Draft SEIR, page 3.9-13).

# 6.11 TRANSPORTATION

### Impact 3.10-1: Transit, Bicycle, and Pedestrian Facility Impacts and Plan Conflicts

Implementation of the project would be subject to and implement General Plan and FPASP objectives and policies relevant to transit, bicycle, and pedestrian facilities and services. Additionally, future development under the project would be subject to applicable City guidelines, standards, and specifications related to transit, bicycle, or pedestrian facilities. Therefore, there is no new significant effect, and the impact is not more severe than what was addressed in the General Plan EIR. Project impacts would remain less than significant.

## FINDINGS

The City of Folsom City Council finds that, based upon substantial evidence in the record, the potential impacts related to the project's effects are less than significant, and no additional mitigation measures are required.

### Mitigation Measures

No additional mitigation is required.

### Facts in Support of Findings

Future development site designs would be required to incorporate improvements consistent with applicable General Plan policies related to transit, bicycle, or pedestrian facilities. For example, General Plan Policy M 1.1.1 encourages all roadway improvements to be developed to serve the needs of all users, including bicyclists, public transit users, children, seniors, persons with disabilities, pedestrians, motorists, and movers of commercial goods. Policies M 1.1.5 and M 1.1.6 call for a connected street network that promotes walkability and bicycle and pedestrian connections to public transit stops. Policy M 3.1.1 encourages all residents to have access to safe and convenient public transit options. Compliance with the applicable General Plan and FPASP objectives and policies would ensure that the increased demand for pedestrian, bicycle, and transit facilities resulting from the project would not exceed the capacity of existing and planned facilities. There is no new significant effect, and the impact is not more severe than what was addressed in the General Plan EIR. The project would result in a less-than-significant impact on transit, bicycle, and pedestrian facilities (Draft SEIR, pages 3.10-16 and 3.10-17).

### Impact 3.10-2: Vehicle Miles Traveled Impacts

The project would result in development of up to 6,046 additional housing units. Of those units, the project would provide capacity for up to 56 percent or 3,386 low-income units.; However, the City of Folsom conservatively determined that based on the rate of existing affordable housing development within the city, 26 percent of the project's units on average would be low-income units. Therefore, the VMT analysis accounted for the reduction associated with 26 percent affordable units that would result in a reduction in trips and trip length as compared to market-rate housing. Therefore, the project would result in approximately 6.62 residential VMT per capita, which is less than the threshold of 7.51 VMT per capita (i.e., 15 percent below citywide VMT per capita). Additionally, the project would not result in retail development that would be greater than 125,000 square feet. Potential retail development resulting from the project would be considered local serving and would not result in a net increase in VMT. The project VMT impacts related to residential land use and retail land use would be less than significant.

## FINDINGS

The City of Folsom City Council finds that, based upon substantial evidence in the record, the potential impacts related to the project's effects are less than significant, and no additional mitigation measures are required.

### Mitigation Measures

No additional mitigation is required.

## FACTS IN SUPPORT OF FINDINGS

The project would accommodate local serving retail as defined in the Sacramento County Transportation Analysis Guidelines. Local serving retail is generally associated with shorter trips and, therefore, is screened from detailed analysis and presumed to result in a less than significant impact. Additionally, the VMT analysis determined that the residential uses associated with the project would result in a VMT per capita of 6.62 which is below the citywide threshold of 7.51 VMT per capita (i.e., 15 percent below existing citywide VMT per capita). Therefore, the project would not result in a substantial increase in VMT. This impact is less than significant (Draft SEIR, pages 3.10-18 and 3.10-19).

### Impact 3.10-3: Hazardous Design Feature Impacts

Future development under the project would be constructed in accordance with applicable roadway design and safety guidelines. The project would not increase hazards because of a roadway design feature or incompatible uses and would include a roundabout prioritization policy that would provide opportunities for improved safety. Therefore, there is no new significant effect, and the impact is not more severe than what was addressed in the General Plan EIR. The project would result in a less-than-significant impact related to transportation hazards.

## FINDINGS

The City of Folsom City Council finds that, based upon substantial evidence in the record, the potential impacts related to the project's effects are less than significant, and no additional mitigation measures are required.

### Mitigation Measures

No additional mitigation is required.

## FACTS IN SUPPORT OF FINDINGS

Future development under the project would be designed in accordance with City standards and specifications which address potential design hazards including sight distance, driveway placement, and signage and striping. In addition, any new interchanges, new and modified ramps, or auxiliary lanes along freeway that would result as part of the project would be subject to approval by Caltrans which would ensure projects would be consistent with Caltrans' standards and not result in transportation hazards. Any new transportation facilities, or improvements to such facilities associated with future development would be required to comply with General Plan policies, including Policy M 1.1.3 to require new and reconstructed facilities to meet the Americans with Disability Act requirements and Policy M 3.1.1 to ensure all residents have access to safe and convenient public transit options. The project would include the addition of a roundabout prioritization policy in the *City of Folsom General Plan*. Roundabouts are a Federal Highway Administration's Proven Safety Countermeasure effective in reducing roadway fatalities and serious injuries. The project would result in a less-than-significant impact related to transportation hazards (Draft SEIR, pages 3.10-19 and 3.10-20).

### Impact 3.10-4: Emergency Access Impacts

Future development under the project would be required to meet all applicable emergency access and design standards to ensure that the project would provide adequate emergency access. In addition, compliance with General

Plan policies would provide emergency access improvements that would enhance emergency access. There is no new significant effect, and the impact is not more severe than what was addressed in the General Plan EIR. The project would result in a less-than-significant impact.

## FINDINGS

The City of Folsom City Council finds that, based upon substantial evidence in the record, the potential impacts related to the project's effects are less than significant, and no additional mitigation measures are required.

### Mitigation Measures

No additional mitigation is required.

## FACTS IN SUPPORT OF FINDINGS

Emergency access for future development under the project would be required to meet the fire and emergency access roads design standards per FMC Section 17.57.080 and the Folsom Fire Code Chapter 5, Section 503, "Fire Apparatus Access Roads." In addition, General Plan policies M 1.1.5 and M 4.1.10 require the continuation of the street network between adjacent development projects to allow easier access for emergency vehicles and the continuation of the traffic calming measures implementation in neighborhoods in ways that accommodate emergency access vehicles, respectively. Compliance with the existing regulations and relevant General Plan policies would ensure that future development would be designed to meet all emergency access and design standards. Impacts would be less than significant (Draft SEIR, page 3.10-20).

# 6.12 UTILITIES AND SERVICE SYSTEMS

### Impact 3.11-1: Adverse Impacts on Sufficient Water Supply and Treatment

Implementation of the project could generate additional water demand for water supplies from the provision of additional housing. However, the City of Folsom and EID would have sufficient surplus to meet the additional water demand. Therefore, the additional water demand resulting from the project would not result in a new or substantially more severe water supply impact than was addressed in the General Plan EIR. Project impacts would be less than significant.

## FINDINGS

The City of Folsom City Council finds that, based upon substantial evidence in the record, the potential impacts related to the project's effects are less than significant, and no mitigation measures are required.

### Mitigation Measures

No additional mitigation is required.

## FACTS IN SUPPORT OF FINDINGS

Approximately 4,164 new units would be located in the East Bidwell Corridor and the Transit Priority Areas, which would receive water service from the City of Folsom. The additional 4,164 units would result in increases in water demand of approximately 916 acre-feet per year (AFY). The City of Folsom would have sufficient water supplies to serve the projected 916.08 AFY of water demand resulting from the future development in East Bidwell Corridor and Transit Priority Areas during normal year, single-dry year, and five-year consecutive drought. Implementation of the project would result in an additional 1,882 housing units in the Folsom Plan Area. The additional 1,882 net new housing units in the Folsom Plan Area would result in increases in water demand of approximately 414 AFY. Of the

414 AFY water demand, approximately 359 AFY would be within the City of Folsom's service area and 55 AFY within the El Dorado Irrigation District's service area. Both the City of Folsom and El Dorado Irrigation District would have sufficient water to serve the project. Modeling conducted for the project indicated that the increase in water demand resulting from the project would not result in adverse hydraulic impacts to the City's water distribution system. Impacts would be less than significant (Draft SEIR, pages 3.11-18 through 3.11-20).

### Impact 3.11-2: Exceed the Capacity of the Wastewater Treatment Provider or Adverse Effects Associated with Construction of Wastewater Treatment and Disposal Infrastructure

General Plan EIR Impact USS-3 identified less than significant impacts related to wastewater collection, transmission, and treatment. Implementation of the project could generate wastewater as a result of increased housing in the city. The existing wastewater conveyance infrastructure in the City of Folsom would not have sufficient capacity to accommodate the anticipated additional wastewater. Therefore, the wastewater resulting from the project would result in a new and substantially more severe wastewater impact than was addressed in the General Plan EIR; however, impacts would be reduced to less than significant.

## FINDINGS

The City of Folsom City Council finds that, based upon substantial evidence in the record, the potential impacts related to the project's effects are less than significant with implementation of Mitigation Measures 3.11-2a and 3.11-2b. The mitigation measures are feasible and will be adopted and included as part of the Mitigation Monitoring and Reporting Program for the project.

### Mitigation Measures

#### Mitigation Measure 3.11-2a: Implement Localized Improvements in the 33-Inch Shed

Future development in the 33-inch shed in the project area shall be responsible for the cost and preparation of a sewer study and if that study shows that the project increases parcel specific wastewater generation beyond the parcel specific wastewater generation analyzed in the City of Folsom 2017 Capacity Assurance Plan (Ultimate Build-Out Growth Development Scenario), the project shall be responsible for providing fees to analyze and construct localized wastewater improvements to address capacity issues in the sewer shed. Localized capacity improvements, such as upsizing pipes, shall be constructed and completed in accordance with a time schedule defined in the development specific conditions of approval. This shall be a condition of approval for all projects in the 33-inch shed within the project area.

#### Mitigation Measure 3.11-2b: Develop and Implement a Wastewater Conveyance Master Plan for the 27-Inch Shed

To address capacity concerns in the City's wastewater conveyance system the City shall develop a Wastewater Conveyance Master Plan for the 27-inch Shed prior to approval of development in the project area that exceeds the wastewater generation analyzed in the City of Folsom 2017 Capacity Assurance Plan (Ultimate Build-Out Growth Development Scenario) within the 27-in Shed.

The Wastewater Conveyance Master Plan shall identify the final anticipated extent of pipeline and pump station improvements as well as any phasing improvements tied to residential development timing and/or location in the 27-inch Shed. The Wastewater Conveyance Master Plan shall include mechanisms and improvements for addressing sewer capacity. The Wastewater Conveyance Master Plan shall contain the goals of the plan, a description of proposed upgrades and features that would be implemented, a long-term maintenance and operation strategy, and an approach for implementation of proposed improvements to the wastewater conveyance system. Potential improvements may include, but are not limited to:

- construction and operation of a new pump station near the intersection of Riley Street and East Bidwell Street,
- construction and operation of a new 8-inch force main from the pump station to high point at Glenn Drive and Sibley Street in order to divert flows from the 27-inch shed into the 33-inch shed,

- upsizing existing 8-inch pipelines on Glenn Drive and Sibley Street to 12-inch, and
- identification of addition localized sewer improvements.

Upon completion of the Wastewater Conveyance Master Plan, the City shall secure any required permits for implementation of identified improvement strategies. Improvements identified in the Wastewater Conveyance Master Plan shall be implemented prior to issuance of grading permits for future development that increases wastewater generation beyond that analyzed in the City of Folsom 2017 Capacity Assurance Plan (Ultimate Build-Out Growth Development Scenario) in the 27-inch Shed.

Future development in the 27-inch shed in the project area shall be responsible for the cost and preparation of a sewer study and if that study shows that the project increases parcel specific wastewater generation beyond the parcel specific wastewater generation analyzed in the City of Folsom 2017 Capacity Assurance Plan (Ultimate Build-Out Growth Development Scenario), the project shall be responsible for providing fees to analyze and construct localized wastewater improvements to address capacity issues in the sewer shed. Localized capacity improvements, such as upsizing pipes, shall be constructed and completed in accordance with a time schedule defined in the development specific conditions of approval. This shall be a condition of approval for all projects in the 27-inch shed within the project area.

## FACTS IN SUPPORT OF FINDINGS

The eastern project planning area north of Highway 50 is located within the FE3 Sewer Shed that has capacity to serve the project. Within the Folsom Plan Area new wastewater collection and conveyance facilities have been planned and there is adequate capacity to support the project. The central project planning area north of Highway 50 is located within the 33-Inch Sewer Shed. The simulation for project development in the 33-inch Shed indicated that the 33-inch sewer line would have capacity for the increased wastewater flow in general. However, development associated with the project would have the potential to reach the capacity of some localized sewer lines, specifically along Riley Road, Sibley Drive, and Glenn Road if the level of development exceeds that identified in the 2035 General Plan EIR. Implementation of Mitigation Measure 3.11-2a would ensure local improvements would be constructed to maintain capacity in the sewer shed. The western project planning area north of Highway 50 is located within the 27-Inch Sewer Shed, which upon buildout of the 2035 General Plan will be at capacity. Mitigation Measure 3.11-2b would require implementation of a Wastewater Conveyance Master Plan to allow for additional capacity for any new development in excess of the amount identified in the 2035 General Plan EIR. Impacts would be less than significant with mitigation (Draft SEIR, pages 3.11-20 through 3.11-24).

# 6.13 CHAPTER 4: CUMULATIVE IMPACTS

### Cumulative Aesthetics Impacts

As identified in Impacts 3.1-1 through 3.1-4 of this SEIR (pages 3.1-6 through 3.1-12), the project planning area is in areas planned for urban development. Implementation of the project would result in increased residential development capacity in the project planning area. Future development associated with project would be required to comply with FMC, applicable design guidelines, objective design and development standards, and General Plan policies to ensure design compatibility with surrounding development and to address light and glare effects. Future development in the Folsom Plan Area would implement FPASP Mitigation Measures 3A.1-1, 3A.1-4, and 3A.1-5 to minimize impacts related to visual degradation and lighting by maintaining a landscaped corridor adjacent to Highway 50, locating construction staging areas and material away from sensitive land uses, and implementing a lighting plan. There is no new significant effect, and the impact is not more severe than the impact identified in the General Plan EIR. Therefore, the project would not result in a new or greater contribution to cumulative effects to aesthetics resources beyond what was identified in the General Plan EIR. The project's contribution to the significant cumulative impact would be less than cumulatively considerable.

# FINDINGS

The City of Folsom City Council finds that, based upon substantial evidence in the record, the potential impacts related to the project's cumulative effects are less than significant, and no additional mitigation measures are required.

## Mitigation Measures

No additional mitigation is required beyond compliance with the FMC, applicable design guidelines, objective design and development standards, and General Plan policies and implementation of FPASP EIR/EIS adopted Mitigation Measures 3A.1-1, 3A.1-4, and 3A.1-5.

# FACTS IN SUPPORT OF FINDINGS

The project would not change the development footprint analyzed in the General Plan EIR. Future development in the East Bidwell Mixed Used Overlay designation and the new transit-oriented development overlay designation would generally improve the visual quality of the affected areas by developing vacant, underutilized, or aging properties and creating a more unified visual experience consistent with the surrounding development. Future development would be required to comply with FMC Chapter 17.59 regarding placement of signage to protect views from scenic corridors, which requires approval from the Planning Director for signs visible from a scenic corridor. Development identified in the FPASP would change the existing grassland and oak woodlands to urban land uses. Similar to the findings of the FPASP EIR/EIS, development as part of the project in the Folsom Plan Area would add to the alteration of existing views and the quality of the public views from Scott Road. However, these sites were planned for development and analyzed as such in the FPASP EIR/EIS. Implementation of the FPASP EIR/EIS Mitigation Measures 3A.1-1 and 3A.1-4 would reduce impacts to scenic vista.

Future development associated with the project would be subject to existing regulations governing scenic quality as discussed in Section 6.1 above. Future development would increase the amount of light and glare through the installation of exterior lighting and reflective window glazing within the project planning area similar to the conditions anticipated for the planned urban land uses for the City under the General Plan. Consistent with the General Plan EIR, compliance with California Building Code building standards, which require minimizing light pollution and nighttime glare; FMC Chapter 17.59.040, which identifies designated scenic corridors within the city and includes special provisions for the placement and lighting of signage in scenic corridors; FMC Chapter 17.23, which provides design standards for mixed-use zones, including lighting; lighting recommendations contained in the City's Multifamily Development Design Guidelines and the FPASP Community Design Guidelines; General Plan Policy NCR 2.1.3, which require lighting to be directed downward to minimize overspill and glare onto adjacent properties and reduce vertical glares; and, General Plan Implementation Program NCR-6, which requires shielding or screening lighting fixtures, prohibiting the use of unusually high intensity light fixtures, and using appropriate building materials (e.g., low-glare glass, low-glare building glaze, and neutral, earth-toned colored paint and roofing materials), would reduce and minimize light and glare impacts. Any future development in the Folsom Plan Area would be required to implement FPASP Mitigation Measure 3A.1-5 to reduce significant impacts associated with new sources of light and glare through compliance with lighting standards and implementation of a lighting plan.

The project would not change the development footprint analyzed in the General Plan EIR and would not result in a new or more severe aesthetics impact than disclosed in the General Plan EIR with compliance with existing regulations and implementation of FPASP EIR/EIS mitigation measures. Therefore, the project's contribution to the significant cumulative impact would be less than cumulatively considerable. The cumulative effects would be less than significant (Draft SEIR, page 4-3).

## Cumulative Air Quality Impacts

The General Plan EIR determined that buildout of the General Plan would result in exposure of toxic air contaminants (TACs) to sensitive receptors that could not be reduced to less than significant levels within the Folsom Plan Area. Additionally, buildout of the General Plan would result in odorous emissions from construction throughout the city.

Consequently, implementation of the 2035 General Plan would result in a cumulatively considerable contribution to a significant cumulative impact. The project would generate greater mass emissions than the land uses in the 2035 General Plan EIR, but the project would be more efficient on a per person basis. Therefore, there is no new significant effect, and the impact is not more severe than the impact identified in the General Plan EIR. The project would not result in a new or greater contribution to cumulative air quality impacts beyond what was identified in the General Plan EIR.

## FINDINGS

The City of Folsom City Council finds that, based upon substantial evidence in the record, the potential impacts related to the project's cumulative effects are less than significant, and no additional mitigation measures are required.

### Mitigation Measures

No additional mitigation is required beyond compliance with SMAQMD Basic Construction Emissions Control Practices, SMAQMD's Ozone Attainment Plan, MTP/SCS and General Plan policies, and implementation of FPASP EIR/EIS adopted Mitigation Measures 3A.2-1a, 3A.2-1f, 3A.2-2 and 3A.2-1c, and 3A.2-4a.

## FACTS IN SUPPORT OF FINDINGS

The geographic context for cumulative impacts related to air quality is regional for criteria pollutant and ozone precursors and includes the Sacrament County Valley Air Basin and Sacramento County within the jurisdiction of SMAQMD. The context is local for toxic air contaminants and odors. As identified in the SEIR, the project would not generate construction emissions of any criteria air pollutants or precursors that would substantially increase local mobile-source CO emissions. Development would be required to comply with SMAQMD Basic Construction Emissions Control Practices and General Plan policies to reduce emissions. While construction would occur nearby existing and future sensitive receptors the project would be subject to General Plan policies and mitigation from the General Plan EIR to reduce emissions. The project would not introduce a new or substantially more severe air quality impact than what was identified in the General Plan EIR. Therefore, the project would not result in a new or greater contribution to cumulative air quality impacts beyond what was identified in the General Plan EIR (Draft SEIR, pages 4-3 and 4-4).

### Cumulative Historical Resources Impacts

Future development as part of the project would be subject to federal (National Historic Preservation Act), state (PRC Section 21000 et. Seq. and California Historical Building Code), and local regulations (General Plan Policies NCR 1.1.4, NCR 5.1.1, NCR 5.1.2, NCR 5.1.4, and NCR 5.1.5). Future development within the Folsom Plan Area would implement Mitigation Measure 3A.5-1b to reduce impacts to historical resources. Because future development would occur on the same footprint as previously analyzed in the General Plan EIR, the project would not result in a new or greater contribution to cumulative effects to historical resources than disclosed in the General Plan EIR.

## FINDINGS

The City of Folsom City Council finds that, based upon substantial evidence in the record, the potential impacts related to the project's cumulative effects are less than significant, and no additional mitigation measures are required.

### Mitigation Measure

No additional mitigation is required beyond compliance with existing federal and state regulations, and General Plan Polices NCR 1.1.4, NCR 5.1.1, NCR 5.1.2, NCR 5.1.4, and NCR 5.1.5; and implementation of FPASP EIR/EIR adopted Mitigation Measure 3A.5-1b.

## FACTS IN SUPPORT OF FINDINGS

The project would result in increased residential density throughout the project planning area. Increased development has the potential to result in an adverse change to historical resources throughout the project planning area. However, development would occur on the same footprint as previously analyzed in the General Plan EIR. Development associated with the project within the Folsom Plan Area would be required to comply with adopted Mitigation Measure 3A.5-1b requiring projects to perform an inventory and evaluation of cultural resources minimize or avoid damage or destruction and perform treatment where damage or destruction cannot be avoided. However, the environmental review would not prevent the demolition of all historical resources. Impacts would remain cumulatively considerable. Therefore, the project would not result in a new or greater contribution to cumulative effects to historical resources (Draft SEIR, page 4-4).

### Cumulative Archaeological Resources Impacts

Future development as part of the project would be subject to state and local regulations and General Plan policies to reduce impacts to archaeological resources. Future development within the Folsom Plan Area would implement Mitigation Measure 3A.5-1b Mitigation Measure 3A.5-2 to evaluate cultural resources on-site and provide cultural resources education to construction personnel. However, because this issue was evaluated in the General Plan EIR and the FPASP EIR/EIS and the proposed footprint of development has not changed from what was in those documents, there would be no additional impacts as a result of implementing the project. The project would not result in a new or greater contribution to cumulative effects to unique archaeological resources. Impacts would remain cumulatively considerable.

## FINDINGS

The City of Folsom City Council finds that, based upon substantial evidence in the record, the potential impacts related to the project's cumulative effects are less than significant, and no additional mitigation measures are required.

### Mitigation Measure

No additional mitigation is required beyond compliance with state and local regulations and implementation of the FPASP EIR/EIS adopted Mitigation Measures 3A.5-1b and 3A.5-2.

## FACTS IN SUPPORT OF FINDINGS

The project would result in increased residential density throughout the project planning area. Increased development has the potential to result in an adverse change to unique archaeological resources throughout the project planning area. However, development would occur on the same footprint as previously analyzed in the General Plan EIR. Development associated with the project would be required to comply with adopted Mitigation Measure CUL-2 (General Plan Implementation Program NCR 7) to develop a program for inadvertent discovery of archaeological resources. Development within the Folsom Plan Area would be required to comply with Mitigation Measures 3.5A-1b to perform an inventory and evaluation of cultural resources minimize or avoid damage or destruction and perform treatment where damage or destruction cannot be avoided and 3A.5-2 to conduct construction personnel education, conduct on-site monitoring if required, stop work if cultural resources are discovered, assess the significance of the find, and perform treatment or avoidance as required. However, the environmental process of review would not prevent the demolition of all unique archaeological resources. Impacts would remain cumulatively considerable. Nevertheless, the project would not result in a new or greater contribution to cumulative effects to unique archaeological resources (Draft SEIR, pages 4-5 and 4-6).

### Cumulative Tribal Cultural Resources Impacts

Future development as part of the project would be subject to state and local regulations to reduce impacts to tribal cultural resources. Future development within the Folsom Plan Area would implement FPASP EIR/EIS Mitigation Measures 3A.5-1a, 3A.5-2, and 3A.5-3 to reduce the potentially significant impact associated with the possible destruction of tribal cultural resources. However, compliance with existing regulations and implementation of previously adopted mitigation would not prevent the demolition of all tribal cultural resources. Impacts would remain cumulatively considerable. The project would not result in a new or greater contribution to cumulative effects to tribal cultural resources.

## FINDINGS

The City of Folsom City Council finds that, based upon substantial evidence in the record, the potential impacts related to the project's cumulative effects are less than significant, and no additional mitigation measures are required.

### Mitigation Measure

No additional mitigation is required beyond compliance with state and local regulations and implementation of General Plan Implementation Measure NCR9 and FPASP EIR/EIS adopted Mitigation Measures 3A.5-1a, 3A.5-2, and 3A.5-3.

## FACTS IN SUPPORT OF FINDINGS

The proposed project would result in increased residential density throughout the project planning area. Increased development has the potential to result in an adverse change to tribal cultural resources throughout the project planning area. However, development would occur on the same footprint as previously analyzed in the General Plan EIR. The results of the AB 52 consultation indicated that the project planning area is highly sensitive for tribal cultural resources. Implementation of projects contemplated in the proposed plan may require subsequent discretionary approvals and site-specific project-level analyses to fulfill CEQA requirements, which may include additional AB 52 consultation and identification of tribal cultural resources. However, the environmental process review would not prevent the demolition of all tribal cultural resources. Impacts would remain cumulatively considerable. All development in the City would be subject to General Plan Implementation Policy NCR 9 that requires management of tribal cultural resources through suspension of work in the vicinity of a tribal cultural resource find, notification of the appropriate oversight agency and Tribal Historic Preservation Officer, and appropriate treatment (Final SEIR Section 4). Therefore, the project would not result in a new or greater contribution to cumulative effects to tribal cultural resources (Draft SEIR, page 4-5).

### Cumulative Human Remain Impacts

Compliance with California Health and Safety Code Section 7050.5 and California Public Resources Code Section 5097 and implementation of FPASP EIR/EIR Mitigation Measure 3.A5-3 would ensure that project impacts to human remains would be less than significant. Therefore, the project's contribution to human remains impacts would be less than cumulatively considerable.

## FINDINGS

The City of Folsom City Council finds that, based upon substantial evidence in the record, the potential impacts related to the project's cumulative effects are less than significant, and no additional mitigation measures are required.

### Mitigation Measure

No additional mitigation is required beyond compliance with California Health and Safety Code Section 7050.5 and California Public Resources Code Section 5097 and implementation of FPASP EIR/EIR adopted Mitigation Measure 3.A5-3.

## FACTS IN SUPPORT OF FINDINGS

The proposed project would result in increased residential density throughout the project planning area. Increased development has the potential to result in an adverse change to interred human remains throughout the project planning area. However, development would occur on the same footprint as previously analyzed in the General Plan EIR. Development associated with the project would be required to adhere to state regulations related to the handling of human remains. Additionally, development within the Folsom Plan Area would be required to comply with adopted Mitigation Measure 3.5A-3 (suspend ground-disturbing activities if human remains are encountered and comply with California Health and Safety Code procedures) and would reduce impacts to less than significant. Impacts would remain less than cumulatively considerable (Draft SEIR, page and 4-5).

### Cumulative Energy Impacts

The project would comply with applicable energy efficiency requirements and would implement design features that meet or exceed current requirements per Title 24 and CALGreen. Because the project would not result in the wasteful or inefficient use of energy and would not conflict with or obstruct a State or local plan for renewable energy or energy efficiency, the project would not result in a significant cumulative energy impact. The project's contribution to substantial effects related to energy would be less than cumulatively considerable.

## FINDINGS

The City of Folsom City Council finds that, based upon substantial evidence in the record, the potential impacts related to the project's cumulative effects are less than significant, and no additional mitigation measures are required.

### Mitigation Measure

No additional mitigation is required beyond compliance with existing regulations (i.e., Title 24 and CALGreen).

## FACTS IN SUPPORT OF FINDINGS

The project would consume energy related to transportation (i.e., gasoline and diesel consumption for passenger vehicles, trucks, buses, and other vehicles) and construction. The project would be required to implement energy efficiency measures in accordance with the Title 24 California Energy Code, which includes CALGreen, to reduce energy demand from buildings and would likely implement transportation demand management strategies to reduce the number of vehicle trips and VMT, which would reduce fuel consumption. The project would increase energy demand during temporary construction activities for new buildings and facilities. During operation, the project would be expected to require more energy overall when compared to the land uses evaluated in the General Plan EIR due to the increase in residential capacity. However, as discussed in Section 6.4 above, the project would result in less than significant energy impacts during construction and operation. Therefore, the project's contribution to energy impacts would be less than cumulatively considerable. The cumulative effects would be less than significant (Draft SEIR, pages 4-5 and 4-6).

### Cumulative Greenhouse Gas Emissions and Climate Change Impacts

The General Plan EIR concluded a less-than-significant impact associated with the buildout year of the general plan (i.e., 2035). However, the General Plan EIR concluded that a significant and unavoidable impact associated with future target year 2050. The project would be consistent with adopted GHG reduction strategies that aim to improve GHG

efficiency, the project would not conflict with the City's ability to achieve their 2035 targets, however, the project does not include any additional measures or GHG reduction strategies that would assist in meeting the 2050 targets. Therefore, the project would not result in new or substantially greater impacts relating to GHG emissions but this impact would remain significant and unavoidable. Because the issue of global climate change is inherently a cumulative issue because the GHG emissions of individual projects cannot be shown to have any material effect on global climate. Therefore, the project's impact on climate change is addressed only as a cumulative impact. Therefore, the project's contribution to substantial effects related to GHG emissions would be cumulatively considerable.

## FINDINGS

The City of Folsom City Council finds that, based upon substantial evidence in the record, the potential impacts related to the project's cumulative effects are less than significant, and no additional mitigation measures are required.

### Mitigation Measure

No feasible mitigation is available beyond implementation of FPASP EIR/EIS Mitigation Measures 3A.4-1, 3A.4-2a, and 3A.4-2b.

## FACTS IN SUPPORT OF FINDINGS

Based on the comparative analysis conducted to represent the change in emissions associated with buildout of the project, total mass emissions associated with the project would result in an increase as compared to emissions from the General Plan EIR. This is primarily due to the increase in the number of residential land uses, which would result in an increase in daily trip generation and associated VMT. Because the project would increase GHG emissions compared to the General Plan EIR and because further substantial GHG emissions reduction would be required to meet the 2045 carbon neutrality goals and 2050 GHG reduction targets, the GHG impacts were determined to remain significant consistent with the conclusion of the General Plan EIR. Because climate change is a global problem caused by global pollutants and is inherently cumulative, the analysis concluded in the SEIR is a cumulative analysis. Therefore, the project's contribution to substantial effects related to GHG emissions would be cumulatively considerable, consistent with the conclusion in the General Plan EIR (Draft SEIR, page 4-6).

### Cumulative Land Use and Planning Impact

The project is consistent with applicable General Plan and FPASP policies related to environmental protections. There is no new significant effect, and the impact is not more severe than the impact identified in the General Plan EIR. Therefore, the project would not result in a new or greater contribution to cumulative effects to land use and planning beyond what was identified in the General Plan EIR. The project's contribution to the significant cumulative impact would be less than cumulatively considerable.

## FINDINGS

The City of Folsom City Council finds that, based upon substantial evidence in the record, the potential impacts related to the project's cumulative effects are less than significant, and no additional mitigation measures are required.

### Mitigation Measure

No additional mitigation is required.

## FACTS IN SUPPORT OF FINDINGS

The project would amend the City's 2035 General Plan and Zoning Code to increase the minimum density and maximum floor area ratio standards in the project planning area to maintain multi-family and mixed-use land available to meet the target housing demand at all income levels for the RHNA. The project would also amend the FPASP to increase residential development capacity on the proposed rezone sites within the Folsom Plan Area. As discussed in Section 6.5 above, future development associated with the project, including residential development within the project planning area, would be required to be consistent with the General Plan and the FPASP (for sites located within the Folsom Plan Area) policies and programs adopted to address environmental effects. In addition, the project would be in compliance with State law requirements and meet the RHNA for the City. The project would not remove or modify any policies or measures from the General Plan and FPASP that are intended for environmental protection. The project's land use and planning impact would be less than significant. Therefore, the project's contribution to the significant cumulative impact would be less than cumulatively considerable. The cumulative effects would be less than significant (Draft SEIR, page 4-6).

### Cumulative Construction Noise and Vibration Impacts

Adherence to the construction noise requirements in the Standard Construction Specifications, the General Plan policies, FMC, and mitigation measures would avoid the generation of substantial temporary construction noise levels. The project would result in less than significant construction noise and vibration impacts with mitigation. The project's contribution to construction noise and vibration impacts would be less than cumulatively considerable.

## FINDINGS

The City of Folsom City Council finds that, based upon substantial evidence in the record, the potential impacts related to the project's cumulative effects are offset and less than significant with implementation of Mitigation Measures 3.7-1 and 3.7-2. The mitigation measures are feasible and will be adopted and included as part of the Mitigation Monitoring and Reporting Program for the project.

### Mitigation Measure

Mitigation Measure 3.7-1 and Mitigation Measure 3.7-2 would be required.

## FACTS IN SUPPORT OF FINDINGS

Adherence to the Folsom Standard Construction Specifications, General Plan policies, FMC, Mitigation Measures 3.7-1 and 3.7-2, and FPASP EIR/EIS Mitigation Measures 3A.11-1 and 3A.11-2 would reduce construction noise and vibration impacts to a less-than-significant level. Therefore, the project's contribution to construction noise and vibration impacts would be less than cumulatively considerable. The cumulative effects would be less than significant (Draft SEIR, pages 4-6 and 4-7).

### Cumulative Traffic Noise Impacts

The increase in traffic noise levels that would result from project implementation would not generate a substantial increase in traffic noise levels above those anticipated under the General Plan buildout. Therefore, there is no new significant effect, and the impact is not substantially more severe than the impact identified in the General Plan EIR. This impact would be less than cumulatively considerable.

## FINDINGS

The City of Folsom City Council finds that, based upon substantial evidence in the record, the potential impacts related to the project's cumulative effects are less than significant, and no additional mitigation measures are required.

### Mitigation Measure

No additional mitigation is required beyond compliance with FPASP EIR/EIS adopted Mitigation Measure 3A.11-4 and General Plan Policy SN 6.1.2.

## FACTS IN SUPPORT OF FINDINGS

The project would be subject to General Plan Policy SN 6.1.2, which requires mitigation for noise due to traffic on public roadways for new residential development to meet the noise standards. Additionally, the project would be subject to FPASP Mitigation Measure 3A.11-4 for development in the Folsom Plan Area, and the FMC noise standards as they aim to comprehensively address construction noise sources. Compliance with General Plan policy and implementation of adopted mitigation measure would ensure that no new significant traffic noise effect would occur, and the impact is not more severe than identified in the General Plan EIR. Therefore, the project's contribution to traffic noise impacts would be less than cumulatively considerable. The cumulative effects would be less than significant (Draft SEIR, page 4-7).

### Cumulative Stationary Noise Impacts

Adherence to the General Plan Policy 6.1.2 and implementation of applicable mitigation measures would reduce potentially significant stationary noise levels at noise-sensitive receptors to less than significant. Therefore, the project would not contribute substantially to a cumulative impact related to stationary noise and this impact would be less than cumulatively considerable.

## FINDINGS

The City of Folsom City Council finds that, based upon substantial evidence in the record, the potential impacts related to the project's cumulative effects are offset and less than significant with implementation of Mitigation Measure 3.7-4. The mitigation measure is feasible and will be adopted and included as part of the Mitigation Monitoring and Reporting Program for the project.

### Mitigation Measure

Mitigation Measure 3.7-4 would be required.

## FACTS IN SUPPORT OF FINDINGS

Adherence to General Plan Policy 6.1.2 and implementation of Mitigation Measure 3.7-4 and FPASP EIR/EIS Mitigation Measure 3A.11-5 would reduce potentially significant stationary and HVAC noise levels at noise-sensitive receptors to a less-than-significant level. Future developments would be required to adhere to the standards set forth in FMC, General Plan, and mitigation measures of the SEIR. The project's contribution to stationary noise impacts would be less than cumulatively considerable. The cumulative effects would be less than significant (Draft SEIR, page 4-7).

### Cumulative Population and Housing Impacts

The project would not induce substantial population growth above that which is already anticipated for the City and the region. Thus, the cumulative impact would not be significant. The project would not result in a new or greater contribution to cumulative population growth beyond what was identified in the General Plan EIR. The project's contribution to cumulative population growth would be less than cumulatively considerable.

## FINDINGS

The City of Folsom City Council finds that, based upon substantial evidence in the record, the potential impacts related to the project's cumulative effects are less than significant, and no additional mitigation measures are required.

### Mitigation Measure
No additional mitigation is required.

## FACTS IN SUPPORT OF FINDINGS

SACOG is the lead agency for developing the RHNA for the Sacramento region, which includes Sacramento County and the City of Folsom. The project would ensure that Folsom has adequate sites to accommodate the RHNA and also provides additional sites to ensure that over the long-term, beyond the 2021-2029 RHNA period, that the City continues to have adequate sites to accommodate a range of housing needs. The project has been developed to accommodate the growth projections in the RHNA and is consistent with long-term regional growth projections. Therefore, implementation of the project would assist Folsom in accommodating its fair share of growth and housing needs under cumulative conditions. Therefore, the project's contribution to population and housing impacts would be less than cumulative considerable. The cumulative effects would be less than significant (Draft SEIR, page 4-7).

### Cumulative Public Services Impacts
Development in the City would be subject to General Plan policies and mitigation measures identified in the General Plan EIR, which would subsequently reduce physical environmental effects and provide additional police and fire protection services, as well as school facilities, as areas develop. Therefore, the project would not result in a new or greater contribution to cumulative effects related to public services beyond what was identified in the General Plan EIR. The project's contribution to substantial effects related to public services would be less than cumulatively considerable.

## FINDINGS

The City of Folsom City Council finds that, based upon substantial evidence in the record, the potential impacts related to the project's cumulative effects are less than significant, and no additional mitigation measures are required.

### Mitigation Measure
No additional mitigation is required.

## FACTS IN SUPPORT OF FINDINGS

Cumulative development in the city would continue to increase the concentration of people and structures within the local public service jurisdictions which in turn increases demand for such services. The increase in population under the project could continue the trend of increasing the demand for public services and could combine with other proposed development projects within the City to result in a cumulative increase in demand for public services such that new or physically altered governmental facilities would be required to maintain acceptable service ratios, response times, or other performance objectives and the construction of which could cause significant environmental impacts. As noted in Section 3.9 of the SEIR, "Public Services and Recreation," it is not anticipated that new or expanded public facilities would be required to accommodate development under the project. Further, new development and growth would occur within existing developed areas where public services currently exist. To the extent that any potential expansion of public facilities is required to accommodate new development and growth in the area, it is reasonable to assume that these would be expansions of existing facilities, or new facilities in already developed areas which would typically be exempt from CEQA review as infill development. Future development projects would also be required to pay impact fees consistent with local jurisdiction requirements, including the City and FCUSD, to ensure the adequate provision of public services, including schools. Impacts related to public facilities construction and school services would be less than significant. Therefore, the project's contribution to public services impacts would be less than cumulative considerable. The cumulative effects would be less than significant (Draft SEIR, pages 4-7 and 4-8).

### Cumulative Recreation Impacts

The project would not result in a new or greater contribution to cumulative effects related to recreation beyond what was identified in the General Plan EIR. Therefore, the project's contribution to substantial effects related to recreation would be less than cumulatively considerable.

## FINDINGS

The City of Folsom City Council finds that, based upon substantial evidence in the record, the potential impacts related to the project's cumulative effects are less than significant, and no additional mitigation measures are required.

### Mitigation Measure

No additional mitigation is required beyond compliance with Quimby Act, General Plan Policy LU 6.1.4, and FMC Chapters 16.32 and 4.10.

## FACTS IN SUPPORT OF FINDINGS

The Quimby Act, which applies to cities and counties in the context of approval of residential subdivisions, has a parkland standard of 5 acres per 1,000 persons. The City is subject to the standards of the Quimby Act, and the increase in recreational facilities/areas under the project would be consistent with the Quimby Act and would offset the incremental increase in recreational facility demand associated with implementation of the project. As discussed in Section 6.6 above, the City would have sufficient parkland to support project buildout. Future development would also be subject to General Plan Policy LU 6.1.4 that requires open space in each residential development. Future tentative subdivision and tentative parcel maps under the project would be required to dedicate land or pay an in-lieu fee for the development of neighborhood and community parks, pursuant to FMC Chapter 16.32 and Chapter 4.10. The project would result in less than significant impacts related to recreation and parks. Therefore, the project's contribution to recreation and parks impacts would be less than cumulative considerable. The cumulative effects would be less than significant (Draft SEIR, page 4-8).

### Cumulative Transit, Bicycle, and Pedestrian Facility Impacts

The project would not result in a new or greater contribution to cumulative effects related to transit, bicycle, and pedestrian facilities beyond what was identified in the General Plan EIR. Therefore, the project's contribution to substantial effects related to transit, bicycle, and pedestrian facilities would be less than cumulatively considerable.

## FINDINGS

The City of Folsom City Council finds that, based upon substantial evidence in the record, the potential impacts related to the project's cumulative effects are less than significant, and no additional mitigation measures are required.

### Mitigation Measure

No additional mitigation is required.

## FACTS IN SUPPORT OF FINDINGS

Implementation of the project would be subject to and would implement General Plan policies applicable to transit, bicycle, and pedestrian facilities and service. Additionally, subsequent development projects under the project would be subject to all applicable City guidelines, standards, and specifications related to transit, bicycle, or pedestrian facilities. Compliance with the applicable General Plan and FPASP objectives and policies would ensure that the increased demand for pedestrian, bicycle, and transit facilities resulting from the project would not exceed the capacity of existing

and planned facilities. The project would result in a less-than-significant impact on transit, bicycle, and pedestrian facilities. Therefore, the project's contribution to transit, bicycle, and pedestrian facilities impacts would be less than cumulative considerable. The cumulative effects would be less than significant (Draft SEIR, page 4-9).

### Cumulative Vehicle Miles Traveled Impacts

The addition of project-generated total daily VMT within the City would not result in an exceedance of the established Citywide threshold of 7.51 VMT per capita. Therefore, the project's contribution to substantial effects related to VMT would be less than cumulatively considerable.

## FINDINGS

The City of Folsom City Council finds that, based upon substantial evidence in the record, the potential impacts related to the project's cumulative effects are less than significant, and no additional mitigation measures are required.

### Mitigation Measure

No additional mitigation is required.

## FACTS IN SUPPORT OF FINDINGS

The discussion of VMT impacts associated with the project is inherently a cumulative impact analysis as it compares the project to City VMT standards associated with buildout of the City. The project would have a reduced VMT per capita of approximately 6.62 when incorporating the trip generation rate reduction and trip distance reduction associated with low-income units, which is less than the citywide threshold of 7.51 VMT per capita. Therefore, residential VMT cumulative effects associated with the project would be less than significant (Draft SEIR, page 4-9).

### Cumulative Impacts Related to Hazardous Design Feature or Incompatible Uses

Implementation of the project would be subject to, and constructed in accordance with, applicable roadway design and safety guidelines and General Plan policies. The project would not result in a new or greater contribution to cumulative effects related to hazards due to a design feature or incompatible uses beyond what was identified in the General Plan EIR. Therefore, the project's contribution to substantial effects related to design features or incompatible uses would be less than cumulatively considerable.

## FINDINGS

The City of Folsom City Council finds that, based upon substantial evidence in the record, the potential impacts related to the project's cumulative effects are less than significant, and no additional mitigation measures are required.

### Mitigation Measure

No additional mitigation is required.

## FACTS IN SUPPORT OF FINDINGS

As discussed above in Section 6.10, any new transportation facilities, or improvements to such facilities associated with future development would be required to comply with General Plan policies, including Policy M 1.1.3 to require new and reconstructed facilities to meet the Americans with Disability Act requirements and Policy M 3.1.1 to ensure all residents have access to safe and convenient public transit options. Development in the Folsom Plan Area would be required to comply with FPASP objectives and policies, including Objective 7.1 to create a safe and efficient circulation system for all modes of travel and Policy 7.2 to provide Americans with Disability Act accessible circulation and minimize barriers to access by pedestrians, persons with disabilities, seniors, and bicyclists. New or improved

transportation facilities would be designed in accordance with Caltrans' policies and procedures to ensure a safe, sustainable, integrated, and efficient transportation system is maintained. The project would include the addition of a roundabout prioritization policy in the City of Folsom General Plan. Future projects associated with the roundabout policy would be subject to the City's Public Works Department review and approval to ensure all applicable standards are met. The project would result in a less-than-significant impact related to transportation hazards. Therefore, the project's contribution to impacts related to hazardous design feature or incompatible use would be less than cumulative considerable. The cumulative effects would be less than significant (Draft SEIR, page 4-9).

### Cumulative Water Impacts

The additional water demand from implementation of the project would not result in a new or substantially more severe impact regarding water supply than was addressed in the General Plan EIR. Therefore, the project would not result in a new or greater contribution to cumulative effects related to water service beyond what was identified in the General Plan EIR. Thus, the project's contribution to substantial effects related to water service would be less than cumulatively considerable.

## FINDINGS

The City of Folsom City Council finds that, based upon substantial evidence in the record, the potential impacts related to the project's cumulative effects are less than significant, and no additional mitigation measures are required.

### Mitigation Measure

No additional mitigation is required.

## FACTS IN SUPPORT OF FINDINGS

As discussed in Section 6.11 above, the development north of Highway 50 would result in increases in water demand of approximately 916 AFY in the City of Folsom. The City of Folsom would have sufficient water supplies to serve the projected 916 AFY of water demand during normal year, single-dry year, and five-year consecutive drought. The development south of Highway 50 would result in increases in water demand of approximately 414 AFY. Of the 414 AFY water demand, approximately 359 AFY would be within the City of Folsom's service area and 55 AFY within the El Dorado Irrigation District's service area. Both the City of Folsom and El Dorado Irrigation District would have sufficient water to serve the project. Modeling conducted for the project indicated that the increase in water demand resulting from the project would not result in adverse hydraulic impacts to the City's water distribution system. The impacts related to water supply and water infrastructure would be less than significant. Therefore, the project's contribution to impacts related to water supply and water infrastructure would be less than cumulative considerable. The cumulative effects would be less than significant (Draft SEIR, pages 4-9 and 4-10).

### Cumulative Wastewater and Stormwater Impacts

Implementation of the project could generate wastewater as a result of increased housing in the City. The existing wastewater conveyance infrastructure in the City of Folsom would not have sufficient capacity to accommodate the anticipated additional wastewater. Implementation of Mitigation Measures 3.11-2a and 3.11-2b would reduce impacts to a less-than-significant level. Therefore, the project's contribution to substantial effects related to wastewater and stormwater services would be less than cumulatively considerable.

## FINDINGS

The City of Folsom City Council finds that, based upon substantial evidence in the record, the potential impacts related to the project's cumulative effects are offset and less than significant with implementation of Mitigation Measures 3.11-2a and 3.11-2b. These mitigation measure are feasible and will be adopted and included as part of the Mitigation Monitoring and Reporting Program for the project.

### Mitigation Measure
Mitigation Measure 3.11-2a and Mitigation Measure 3.11-2b would be required.

## FACTS IN SUPPORT OF FINDINGS

The discussion of wastewater conveyance impacts associated with the project for is inherently a cumulative impact analysis as the wastewater model includes existing and proposed future development as anticipated in the General Plan EIR. As summarized in Section 6.11 above, development associated with the project beyond that identified in the City of Folsom 2017 Capacity Assurance Plan (Ultimate Buildout Scenario) would have the potential to reach the capacity of some localized sewer lines, specifically along Riley Road, Sibley Drive, and Glenn Road. Implementation of Mitigation Measure 3.11-2a would ensure local improvements would be constructed to maintain capacity in the sewer shed. The western project planning area north of Highway 50 is located within the 27-Inch Sewer Shed, which does not have capacity beyond the amount originally identified in the City of Folsom 2017 Capacity Assurance Plan (Ultimate Buildout Scenario). Mitigation Measure 3.11-2b would require preparation of sewer studies for future projects and development and implementation of a Wastewater Conveyance Master Plan to allow for additional capacity. Impacts would be less than significant with mitigation. Therefore, the project's contribution to wastewater and stormwater impacts related to would be less than cumulative considerable. The cumulative effects would be less than significant (SEIR, page 4-10).

### Cumulative Electricity, Natural Gas, and Telecommunications Impacts
Future development associated with the project would be following more stringent energy efficiency standards, which would reduce the demand for energy use. In addition, compliance with General Plan Policies PFS 8.1.1 through PFS 8.1.5 would also ensure that adequate utilities services would be provided to the City's residents. Therefore, the project would not result in a new or greater contribution to cumulative effects related to dry utilities facilities beyond what was identified in the General Plan EIR. Thus, the project's contribution to substantial effects related to dry utilities facilities would be less than cumulatively considerable.

## FINDINGS

The City of Folsom City Council finds that, based upon substantial evidence in the record, the potential impacts related to the project's cumulative effects are less than significant, and no additional mitigation measures are required.

### Mitigation Measure
No additional mitigation is required beyond compliance with most current energy efficiency standards and General Plan policies.

## FACTS IN SUPPORT OF FINDINGS

Implementation of the project would result in 6,046 housing additional units in the project planning area and reduction of 251,266 square feet of non-residential land use in the Folsom Plan Area. It is anticipated that the demand for electrical power, natural gas, and telecommunication services would be increased for residential use but would be decreased for non-residential use compared to what was evaluated in the General Plan EIR. As discussed in Impact 3.11-4 of the SEIR (pages 3.11-25 and 3.11-26), a Technical Dry Utilities Study was prepared for the Folsom Plan Area by Capitol Utilities Specialists in 2009. The study concluded that all the major dry utilities (natural gas, electric, telephone, and cable television) necessary to serve the FPASP either already exist on-site or are available adjacent to the site. Furthermore, SMUD, Pacific Gas and Electric Company, and AT&T and Comcast Communication have planned to construct additional electricity, natural gas, and telecommunication infrastructure to serve the Folsom Plan Area. Implementation of General Plan Policies PFS 8.1.1 through PFS 8.1.5 would ensure that adequate utilities services would be provided to the City's residents. Regulations, including State energy efficiency standards and building

regulations, have generally reduced the demand for energy on a per-unit basis compared to the industry standard when the General Plan EIR was prepared. It is reasonable to assume that the project would not result in a substantial increase in demand for dry utilities compared to what was evaluated in the General Plan EIR and planned for the Folsom Plan Area. The project would not require the relocation or construction of new or expanded dry utilities infrastructure that have not been evaluated in the General Plan EIR and have been planned for the Folsom Plan Area. Impacts would be less than significant. Therefore, the project's contribution to impacts related to electricity, natural gas, and telecommunications would be less than cumulative considerable. The cumulative effects would be less than significant (Draft SEIR, page 4-10).

# 7 FINDINGS REGARDING ALTERNATIVES

## 7.1 ALTERNATIVES CONSIDERED BUT REJECTED IN THE SEIR

As described above, State CEQA Guidelines Section 15126.6(c) provides that the range of potential alternatives for the project shall include those that could feasibly accomplish most of the basic objectives of the project and could avoid or substantially lessen one or more of the significant effects. Alternatives that fail to meet the fundamental project purpose need not be addressed in detail in an EIR. (*In re Bay-Delta Programmatic Environmental Impact Report Coordinated Proceedings* (2008) 43 Cal.4th 1143, 1165-1167.)

In determining what alternatives should be considered in an EIR, it is important to acknowledge the objectives of the project, the project's significant effects, and unique project considerations. These factors are crucial to the development of alternatives that meet the criteria specified in Section 15126.6(a). Although, as noted above, EIRs must contain a discussion of "potentially feasible" alternatives, the ultimate determination as to whether an alternative is feasible or infeasible is made by lead agency decision-maker(s). (See Pub. Resources Code, § 21081(a)(3).) At the time of action on the project, the decision-maker(s) may consider evidence beyond that found in this EIR in addressing such determinations. The decision-maker(s), for example, may conclude that a particular alternative is infeasible (i.e., undesirable) from a policy standpoint, and may reject an alternative on that basis provided that the decision-maker(s) adopts a finding, supported by substantial evidence, to that effect, and provided that such a finding reflects a reasonable balancing of the relevant economic, environmental, social, and other considerations supported by substantial evidence. (City of Del Mar v. City of San Diego (1982) 133 Cal.App.3d 401, 417; California Native Plant Society v. City of Santa Cruz (2009) 177 Cal.App.4$^{th}$ 957, 998.)

The EIR should also identify any alternatives that were considered by the lead agency but were rejected during the planning or scoping process and briefly explain the reasons underlying the lead agency's determination. The following two alternatives were considered in the SEIR but were not evaluated further:

- Reduced Units in the 27-inch Sewer Shed
- Relocated Units in the 27-inch Sewer Shed to 33-inch Sewer Shed

## 7.2 ALTERNATIVES CONSIDERED IN THE SEIR

Three alternatives, representing a range of reasonable alternatives to the proposed project, were selected for detailed analysis. The goal for evaluating these alternatives is to identify ways to avoid or lessen the significant environmental effects resulting from implementation of the proposed project, while attaining most of the project objectives.

The following sections provide a general description of each alternative, its ability to meet the project objectives, and a qualitative discussion of its comparative environmental impacts. As provided in Section 15126.6(d) of the CEQA Guidelines, the significant effects of these alternatives are identified in less detail than the analysis of the proposed project in the SEIR.

### Alternative 1: No Project

### SUMMARY OF ALTERNATIVE

Under Alternative 1, the No Project Alternative, the City would continue to implement the adopted 2035 General Plan. No changes would be made to address the requirements of State law. Since the adoption of the 2035 General Plan, the City has been issued a RHNA by SACOG and is required by State law to address its housing needs in the 2021-2029 Housing Element. The General Plan land use and zoning designations would not be updated to address the City's housing needs under this alternative. The project planning area would retain the adopted General Plan land use and zoning designations.

The No Project Alternative would result in the continuation of existing conditions and planned development of the City. No new significant environmental impacts or an increased severity of environmental impacts identified in the 2035 General Plan EIR would occur under this alternative because it would retain the current General Plan land use and zoning designations.

## FINDING

No new significant environmental impacts or an increased severity of environmental impacts identified in the General Plan EIR would occur under this alternative because it would retain the current General Plan land use designations and policy provisions. Implementation of this alternative would reduce all identified impacts of the project. However, the No Project Alternative would not meet the project objectives. Therefore, the City of Folsom City Council rejects the No Project Alternative as undesirable as it fails the project's underlying purpose and does not meet any of the project objectives.

## ANALYSIS

The No Project Alternative would not include land use or zoning amendments to plan for additional housing in the City or meet the direction from the State to meet the City's RHNA for housing. As part of the Housing Element update the City is required to establish and maintain sufficient multi-family and mixed-use land available to meet the target housing demand at all income levels over an 8-year period. The City's RHNA obligation for the eight-year Housing Element cycle is 6,363 housing units, of which 3,567 units are to be affordable to low- and very low-income households (collectively referred to as the lower-income RHNA). Program H-2 of the 2021-2029 Housing Element directs the City to strategically increase residential capacity in the East Bidwell Mixed Use Overlay, SACOG Transit Priority Areas (Glenn and Iron Point light rail stations), and the FPASP Town Center to address the no net loss requirements (Draft SEIR, page 5-3).

Under this alternative, 2021-2029 Housing Element Program H-2 to increase opportunities for mixed-use and multi-family high density development would not be implemented and a new Transit Oriented Development overlay designation would not be established. This alternative would not include a roundabout prioritization policy in the General Plan that would promote reduced congestion and safety.

### Alternative 2: Denser Development Alternative

## SUMMARY OF ALTERNATIVE

Under Alternative 2, multi-family development in the Glenn Station and Central Business districts would be reduced, specifically the development within the City's 27-inch sewer shed, and instead multi-family development in the College/Broadstone, Iron Point Station district and the portion of the Glenn Station district outside the 27-inch sewer shed would be increased.

## FINDING

For the reasons set forth below and more fully described in Final SEIR and in the record of proceeding, the City of Folsom City Council finds that Alternative 2 is undesirable as it would result in greater impacts to aesthetics, air quality, energy, noise, population and housing, and public services. The City of Folsom City Council also finds that although this alternative would reduce impacts to the City's 27-inch sewer shed the Denser Development Alternative would have a greater impact on the City's 33-inch sewer shed. Therefore, the City of Folsom City Council declines to adopt this alternative pursuant to the standards in CEQA and the CEQA Guidelines.

## ANALYSIS

Denser development under Alternative 2 would result in an additional 49 units as part of the project. Although Alternative 2 would be consistent with the project objectives, Alternative 2 would not avoid the significant and unavoidable impacts identified in the General Plan EIR including aesthetics, air quality, cultural resources, greenhouse gas emissions, and noise (Draft SEIR, pages 5-4 through 5-7). As shown in Table 5-2 of the Draft SEIR Alternative 2 impacts to aesthetics, air quality, and noise would be increased under this alternative.

### Alternative 3: Folsom Plan Area Alternative

## SUMMARY OF ALTERNATIVE

Under the Folsom Plan Area Alternative all development proposed for the project needed to meet the target housing demand for the City's RHNA would be in the Folsom Plan Area. The Folsom Plan Area Alternative would include all proposed 6,046 additional multi-family residential units south of Highway 50 in the Folsom Plan Area. To achieve additional residential development in the Folsom Plan Area this alternative would allow for increased building height of two additional stories, higher density, and greater FAR on sites designated as part of the project in the FPASP for development. Therefore, overall development under this alternative would be denser and taller than currently permitted in the Folsom Plan Area.

## FINDING

For the reasons set forth below and more fully described in Final SEIR and in the record of proceeding, the City of Folsom City Council finds that Alternative 3 is undesirable as it would place all development in the Folsom Plan Area and thus would not meet the project objectives to increase opportunities for mixed-use and multi-family high density development in the East Bidwell Mixed Use Overlay or SACOG Transit Priority Areas. Additionally, the project objective to establish a new Transit Oriented Development Overlay would not be met. Therefore, the City of Folsom City Council declines to adopt this alternative pursuant to the standards in CEQA and the CEQA Guidelines.

## ANALYSIS

Program H-2 of the 2021-2029 Housing Element directs the City to strategically increase residential capacity in the East Bidwell Mixed Use Overlay, the SACOG Transit Priority Areas (Glenn and Iron Point light rail stations), and the FPASP Town Center to address the no net loss requirements. Alternative 3, would not meet the requirements of Program H-2 by increasing residential capacity only in the Folsom Plan Area. Furthermore, it would conflict with Program H-2, which states that the "City shall strive to disperse affordable housing opportunities and avoid fair housing issues related to overconcentration." Additionally, Alternative 3 would result in greater environmental impacts to aesthetics, air quality, greenhouse gas emissions, and noise and would not reduce the significant and unavoidable findings from the General Plan EIR for these issue areas (Draft SEIR, pages 5-7 through 5-10). See Table 5-2 of the Draft SEIR.

# Exhibit 3

Mitigation Monitoring and Reporting Program

# MITIGATION MONITORING AND REPORTING PROGRAM

## INTRODUCTION

CEQA and the State CEQA Guidelines (PRC Section 21081.6 and State CEQA Guidelines Sections 15091[d] and 15097) require public agencies "to adopt a reporting and monitoring program for changes to the project which it has adopted or made a condition of project approval to mitigate or avoid significant effects on the environment." A Mitigation Monitoring and Reporting Program (MMRP) is required for the proposed project because the SEIR identifies potential significant adverse impacts related to the project implementation, and mitigation measure have been identified to reduce those impacts. Adoption of the MMRP would occur along with approval of the proposed project that includes amendments to General Plan, the Folsom Plan Area Specific Plan, and zoning code.

## PURPOSE OF MITIGATION MONITORING AND REPORTING PROGRAM

This MMRP has been prepared to ensure that all required mitigation measures are implemented and completed in a satisfactory manner prior to implementation of the project. The attached table has been prepared to assist the responsible parties in implementing the mitigation measures. The table identifies the impact, mitigation measures, monitoring responsibility, mitigation timing, and provides space to confirm implementation of the mitigation measures. The numbering of mitigation measures follows the numbering sequence found in the SEIR. Mitigation measures that are referenced more than once in the Draft SEIR are not duplicated in the MMRP table.

## ROLES AND RESPONSIBILITIES

The City will oversee monitoring and documenting the implementation of mitigation measures, as applicable. Project applicants and construction contractors are responsible for fully understanding and effectively implementing all of the mitigation measures contained within this MMRP. Certain mitigation measures also will require that project applicants coordinate or consult with one or more other public agencies in implementing mitigation measures specified herein.

## CHANGES TO MITIGATION MEASURES

Any substantive change in the MMRP is required to be reported in writing. Modifications to the mitigation measure may be made by the responsible agency, subject to one of the following findings, and documented by evidence included in the public record:

- The mitigation measure included in the SEIR and the MMRP is no longer required because the significant environmental impact identified in the SEIR has been found not to exist, or to occur at a level which makes the impact less than significant as a result of changes in the project, changes in environment conditions, or other factors.

OR,

- The modified or substitute mitigation measure provides a level of environmental protection equal to, or greater than that afforded by the mitigation measure included in the SEIR and the MMRP; and
- The modified or substitute mitigation measure or measures do not have significant adverse effects on the environment in addition to, or greater than those which were considered by the responsible hearing bodies in their decisions on the SEIR and the proposed project; and
- The modified or substitute mitigation measure is feasible, and the responsible agency, through measures included in the MMRP or other procedures, can ensure implementation.

# MITIGATION MONITORING AND REPORTING PROGRAM TABLE

The categories identified in the attached MMRP table are described below.

- Mitigation Measure – This column provides the verbatim text of the adopted mitigation measure.
- Implementation Responsibility – This column identifies the party responsible for implementing the mitigation measure.
- Timing – This column identifies the time frame in which the mitigation will be implemented.
- Verification – This column is to be dated and signed by the person (either project manager or his/her designee) responsible for verifying compliance with the requirements of the mitigation measure.

## Mitigation Monitoring and Reporting Program

| Mitigation Measures | Implementation Responsibility | Timing | Verification |
|---|---|---|---|
| **Aesthetics** | | | |
| ***FPASP Mitigation Measure 3A.1-1: Construct and Maintain a Landscape Corridor Adjacent to U.S. 50.** The project applicant(s) for any particular discretionary development application adjacent to U.S. 50 shall fund, construct, and maintain a landscaped corridor within the SPA, south of U.S. 50. This corridor shall be 50 feet wide, except that the landscaped corridor width shall be reduced to 25 feet adjacent to the proposed regional mall. Landscaping plans and specifications shall be approved by Caltrans and the City of Folsom, and constructed by the project applicant(s) before the start of earthmoving activities associated with residential or commercial units. Landscaped areas would not be required within the preserved oak woodlands. As practicable, landscaping shall primarily contain native and/or drought tolerant plants. Landscaped corridors shall be maintained in perpetuity to the satisfaction of the City of Folsom. | Project applicant(s) for any particular discretionary development application adjacent to U.S. 50. | Plans and specifications: before approval of grading plans and building permits.<br>Construction: before the approval of occupancy permits associated with residential and commercial units.<br>Maintenance: in perpetuity. | |
| ***FPASP Mitigation Measure 3A.1-4: Screen Construction Staging Areas.** The project applicant(s) for any particular discretionary development application shall locate staging and material storage areas as far away from sensitive biological resources and sensitive land uses (e.g., residential areas, schools, parks) as feasible. Staging and material storage areas shall be approved by the appropriate agency (identified below) before the approval of grading plans for all project phases and shall be screened from adjacent occupied land uses in earlier development phases to the maximum extent practicable. Screens may include, but are not limited to, the use of such visual barriers such as berms or fences. The screen design shall be approved by the appropriate agency to further reduce visual effects to the extent possible.<br>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries shall be developed by the project applicant(s) of each applicable project phase in consultation with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, and Caltrans) to reduce to the extent feasible the visual effects of construction activities on adjacent project land uses that have already been developed. | Project applicant(s) for any particular discretionary development application. | Before approval of grading plans and during construction for all project phases. | |
| ***FPASP Mitigation Measure 3A.1-5: Establish and Require Conformance to Lighting Standards and Prepare and Implement a Lighting Plan.** To reduce impacts associated with light and glare, the City shall:<br>▶ Establish standards for on-site outdoor lighting to reduce high-intensity nighttime lighting and glare as part of the Folsom Specific Plan design guidelines/standards. Consideration shall be given to design features, namely directional shielding for street lighting, parking lot lighting, and other substantial light sources, that would reduce effects of nighttime lighting. In | Project applicant(s) for any particular discretionary development application. | Before approval of building permits. | |

| Mitigation Measures | Implementation Responsibility | Timing | Verification |
|---|---|---|---|
| addition, consideration shall be given to the use of automatic shutoffs or motion sensors for lighting features to further reduce excess nighttime light.<br>▶ Use shielded or screened public lighting fixtures to prevent the light from shining off of the surface intended to be illuminated.<br>To reduce impacts associated with light and glare, the project applicant(s) of all project phases shall:<br>▶ Shield or screen lighting fixtures to direct the light downward and prevent light spill on adjacent properties.<br>▶ Flood and area lighting needed for construction activities, nighttime sporting activities, and/or security shall be screened or aimed no higher than 45 degrees above straight down (half-way between straight down and straight to the side) when the source is visible from any off-site residential property or public roadway.<br>▶ For public lighting in residential neighborhoods, prohibit the use of light fixtures that are of unusually high intensity or brightness (e.g., harsh mercury vapor, low-pressure sodium, or fluorescent bulbs) or that blink or flash.<br>▶ Use appropriate building materials (such as low-glare glass, low-glare building glaze or finish, neutral, earth-toned colored paint and roofing materials), shielded or screened lighting, and appropriate signage in the office/commercial areas to prevent light and glare from adversely affecting motorists on nearby roadways.<br>▶ Design exterior on-site lighting as an integral part of the building and landscape design in the Folsom Plan Area Specific Plan area. Lighting fixtures shall be architecturally consistent with the overall site design.<br>▶ Lighting of off-site facilities within the City of Folsom shall be consistent with the City's General Plan standards.<br>▶ Lighting of the off-site detention basin shall be consistent with Sacramento County General Plan standards.<br>▶ Lighting of the two local roadway connections from Folsom Heights off-site into El Dorado Hills shall be consistent with El Dorado County General Plan standards.<br>A lighting plan for all on- and off-site elements within each agency's jurisdictional boundaries (specified below) shall be submitted to the relevant jurisdictional agency for review and approval, which shall include the above elements. The lighting plan may be submitted concurrently with other improvement plans, and shall be submitted before the installation of any lighting or the approval of building permits for each | | | |

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| Mitigation Measures | Implementation Responsibility | Timing | Verification |
|---|---|---|---|
| phase. The project applicant(s) for any particular discretionary development application shall implement the approved lighting plan.<br>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties). | | | |
| **Air Quality** | | | |
| ***FPASP Mitigation Measure 3A.2-1a: Implement Measures to Control Air Pollutant Emissions Generated by Construction of On-Site Elements.** To reduce short-term construction emissions, the project applicant(s) for any particular discretionary development application shall require their contractors to implement SMAQMD's list of Basic Construction Emission Control Practices, Enhanced Fugitive PM Dust Control Practices, and Enhanced Exhaust Control Practices (list below) in effect at the time individual portions of the site undergo construction. In addition to SMAQMD-recommended measures, construction operations shall comply with all applicable SMAQMD rules and regulations.<br>*Basic Construction Emission Control Practices*<br>▶ Water all exposed surfaces two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads.<br>▶ Cover or maintain at least two feet of free board space on haul trucks transporting soil, sand, or other loose material on the site. Any haul trucks that would be traveling along freeways or major roadways should be covered.<br>▶ Use wet power vacuum street sweepers to remove any visible trackout mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited.<br>▶ Limit vehicle speeds on unpaved roads to 15 miles per hour (mph).<br>▶ All roadways, driveways, sidewalks, parking lots to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used.<br>▶ Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes (as required by the state airborne toxics control measure [Title 13, Section 2485 of the California Code of Regulations]). Provide clear signage that posts this requirement for workers at the entrances to the site. | Project applicant(s) for all project phases. | Before approval of all grading plans by the City and throughout project construction, where applicable, for all project phases. | |

| Mitigation Measures | Implementation Responsibility | Timing | Verification |
|---|---|---|---|
| ▶ Maintain all construction equipment in proper working condition according to manufacturer's specifications. The equipment must be checked by a certified mechanic and determine to be running in proper condition before it is operated.<br>*Enhanced Fugitive PM Dust Control Practices – Soil Disturbance Areas*<br>▶ Water exposed soil with adequate frequency for continued moist soil. However, do not overwater to the extent that sediment flows off the site.<br>▶ Suspend excavation, grading, and/or demolition activity when wind speeds exceed 20 mph.<br>▶ Plant vegetative ground cover (fast-germinating native grass seed) in disturbed areas as soon as possible. Water appropriately until vegetation is established.<br>*Enhanced Fugitive PM Dust Control Practices – Unpaved Roads*<br>▶ Install wheel washers for all exiting trucks, or wash off all trucks and equipment leaving the site.<br>▶ Treat site accesses to a distance of 100 feet from the paved road with a 6 to 12-inch layer of wood chips, mulch, or gravel to reduce generation of road dust and road dust carryout onto public roads.<br>▶ Post a publicly visible sign with the telephone number and person to contact at the construction site regarding dust complaints. This person shall respond and take corrective action within 48 hours. The phone number of SMAQMD and the City contact person shall also be posted to ensure compliance.<br>*Enhanced Exhaust Control Practices*<br>▶ The project shall provide a plan, for approval by the City of Folsom Community Development Department and SMAQMD, demonstrating that the heavy-duty (50 horsepower [hp] or more) off-road vehicles to be used in the construction project, including owned, leased, and subcontractor vehicles, will achieve a project wide fleet-average 20% NOX reduction and 45% particulate reduction compared to the most current California Air Resources Board (ARB) fleet average that exists at the time of construction. Acceptable options for reducing emissions may include use of late-model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or other options as they become available. The project applicant(s) of each project phase or its representative shall submit to the City of Folsom Community Development Department and SMAQMD a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 hp, that would be used an aggregate of 40 or more hours during any portion of the construction project. The inventory shall include the horsepower rating, engine production year, and projected hours of use for each piece of equipment. The inventory shall be updated and submitted | | | |

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| Mitigation Measures | Implementation Responsibility | Timing | Verification |
|---|---|---|---|
| monthly throughout the duration of the project, except that an inventory shall not be required for any 30-day period in which no construction activity occurs. At least 48 hours prior to the use of heavy-duty off-road equipment, the project representative shall provide SMAQMD with the anticipated construction timeline including start date, and name and phone number of the project manager and on-site foreman. SMAQMD's Construction Mitigation Calculator can be used to identify an equipment fleet that achieves this reduction (SMAQMD 2007a). The project shall ensure that emissions from all off-road diesel-powered equipment used on the SPA do not exceed 40%opacity for more than three minutes in any one hour. Any equipment found to exceed 40 percent opacity (or Ringelmann 2.0) shall be repaired immediately, and the City and SMAQMD shall be notified within 48 hours of identification of non-compliant equipment. A visual survey of all in-operation equipment shall be made at least weekly, and a monthly summary of the visual survey results shall be submitted throughout the duration of the project, except that the monthly summary shall not be required for any 30-day period in which no construction activity occurs. The monthly summary shall include the quantity and type of vehicles surveyed as well as the dates of each survey. SMAQMD staff and/or other officials may conduct periodic site inspections to determine compliance. Nothing in this mitigation measure shall supersede other SMAQMD or state rules or regulations.<br>▶ If at the time of construction, SMAQMD has adopted a regulation or new guidance applicable to construction emissions, compliance with the regulation or new guidance may completely or partially replace this mitigation if it is equal to or more effective than the mitigation contained herein, and if SMAQMD so permits. | | | |
| ***FPASP Mitigation Measure 3A.2-1c: Analyze and Disclose Projected $PM_{10}$ Emission Concentrations at Nearby Sensitive Receptors Resulting from Construction of On-Site Elements.** Prior to construction of each discretionary development entitlement of on-site land uses, the project applicant shall perform a project-level CEQA analysis (e.g., supporting documentation for an exemption, negative declaration, or project-specific EIR) that includes detailed dispersion modeling of construction-generated $PM_{10}$ to disclose what $PM_{10}$ concentrations would be at nearby sensitive receptors. The dispersion modeling shall be performed in accordance with applicable SMAQMD guidance that is in place at the time the analysis is performed. At the time of writing this EIR/EIS, SMAQMD's most current and most detailed guidance for addressing construction-generated $PM_{10}$ emissions is found in its Guide to Air Quality Assessment in Sacramento County (SMAQMD 2009a). The project-level analysis shall incorporate detailed parameters of the construction equipment and activities, including the year during which construction would be | All detailed, project-level analysis shall be performed and funded by the project applicant(s) for each discretionary development entitlement. All feasible mitigation shall be also funded by the project applicant(s). | Before the approval of all grading plans by the City. | |

| Mitigation Measures | Implementation Responsibility | Timing | Verification |
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| performed, as well as the proximity of potentially affected receptors, including receptors proposed by the project that exist at the time the construction activity would occur. | | | |
| ***FPASP Mitigation Measure 3A.2-2: Implement All Measures Prescribed by the Air Quality Mitigation Plan to Reduce Operational Air Pollutant Emissions.** To reduce operational emissions, the project applicant for any particular discretionary development application shall implement all measures prescribed in the SMAQMD-approved Folsom Plan Area Specific Plan Air Quality Mitigation Plan (AQMP), a copy of which is included in Appendix C2. The AQMP is intended to improve mobility, reduce vehicle miles traveled, and improve air quality as required by AB 32 and SB 375. The AQMP includes, among others, measures designed to provide bicycle parking at commercial land uses, an integrated pedestrian/bicycle path network, transit stops with shelters, a prohibition against the use of wood-burning fireplaces, energy star roofing materials, electric lawnmowers provided to homeowners at no charge, and on-site transportation alternatives to passenger vehicles (including light rail) that provide connectivity with other local and regional alternative transportation networks. | Project applicant(s) for any particular discretionary development application. | Before issuance of subdivision maps or improvement plans. | |
| ***FPASP Mitigation Measure 3A.2-4a: Develop and Implement a Plan to Reduce Exposure of Sensitive Receptors to Construction-Generated Toxic Air Contaminant Emissions**<br>The project applicant for any particular discretionary development application shall develop a plan to reduce the exposure of sensitive receptors to TACs generated by project construction activity associated with buildout of the selected alternative. Each plan shall be developed by the project applicant(s) in consultation with SMAQMD. The plan shall be submitted to the City for review and approval before the approval of any grading plans.<br>The plan may include such measures as scheduling activities when the residences are the least likely to be occupied, requiring equipment to be shut off when not in use, and prohibiting heavy trucks from idling. Applicable measures shall be included in all project plans and specifications for all project phases.<br>The implementation and enforcement of all measures identified in each plan shall be funded by the project applicant(s) for the respective phase of development. | Project applicant(s) for any particular discretionary development. | Before the approval of all grading plans by the City and throughout project construction, where applicable, for all project phases. | |
| ***FPASP Mitigation Measure 3A.2-1f: Implement SMAQMD's Enhanced Exhaust Control Practices during Construction of all Off-site Elements.** Implement SMAQMD Enhances Exhaust Control Practices, which are listed in Mitigation Measure 3A.2-1a, in order to control $NO_X$ emissions generated by construction of off-site elements (in Sacramento and El Dorado Counties, or Caltrans right-of-way). | Project applicant(s) responsible for construction for construction of each off-site element in Sacramento and El Dorado counties. | Before the approval of all grading plans from the respective air districts (i.e., SMAQMD or EDCAQMD). | |

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| **Cultural and Tribal Cultural Resources** | | | |
| ***FPASP Mitigation Measure 3A.5-1b: Perform an Inventory and Evaluation of Cultural Resources for the California Register of Historic Places, Minimize or Avoid Damage or Destruction, and Perform Treatment Where Damage or Destruction Cannot be Avoided.** Management of cultural resources eligible for or listed on the CRHR under CEQA mirrors management steps required under Section 106. These steps may be combined with deliverables and management steps performed for Section 106 provided that management documents prepared for the PA also clearly reference the CRHR listing criteria and significance thresholds that apply under CEQA. Prior to ground-disturbing work for each individual development phase or off-site element, the applicable oversight agency (City of Folsom, El Dorado County, Sacramento County, or Caltrans), or the project applicant(s) of all project phases, with applicable agency oversight, shall perform the following actions:<br>▶ Retain the services of a qualified archaeologist to perform an inventory of cultural resources within each individual development phase or off-site element subject to approval under CEQA. Identified resources shall be evaluated for listing on the CRHR. The inventory report shall also identify locations that are sensitive for undiscovered cultural resources based upon the location of known resources, geomorphology, and topography. The inventory report shall specify the location of monitoring of ground-disturbing work in these areas by a qualified archaeologist, and monitoring in the vicinity of identified resources that may be damaged by construction, if appropriate. The identification of sensitive locations subject to monitoring during construction of each individual development phase shall be performed in concert with monitoring activities performed under the PA to minimize the potential for conflicting requirements.<br>▶ For each resource that is determined eligible for the CRHR, the applicable agency or the project applicant(s) for any particular discretionary development (under the agency's direction) shall obtain the services of a qualified archaeologist who shall determine if implementation of the individual project development would result in damage or destruction of "significant" (under CEQA) cultural resources. These findings shall be reviewed by the applicable agency for consistency with the significance thresholds and treatment measures provided in this EIR/EIS.<br>▶ Where possible, the project shall be configured or redesigned to avoid impacts on eligible or listed resources. Alternatively, these resources may be preserved in place if possible, as suggested under California Public Resources Code Section 21083.2. Avoidance of historic properties is required under certain circumstances under the Public Resources Code and 36 CFR Part 800. | The applicable oversight agency and the project(s) (at the agency's discretion) of all project phases. | Before issuance of building permits and ground-disturbing activities. | |

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| ▶ Where impacts cannot be avoided, the applicable agency or the project applicant(s) of all project phases (under the applicable agency's direction) shall prepare and implement treatment measures that are determined to be necessary by a qualified archaeologist. These measures may consist of data recovery excavations for resources that are eligible for listing because of the data they contain (which may contribute to research). Alternatively, for historical architectural, engineered, or landscape features, treatment measures may consist of a preparation of interpretive, narrative, or photographic documentation. These measures shall be reviewed by the applicable oversight agency for consistency with the significance thresholds and standards provided in this EIR/EIS.<br>▶ To support the evaluation and treatment required under this mitigation measure, the archaeologist retained by either the applicable oversight agency or the project applicant(s) of all project phases shall prepare an appropriate prehistoric and historic context that identifies relevant prehistoric, ethnographic, and historic themes and research questions against which to determine the significance of identified resources and appropriate treatment.<br>▶ These steps and documents may be combined with the phasing of management and documents prepared pursuant to the PA to minimize the potential for inconsistency and duplicative management efforts.<br>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans). | | | |
| ***FPASP Mitigation Measure 3A.5-2: Conduct Construction Personnel Education, Conduct On-Site Monitoring if Required, Stop Work if Cultural Resources are Discovered, Assess the Significance of the Find, and Perform Treatment or Avoidance as Required.** To reduce potential impacts to previously undiscovered cultural resources, the project applicant(s) of all project phases shall do the following:<br>▶ Before the start of ground-disturbing activities, the project applicant(s) of all project phases shall retain a qualified archaeologist to conduct training for construction workers as necessary based upon sensitivity of the project APE, to educate them about the possibility of encountering buried cultural resources, and inform them of the proper procedures should cultural resources be encountered.<br>▶ As a result of the work conducted for Mitigation Measures 3A.5-1a and 3A.5-1b, if the archaeologist determines that any portion of the SPA or the off-site elements should be monitored for potential discovery of as-yet-unknown | Project applicant(s) of all project phases. | Before and during ground-disturbing activities. | |

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| cultural resources, the project applicant(s) of all project phases shall implement such monitoring in the locations specified by the archaeologist. USACE should review and approve any recommendations by archaeologists with respect to monitoring.<br>▶ Should any cultural resources, such as structural features, unusual amounts of bone or shell, artifacts, or architectural remains be encountered during any construction activities, work shall be suspended in the vicinity of the find and the appropriate oversight agency(ies) (identified below) shall be notified immediately. The appropriate oversight agency(ies) shall retain a qualified archaeologist who shall conduct a field investigation of the specific site and shall assess the significance of the find by evaluating the resource for eligibility for listing on the CRHR and the NRHP. If the resource is eligible for listing on the CRHR or NRHP and it would be subject to disturbance or destruction, the actions required in Mitigation Measures 3A.5-1a and 3A.5-1b shall be implemented. The oversight agency shall be responsible for approval of recommended mitigation if it is determined to be feasible in light of the approved land uses, and shall implement the approved mitigation before resuming construction activities at the archaeological site.<br>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans). | | | |
| ***FPASP Mitigation Measure 3A.5-3: Suspend Ground-Disturbing Activities if Human Remains are Encountered and Comply with California Health and Safety Code Procedures.** In accordance with the California Health and Safety Code, if human remains are uncovered during ground-disturbing activities, including those associated with off-site elements, the project applicant(s) of all project phases shall immediately halt all ground-disturbing activities in the area of the find and notify the applicable county coroner and a professional archaeologist skilled in osteological analysis to determine the nature of the remains. The coroner is required to examine all discoveries of human remains within 48 hours of receiving notice of a discovery on private or public lands (California Health and Safety Code Section 7050.5[b]). If the coroner determines that the remains are those of a Native American, he or she must contact the NAHC by phone within 24 hours of making that determination (California Health and Safety Code Section 7050[c]).<br>After the coroner's findings are complete, the project applicant(s), an archaeologist, and the NAHC-designated MLD shall determine the ultimate treatment and disposition of the remains and take appropriate steps to ensure that additional human interments are not disturbed. The responsibilities for acting on notification | Project applicant(s) of all project phases. | Upon the discovery of suspected human remains. | |

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| of a discovery of Native American human remains are identified in Section 5097.9 of the California Public Resources Code.<br><br>Upon the discovery of Native American remains, the procedures above regarding involvement of the applicable county coroner, notification of the NAHC, and identification of an MLD shall be followed. The project applicant(s) of all project phases shall ensure that the immediate vicinity (according to generally accepted cultural or archaeological standards and practices) is not damaged or disturbed by further development activity until consultation with the MLD has taken place. The MLD shall have at least 48 hours after being granted access to the site to inspect the site and make recommendations. A range of possible treatments for the remains may be discussed: nondestructive removal and analysis, preservation in place, relinquishment of the remains and associated items to the descendants, or other culturally appropriate treatment. As suggested by Assembly Bill (AB) 2641 (Chapter 863, Statutes of 2006), the concerned parties may extend discussions beyond the initial 48 hours to allow for the discovery of additional remains. AB 2641(e) includes a list of site protection measures and states that the project applicant(s) shall comply with one or more of the following requirements:<br><br>▶ record the site with the NAHC or the appropriate Information Center,<br>▶ use an open-space or conservation zoning designation or easement, or<br>▶ record a document with the county in which the property is located.<br><br>The project applicant(s) or its authorized representative of all project phases shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance if the NAHC is unable to identify an MLD or if the MLD fails to make a recommendation within 48 hours after being granted access to the site. The project applicant(s) or its authorized representative may also reinter the remains in a location not subject to further disturbance if it rejects the recommendation of the MLD and mediation by the NAHC fails to provide measures acceptable to the landowner. Ground disturbance in the zone of suspended activity shall not recommence without authorization from the archaeologist.<br><br>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans). | | | |

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| **Greenhouse Gas Emissions and Climate Change** | | | |
| ***FPASP Mitigation Measure 3A.4-1: Implement Additional Measures to Control Construction-General GHG Emissions.** To further reduce construction-generated GHG emissions, the project applicant(s) for any particular discretionary development application shall implement all feasible measures for reducing GHG emissions associated with construction that are recommended by SMAQMD at the time individual portions of the site undergo construction. Such measures may reduce GHG exhaust emissions from the use of on-site equipment, worker commute trips, and truck trips carrying materials and equipment to and from the SPA, as well as GHG emissions embodied in the materials selected for construction (e.g., concrete). Other measures may pertain to the materials used in construction. Prior to releasing each request for bid to contractors for the construction of each discretionary development entitlement, the project applicant(s) shall obtain the most current list of GHG reduction measures that are recommended by SMAQMD and stipulate that these measures be implemented in the respective request for bid as well as the subsequent construction contract with the selected primary contractor. The project applicant(s) for any particular discretionary development application may submit to the City and SMAQMD a report that substantiates why specific measures are considered infeasible for construction of that particular development phase and/or at that point in time. The report, including the substantiation for not implementing particular GHG reduction measures, shall be approved by the City, in consultation with SMAQMD prior to the release of a request for bid by the project applicant(s) for seeking a primary contractor to manage the construction of each development project. By requiring that the list of feasible measures be established prior to the selection of a primary contractor, this measure requires that the ability of a contractor to effectively implement the selected GHG reduction measures be inherent to the selection process.<br>SMAQMD's recommended measures for reducing construction-related GHG emissions at the time of writing this EIR/EIS are listed below and the project applicant(s) shall, at a minimum, be required to implement the following:<br>▪ Improve fuel efficiency from construction equipment:<br>▪ reduce unnecessary idling (modify work practices, install auxiliary power for driver comfort);<br>▪ perform equipment maintenance (inspections, detect failures early, corrections);<br>▪ train equipment operators in proper use of equipment;<br>▪ use the proper size of equipment for the job; and | Project applicant(s) during all discretionary development projects and on-site and off-site elements. | Before approval of small-lot final maps and building permits for all discretionary development projects, including all on- and off-site elements and implementation throughout project construction. | |

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| ▪ use equipment with new technologies (repowered engines, electric drive trains).<br>▪ Use alternative fuels for electricity generators and welders at construction sites such as propane or solar, or use electrical power.<br>▪ Use an ARB-approved low-carbon fuel, such as biodiesel or renewable diesel for construction equipment. (Emissions of oxides of nitrogen [NOx] emissions from the use of low carbon fuel must be reviewed and increases mitigated.) Additional information about low-carbon fuels is available from ARB's Low Carbon Fuel Standard Program (ARB 2009b).<br>▪ Encourage and provide carpools, shuttle vans, transit passes and/or secure bicycle parking for construction worker commutes.<br>▪ Reduce electricity use in the construction office by using compact fluorescent bulbs, powering off computers every day, and replacing heating and cooling units with more efficient ones.<br>▪ Recycle or salvage non-hazardous construction and demolition debris (goal of at least 75% by weight).<br>▪ Use locally sourced or recycled materials for construction materials (goal of at least 20% based on costs for building materials, and based on volume for roadway, parking lot, sidewalk and curb materials).<br>▪ Minimize the amount of concrete used for paved surfaces or use a low carbon concrete option<br>▪ Produce concrete on-site if determined to be less emissive than transporting ready mix.<br>▪ Use EPA-certified SmartWay trucks for deliveries and equipment transport. Additional information about the SmartWay Transport Partnership Program is available from ARB's Heavy-Duty Vehicle Greenhouse Gas Measure (ARB 2009c) and EPA (EPA 2009).<br>▪ Develop a plan in consultation with SMAQMD to efficiently use water for adequate dust control. This may consist of the use of non-potable water from a local source.<br>In addition to SMAQMD-recommended measures, construction activity shall comply with all applicable rules and regulations established by SMAQMD and ARB. | | | |
| ***FPASP Mitigation Measure 3A.4-2a: Implement Additional Measures to Reduce Operational GHG Emissions.** Each increment of new development within the project site requiring a discretionary approval (e.g., proposed tentative subdivision map, conditional use permit), shall be subject to a project-specific environmental review (which could support an applicable exemption, negative or mitigated | The project applicant(s) for any particular discretionary development. | Before approval of final maps and building permits for all project phases, including all on-site and off-site elements. | |

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| negative declaration or project-specific EIR) and will require that GHG emissions from operation of each phase of development, including supporting roadway and infrastructure improvements that are part of the selected action alternative, will be reduced by an amount sufficient to achieve the 2020-based threshold of significance of 4.36 CO2e/SP/year for development that would become operational on or before the year 2020, and the 2030-based threshold of significance of 2.86 CO2e/SP/year for development that would become operational on or before the year 2030.<br>The above-stated thresholds of significance may be subject to change if SMAQMD approves its own GHG significance thresholds, in which case, SMAQMD-adopted thresholds will be used. The amount of GHG reduction required to achieve the applicable significance thresholds will furthermore depend on existing and future regulatory measures (including those developed under AB 32).<br>For each increment of new discretionary development, the City shall submit to the project applicant(s) a list of potentially feasible GHG reduction measures to be considered in the development design. The City's list of potentially feasible GHG reduction measures shall reflect the current state of the regulatory environment, available incentives, and thresholds of significance that may be developed by SMAQMD, which will evolve under the mandate of AB 32 and Executive Order S-3-05. If the project applicant(s) asserts it cannot meet the 2020-based goal, then the report shall also demonstrate why measures not selected are considered infeasible. The City shall review and ensure inclusion of the design features in the proposed project before applicant(s) can receive the City's discretionary approval for the any increment of development. In determining what measures should appropriately be imposed by the City under the circumstances, the City shall consider the following factors:<br>▶ the extent to which rates of GHG emissions generated by motor vehicles traveling to, from, and within the SPA are projected to decrease over time as a result of regulations, policies, and/or plans that have already been adopted or may be adopted in the future by ARB or other public agency pursuant to AB 32, or by EPA;<br>▶ the extent to which mobile-source GHG emissions, which at the time of writing this EIR/EIS comprise a substantial portion of the state's GHG inventory, can also be reduced through design measures that result in trip reductions and reductions in trip length;<br>▶ the extent to which GHG emissions emitted by the mix of power generation operated by SMUD, the electrical utility that will serve the SPA, are projected to decrease pursuant to the Renewables Portfolio Standard required by SB 1078 and SB 107, as well as any future regulations, policies, and/or plans | | | |

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| adopted by the federal and state governments that reduce GHG emissions from power generation;<br>▶ the extent to which any stationary sources of GHG emissions that would be operated on a proposed land use (e.g., industrial) are already subject to regulations, policies, and/or plans that reduce GHG emissions, particularly any future regulations that will be developed as part of ARB's implementation of AB 32, or other pertinent regulations on stationary sources that have the indirect effect of reducing GHG emissions;<br>▶ the extent to which other mitigation measures imposed on the project to reduce other air pollutant emissions may also reduce GHG emissions;<br>▶ the extent to which the feasibility of existing GHG reduction technologies may change in the future, and to which innovation in GHG reduction technologies will continue, effecting cost-benefit analyses that determine economic feasibility; and<br>▶ whether the total costs of proposed mitigation for GHG emissions, together with other mitigation measures required for the proposed development, are so great that a reasonably prudent property owner would not proceed with the project in the face of such costs.<br>In considering how much, and what kind of, mitigation is necessary in light of these factors, the City shall consider the following list of options, though the list is not intended to be exhaustive, as GHG emission reduction strategies and their respective feasibility are likely to evolve over time. These measures are derived from multiple sources including the Mitigation Measure Summary in Appendix B of the California Air pollution Control Officer's Association (CAPCOA) white paper, CEQA & Climate Change (CAPCOA 2009a); CAPCOA's Model policies for Greenhouse Gases in General Plans (CAPCOA 2009b); and the California Attorney General's Office publication, The California Environmental Quality Act: Addressing Global Warming Impacts at the Local Agency Level (California Attorney General's Office 2008).<br>*Energy Efficiency*<br>▶ Include clean alternative energy features to promote energy self-sufficiency (e.g., photovoltaic cells, solar thermal electricity systems, small wind turbines).<br>▶ Design buildings to meet CEC Tier II requirements (e.g., exceeding the requirements of the Title 24 [as of 2007] by 35%).<br>▶ Site buildings to take advantage of shade and prevailing winds and design landscaping and sun screens to reduce energy use. | | | |

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| ▶ Install efficient lighting in all buildings (including residential). Also install lighting control systems, where practical. Use daylight as an integral part of lighting systems in all buildings.<br>▶ Install light-colored "cool" pavements, and strategically located shade trees along all bicycle and pedestrian routes<br>*Water Conservation and Efficiency*<br>▶ With the exception of ornamental shade trees, use water-efficient landscapes with native, drought-resistant species in all public area and commercial landscaping. Use water-efficient turf in parks and other turf-dependent spaces.<br>▶ Install the infrastructure to use reclaimed water for landscape irrigation and/or washing cars.<br>▶ Install water-efficient irrigation systems and devices, such as soil moisture-based irrigation controls.<br>▶ Design buildings and lots to be water-efficient. Only install water-efficient fixtures and appliances.<br>▶ Restrict watering methods (e.g., prohibit systems that apply water to no vegetated surfaces) and control runoff. Prohibit businesses from using pressure washers for cleaning driveways, parking lots, sidewalks, and street surfaces. These restrictions should be included in the Covenants, Conditions, and Restrictions of the community.<br>▶ Provide education about water conservation and available programs and incentives.<br>▶ To reduce stormwater runoff, which typically bogs down wastewater treatment systems and increases their energy consumption, construct driveways to single-family detached residences and parking lots and driveways of multifamily residential uses with pervious surfaces. Possible designs include Hollywood drives (two concrete strips with vegetation or aggregate in between) and/or the use of porous concrete, porous asphalt, turf blocks, or pervious pavers.<br>*Solid Waste Measures*<br>▶ Reuse and recycle construction and demolition waste (including, but not limited to, soil, vegetation, concrete, lumber, metal, and cardboard).<br>▶ Provide interior and exterior storage areas for recyclables and green waste at all buildings.<br>▶ Provide adequate recycling containers in public areas, including parks, school grounds, golf courses, and pedestrian zones in areas of mixed-use development. | | | |

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| ▶ Provide education and publicity about reducing waste and available recycling services.<br>*Transportation and Motor Vehicles*<br>▶ Promote ride-sharing programs and employment centers (e.g., by designating a certain percentage of parking spaces for ride-sharing vehicles, designating adequate passenger loading and unloading zones and waiting areas for ride-share vehicles, and providing a Web site or message board for coordinating ride-sharing).<br>▶ Provide the necessary facilities and infrastructure in all land use types to encourage the use of low- or zero-emission vehicles (e.g., electric vehicle charging facilities and conveniently located alternative fueling stations).<br>▶ At industrial and commercial land uses, all forklifts, "yard trucks," or vehicles that are predominately used on-site at non-residential land uses shall be electric-powered or powered by biofuels (such as biodiesel [B100]) that are produced from waste products, or shall use other technologies that do not rely on direct fossil fuel consumption. | | | |
| ***FPASP Mitigation Measure 3A.4-2b: Participate in and Implement an Urban and Community Forestry Program and/or Off-Site Tree Program to Off-Set Loss of On-Site Trees.** The trees on the project site contain sequestered carbon and would continue to provide future carbon sequestration during their growing life. For all harvestable trees that are subject to removal, the project applicant(s) for any particular discretionary development application shall participate in and provide necessary funding for urban and community forestry program (such as the Urban Wood program managed by the Urban Forest Ecosystems Institute [Urban Forest Ecosystems Institute 2009]) to ensure that wood with an equivalent carbon sequestration value to that of all harvestable removed trees is harvested for an end-use that would retain its carbon sequestration (e.g., furniture building, cabinet making). For all nonharvestable trees that are subject to removal, the project applicant(s) shall develop and fund an off-site tree program that includes a level of tree planting that, at a minimum, increases carbon sequestration by an amount equivalent to what would have been sequestered by the blue oak woodland during its lifetime. This program shall be funded by the project applicant(s) of each development phase and reviewed for comment by an independent Certified Arborist unaffiliated with the project applicant(s) and shall be coordinated with the requirements of Mitigation Measure 3.3-5, as stated in Section 3A.3, "Biological Resources - Land." Final approval of the program shall be provided by the City. Components of the program may include, but not be limited to, providing urban tree canopy in the City of Folsom, or reforestation in suitable areas outside the City. Reforestation in natural habitat areas outside the City of Folsom would simultaneously mitigate the loss of oak woodland habitat while planting trees within | The project applicant(s) for any particular discretionary development application. | Before approval of final maps and/or building permits for all project phases requiring discretionary approval, including all on- and off-site elements. | |

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| the urban forest canopy would not. The California Urban Forestry Greenhouse Gas Reporting Protocol shall be used to assess this mitigation program (CCAR 2008). All unused vegetation and tree material shall be mulched for use in landscaping on the project site, shipped to the nearest composting facility, or shipped to a landfill that is equipped with a methane collection system, or combusted in a biomass power plant. Tree and vegetative material should not be burned on- or off-site unless used as fuel in a biomass power plant. | | | |
| **Noise and Vibration** | | | |
| **Mitigation Measure 3.7-1: Construction Noise Reduction Measure**<br>Add new Implementation Program SN-2 17 Construction Noise Reduction:<br>▶ The City shall require the following measures shall be implemented and specified on subsequent project building plans for development north of Highway 50 within 560 feet of sensitive land uses to ensure construction noise does not exceed 80 dBA Leq at the nearest receptors:<br>▪ To the extent feasible, alternative construction processes that generate lower noise levels shall be selected.<br>▪ Construction equipment staging areas shall be located at the farthest distance feasible from nearby sensitive land uses.<br>▪ For projects with pile driving, with approval and supervision of a qualified structural engineer, pile holes shall be predrilled to minimize the number of pile hammer drives necessary to seat piles, where feasible. Alternative to impact hammers, such as oscillating or rotating pile installation systems shall be used where feasible.<br>▪ Effective pile driving noise control may be achieved by utilizing pile driving shrouds that acoustically shield the pile hammer point of impact, placing resilient padding on top of the pile, and by reducing exhaust noise with sound absorbing mufflers.<br>▪ Post visible signs along the perimeter of the construction site that disclose construction times and duration, as well as a contact number for a noise complaint and enforcement manager. | City of Folsom to adopt implementation measure.<br><br>Project applicant(s) to implement requirements of the program. | Noise reduction measures shall be specified to project construction of individual projects.<br><br>Noise reduction measures shall be implemented during construction of individual projects. | |
| ***FPASP Mitigation Measure 3A.11-1: Implement Noise-Reducing Construction Practices, Prepare and Implement a Noise Control Plan, and Monitor and Record Construction Noise Near Sensitive Receptors.** To reduce impacts associated with noise generated during project-related construction activities, the project applicant(s) and their primary contractors for engineering design and construction of all project phases shall ensure that the following requirements are implemented at each work site in any year of project construction to avoid and minimize construction noise effects on sensitive receptors. The project applicant(s) and primary construction contractor(s) | Project applicant(s) and primary contractor(s) of all project phases. | Before and during construction activities on the SPA and within El Dorado Hills. | |

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| shall employ noise-reducing construction practices. Measures that shall be used to limit noise shall include the measures listed below:<br>▶ Noise-generating construction operations shall be limited to the hours between 7:00 a.m. and 7:00 p.m. Monday through Friday, and between 8:00 a.m. and 6:00 p.m. on Saturdays and Sundays.<br>▶ All construction equipment and equipment staging areas shall be located as far as possible from nearby noise-sensitive land uses.<br>▶ All construction equipment shall be properly maintained and equipped with noise-reduction intake and exhaust mufflers and engine shrouds, in accordance with manufacturers' recommendations. Equipment engine shrouds shall be closed during equipment operation.<br>▶ All motorized construction equipment shall be shut down when not in use to prevent idling.<br>▶ Individual operations and techniques shall be replaced with quieter procedures (e.g., using welding instead of riveting, mixing concrete off-site instead of on-site).<br>▶ Noise-reducing enclosures shall be used around stationary noise-generating equipment (e.g., compressors and generators) as planned phases are built out and future noise sensitive receptors are located within close proximity to future construction activities.<br>▶ Written notification of construction activities shall be provided to all noise-sensitive receptors located within 850 feet of construction activities. Notification shall include anticipated dates and hours during which construction activities are anticipated to occur and contact information, including a daytime telephone number, for the project representative to be contacted in the event that noise levels are deemed excessive. Recommendations to assist noise-sensitive land uses in reducing interior noise levels (e.g., closing windows and doors) shall also be included in the notification.<br>▶ To the extent feasible, acoustic barriers (e.g., lead curtains, sound barriers) shall be constructed to reduce construction-generated noise levels at affected noise-sensitive land uses. The barriers shall be designed to obstruct the line of sight between the noise-sensitive land use and on-site construction equipment. When installed properly, acoustic barriers can reduce construction noise levels by approximately 8–10 dB (EPA 1971).<br>▶ When future noise sensitive uses are within close proximity to prolonged construction noise, noise attenuating buffers such as structures, truck trailers, | | | |

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| or soil piles shall be located between noise sources and future residences to shield sensitive receptors from construction noise.<br>▶ The primary contractor shall prepare and implement a construction noise management plan. This plan shall identify specific measures to ensure compliance with the noise control measures specified above. The noise control plan shall be submitted to the City of Folsom before any noise-generating construction activity begins. Construction shall not commence until the construction noise management plan is approved by the City of Folsom. Mitigation for the two off-site roadway connections into El Dorado County must be coordinated by the project applicant(s) of the applicable project phase with El Dorado County, since the roadway extensions are outside of the City of Folsom's jurisdictional boundaries. | | | |
| **Mitigation Measure 3.7-2: Develop and Implement a Vibration Damage Control Plan**<br>Add new Implementation Program SN-18 Construction Vibration Reduction:<br>▶ The City shall apply this Implementation Program to construction activity involving pile-driving activities located within 96 feet of any building and vibratory rollers located within 26 feet of any building to reduce the potential for structural damage.<br>▶ Require project applicants with projects that involve pile-driving activities located within 96 feet of any building and vibratory rollers located within 26 feet of any building to develop a vibration control plan. The plan shall consider all potential vibration-inducing activities that would occur within the distance parameters described above and include various measures, setback distances, precautions, monitoring programs, and alternative methods to traditional pile-driving or other vibration intensive activities with the potential to result in structural damage. The following vibration control measures (or other equally effective measures approved by the City) shall be included in the plan:<br>▪ To prevent structural damage minimum setback requirements for different types of ground vibration-producing activities (e.g., pile driving, vibratory roller) for the purpose of preventing damage to nearby structures shall be established based on the proposed pile-driving activities and locations, once determined.<br>▪ All vibration-inducing activity within the distance parameters described above shall be monitored and documented for ground vibration noise and vibration noise levels at the nearest sensitive land use and associated recorded data submitted to the City of Folsom so as not to exceed the recommended FTA vibration damage levels.<br>▪ Alternatives to traditional pile driving (e.g., sonic pile driving, jetting, cast-in-place or auger cast piles, non-displacement piles, pile cushioning, torque or | City of Folsom to adopt implementation measure.<br><br>Project applicant(s) to implement requirements of the program. | Vibration reduction measures shall be implemented during construction of individual projects. | |

| Mitigation Measures | Implementation Responsibility | Timing | Verification |
|---|---|---|---|
| hydraulic piles) shall be considered and implemented where feasible to reduce vibration levels.<br>▪ Limit pile-driving activities to the daytime hours between 7:00 a.m. and 6:00 p.m. Monday through Friday and between 8:00 a.m. and 5:00 p.m. on Saturday and Sunday.<br>▪ Predrill pile holes to the maximum feasible depth to reduce the number of blows required to seat a pile.<br>▪ Operate all vibration inducing impact equipment as far away from vibration-sensitive sites as reasonably possible.<br>Phase pile-driving and high-impact activities so as not to occur simultaneously with other construction activities, to the extent feasible. The total vibration level produced could be significantly less when each vibration source is operated at separate times. | | | |
| ***FPASP Mitigation Measure 3A.11-3: Implement Measures to Prevent Exposure of Sensitive Receptors to Groundborne Noise or Vibration from Project Generated Construction Activities**<br>▶ To the extent feasible, blasting activities shall not be conducted within 275 feet of existing or future sensitive receptors.<br>▶ To the extent feasible, bulldozing activities shall not be conducted within 50 feet of existing or future sensitive receptors.<br>▶ All blasting shall be performed by a blast contractor and blasting personnel licensed to operate in the State of California.<br>▶ A blasting plan, including estimates of vibration levels at the residence closest to the blast, shall be submitted to the enforcement agency for review and approval prior to the commencement of the first blast.<br>▶ Each blast shall be monitored and documented for groundborne noise and vibration levels at the nearest sensitive land use and associated recorded submitted to the enforcement agency. | Project applicant(s) and primary contractor(s) of all project phases. | Before and during bulldozing and blasting activities on the SPA and within El Dorado Hills and the County of Sacramento. | |
| ***FPASP Mitigation Measure 3A.11-4: Implement Measures to Prevent Exposure of Sensitive Receptors to Increases in Noise from Project-Generated Operational Traffic on Off-site and On-site Roadways.** To meet applicable noise standards as set forth in the appropriate General Plan or Code (e.g., City of Folsom, County of Sacramento, and County of El Dorado) and to reduce increases in traffic-generated noise levels at noise-sensitive uses, the project applicant(s) of all project phases shall implement the following:<br>▶ Obtain the services of a consultant (such as a licensed engineer or licensed architect) to develop noise-attenuation measures for the proposed construction of on-site noise-sensitive land uses (i.e., residential dwellings and school classrooms) that will produce a minimum composite Sound | Project applicant(s) of all project phases | During project construction activities at noise-sensitive receptors on the SPA; at the existing noise-sensitive receptors on Empire Ranch Road from Broadstone Parkway to Iron Point Road; and at the existing noise-sensitive receptors on Latrobe Road from White Rock Road to Golden Foothills Parkway. | |

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| Mitigation Measures | Implementation Responsibility | Timing | Verification |
|---|---|---|---|
| Transmission Class (STC) rating for buildings of 30 or greater, individually computed for the walls and the floor/ceiling construction of buildings, for the proposed construction of on-site noise-sensitive land uses (i.e., residential dwellings and school classrooms).<br>▶ Prior to submittal of tentative subdivision maps and improvement plans, the project applicant(s) shall conduct a site-specific acoustical analysis to determine predicted roadway noise impacts attributable to the project, taking into account site-specific conditions (e.g., site design, location of structures, building characteristics). The acoustical analysis shall evaluate stationary- and mobile-source noise attributable to the proposed use or uses and impacts on nearby noise-sensitive land uses, in accordance with adopted City noise standards. Feasible measures shall be identified to reduce project-related noise impacts. These measures may include, but are not limited to, the following:<br>▪ limiting noise-generating operational activities associated with proposed commercial land uses, including truck deliveries;<br>▪ constructing exterior sound walls;<br>▪ constructing barrier walls and/or berms with vegetation;<br>▪ using "quiet pavement" (e.g., rubberized asphalt) construction methods on local roadways; and,<br>▪ using increased noise-attenuation measures in building construction (e.g., dual-pane, sound-rated windows; exterior wall insulation). | | | |
| Mitigation Measure 3.7-4: Heating, Ventilation, and Cooling Noise<br>Add new Implementation Program SN-19 Heating, Ventilation, and Cooling Noise Reduction:<br>▶ The City shall require an acoustical assessment to be prepared as part of subsequent land use development associated with development if an HVAC would be located within 55 feet of a sensitive receptor. The acoustical assessment shall evaluate the potential operational noise impacts attributed to HVAC noise. The acoustical assessment shall be completed by a qualified acoustical consultant that shall verify that the chosen mechanical equipment for individual development projects would not exceed 45 dBA at the nearest sensitive receptor, in accordance with City of Folsom noise standards. Where the acoustical analysis determines that noise levels would exceed applicable City noise standards, noise reduction measures shall be identified and included in the subsequent project. Nosie reduction measures may include, but are not limited to:<br>▪ Selecting equipment with noise specifications that do not exceed the 45 dBA HVAC noise standard at the nearest noise-sensitive receptor. | City of Folsom to adopt implementation measure.<br><br>Project applicant(s) to implement requirements of the program. | An acoustical assessment shall be prepared prior to project construction.<br><br>Heating, ventilation and cooling noise measures shall be implemented prior to occupancy. | |

| Mitigation Measures | Implementation Responsibility | Timing | Verification |
|---|---|---|---|
| ▪ Identifying the equipment's noise screening distance, ensuring that noise levels attenuate to below the 45 dBA HVAC noise standard at the nearest sensitive receptor, and installing the equipment at a distance no less than the screening distance.<br>▪ Employing noise dampening techniques such as solid enclosures or parapets walls to block the line-of-sight between the noise source and the noise-sensitive receptors. Blocking the line of sight with a solid barrier or enclosure would reduce noise levels by at least 5 dBA. | | | |
| ***FPASP Mitigation Measure 3A.11-5: Implement Measures to Reduce Noise from Project-Generated Stationary Sources.** The project applicant(s) for any particular discretionary development project shall implement the following measures to reduce the effect of noise levels generated by on-site stationary noise sources that would be located within 600 feet of any noise-sensitive receptor:<br>▶ Routine testing and preventive maintenance of emergency electrical generators shall be conducted during the less sensitive daytime hours (i.e., 7:00 a.m. to 6:00 p.m.). All electrical generators shall be equipped with noise control (e.g., muffler) devices in accordance with manufacturers' specifications.<br>▶ External mechanical equipment associated with buildings shall incorporate features designed to reduce noise emissions below the stationary noise source criteria. These features may include, but are not limited to, locating generators within equipment rooms or enclosures that incorporate noise reduction features, such as acoustical louvers, and exhaust and intake silencers. Equipment enclosures shall be oriented so that major openings (i.e., intake louvers, exhaust) are directed away from nearby noise-sensitive receptors.<br>▶ Parking lots shall be located and designed so that noise emissions do not exceed the stationary noise source criteria established in this analysis (i.e., 50 dB for 30 minutes in every hour during the daytime [7:00 a.m. to 10:00 p.m.] and less than 45 dB for 30 minutes of every hour during the night time [10:00 p.m. to 7:00 a.m.]). Reduction of parking lot noise can be achieved by locating parking lots as far away as feasible from noise sensitive land uses, or using buildings and topographic features to provide acoustic shielding for noise-sensitive land uses.<br>▶ Loading docks shall be located and designed so that noise emissions do not exceed the stationary noise source criteria established in this analysis (i.e., 50 dB for 30 minutes in every hour during the daytime [7:00 a.m. to 10:00 p.m.] and less than 45 dB for 30 minutes of every hour during the night time [10:00 p.m. to 7:00 a.m.]). Reduction of loading dock noise can be achieved by locating loading docks as far away as possible from noise sensitive land uses, constructing noise barriers between loading docks and noise-sensitive land | Project applicant(s) of all project phases. | Before submittal of improvement plans for each project phase, and during project operations for testing of emergency generators. | |

| Mitigation Measures | Implementation Responsibility | Timing | Verification |
|---|---|---|---|
| uses, or using buildings and topographic features to provide acoustic shielding for noise-sensitive land uses. | | | |
| **Utilities and Service Systems** | | | |
| **Mitigation Measure 3.11-2a: Implement Localized Improvements in the 33-Inch Shed**<br>Future development in the 33-inch shed in the project area shall be responsible for the cost and preparation of a sewer study and if that study shows that the project increases parcel specific wastewater generation beyond the parcel specific wastewater generation analyzed in the City of Folsom 2017 Capacity Assurance Plan (Ultimate Build-Out Growth Development Scenario), the project shall be responsible for providing fees to analyze and ~~or~~ construct localized wastewater improvements to address capacity issues in the sewer shed. Localized capacity improvements, such as upsizing pipes, shall be constructed and completed in accordance with a time schedule defined in the development specific conditions of approval. This shall be a condition of approval for all projects in the 33-inch shed within the project area. | City of Folsom | Prior to development on parcels in the 33-inch sewer shed. | |
| **Mitigation Measure 3.11-2b Develop and Implement a Wastewater Conveyance Master Plan for the 27-Inch Shed**<br>To address capacity concerns in the City's wastewater conveyance system the City shall develop a Wastewater Conveyance Master Plan for the 27-inch Shed prior to approval of development in the project area that exceeds the wastewater generation analyzed in the City of Folsom 2017 Capacity Assurance Plan (Ultimate Build-Out Growth Development Scenario) within the 27-in Shed.<br>The Wastewater Conveyance Master Plan shall identify the final anticipated extent of pipeline and pump station improvements as well as any phasing improvements tied to residential development timing and/or location in the 27-inch Shed. The Wastewater Conveyance Master Plan shall include mechanisms and improvements for addressing sewer capacity. The Wastewater Conveyance Master Plan shall contain the goals of the plan, a description of proposed upgrades and features that would be implemented, a long-term maintenance and operation strategy, and an approach for implementation of proposed improvements to the wastewater conveyance system. Potential improvements may include, but are not limited to:<br>▶ construction and operation of a new pump station near the intersection of Riley Street and East Bidwell Street,<br>▶ construction and operation of a new 8-inch force main from the pump station to high point at Glenn Drive and Sibley Street in order to divert flows from the 27-inch shed into the 33-inch shed,<br>▶ upsizing existing 8-inch pipelines on Glenn Drive and Sibley Street to 12-inch, and<br>▶ identification of addition localized sewer improvements. | City of Folsom | Prior to development on parcels in the 27-inch sewer shed. | |

| Mitigation Measures | Implementation Responsibility | Timing | Verification |
|---|---|---|---|
| Upon completion of the Wastewater Conveyance Master Plan, the City shall secure any required permits for implementation of identified improvement strategies. Improvements identified in the Wastewater Conveyance Master Plan shall be implemented prior to issuance of grading permits for future development that increases wastewater generation beyond that analyzed in the City of Folsom 2017 Capacity Assurance Plan (Ultimate Build-Out Growth Development Scenario) in the 27-inch Shed.<br><br>Future development in the 27-inch shed in the project area shall be responsible for the cost and preparation of a sewer study and if that study shows that the project increases parcel specific wastewater generation beyond the parcel specific wastewater generation analyzed in the City of Folsom 2017 Capacity Assurance Plan (Ultimate Build-Out Growth Development Scenario), the project shall be responsible providing fees to analyze and construct localized wastewater improvements to address capacity issues in the sewer shed. Localized capacity improvements, such as upsizing pipes, shall be constructed and completed in accordance with a time schedule defined in the development specific conditions of approval. This shall be a condition of approval for all projects in the 27-inch shed within the project area. | | | |

* = mitigation measure is from the Folsom Plan Area Specific Plan (FPASP) EIR/EIS and only applicable to development in the Folsom Plan Area.

# ATTACHMENT 2

A Resolution of the City Council of the City of Folsom Amending the 2035 City of Folsom General Plan as it Relates to the Increased Residential Capacity Project and Related Actions.

# RESOLUTION NO. 11251

## A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF FOLSOM AMENDING THE CITY OF FOLSOM 2035 GENERAL PLAN AS IT RELATES TO THE INCREASED RESIDENTIAL CAPACITY PROJECT AND RELATED ACTIONS

**WHEREAS,** the Planning Commission on July 24, 2024, held a public hearing on proposed General Plan Amendment as it relates to the City of Folsom 2035 General Plan Amendments for the Increased Residential Capacity Project ("Project"), considered public comments, and based on the information and analysis provided determined that the project is consistent with the goals, policies, and objectives of the City of Folsom General Plan; and

**WHEREAS,** the proposed Project implements General Plan Housing Element Program H-2 to increase housing capacity for mixed-use, multi-family, and affordable development in three targeted areas of the city: the East Bidwell Street corridor, the transit priority areas around the Glenn and Iron Point light rail stations, and the Folsom Plan Area, particularly the Folsom Town Center, south of Highway 50; and

**WHEREAS,** the proposed Project amends the Land Use Element of the General Plan, as shown in Exhibit 1 attached hereto, to establish a minimum density of 30 dwelling units per acre and maximum FAR of 2.0 in the three project targeted areas and amends the General Plan Land Use Map related to sites in the Folsom Plan Area to increase residential capacity, and will therefore help the City meet its lower income Regional Housing Needs Allocation (RHNA); and

**WHEREAS**, the proposed Project amends the Mobility Element of the General Plan, as shown in Exhibit 2 attached hereto, to include roundabout prioritization policies; and

**WHEREAS**, the proposed Project amends the Implementation Element of the General Plan, as shown in Exhibit 3 attached hereto, related to mobility, tribal cultural resources, noise, and vibration; and

**WHEREAS,** the proposed Project complies with the requirements of Government Code Section 65352.3 in that the City of Folsom has consulted with all tribes requesting consultation on the Project; and

**WHEREAS**, a Subsequent Environmental Impact Report has been prepared for the Project in accordance with the California Environmental Quality Act (CEQA), with the City as the lead agency; and

**WHEREAS**, a public scoping meeting to receive comments regarding the issues to be covered in the Draft SEIR was held on August 23, 2023, and the Draft SEIR for Project was circulated for public review from April 22, 2024 to June 6, 2024 pursuant to CEQA; and

**WHEREAS**, the City accepted verbal and written comments on the Draft SEIR and provided written responses in the Final SEIR to the comments received during the comment period referenced above for the Draft SEIR; and

**WHEREAS**, the Final SEIR for the Project was released on July 17, 2024; and

**WHEREAS**, the Planning Commission, at its regular meeting on July 24, 2024 considered the Final SEIR at a duly noticed public hearing prescribed by law, and recommended that the City Council certify the Final SEIR (including Findings of Fact) and approve the Project; and

**WHEREAS**, all notices have been given at the time and in the manner required by State Law and City Code; and

**WHEREAS**, following review and consideration of the Final SEIR for the Project, the City Council adopted Resolution No. 11250 on August 27, 2024 and certified the Final SEIR for the Project, and said Resolution (including Findings of Fact) is incorporated herein by reference; and

**WHEREAS**, the City Council has reviewed and considered the Project and associated proposed Folsom 2035 General Plan Amendments referenced above, and once adopted, will amend the 2035 General Plan.

**NOW, THEREFORE, BE IT RESOLVED** by the City Council of the City of Folsom that:

1. The above referenced recitals are true and correct and incorporated herein by reference.

2. If any section, subsection, clause, phrase, or portion of this Resolution is for any reason held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Resolution. The City Council hereby declares that it would have adopted this Resolution and each section, subsection, sentence, clause, phrase or portion thereof, irrespective of the fact that any one or more sections, subsections, clauses, phrases or portions be declared invalid or unconstitutional.

**BE IT FURTHER RESOLVED** that the following amendment to the Folsom General Plan include the Land Use Element amendments as shown in Exhibit 1 attached hereto, Mobility Element amendments as shown in Exhibit 2 attached hereto, and Implementation Element amendments as shown in Exhibit 3 attached hereto, are hereby approved with the following findings:

**GENERAL FINDINGS**

A. NOTICE OF HEARING HAS BEEN GIVEN AT THE TIME AND IN THE MANNER REQUIRED BY STATE LAW AND CITY CODE.

B. THE PROPOSED GENERAL PLAN AMENDMENTS AND SPECIFIC PLAN AMENDMENTS ARE CONSISTENT WITH THE GOALS, POLICIES AND OBJECTIVES OF THE FOLSOM GENERAL PLAN AS PREVIOUSLY AMENDED.

C. THE PROPOSED GENERAL PLAN AMENDMENTS COMPLY WITH THE REQUIREMENT OF THE GOVERNMENT CODE SECTION 65352.3 IN THAT THE CITY OF FOLSOM HAS CONSULTED WITH ALL TRIBES REQUESTING CONSULTATION ON THE PROPOSED PROJECT.

**CEQA FINDINGS**

D. THE CITY, AS LEAD AGENCY, PREVIOUSLY CERTIFIED AN ENVIRONMENTAL IMPACT REPORT AND ENVIRONMENTAL IMPACT STATEMENT FOR THE FOLSOM PLAN AREA SPECIFIC PLAN ON JUNE 28, 2011.

E. THE CITY, AS LEAD AGENCY, ALSO PREVIOUSLY CERTIFIED AN ENVIRONMENTAL IMPACT REPORT FOR THE FOLSOM 2035 GENERAL PLAN ON AUGUST 28, 2018.

F. A FINAL SUBSEQUENT ENVIRONMENTAL IMPACT REPORT HAS BEEN PREPARED FOR THE PROJECT IN ACCORDANCE WITH CEQA, AND IMPLEMENTATION OF THE PROJECT WITH PROPOSED MITIGATION WOULD NOT RESULT IN ANY NEW SIGNIFICANT AND UNAVOIDABLE IMPACTS OR A SUBSTANTIALLY MORE SEVERE FINDING FOR AN IMPACT THAT WAS DETERMINED TO BE SIGNIFICANT AND UNAVOIDABLE IN THE 2035 GENERAL PLAN ENVIRONMENTAL IMPACT REPORT.

G. THE CITY COUNCIL HAS CONSIDERED THE FINAL SUBSEQUENT ENVIRONMENTAL IMPACT REPORT BEFORE MAKING A DECISION REGARDING THE PROJECT.

H. THE FINAL SUBSEQUENT ENVIRONMENTAL IMPACT REPORT REFLECTS THE INDEPENDENT JUDGEMENT AND ANALYSIS OF THE CITY OF FOLSOM.

I. THE CITY COUNCIL HAS REVIEWED AND CONSIDERED THE FINAL SUBSEQUENT ENVIRONMENTAL IMPACT REPORT PREPARED FOR THE CITY OF FOLSOM 2035 GENERAL PLAN AMENDMENTS FOR INCREASED RESIDENTIAL CAPACITY PROJECT, AND FINDS THAT THE PROJECT WILL NOT CAUSE ADVERSE ENVIRONMENTAL IMPACTS WHICH HAVE NOT BEEN

MITIGATED TO AN ACCEPTABLE LEVEL.

J. THE CITY COUNCIL FINDS THAT THERE ARE PROJECT BENEFITS GIVEN THAT THE PROJECT FURTHERS THE GENERAL PLAN GOALS AND POLICES AS WELL AS THOSE OF THE CITY'S 2021-2029 HOUSING ELEMENT, AND ON THAT BASIS, THE CITY COUNCIL CERTIFIED THE FINAL SUBSEQUENT ENVIRONMENTAL IMPACT REPORT PREPARED FOR THE CITY OF FOLSOM 2035 GENERAL PLAN AMENDMENTS FOR INCREASED RESIDENTIAL CAPACITY PROJECT, ADOPTED FINDINGS OF FACTS, AND ADOPTED A MITIGATION MONITORING AND REPORTING PROGRAM FOR THE CITY OF FOLSOM 2035 GENERAL PLAN AMENDMENTS FOR INCREASED RESIDENTIAL CAPACITY PROJECT.

K. THE LOCATION AND CUSTODIAN OF THE DOCUMENTS AND ALL MATERIALS CONSTITUTING THE RECORDS OF THE PROCEEDINGS ARE IDENTIFIED AS FOLLOWS: COMMUNITY DEVELOPMENT DEPARTMENT, CITY OF FOLSOM, 50 NATOMA STREET, FOLSOM, CA 95630 AND ARE AVAILABLE ON THE CITY'S WEBSITE AT: www.folsom.ca.us/housingstudy.

**GENERAL PLAN AMENDMENT FINDINGS**

L. THE PROPOSED AMENDMENTS TO THE GENERAL PLAN ARE IN THE PUBLIC INTEREST SINCE THE PROJECT DESIGNATES MORE LAND FOR HOUSING OPPORTUNITIES ESPECIALLY FOR THE CITY'S WORKFORCE AND LOWER-INCOME RESIDENTS.

M. THE PROPOSED GENERAL PLAN LAND USE AMENDMENTS ARE CONSISTENT WITH THE GOALS, POLICIES, AND OBJECTIVES OF THE FOLSOM 2035 GENERAL PLAN

N. THE PROPOSED GENERAL PLAN AMENDMENTS IMPLEMENT GENERAL PLAN HOUSING ELEMENT PROGRAM H-2 TO CREATE ADDITIONAL LOWER-INCOME HOUSING CAPACITY

O. THE PROPOSED GENERAL PLAN AMENDMENTS WILL NOT RESULT IN A NET LOSS OF RESIDENTIAL CAPACITY.

P. THE PROPOSED LAND USE ELEMENT AMENDMENT IS CONSISTENT WITH THE GOALS, POLICIES, AND OBJECTIVES OF THE LAND USE ELEMENT OF THE CITY'S GENERAL PLAN PARTICULARLY AS IT RELATES TO INFILL, DEVELOPMENT IN DISTRICTS AND CORRIDORS AND DEVELOPMENT IN THE SOUTH OF 50 TOWN CENTER.

Q. THE PROPOSED MOBILITY ELEMENT AMENDMENT IS CONSISTENT WITH

THE GOALS, POLICIES, AND OBJECTIVES OF THE MOBILITY ELEMENT OF THE CITY'S GENERAL PLAN SPECIFICALLY AS IT RELATES TO TRAFFIC, PEDESTRIAN AND BICYCLE SAFETY AS WELL AS LEVEL OF SERVICE.

R. THE PROPOSED GENERAL PLAN IMPLEMENTATION PROGRAMS ARE CONSISTENT WITH THE CITY'S GENERAL PLAN AND HELP THE CITY ACHIEVE ITS GENERAL PLAN GOALS AND POLICIES.

**Exhibits**

Exhibit 1: Land Use Element Amendments

Exhibit 2: Mobility Element Amendments

Exhibit 3: Implementation Element Amendments

**PASSED AND ADOPTED** this 27th day of August, 2024, by the following roll-call vote:

**AYES:** Councilmember(s):
**NOES:** Councilmember(s):
**ABSENT:** Councilmember(s):
**ABSTAIN:** Councilmember(s):

_____
Michael D. Kozlowski, MAYOR

ATTEST:

_____
Christa Freemantle, CITY CLERK

# Exhibit 1: Land Use Element Amendments

# 2 Land Use

Folsom's land use pattern continues to evolve. The goals and policies in this element acknowledge this evolution and apply to all areas of Folsom, from the historic core of Sutter Street to the new growth south of U.S. Highway 50. The Land Use Element focuses on creating a compatible and complementary mix of residential, employment, retail, mixed-use, and service uses that contribute to the city's economy, environment, and quality of life.

# Land Use Diagram and Standards

The Land Use Diagram depicts proposed land uses for Folsom through the year 2035 and beyond. The land uses are represented using designations–districts that specify the type and intensity of allowed land uses. The boundary lines between land use designations are delineated as specifically as possible, in most cases following parcel lines.

The following sections describe the land use designations appearing on the Land Use Diagram (Figure LU-1), and standards of residential density and building intensity for the land use designations.

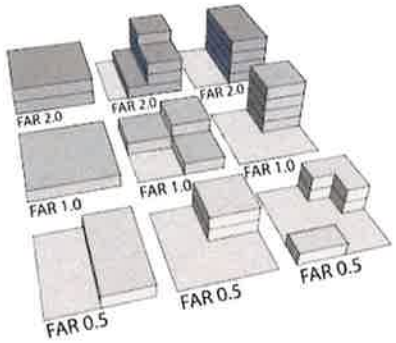
## Development Standards

These are legal standards of density for residential uses and standards of building intensity for nonresidential and mixed use. Specific plans, such as the Folsom Plan Area Specific Plan (FPASP), must match the land use development intensities and standards outlined in the Folsom General Plan. The following explains how these standards operate.

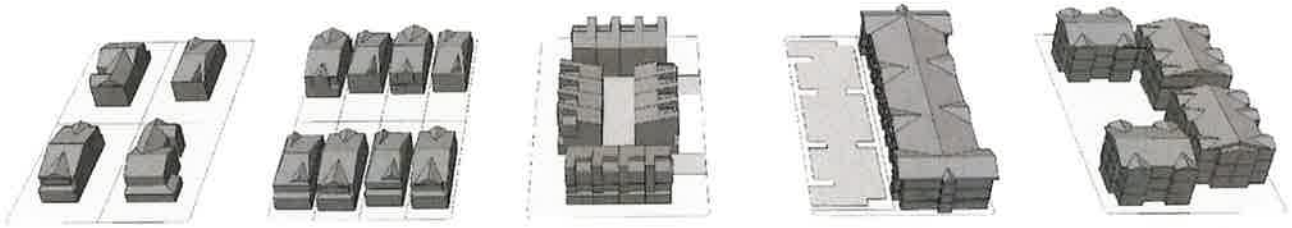
**Density.** Standards of building intensity for residential uses are stated as a range (i.e., minimum and maximum) of allowable number of dwelling units per gross acre. Residential development that is part of a mixed-use development or standalone residential development within a mixed-use overlay designation, such as the East Bidwell Corridor Overlay, Transit-Oriented Development Overlay, or Town Center Overlay, is subject to the minimum density standard, but the maximum intensity of the development is based on the maximum floor area ratio rather than maximum density. The diagram below shows various building configurations representing different density ranges. Standards of population density can be determined based on an assumption of persons per household.

**Floor Area-Ratio (FAR).** Standards of building intensity for residential mixed-use development and nonresidential uses, such as commercial, office, and industrial development, are stated as a range (i.e., minimum and maximum) of FARs. In the case of mixed-use developments that include residential uses as well as standalone residential uses in an area with a mixed-use overlay designation, the FAR includes residential building square footage, and the development must meet both minimum residential density and maximum FAR standards.

An FAR is the gross building area on a site, excluding structured parking, to the net developable area of the site. The net developable area is the total area of a site excluding portions that cannot be developed (e.g., right-of-way, public parks). A site includes all contiguous parcels that will share parking or access. For example, on a lot with 25,000 square feet of land area, a FAR of 0.50 will allow 12,500 square feet of useable building floor area to be built, regardless of the number of stories in the building (e.g., 6,250 square feet per floor on two floors or 12,500 square feet on one floor). On the same 25,000-square-foot lot, a FAR of 1.00 would allow 25,000 square feet of useable floor area, and a FAR of 2.00 would allow 50,000 square feet of useable floor area. The diagram below shows various building configurations representing FARs of 0.50, 1.00, and 2.00




While FAR provides for the overall development size and intensity, it does not specify the form or character of the building. Different interpretations of the same FAR can result in buildings of very different character and variable residential densities. The diagram below correlates the residential densities and FARs across a range of housing types. Examples of housing developments across a spectrum of FARs and residential densities are shown on page 2-5.



**4 du / ac**
**0.42 FAR**

**8 du / ac**
**0.86 FAR**

**16 du / ac**
**0.98 FAR**

**36 du / ac**
**1.27 FAR**

**60 du / ac**
**1.67 FAR**

## HOUSING DEVELOPMENT EXAMPLES

**Single Family Home**
Folsom, CA
Density 3du/ac
FAR 0.24

**Single Family McKinnley Village**
Sacramento, CA
Density 12 du/ac
FAR 0.8

**Courtyard Townhomes Mission Meridian Village**
South Pasadena, CA
Density 40 du/ac
FAR 1.65

**Legacy at Livermore**
Mixed-Use
Livermore, CA
14,000 SF Commercial
Density 55 du/ac
FAR 2.32

**Element 79 Apartments**
El Dorado Hills, CA
Density 47 du/ac
FAR 2.13

**Annex on Main Street**
100% Affordable
Roseville, CA
Density 56 du/ac
FAR 1.6

# Land Use Designations

| Table LU-1: Residential Designations | Density/Intensity Range* |
|---|---|
| **Single Family (SF)**<br>This designation provides for single-family detached homes. | 2-4 Dwelling Units per Acre |
| **Single Family High Density (SFHD)**<br>This designation provides for single-family detached homes and single-family attached homes that include duplexes, halfplexes, and zero-lot-line homes. This designation also provides for mobile home parks. | 4-7 Dwelling Units per Acre |
| **Multifamily Low Density (MLD)**<br>This designation provides for single-family and multifamily residential units, including small-lot SF detached, zero-lot-line homes, duplexes, halfplexes, townhouses, condominiums, and apartments. | 7-12 Dwelling Units per Acre |
| **Multifamily Medium Density (MMD)**<br>This designation provides for multifamily residential units, including townhouses, condominiums, and apartments. | 12-20 Dwelling Units per Acre |
| **Multifamily High Density (MHD)**<br>This designation provides for multifamily residential units in apartment buildings. | 20-30 Dwelling Units per Acre |

| Table LU-2: Commercial Designations | Density/Intensity Range* |
|---|---|
| **General Commercial (GC)**<br>This designation provides for a wide range of retail, office, lodging, and service uses. Typically, general commercial parcels accommodate power centers, lifestyle centers, and freestanding stores or offices. | FAR: 0.2-0.5 |
| **Community Commercial (CC)**<br>This designation provides for community-based retail and service uses intended to serve residential neighborhoods within the city. | FAR: 0.2-0.5 |
| **Regional Commercial Center (RCC)**<br>This designation provides for highway-oriented, large-scale regional retail, entertainment, business, lodging, and public uses. Uses in this district will serve the entire region. | FAR: 0.2-1.0 |
| **Auto-Oriented Commercial (AOC)**<br>This designation provides for vehicular sales and service. | FAR: 0.1-0.3 |

| Table LU-3: Mixed-Use Designations | Density/Intensity Range* |
|---|---|
| **Mixed-Use (MU)**<br>This designation provides for a mixture of commercial and residential uses that are mutually compatible by encouraging high-quality, innovative site design. This designation allows for multifamily housing as well as shops, restaurants, services, offices, hospitality, and other compatible uses. | 20-30 Dwelling Units per Acre<br>FAR: 0.5-1.5 |
| **Historic Folsom Mixed-Use (HF)**<br>This designation provides for a mixture of commercial and residential uses designed to preserve and enhance the historic character of Folsom's old town center. | 20-30 Dwelling Units per Acre<br>FAR: 0.5-2.0 |

| Table LU-4: Employment/Industrial Designations | Density/Intensity Range* |
|---|---|
| **Industrial/Office Park (IND)**<br>This designation provides for office, research and development, wholesale, light industrial and similar uses. Uses that support the primary uses, such as restaurants, are also allowed. | FAR: 0.2-1.2 |
| **Professional Office (PO)**<br>This designation provides for low-intensity business and professional offices that are compatible with higher-intensity residential uses. | FAR: 0.2-0.5 |

| Table LU-5: Public Designations | Density/Intensity Range* |
|---|---|
| **Public and Quasi-Public Facility (PQP)**<br>This designation supports the needs of the community by providing for governmental, civic, cultural, health, education, and infrastructure uses. | FAR: 0.2-1.0 |
| **Parks (P)**<br>The Parks land use designation provides for active and passive recreational opportunities in Folsom. | FAR: 0.0-0.1 |
| **Open Space (OS)**<br>The Open Space land use designation encompasses the preserved natural open space areas of Folsom. | FAR: 0.0-0.1 |

| Table LU-6: Overlay Designations | Density/Intensity Range* |
|---|---|
| **East Bidwell Corridor (EBC) Overlay**<br><br>This overlay designation gives property owners along the East Bidwell Corridor the flexibility to develop sites as mixed-use. It provides for a mixture of commercial and residential uses that are mutually compatible along East Bidwell Street. This designation balances existing commercial uses with future mixed-use development. This designation allows for multifamily housing as well as shops, restaurants, services, offices, and other compatible uses.<br><br>For mixed-use development that includes residential uses as well as standalone residential developments within this overlay, building intensity standards are established by minimum residential density and maximum FAR. Intensity of non-residential development is regulated by minimum and maximum FAR. | FAR: 0.2-1.5<br><br>Minimum Density: 30 du/acre |
| **Folsom Boulevard Transit-Oriented Development (TOD) Overlay**<br><br>This overlay designation allows property owners along the Folsom Boulevard corridor, anchored by Glenn and Iron Point light rail stations, to develop sites with higher intensity residential or mixed-use projects to capitalize on the proximity to high-frequency transit service. For development that includes residential uses, building intensity standards are established by minimum residential density and maximum FAR. Intensity of non-residential development is regulated by minimum and maximum FAR standards. | FAR: 0.2-2.0<br><br>Minimum Density: 30 du/acre |
| **Folsom Plan Area Specific Plan Town Center (TC) Overlay Combining District**<br><br>This overlay designation allows property owners in the Town Center district of the Folsom Plan Area to develop Multifamily High Density (MHD) and Mixed-Use (MU) zoned sites at a higher intensity to capitalize on the proximity to planned commercial centers and high-frequency transit service. For development that includes residential uses, building intensity standards are established by minimum residential density and maximum FAR. Intensity of non-residential development is regulated by minimum and maximum FAR. | FAR: 0.2-2.0<br><br>Minimum Density: 30 du/acre |

***Note:** Density or FAR calculations that result in a fractional number due to the lot size shall be rounded to the closest whole number. For example, a project site with a density of 7.5 du/ac would be rounded to a density of 8.0 du/ac while a project with a density of 7.2 du/ac would be rounded to 7 du/ac.

# General Plan Planning Area

The Planning Area is the geographic area for which the General Plan establishes policies about future urban growth, long-term agricultural activity, and natural resource conservation. State law requires each city to include in its General Plan all territory within the boundaries of the incorporated area as well as "any land outside its boundaries which in the planning agency's judgment bears relation to its planning" (California Government Code Section 65300). The Planning Area for the Folsom 2035 General Plan includes the entire city limits and approximately 5,600 acres of unincorporated land outside the city limits, as shown in Figure LU-1.

The Planning Area includes two projects that have been approved by Sacramento County: Glenborough and Easton Place. Glenborough at Easton is a 1,208-acre mixed-use community providing a variety of land uses, transportation options, employment opportunities, housing diversity, and active and passive recreational uses. The project has been approved by the County for 3,239 housing units, 699,500 square feet of commercial and office space, and 513 acres of parks and open space. The 2.6-mile, 270-acre Alder Creek open space area offers habitat for many riparian plant and animal species, as well as wildlife and trail connections to the American River Parkway system.

Easton Place consists of 183 acres centered on the existing Hazel Avenue light rail station on Folsom Boulevard. The majority of Easton Place is located within a half-mile radius of the light rail station, which will also serve as a center for local and regional bus transit service. Easton Place is a mixed-use, transit-oriented community close to Highway 50, Hazel Avenue, and Folsom Boulevard. The project has been approved by the County for 1,644 housing units, 3,527,900 square feet of commercial and office uses, and 7.5 acres of parks and open space.

Combined, Easton Place and Glenborough at Easton represent 1,391 acres, 4,883 housing units, and over 4,2 million square feet of commercial and office space. Approximately 37 percent of the combined acreage (521 acres) is devoted to parks and open space and, in addition to the Alder Creek corridor, includes 165 acres of additional open space, 60 acres of parks, a 26-acre community resource area, and over nine miles of trails. Three schools, two fire stations, one public safety center, and a library are also included, as is parallel road capacity to Highway 50.

The projects are fully entitled, including the certification of the EIR; the 404 permit has been obtained; the water supply is established and will be provided by the City of Folsom; school mitigation and park development agreements have been approved; Phase 1 improvement plans have been prepared; and the structures for CFD financing districts have been approved.

The area south of White Rock Road within the General Plan Planning Area is outside the city limits and Sphere of Influence, and within unincorporated Sacramento County. The area largely consists of grazing land, but also includes gravel quarries and a section of the Prairie City State Vehicular Recreation Area. The City is exploring potentially relocating the City Corporation Yard within this area. The Sacramento County 2030 General Plan designates this area as General Agriculture. However, the 2050 Sacramento Regional Blueprint identifies this area as “vacant urban designated land.” Given the location adjacent to Folsom City limits, the potential impacts of truck traffic from the quarries, and the proposed location of the City corporation yard, it is important that the City stay abreast of activities within this area for potential impact on the City of Folsom.

Since 1996, the City of Folsom has been in a Memorandum of Understanding (MoU) with the Local Agency Formation Commission and Sacramento County. The MoU guarantees that the City will be notified of any land use changes in the Area of Concern adjacent to the southern edge of the current Sphere of Influence, as any land use changes or other governmental actions taken by Sacramento County will impact the City of Folsom.

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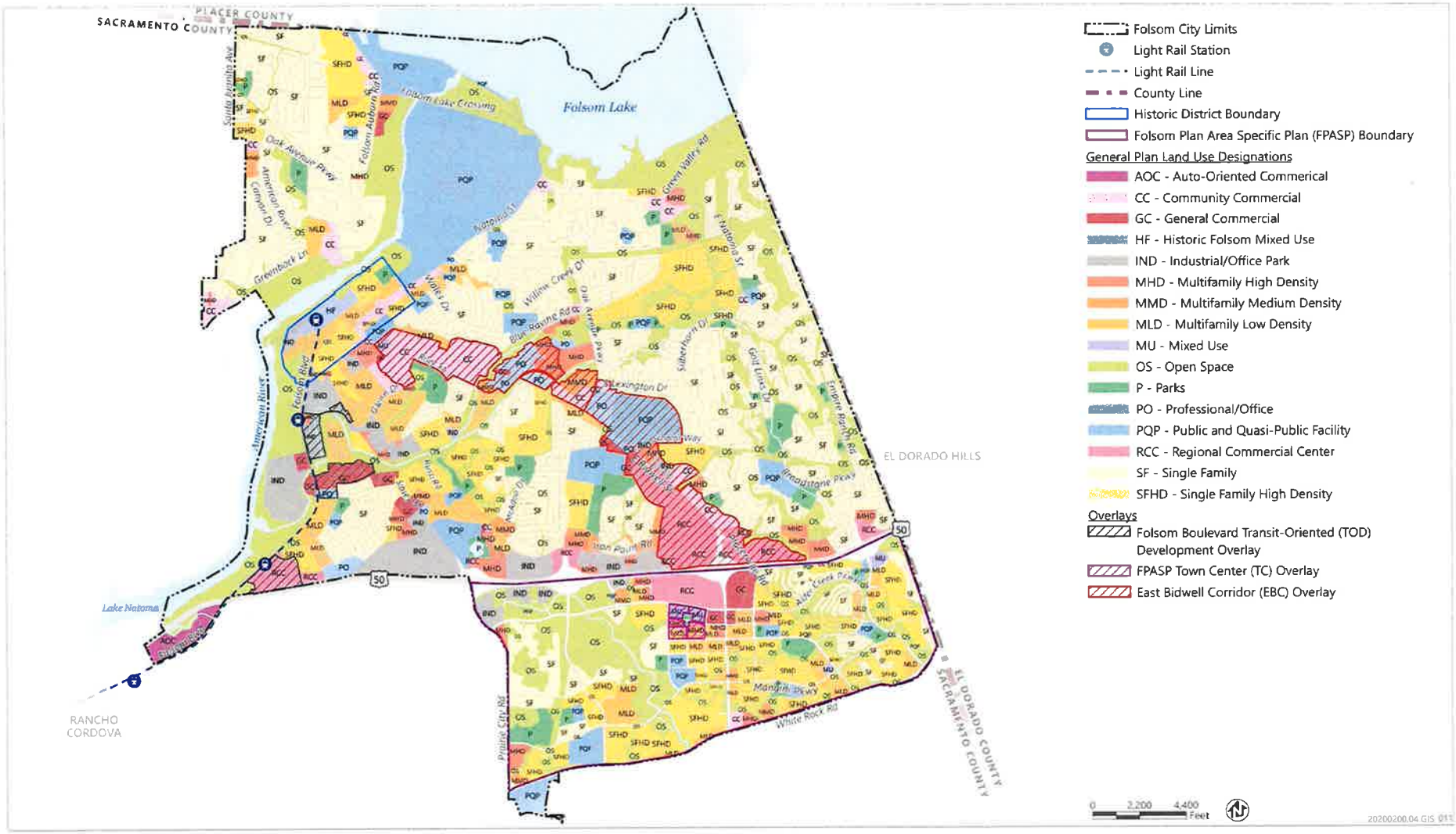
## Figure LU-1: Land Use Diagram



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# Growth and Change

Folsom has grown considerably since its founding in the 1800s and incorporation in 1946. Throughout its history Folsom's growth has led to prosperity, and policies in this section aim to continue that legacy. Some policies are continuations of successful long-standing City policies, while others are new and reflect contemporary planning practices and anticipate future challenges and opportunities.

## Goal LU 1.1

**Retain and enhance Folsom's quality of life, unique identity, and sense of community while continuing to grow and change.**

### LU 1.1.1 Zoning Ordinance

Ensure that the Folsom Zoning Ordinance is consistent with the policies and programs of the General Plan. RDR

### LU 1.1.2 Land Use Cooperation

Coordinate with Sacramento, Placer, and El Dorado Counties, as well as the Sacramento Area Council of Governments (SACOG) and Sacramento Local Agency Formation Commission (LAFCo), on land use decisions that may impact Folsom. IGC

### LU 1.1.3 Annexation and Services

Require applicants applying for annexation of lands to the city to demonstrate the financial benefit to the City. RDR

### LU 1.1.4 Sphere of Influence for Corporation Yard

Coordinate with LAFCO to revise the Sphere of Influence to permit the new corporation yard. IGC

### LU 1.1.5 Specific Plans

Require the adoption of specific plans for new growth areas. MPSP

### LU 1.1.6 Compact Development Patterns

Encourage compact development patterns that support walking, bicycling, transit usage, and more efficient use of land. MPSP

### LU 1.1.7 Concentrated Development

Allow project applicants to concentrate the proposed development on a portion of the site through the clustering of

buildings to encourage the preservation of open spaces, cultural resources, and natural features of the landscape. RDR

### LU 1.1.8 Preserve Natural Assets

Maintain the existing natural vegetation, landscape features, open space, and viewsheds in the design of new developments. RDR

### LU 1.1.9 Preserve Historic Resources

Recognize the importance of history in the City of Folsom, and preserve historic and cultural resources throughout the city, to the extent feasible. RDR

### LU 1.1.10 Network of Open Space

Ensure designated open space is connected whenever feasible with the larger community and regional network of natural systems, recreational assets, and viewsheds. SO

### LU 1.1.11 Vacant and Underutilized Sites

Monitor residential and non-residential development and make adjustments as necessary to the amount of land designated for various uses and the rate of project approvals to promote a reasonable citywide balance between new employment-generating development and housing development. MPSP

### LU 1.1.12 Infill Development

Coordinate with the real estate development community to encourage infill development in key parcels north of U.S. Highway 50. Infill development should follow these guidelines:

1. *Respect the local context.* New development should improve the character and connectivity of the neighborhoods in which it occurs. Physical design should respond to the scale and features of the surrounding community, while improving critical elements such as transparency and permeability.
2. *Work with neighbors.* Infill development requires neighborhood consultation to understand the concerns, goals, and needs of existing neighborhoods. Ensure the planning and design process provides proper avenues for neighborhood input while fulfilling the community's larger goals for walkability and compact development. JP

### LU 1.1.13 Sustainable Building Practices

Promote and, where appropriate, require sustainable building practices that incorporate a "whole system" approach to designing and constructing buildings that consume less energy, water and other resources; facilitate natural ventilation; use daylight effectively; and, are healthy, safe, comfortable, and durable. RDR

### LU 1.1.14 Promote Resiliency

Continue to collaborate with nonprofit organizations, neighborhoods groups, and other community organizations, as well as upstream, neighboring, and regional groups to effectively partner on and promote the issues relating to air quality, renewable energy systems, sustainable land use, adaptation, and the reduction of greenhouse gas (GHG) emissions. JP

### LU 1.1.15 SACOG Blueprint Principles

Strive to adhere to the Sacramento Regional Blueprint Growth Principles (see Appendix B). IGC

### LU 1.1.16 Community Engagement in the Planning Process

Engage the community in the planning process. Ensure the public has access to accurate and timely information and has convenient and meaningful ways to contribute ideas. IGC

### LU 1.1.17 Infill Below Minimum Standards

The City shall allow renovations and expansions of existing development that fall below the allowed minimum density or floor area ratio (FAR), provided that the density or FAR is not reduced. RDR

### LU 1.1.18 Interim Zoning Consistency

In areas where zoning has not been brought into conformity with the General Plan, the City shall allow property owners to develop consistent with the existing zoning if only a ministerial permit is required. For property owners requiring a discretionary permit, the City shall allow property owners to either:

(1) Develop consistent with the existing zoning, provided the City makes a finding that approval of the project would not interfere with the long-term development of the area consistent with the General Plan, or

(2) Develop under the General Plan designation, in which case the City will facilitate rezoning consistent with the General Plan. RDR

### LU 1.1.19 Development Intensity at Less than the Minimum Floor Area Ratio

The City shall permit development at less than the required minimum FAR if only a ministerial permit is required. Where a discretionary permit is required, a development with a FAR at less than the required minimum may be deemed consistent with the General Plan if the City finds that:

(1) the initial site development is being phased and an overall development plan demonstrates compliance with the FAR standard, or

(2) the use involves no building or by its nature normally conducts a substantial amount of its operations outdoors, or

(3) the use is temporary and would not interfere with long-term development of the site consistent with the FAR standard, or

(4) the building size or lot coverage is constrained beyond what is otherwise allowed by the zoning designation of the site, due to the existence of an overlay zone or because of environmental features, such as slopes or wetlands, or

(5) the site is less than one acre and the project includes commercial uses. RDR

### LU 1.1.20 General Plan Density Regulations for Mixed-Density Projects

Where a developer proposes a multi-parcel development project with more than one residential density or FAR, the City may, at the discretion of the Community Development Director, apply the applicable density or FAR range of the Specific Plan Land Use Designation to the net developable area of the entire project site rather than individual parcels within the site. Some parcels may be developed at densities/intensities that exceed the maximum allowed density/intensity of the project site's Land Use Designation, provided that the net density of the project as a whole is within the allowable range. RDR

# Urban Centers

In 2015, Folsom is a city with two distinct urban centers. Historic Folsom, the long-time heart of the city, is the first urban center. The Broadstone District, with the Palladio at the center, is a newer urban town center. Between now and 2035 the South of Highway 50 Town Center will begin construction. Folsom has other important centers of activity; the three identified here serve large, geographically-distinct areas and offer a wide range of amenities.

With three distinct centers, Folsom will have gathering places near every Folsom resident. Residents can attend an event, shop, and dine within a short walk, bike ride, or drive from their homes. Policies in this section consider this overall city structure and support and enhance urban centers. This focus on creating and enhancing urban centers reflects the broader goal of the General Plan, which is that people, and not the automobile, are at the center of Folsom's planning today.

## Historic Folsom

1. Historic Folsom; 2. Broadstone District; 3. South of Highway 50 Town Center

Historic Folsom has been a center for the city since California's Gold Rush and its compact, interconnected streets are an example of 'old urbanism.' In recent years the City has undertaken several projects to rejuvenate the district. The City built a new parking garage and refurbished a historic railroad turntable. In 2011 the City worked with area merchants to revitalize historic Sutter Street. Historic Folsom is also the final stop on the Gold Line light rail that takes passengers as far as Downtown Sacramento.

## Broadstone District

The Broadstone District is Folsom's newest shopping and entertainment district. The Palladio, a "lifestyle center" that arranges shopping, dining, and entertainment options in a walkable layout, forms the heart of the Broadstone District. The Palladio is ringed by other new shopping and dining options and as the District grows, additional offerings, connections, and housing will allow it to mature into a true mixed-use center.

## South of Highway 50 Town Center

This urban center is still in the planning stages. The Folsom Plan Area Specific Plan sets the course for development south of Highway 50 and describes the town center as a place with a mix of retail, high-density housing, and employment uses. This town center will serve as a community focal point for the entire new development south of Highway 50. In order to execute the vision of the Town Center as a thriving urban center, the TC overlay combining district allows for higher intensity development on mixed-use and high-density residential sites as shown on the Land Use Diagram.

## Goal LU 2.1

**Develop and support thriving urban centers that serve as community gathering places.**

### LU 2.1.1 Historic Folsom

Maintain the existing street fabric and pattern and enhance the tourist-oriented, historic commercial uses in the Historic Folsom commercial areas to preserve the unique character of Folsom's historic center and support local business. RDR

### LU 2.1.2 Broadstone District

Encourage a mix of uses, including an emphasis on high-density residential, and pedestrian- and bicycle-friendly street patterns in the Broadstone District to increase its functionality as a vibrant gathering place for the community. RDR

### LU 2.1.3 South of 50 Town Center

Encourage the establishment of a town center south of Highway 50 that serves as a community gathering place. The town center should be easily accessible by all modes of transportation and have a fine-grained mix of uses, including retail, service, residential, public, entertainment, and recreation uses that creates a walkable environment. RDR

# Mixed-Use Districts

Policies in this section support the development of mixed-use districts in appropriate areas, particularly along East Bidwell Street. Mixed-use districts consist of three or more different uses, including office, retail, entertainment, civic, and housing. They are nodes of activity that support walkable, urban lifestyles. Mixed-use districts provide a diversity of housing types, the kind that often attracts young, educated workers, a demographic critical to the continued economic vitality of Folsom. Empty nesters, who want to stay in their community but no longer want the maintenance or costs associated with a detached home, are attracted to mixed-use districts. Mixed-use designations give property owners additional flexibility. If they choose to redevelop their property, they can choose a range of uses to meet existing or growing market needs. Or they can maintain the existing site uses until the market demands a more diverse and intense land use.

## Goal LU 3.1

**Encourage mixed-use development projects that create vibrant, walkable districts.**

### LU 3.1.1 Mixed-Use Nodes

Encourage mixed-use development in nodes located at major intersections that include housing, open space, and offices. This development pattern should reflect best practices in mixed-use development, in contrast to strip retail developments along corridors. RDR

### LU 3.1.2 Districts and Corridors

Encourage development of diverse mixed-use districts and corridors that address different community needs and market sectors, provide a variety of housing opportunities, and create distinct and unique areas of the city. RDR

### LU 3.1.3 Mixed-Use Design

Encourage mixed-use developments to limit the number of access driveways, minimize building setbacks, and require active edges on ground floor spaces adjacent to sidewalks. RDR

### LU 3.1.4 Compatibility with Adjoining Uses

Encourage development and redevelopment of higher-density mixed-use development within districts and along corridors to be compatible with adjacent land uses, particularly residential uses. RDR

### LU 3.1.5 East Bidwell Street

Encourage new development along East Bidwell Street by creating a stronger mixed-use development pattern, both horizontal and vertical, with an emphasis on medium- and higher-density housing, while also addressing local and citywide demand for retail and services. RDR

### LU 3.1.6 Central Commercial District

Encourage development of mixed-use projects that create a walkable, vibrant district along East Bidwell Street between Coloma Street and Blue Ravine Road. RDR

Successful college districts provide housing, shopping, dining, and services uses that cater to college students.

### LU 3.1.7 Creekside District

Encourage development of a medical and assisted living district centered around Mercy Hospital Folsom and East Bidwell Street that includes a mix of uses, including medical offices, housing, and related retail and service uses. RDR

### LU 3.1.8 College District

Encourage development of a vibrant, walkable district centered around Folsom Lake College and East Bidwell Street adjacent to the Broadstone District that includes higher density residential, retail, and daily service uses for employees and residents as well as students, faculty, and staff. RDR

# Transit-Oriented Development

Transit-oriented development (TOD) is development that combines street patterns, parking management strategies, and building density to take advantage of nearby transit service. Typically, TOD works best with high-frequency transit lines such as light rail and frequent bus service. Folsom is served by Regional Transit's Gold Line light rail that connects Historic Folsom to the Sacramento Valley Station in downtown Sacramento. There are three Gold Line stations in Folsom, each with a different amount of existing surrounding development and commuter parking nearby. The Folsom Boulevard TOD overlay, as shown on the Land Use Diagram, allows for higher intensity, mixed-use and residential development along the Gold Line light rail around Glenn Station and Iron Point Station.

## Historic Folsom Station

Historic Folsom Station is at the west end of Sutter Street, the spine of the historic district. The City's corporation yard is within a quarter mile of the station, and the City is planning on vacating the site by 2035. The site south of Leidesdorff Street and north of Sutter Street is vacant. Both sites could be appropriate for transit-oriented development. The Historic District differs from the rest of Folsom, and while the policies in this section apply to all the stations, development that is appropriate at the Glenn Station or Iron Point Station might not be appropriate around the Historic Folsom Station.

## Glenn Station

Glenn Station is at the intersection of Folsom Boulevard and Glenn Drive. A park-and-ride lot and the Kikkoman Foods facility surround the east side of the station, making it a useful station for people commuting in and out of town. The State Department of Parks and Recreation and the United States Bureau of Reclamation manage the land to the west of Folsom Boulevard, including the dredge tailings that cover most of the site. The American River Bike Trail runs on the west side of the site. Any changes in this area would require close coordination with the State Department of Parks and Recreation.

## Iron Point Station

The Folsom Premium Outlets anchor the Iron Point Station. Other retail options, including a hotel and movie theater, help create a shopping and retail hub. On the northwest side of Folsom Boulevard, the American River Bike Trail weaves through the Willow Creek Recreation Area. New transit-oriented

development, particularly mixed-use development, would likely occur only if existing retail sites were redeveloped.

Folsom may also be served by new transit lines and stations in the future. A frequent bus line may be built in the area south of Highway 50. In addition, the Gold Line may be expanded to serve other areas in Folsom. Folsom has development opportunities around existing stations and possible development opportunities around future stations.

## Goal LU 4.1

**Establish transit-supported mixed-use districts near rapid transit stations that support the needs of commuters, residents, employees, business-owners, and patrons.**

### LU 4.1.1 Public/Private Partnerships

Coordinate with other public agencies and members of the business and real estate communities when supporting transit-oriented development in Folsom. IGCJP

### LU 4.1.2 Mix of Uses Near Station

Encourage new development around transit stations that mix retail with a variety of housing and employment options to transform Folsom stations into destinations that take advantage of public investment in transit. RDR

**CEQA BENEFITS PROVIDED BY SB 375**

The CEQA benefits provided by SB 375 apply to three types of projects. Below is a summary of the types of development projects eligible for these CEQA benefits, specific qualifications for each project, and the types of CEQA streamlining available to each type of project.

| Project Type | Qualifications | Streamlining Benefits |
|---|---|---|
| **Mixed Use Residential** | • At least 75% of total building square footage for residential use<br>• Consistent with the use designation, density, building intensity, and applicable policies of the SACOG MTP/SCS<br>OR<br>• A Transit Priority Project as defined below | Environmental documents are not required to reference, describe or discuss: 1) growth-inducing impacts, 2) impacts on transportation or climate change of increased car and truck VMT induced by project,.3) reduced-density alternative to project. |
| **Transit Priority Project** | • At least 50% of total building square footage for residential use OR<br>• If 26–50% of total building square footage is non-residential, a minimum FAR of 0.75<br>• Minimum net density of 20 du/acre<br>• Within 0.5 miles of major transit stop or high-quality transit corridor included in the regional transportation plan (No parcel more than 25% further, and less than 10% of units or no more than 100 units further than 0.5 miles)<br>• Consistent with the use designation, density, building intensity, and applicable policies of the SACOG MTP/SCS | Benefits described above PLUS option to review under a "Sustainable Communities Environmental Assessment"<br>• An Initial Study is prepared identifying significant or potentially significant impacts.<br>• Where the lead agency determines that cumulative impacts have been addressed and mitigated in the MTP/SCS, they will not be "considerable."<br>• Off-site alternatives do not need to be addressed.<br>• Deferential review standard – the burden of proof for legal challenge is on the petitioner/plaintiff.<br>• Traffic control/mitigation may be covered by the MTP/SCS. |
| **Sustainable Communities Project** | Everything for Transit Priority Project PLUS:<br>• Served by existing utilities<br>• Does not contain wetlands or riparian areas<br>• Does not have significant value as a wildlife habitat and does not harm any protected species<br>• Not on the Cortese List<br>• Not on developed open space<br>• No impacts to historic resources<br>• No risks from hazardous substances<br>• No wildfire, seismic, flood, public health risk<br>• 15% more energy-efficient than CA requirements and 25% more water-efficient than average for community<br>• No more than 8 acres<br>• No more than 200 units<br>• No building greater than 75,000 square feet<br>• No net loss of affordable housing<br>• Compatible with surrounding industrial uses<br>• Within 1/2-mile of rail/ferry or 1/4-mile of high quality bus line<br>• Meets minimum affordable housing requirements as prescribed in SB 375 OR in-lieu fee paid OR 5 acres of open space per 1,000 residents provided | Exempt from CEQA |

### LU 4.1.3 Maximize TOD-Related CEQA Streamlining Benefits

Assist property owners and developers interested in building high-density housing and employment within SACOG Transit Priority Areas (i.e., one-half mile of light rail stations) to maximize CEQA streamlining benefits available through SACOG's MTP/SCS. RDR

### LU 4.1.4 Restrict Auto-Oriented Uses Around Transit Stations

Restrict new auto-oriented uses (e.g., automobile repair, gas station, car wash, drive through restaurants, mini storage facilities) within one-quarter mile of light rail stations. RDR

### LU 4.1.5 Connections Between Modes

Encourage transit transfer points to be located at rapid transit stops to facilitate connections between transit modes. In addition, the City should require stations to be pedestrian- and bicycle-friendly. SO

### LU 4.1.6 Parking Management

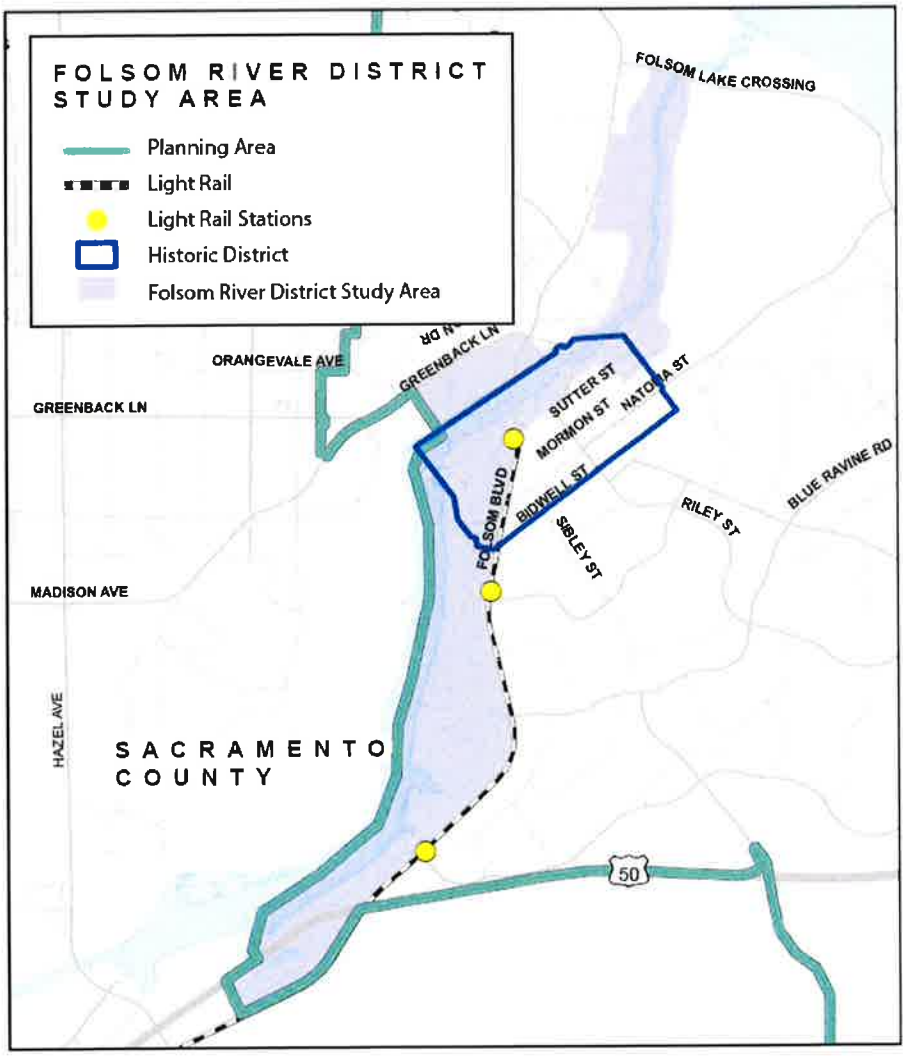
Develop long-term parking management approaches that decrease the amount of land dedicated to surface parking while maintaining parking capacity. Solutions may include parking structures, shuttles to nearby parking, shared parking, or the use of transit passes for employees and residents. SO

### LU 4.1.7 Corporation Yard Special Study

Prepare a study of the existing Folsom corporation yard site to determine the best use for the site when Folsom moves its corporation yard. MPSP

# River District

The riverfront areas of Folsom are great assets that are currently underutilized. While they offer recreational opportunities for Folsom residents, access to the river is limited. Folsom has the opportunity to make the river a more integral part of the community fabric by turning its attention to the river and increasing access. The General Plan policies in this section call for the preparation of a River District Master Plan. Much of the land surrounding the river is controlled by the California State Parks Department, so increasing access to the river will require close coordination with the State. Policies in the Parks and Recreation Element provide further guidance on the enhancement of riverfront areas and increased access for recreation.



## Goal LU 5.1

Support the appropriate enhancement of Folsom's riverfront areas for current and future residents in order to increase public access, recreational opportunities, and economic development in consultation with federal, state, and regional public land management agencies.

### LU 5.1.1 Vision for the River District

Engage the community, stakeholders, and federal, state, and regional land management agencies in establishing a vision for Folsom's River District. MPSP

### LU 5.1.2 River District Master Plan

Consider the preparation of a River District Master Plan for Folsom's riverfront area, that is based on widespread community engagement as well as coordination with the U.S. Bureau of Reclamation, California Department of Parks and Recreation, and Sacramento County Regional Parks Department. MPSP

### LU 5.1.3 Enhance Lake Natoma with Compatible Recreation Uses

Enhance the role of Lake Natoma as a place to recreate and an amenity for Folsom residents, and elevate Lake Natoma's role in supporting local and regional business and commerce, including tourism, recreation and leisure, while maintaining compatibility with the Folsom Lake State Recreation Area General Plan. Invest in strategically-located sites along the length of Lake Natoma for a diverse mix of passive and active recreation and tourism activities that are compatible with nearby land uses, historically and culturally important sites, significant habitat areas, restoration sites, and native fish and wildlife usage. MPSP

### LU 5.1.4 Honor Folsom's Heritage

The River District Master Plan should include a means of honoring and interpreting Folsom's heritage within the Historic District. MPSP

# Residential Neighborhoods

Successful and stable neighborhoods are key to Folsom's long-term prosperity and quality of life. Folsom's historic neighborhoods fan out in a grid south of Sutter Street. Most of Folsom's neighborhoods outside of the historic district were designed and developed as part of a master plan, planned unit development, or specific plan. Policies in this section provide for the protection, maintenance, and enhancement of Folsom's residential neighborhoods.

## Goal LU 6.1

**Allow for a variety of housing types and mix of uses that provide choices for Folsom residents, create complete and livable neighborhoods, and encourage walking and biking.**

### LU 6.1.1 Complete Neighborhoods

Encourage the establishment of "complete neighborhoods" that integrate schools, childcare centers, parks, shopping and employment centers, and other amenities. RDR

### LU 6.1.2 Historic Folsom Residential Areas

Preserve and protect the residential character of Historic Folsom's residential areas. RDR

### LU 6.1.3 Efficiency Through Density

Support an overall increase in average residential densities in identified urban centers and mixed-use districts. Encourage new housing types to shift from lower-density, large-lot developments to higher-density, small-lot and multifamily developments, as a means to increase energy efficiency, conserve water, reduce waste, as well as increase access to services and amenities (e.g., open space) through an emphasis of mixed uses in these higher-density developments. RDR

### LU 6.1.4 Open Space in Residential Developments

Require open space in each residential development except the following: developments located within a Specific Plan Area that has already dedicated open space, on multifamily parcels of less than 10 acres and, or parcels of less than 20 acres for single family uses surrounded by existing development. Open space includes parklands, common areas,

landscaped areas, paths and trails, and plazas. Open space does not include areas devoted to vehicle parking, streets, and landscaped streetscapes. To achieve the open space guidelines, a developer may be allowed to group the homes at smaller lot sizes around shared open space features, as long as the average gross density does not increase. RDR

### LU 6.1.5 Off-Street Parking

Require sufficient off-street parking for residents be included in the design of all residential projects. Off-street parking for guests shall be included in the design of all multifamily projects. The City shall allow for reduced parking requirements for high-density residential and mixed-use developments near transit stations. RDR

### LU 6.1.6 Senior and Convalescent Housing

Encourage the development of independent living, assisted living, and convalescent housing facilities that provide health care for seniors. Proposed facilities shall be evaluated based on the location and impacts on services and neighboring properties, and not on a density basis. Independent living facilities should be located in walkable environments to improve the health and access of residents. RDR

### LU 6.1.7 Residential Densities in Area Plans and Specific Plans

Allow residential densities within an area plan or specific plan to vary, provided that the overall dwelling unit buildout within the plan area shall not exceed that authorized by the General Plan. RDR

### LU 6.1.8 Home-Based Businesses

With issuance of a home occupation permit, allow home offices and home-based businesses that are compatible with the character of the residential unit and do not significantly impact the neighborhood. RDR

### LU 6.1.9 Religious Institutions

Require religious institutions in residential neighborhoods be designed to be compatible with the residential character of the neighborhood and include:

1. Access to the property via an arterial or collector street;
2. The screening of parking with landscaping and/or materials that will blend with surrounding natural and constructed features of the neighborhood; and
3. The shielding of adjacent residential properties from direct light and glare from the property. RDR

### LU 6.1.10 Enhanced Walking and Biking

Where volume-to-capacity analysis demonstrates that bike lanes and pedestrian improvements can be included in the public right-of-way, encourage opportunities to promote walking and biking in existing suburban neighborhoods through improvements such as:

- introducing new pedestrian and bicycle connections;
- adding bike lanes and designating and signing bike routes;
- narrowing streets where they are overly wide;
- introducing planting strips and street trees between the curb and sidewalk; or
- introducing appropriate traffic-calming improvements. RDR FB

# Commercial Centers

Commercial centers consist of office, retail, service, and entertainment uses. Folsom's commercial centers meet the needs of residents and attract shoppers from the entire region. Commercial centers create jobs for Folsom's workforce and provide critical sales tax revenue to fund the City's efforts to ensure a high quality of life for residents. Policies in this section support Folsom's commercial centers and ensure their long-term success.

## Goal LU 7.1

**Provide for a commercial base of the city to encourage a strong tax base, more jobs within the city, a greater variety of goods and services, and businesses compatible with Folsom's quality of life.**

### LU 7.1.1 Standards for Commercial Uses

Require new commercial uses to be subject to design and parking standards for:

1. The number and location of allowed curb cuts;
2. Landscaping or parking areas;
3. The location, size, number, and construction of signs; and
4. The configuration and design of commercial buildings.
5. Provision of designated, defined bicycle routes from public right-of-way to bicycle parking/pedestrian corridors. RDR

### LU 7.1.2 Enhance Vitality of Commercial Areas

Encourage development of underutilized and vacant parcels in commercial zones to improve the aesthetic appearance and enhance the vitality of commercial areas. RDR

### LU 7.1.3 Commercial Expansion

Support the expansion of Folsom's commercial sector to meet the needs of Folsom residents, employees, and visitors. RDR

### LU 7.1.4 "Strip" Commercial Uses

Prohibit new "strip" center development patterns along arterial streets. Strip centers are characterized by low-density commercial frontage with parking in front of the building and multiple access driveways. RDR

### LU 7.1.5 Open Space

Require all commercial development and commercial portions of mixed-use development to contain at least 10 percent of land area in natural, improved, or functional open space, exclusive of roadways and parking lots. Developments in mixed-use designations in the FPASP shall provide at least five percent of land area in natural, improved, or functional open space, exclusive of roadways and parking lots. RDR

### LU 7.1.6 Regional Commercial Centers

Require regional commercial centers to be located close and accessible to U.S. Highway 50, preferably near an interchange. RDR

### LU 7.1.7 Hotels

Encourage the development of hotels and related convention facilities within commercial and mixed-use districts, with an emphasis on high-quality development. MPSPRDR

# Employment/Industrial Uses

Folsom's excellent quality of life depends on a strong local economy with good paying jobs that are stable for both the existing and future economy. Supportive land use policies can help attract and retain employers. Policies in this section create a land use policy framework aimed at retaining and attracting new employers while mitigating any negative impacts of employment uses on the rest of the community.

## Goal LU 8.1

**Encourage, facilitate, and support the location of office, creative industry, technology, and industrial uses and retention of existing industry in appropriate locations.**

### LU 8.1.1 Industrial Expansion

Promote and assist in the maintenance and expansion of Folsom's employment sector in areas where services are readily available, including: adequate water, wastewater, and storm drainage facilities as well as easy access to multiple modes of transportation. RDR

### LU 8.1.2 Small-Scale Industrial

Ensure the Zoning Ordinance allows opportunities for small-scale industrial and service commercial uses (e.g., auto repair) while considering impacts on nearby residential neighborhoods. MPSP

### LU 8.1.3 Clusters

Encourage complementary businesses and businesses from the same industry to locate in Folsom. These business clusters will benefit from shared resources, a pool of skilled employees, secondary support industries, and concentrated marketing efforts. RDRMPSP

### LU 8.1.4 Adjacent Uses and Access

Discourage industrial development in locations where access conflicts with neighboring land uses. RDR

### LU 8.1.5 Transit

Encourage new employment uses to locate where they can be easily served by public transit. Transit centers should be incorporated into the project, when appropriate. RDRSO

### LU 8.1.6 Internal Circulation

Require industrial/office parks be designed with internal circulation and incorporate buffering and landscaped setbacks to minimize potential adverse impacts on adjacent land uses. RDR

# Community Design

Folsom has a strong tradition of high-quality design that establishes a unique identity. Policies in this section further solidify and advance Folsom's overall community look and feel. The policies build on Folsom's design heritage and continue to push the boundaries of good community design.

## Goal LU 9.1

**Encourage community design that results in a distinctive, high-quality built environment with a character that creates memorable places and enriches the quality of life of Folsom's residents.**

### LU 9.1.1 Combine Driveways

Encourage property owners in retail corridors to reduce the number of driveways along arterial roads. When possible, property owners should cooperate through reciprocal access and parking or similar agreements linking parking lots to minimize traffic congestion on the arterial road. RDR

### LU 9.1.2 Retail Development Design Standards

Develop, maintain, and implement design standards for retail development to ensure retail districts have well-developed landscape buffers, decorative treatments to building facades, and a variety of building heights and roof lines. RDR MPSP

### LU 9.1.3 Eliminate Large Blocks

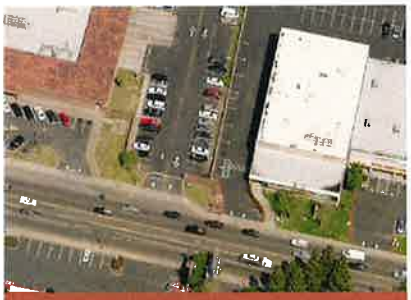
Encourage the insertion of new streets or pedestrian ways in large "super blocks" that do not have public streets bisecting them. These large blocks are common in retail corridors and can reduce pedestrian and bicycle connections to these areas. RDR

### LU 9.1.4 Gateways

Continue to establish key gateways to Folsom through landscape design, appropriately-scaled signage, building form, and historic themes to create a unique sense of place. MPSP

### LU 9.1.5 Pedestrian-Friendly Entrances

Encourage automobile-oriented business districts to provide clear and legible entry features, connected by pedestrian-friendly walkways. RDR



These two strip malls in another community have four driveways nearly adjacent to each other. This creates an unsafe and unpleasant environment for pedestrians and drivers.

### LU 9.1.6 Community Beautification

Encourage the landscaping of public rights-of-way and planting of street trees to beautify Folsom consistent with water-wise policies. SO RDR

### LU 9.1.7 District Identity

Encourage efforts to establish and promote district identities (e.g., urban centers, East Bidwell Street) through the use of signage, wayfinding signage, streetscape and building design standards, advertising, and site-specific historic themes. RDR

### LU 9.1.8 Cool Paving

Identify opportunities to use cool paving materials and consider the use of permeable pavement for streets and trails, where feasible. SO RDR

### LU 9.1.9 Passive Solar Access

Ensure, to the extent feasible, that sites, subdivisions, landscaping, and buildings are configured and designed to maximize passive solar access. RDR

Some communities use arches or highly visible signage to signify a community gateway. The Johnny Cash Bridge serves as a gateway into Folsom.

# Exhibit 2: Mobility Element Amendments

# 3 Mobility

This Element contains goals, policies, and implementation programs that ensure a safe, efficient, and convenient transportation network for Folsom residents and visitors. Folsom's transportation network is designed to serve all modes, including walking, bicycling, driving, and riding mass transit. A strong transportation road network supports local business and industry, and trails and paths provide facilities for passive recreation.

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# General Mobility

Folsom's transportation system serves both regional and local travel needs across a broad spectrum of modes. A multi-modal transportation system can relieve roadway congestion, better serve the needs of all residents, and improve the health and well-being of those who choose to walk and ride a bicycle. Folsom uses a complete streets approach to the design of its transportation facilities. Complete streets are designed with all users in mind, and may include sidewalks, bikeways, dedicated transit lanes, light rail service, and intersections with enhanced safety features for bicyclists and pedestrians. Policies in this section guide the overall provision of a balanced multi-modal system of transportation facilities and services in Folsom.

Figure M-1 shows the General Plan Circulation Diagram depicting the roadway classifications used in Folsom.

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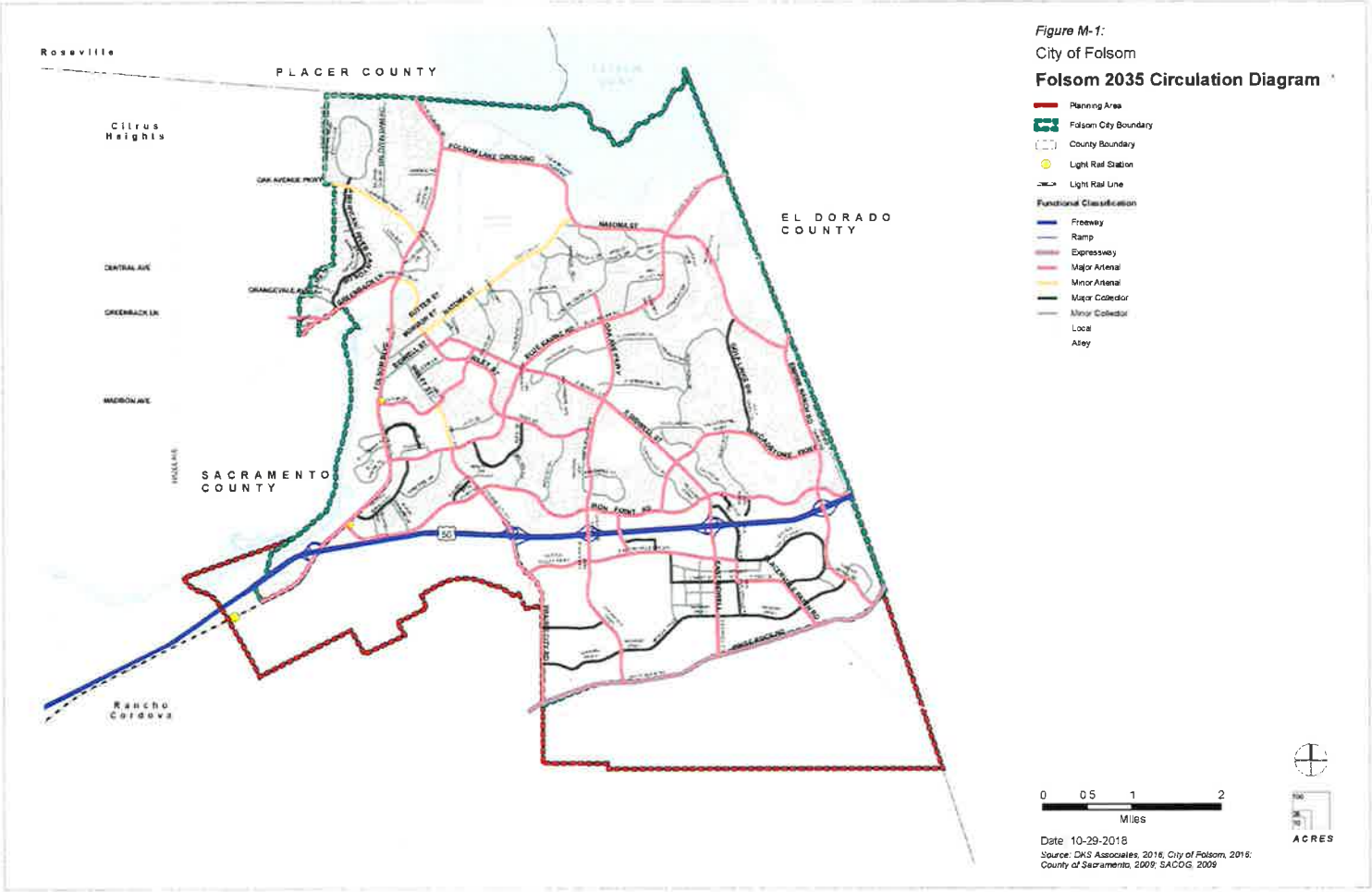
# Figure M-1: Circulation Diagram



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# Goal M 1.1

**Provide a comprehensive, integrated, and connected network of transportation facilities and services for all modes of travel that also incorporates emerging transportation technologies and services to increase transportation system efficiency.**

### M 1.1.1 Complete Streets

Develop its streets to serve the needs of all users, including bicyclists, public transit users, children, seniors, persons with disabilities, pedestrians, motorists, and movers of commercial goods. SO

### M 1.1.2 Adequate Rights-of-Way

Ensure that all new roadway projects and major reconstruction projects provide appropriate and adequate rights-of-way for all users including bicyclists, pedestrians, transit riders, and motorists, except where pedestrians and bicyclists are prohibited by law from using a given facility. Dedication and improvements of full rights-of-way shall follow City design standards by roadway classification except in existing developed areas where the City determines that such improvements are either infeasible or undesirable. Other deviations from these standards shall be permitted upon a determination that safe and adequate access and circulation are preserved by such deviations. SO

### M 1.1.3 Accessibility

Strive to ensure that all streets are safe and accessible to people with limited mobility and other disabilities. New and reconstructed facilities shall meet the requirements of the Americans with Disabilities Act. SO

### M 1.1.4 Existing Streets Retrofits

Actively pursue funding to enhance existing streets and intersections with bikeways, sidewalks, roundabouts, and exclusive transit lanes, where these facilities are designated in the Bikeway Master Plan, Pedestrian Master Plan, Transit Master Plan, or by General Plan Policy.

**What are Complete Streets?**

Complete streets are streets designed with all users in mind. There is no one single design for a complete street; complete streets are context-sensitive and respond to the needs of users at a particular location. Complete streets may include sidewalks, bike lanes, transit lanes, frequent crossings, narrow automobile lanes, median islands, curb extensions, roundabouts, and other transportation facilities. Complete streets make it easy for Folsom residents to use transportation modes other than a car, resulting in a healthier, happier city.

**What is Transportation System Management?**

Transportation system management (TSM) is a cost-effective planning tool that increases the efficiency of the transportation system by providing strategies that include: intersection improvements, freeway bottleneck reduction, and special event traffic strategies.

**M 1.1.5 Connected Neighborhoods**

Require the continuation of the street network between adjacent development projects to promote walkability and allow easier access for emergency vehicles. SO

**M 1.1.6 Intermodal Connections**

Provide connections between modes, including bicycle and pedestrian connections to transit stops, buses that can accommodate bicycles, and park-and-ride lots. SO

**M 1.1.7 Transportation System Management**

Require a transportation system management (TSM) program that applies to existing as well as future development and will ensure the assumed reduction in peak hour vehicle trips. MPSP

**M 1.1.8 Intelligent Transportation Systems (ITS) Master Plan**

Prepare, adopt, and maintain an ITS Master Plan to prioritize the deployment of technology designed to maximize the efficiency of the City's traffic signal systems. Require that all development projects incorporate ITS infrastructure where feasible and consistent with the City's adopted ITS Master Plan. SO MPSP

**M 1.1.9 Transportation Demand Management**

Develop a citywide Transportation Demand Management Program, which provides a menu of strategies and programs for developers and employers to reduce single-occupant vehicle travel in the city. MPSP

**M 1.1.10 Facilities for Emerging Technologies**

Assist in the provision of support facilities such as advanced fueling stations (e.g., electric and hydrogen) for emerging technologies. SO

**M.1.1.11 Historic Southern Pacific Rail Right-of-way**

Facilitate use of the Southern Pacific Rail right-of-way for multi-modal transportation. SO

**What are Intelligent Transportation Systems?**

Intelligent transportation systems (ITS) use technology to effectively manage traffic flows in real time and help people make smart travel choices. Many systems are already in use around the world, including traffic control centers, real-time bus and train arrival information, and real-time traffic visualizations on online applications such as Google Maps. Agencies are rapidly developing new technologies that will continue to improve transportation networks without building or widening roads.

**What is Transportation Demand Management?**

Transportation Demand Management helps people walk, bike, ride transit, and telecommute using incentives, information, and encouragement programs.

# Pedestrians and Cyclists

Policies in this section support the development of facilities designed to keep cyclists and pedestrians safe while offering a convenient way of traversing Folsom. Folsom's existing pedestrian and bicycle network, particularly its trail system, is a significant community asset that contributes to Folsom's high quality of life. A walkable, bikeable community, designed at a pedestrian scale, encourages neighborhood interaction, and allows people to safely and easily reach local destinations such as schools, parks, and local commercial areas.

## Goal M 2.1

**Maintain and expand facilities and programs that encourage people to walk and bike in safety and comfort, and support the lifestyle and amenities that Folsom residents value.**

### M 2.1.1 Active Transportation Plan

Prepare, adopt, and maintain an active transportation plan that guides the development of a pedestrian and bikeway network that links residential developments with employment centers, public open spaces, parks, schools, shopping districts, and other major destinations. MPSP

### M 2.1.2 New Sidewalks

Sidewalks shall be built along all new arterial, collector, and local roads when ultimate street improvements are installed. RDR

### M 2.1.3 Pedestrian and Bicycle Linkages in New Development

Require developers to provide a system of sidewalks, trails, and bikeways that link all land uses, provide accessibility to parks and schools, and connect to all existing or planned external street and trail facilities. RDR

### M 2.1.4 Sidewalk Network

Strive to fill gaps in the city's existing sidewalk network. SO

### M 2.1.5 Bicycle Facility Classifications

Maintain the following classification of bicycle facilities consisting of the following:

1. Class I bikeways: separated bicycle paths. These will be the preferred bikeway, whenever feasible.

2. Class II bikeways: bike lanes. These will be required in areas where on-street parking is likely to occur and in all collector and arterial streets where feasible. Such areas would be in the vicinity of apartment complexes and condominium complexes.

3. Class III bikeways: bike routes. These will be required in low-traffic areas where it is safe for bicycles to share the lane with autos and a class 1 or class 2 facility is not feasible.

4. Class IV bikeways: bicycle-only paths, or "cycle tracks." These are a version of separated bicycle paths that are designed for and limited to bicycle use only, and include a separation between bikeway and through traffic lanes. These will only be installed in special cases where right-of-way is constricted, or there is other significant need to provide a separate facility for bicycle use. SO

**M 2.1.6 Design Guidelines**

Maintain design guidelines for bicycle facilities that result in the construction of bicycle improvements that are attractive, functional, and accessible. MPSP

**M 2.1.7 Road Repair**

Consider the impact to bicycle routes when conducting any major repair, alteration, or construction of roads. Alternate routes or other accommodations should be provided as well as any upgrades to City-owned pedestrian facilities to comply with the current standards of the Americans with Disabilities Act (ADA). SO

**M 2.1.8 Bicycle Safety Education**

Provide public education on bicycle safety and encourage bicycle safety programs for cyclists and motorists. MPSP

**M 2.1.9 Bicycle Parking**

Require adequate short- and long-term bicycle parking for all land uses, except for single family and single family high-density residential uses. RDR

**M 2.1.10 Bicycle Parking at City Facilities**

Provide bicycle parking at all City parks and public facilities (e.g., library, City Hall) sufficient to accommodate anticipated demand for spaces. SO

**M 2.1.11 Trail Network**

Develop a continuous, interconnected system of trails and bikeways. SO JP

**M 2.1.12 American River Parkway**

Coordinate with Sacramento County and the California Department of Parks and Recreation to preserve, enhance, and expand bicycle trails and pedestrian paths along the American River Parkway. IGC

**M 2.1.13 Intersections**

Ensure new intersections are designed to safely accommodate pedestrians and bicyclists, along with all other transportation modes. SO

**M 2.1.14 Funding**

Identify regional, State, and Federal funding programs and attempt to secure as much funding as possible for pedestrian and bicycle facilities and programs. FB

**M 2.1.15 Safe Routes to School**

Encourage the construction of facilities and provision of programs that ensure Folsom children can walk or bike to school safely through coordination with school administration and parent organizations and participation in State and Federal grant programs. IGC

**M 2.1.16 Pedestrian and Bicycle Overpasses**

Pursue the development of pedestrian and bicycle overpasses in areas with limited connectivity, particularly to connect development north and south of Highway 50. PI

**M 2.1.17 Public Involvement**

Encourage the public to participate in the planning, design, implementation, and maintenance of pedestrian and bicycle facilities and programs. PI

# Transit

A robust transit network provides a host of community benefits. Each automobile trip replaced by a transit trip reduces wear and tear on the roads, reduces greenhouse gas emissions, and improves Folsom's air quality. Folsom needs its transit network to be a healthy, sustainable community. Folsom is currently served by Sacramento Regional Transit District (SacRT). SacRT provides Gold Line light rail service, with three stations within Folsom's city limits. The

Gold Line connects Folsom with downtown Sacramento. SacRT also operates bus routes that provide intra city transportation for Folsom residents. Policies in this section ensure that Folsom residents are well-served by public and private transportation options. This section also encourages planning efforts directed at maintaining current service levels while planning for future service growth.

**What is Hi-Bus Transit?**

"Hi-Bus" is high frequency bus service where buses travel either within a roadway right-of-way or on a separate facility that are designed to provide higher bus speeds and schedule reliability than typical local bus services. Such facilities and services are implemented in corridors with land uses that would provide significant ridership. Current (2017) study corridors for hi-bus include East Bidwell Street and Alder Creek Parkway.

## Goal M 3.1

**Support and maintain a comprehensive, safe, and integrated transit system that responds to the needs of all residents and allow frequent and convenient travel throughout the city and region.**

### M 3.1.1 Access to Public Transit

Strive to ensure that all residents have access to safe and convenient public transit options. MPSP

### M 3.1.2 Transit for Seniors and Persons with Disabilities

Provide ADA-paratransit and/or on-demand transportation for seniors and persons with disabilities. SO

### M 3.1.3 Regional Transit Connectivity

Coordinate with Sacramento Regional Transit and neighboring jurisdictions on fixed route connectivity and transfers to improve the transit system. JP

### M 3.1.4 Light Rail Double-Tracking

Coordinate with Sacramento Regional Transit on possibilities for improving light rail headways through double-tracking. JP

### M 3.1.5 Extended Light Rail Service

Coordinate with Sacramento Regional Transit on possibilities for extending light rail hours into the evening. JP

### M 3.1.6 "Hi-Bus" Transit Corridors

Require sufficient right-of-way for designated Hi-Bus transit corridors that connect to light rail stations, including the planned facility on Easton Valley Parkway, south of Highway 50. The City shall also evaluate the feasibility of Hi-Bus transit in designated "study corridors" and shall give priority to transit uses within the available right-of-way in those study corridors. The City shall coordinate with Regional Transit to provide services in the Hi-Bus corridors. MPSP

### M 3.1.7 Transit to Key Locations

Provide SacRT transit stops and associated amenities at key destinations in Folsom. SO

# Vehicular Traffic and Parking

Policies in this section provide for the needs of drivers of cars, trucks, and other vehicles on the streets that connect Folsom. These policies focus on ensuring safety and efficiency for motorists as well as community members using other transportation modes. Policies in this section also provide for convenient and appropriate vehicle parking facilities.

## Goal M 4.1

**Ensure a safe and efficient network of streets for cars and trucks, as well as provide an adequate supply of vehicle parking.**

### M 4.1.1 Road Network Hierarchy

Establish a hierarchy of roads consisting of the following:

1. Freeways or limited access highways. Such roads shall be grade separated at each intersection with another road. The major purpose of such roads is to route traffic around Folsom, with as few interruptions to the surface street system as possible. Highway 50 currently meets the definition of a freeway.
2. Expressways. Allow for moderate- to high-speed travel within the city. The purpose of an expressway is to carry cross-town traffic from other communities or between neighborhoods within the city. An expressway may contain some grade-separated intersections, but this type of road would mainly be a surface street. Expressways should be located to allow for controlled intersections spaced at one-half mile intervals or more. Only arterial and collector roads should intersect with an expressway.
3. Arterial roads (or major streets). Serve to connect neighborhoods within the city and the city with surrounding communities. Movement of people and goods, also known as "mobility," rather than access to adjacent land uses, is the primary function of an arterial street. Arterials would normally define the boundaries of neighborhoods, not provide internal access to a neighborhood. The city has two types: 1) "major arterials", which are typically divided four or six-lane roadways, and 2) "minor arterials," which are typically undivided four-lane roadways.

4. Collector (or secondary) roads. Serve to route traffic from local streets within a residential neighborhood or a commercial area to an arterial road. Collector streets would not normally serve as "through" roads for more than one area, but would typically carry higher traffic volumes than local streets. The City has two types: 1) "major collectors," which are typically two-lane roadways with center turn lanes, and 2) "minor collectors," which are typically two-lane roadways without center turn lanes.
5. Local (or tertiary) roads. Serve a portion of a neighborhood only and, together with other local roads in a neighborhood, route traffic to a collector street.

### M 4.1.2 Roadway Maintenance

Maintain roadways according to industry standards to provide for the safe travel for all users, including pedestrians, bicyclists, drivers, and transit vehicles. The City shall implement a pavement management plan that considers warmer temperatures, heat waves, and urban heat island effects in material selection, and emphasize preventative maintenance to reduce costs associated with frequent road surface replacement. SO

### M 4.1.3 Level of Service

Strive to achieve at least a traffic Level of Service "D" (or better) for local streets and roadways throughout the City. In designing transportation improvements, the City will prioritize use of smart technologies and innovative solutions, including roundabouts, that maximize efficiencies and safety. During the course of Plan buildout it may occur that temporarily higher Levels of Service result where roadway improvements have not been adequately phased as development proceeds. However, these situations will be minimized based on annual traffic studies and monitoring programs. Staff will report to the City Council at regular intervals via the Capital Improvement Program process for the Council to prioritize projects integral to achieving Level of Service D or better. SO

### M 4.1.4 Capital Southeast Connector

Support the planning and construction of the Capital Southeast Connector. IGC

### M 4.1.5 Interchange Improvements

Coordinate with Caltrans in planning for and funding freeway interchange improvements and additional interchanges (or overcrossings) along Highway 50. IGC

### M 4.1.6 Capital Improvement Program

Maintain and implement a three-year Capital Improvement Program (CIP) for road improvements. FB

### M 4.1.7 Landscape Maintenance Assessment Agreements

Require the establishment of homeowners associations or landscaping and lighting districts for new developments adjacent to arterial roads to ensure that planting strips are constructed and properly maintained. RDR

### M 4.1.8 Energy Efficiency

Use the most energy-efficient light fixtures and technology for all traffic signals, street lights, roads, intersections, and bicycle and pedestrian signals. SO

### M 4.1.9 Autonomous Vehicles

Monitor the development of autonomous vehicle technology and State and Federal regulations, actively participate in regional discussions regarding the potential effects of autonomous vehicles, and consider the local impacts of this new technology on signage, speed limits, signal timing, roadway design standards, and parking standards. SO

### M 4.1.10 Prioritization of Roundabouts

Roundabouts are prioritized as the primary form of intersection control. During the planning and design of new transportation facilities, and when retrofitting existing intersections, an engineering study shall be completed in which roundabout control is thoroughly evaluated to the satisfaction of the Public Works Director. If roundabout control is determined to provide a viable and practical solution, it shall be studied in lieu of, or in addition to, other traffic control alternatives. If other intersection controls are proposed in lieu of roundabout control, the engineering study shall demonstrate that the roundabout is physically infeasible and/or that the operations and the safety of the proposed alternative intersection are determined to achieve the same or better operations and/or offer longer-term advantages when compared to a roundabout intersection. SO

### M 4.1.11 Traffic Calming

Continue to evaluate the need for and effectiveness of traffic calming measures, including roundabouts and lane narrowing, in residential neighborhoods, as appropriate and in ways that accommodate emergency access vehicles. When considering

intersection traffic control treatments, the prioritization of roundabouts per M 4.1.10 shall govern. SO

**M 4.1.12 Local Road Safety Plan**

The City shall create, adopt, and periodically update a Local Road Safety Plan (LRSP) to assess fatal and severe traffic collisions in an effort to identify countermeasures designed to reduce the frequency or severity of such collisions. An updated LRSP is required by the State in order for local agencies to qualify for Highway Safety Improvement Program (HSIP) program. MPSP

## Goal M 4.2

**Provide and manage a balanced approach to parking that meets economic development and sustainability goals.**

**M 4.2.1 Parking**

Maintain and implement a comprehensive on- and off-street parking system that serves the needs of residents and businesses while supporting the use of multiple modes of transportation. SO

**M 4.2.2 Reduce Minimum Parking Standards**

Consider reducing parking standards for private vehicles in transit-oriented developments, mixed-use developments and developments in high-density areas over time, while increasing parking for shared vehicles, alternative energy vehicles, bicycles, and other modes of transportation. Reduced parking standards must be supported by a demand analysis that supports the reduction. RDR MPSP

**M 4.2.3 Shared Parking**

Consider the use of shared parking programs as conditions of approval in mixed use and transit-oriented neighborhoods and districts as a part of the overall parking management strategy. Shared parking may reduce the amount of parking spaces needed in new developments. RDR

**M 4.2.4 Electric Vehicle Charging Stations**

Encourage the installation of electric vehicle charging stations in parking spaces throughout the city, prioritizing installations at multi-family residential units. RDR

# Goods Movement

The movement of goods is essential to Folsom's economic prosperity. Folsom's businesses need truck access to fill their shelves, and industry needs access to bring their goods to market. Folsom is not directly connected to freight rail lines or an airport; all of Folsom's goods are moved by truck. Policies in this section balance the efficient movement of goods with the impacts associated with truck traffic.

## Goal M 5.1

**Provide an efficient system for goods movement that aids in the prosperity of industrial and commercial businesses while minimizing potentially adverse impacts to the rest of the community.**

### M 5.1.1 Efficient Goods Movement

Support infrastructure improvements and the use of technology for the efficient movement of goods and connectivity to employment centers via roads in Folsom. SO

### M 5.1.2 Off-Peak Deliveries

Encourage business owners to schedule deliveries at off-peak traffic periods in residential, commercial, or mixed-use areas. MPSP

### M 5.1.3 Truck Routes

Maintain and update its commercial truck routes map as needed to ensure the needs of businesses are met while minimizing potential adverse impacts to the rest of the community. MPSP

### M 5.1.4 STAA Truck Routes

Maintain and update its Surface Transportation Assistance Act of 1982 (STAA) truck routes map to accommodate large trucks as part of the National Network while minimizing potential adverse impacts to the rest of the community. MPSP

### M 5.1.5 Quarry Trucks

Work with the quarries in eastern Sacramento County to ensure safe and efficient routes through Folsom that do not disrupt neighborhoods and traffic patterns in the city. MPSP

# Regional Coordination

Transportation systems rarely follow jurisdictional lines, and travelers expect to be able to move smoothly from one jurisdiction to the next. Several of the critical transportation facilities in Folsom, including the Gold Line Light Rail, Highway 50, and the American River Bike Trail, are operated by another agency. The policies in this section aim to ensure a strong connection between transportation networks in the region.

## Goal M 6.1

**Maintain and increase cooperation between Folsom and neighboring jurisdictions, regional organizations, and relevant State agencies.**

### M 6.1.1 State and Regional Communication

Maintain formal and informal lines of communication between State and regional agencies to ensure cooperation in the development of transportation systems and the implementation of State and regional transportation plans. IGC

### M 6.1.2 Regional Bicycle and Pedestrian Consistency

Coordinate with SACOG to ensure SACOG's Regional Bicycle, Pedestrian, and Trails Master Plan is consistent with the City's bicycle and pedestrian planning efforts. IGC

### M 6.1.3 Support Zero- and Low-Emission Vehicle Adoption

The City shall continue to support rapid adoption of zero-emissions and low-emission vehicles by:

- installing public charging stations at City facilities,
- streamlining the permit-process for private electric vehicle charging stations (including home charging stations), and
- developing guidelines and standards for dedicated and preferential parking for zero and low-emissions vehicles (including charging stations for plug-in-electric vehicles, where necessary). IGC

# Transportation Funding

Transportation infrastructure and services require significant funding to build and maintain at a safe level. Much of the City's transportation budget comes from fees paid by real estate developers as a part of new projects. Larger projects, such as highway interchanges, require State and Federal funds. Policies in this section describe the ways Folsom can continue to fund its transportation infrastructure.

## Goal M 7.1

**Provide sufficient funding to construct, maintain, and operate transportation facilities and services needed to achieve the City's mobility goals.**

### M 7.1.1 New Development

Require new development to contribute towards the construction of offsite facilities and provision of services to achieve the City's mobility goals. RDR

### M 7.1.2 Fair Share for Transportation Infrastructure Improvements

Require all new development to dedicate rights-of-way, construct facilities, or pay its fair share for needed transportation infrastructure improvements that support all travel modes, including pedestrian, bicycle, and transit facilities, roadway improvements, and ITS and transportation demand management (TDM) programs and services. RDR

### M 7.1.3 Funding Sources

Explore additional sources of funding and support the development of a stable, dedicated funding source for all modes to provide continuing maintenance, operation, and management of the City's transportation network. FB

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# Exhibit 3: Implementation Element Amendments

# 10 Implementation

If the City's General Plan is to serve its purpose effectively, it must be reviewed, maintained, and implemented in a systematic and consistent manner. This element describes the General Plan Maintenance and Monitoring procedures and lists the General Plan's implementation programs.

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# Maintenance and Monitoring

The City of Folsom is committed to reviewing its progress in implementing the goals and policies of the General Plan at a minimum of every five years. Since many of the factors and issues that the General Plan addresses change from year to year, an annual review and reporting of implementation will help ensure the City is moving forward to achieve the Plan's vision. This review will report on the status of each specific implementation program in the General Plan and take into account the availability of new implementation tools, changes in funding sources, and feedback from Plan monitoring activities.

## General Plan Review and Update

At least once every 10 years, the City will aim to thoroughly review the General Plan and revise and update it as necessary. This review and update process will encompass the entire General Plan, including the Background Report and Policy Document goals, policies, and implementation programs.

## General Plan Amendments

As conditions and needs change, the City will need to consider proposed amendments to the General Plan. Like the adoption of the general plan itself, General Plan amendments are subject to environmental review, public notice, and hearing requirements and must not create inconsistencies with other parts of the plan. Some of these will be policy changes, while many will likely be changes to the Land Use Diagram. City staff and decision-makers will need to carefully evaluate each of the changes, not only for merit and potential impact, but also for consistency with the rest of the General Plan. State law requires that the general plan be an integrated and internally consistent set of goals, policies, standards, programs, and diagrams.

## General Plan Consistency in Implementation

To ensure City staff and decision-makers systematically implement the policies and proposals of the general plan, State law since the early 1970s has increasingly insisted that the actions and decisions of each local government concerning both its own projects and the private projects it approves are consistent with its adopted general plan. The courts have supported and furthered this trend through their interpretations of State law.

The following is a partial list of City actions that must be consistent with the General Plan:

- Master plans
- Specific plans
- Capital projects (including indirectly facility master plans)
- Development agreements
- Subdivision approvals
- Development projects

# Categories of Implementation Actions/Tools

The City of Folsom will implement the goals and policies of the General Plan through many actions and tools grouped according to the eight categories listed below. The two- to four-letter identifiers are used in Part 2 of the General Plan to indicate how each policy will be implemented. The identifiers are also used in the Specific Implementation Programs section of Part 3 to indicate the type of specific implementation program:

- Regulation and Development Review RDR
- City Master Plans, Strategies, and Programs MPSP
- Financing and Budgeting FB
- Planning Studies and Reports PSR
- City Services and Operations SO
- Inter-governmental Coordination IGC
- Joint Partnerships with the Private Sector JP
- Public Information PI

## Regulation and Development Review (RDR)

Many General Plan policies are implemented through regulations adopted by the City based on the City's "police power" to protect the public health, safety, and welfare. City ordinances also create a development review process that provides for City review of individual project proposals and authorizes the City to approve, deny, or condition projects based on their consistency with the General Plan. The following is a list of regulatory plans and ordinances commonly used to implement the General Plan:

- Master plans
- Specific plans
- Zoning ordinance
- Subdivision ordinance
- Building and other codes
- Habitat conservation plans
- California Environmental Quality Act (CEQA)
- Development review

## City Master Plans, Strategies, and Programs (MPSP)

The City has adopted many master plans, strategies, and programs focusing City attention on various types of City services and facilities, development, or geographic areas. These are prepared to provide more specific direction for City decision-makers, staff, and the public on how the General Plan will be implemented. They are not elements or components of the General Plan. The following is a list of master plans, strategies, and programs that the City has prepared or plans to prepare:

- Parks and Recreation Master Plan
- Intelligent Transportation Systems (ITS) Master Plan
- Arts and Cultural Master Plan
- Historic District Zoning Ordinance and Design and Development Guidelines
- Historic Preservation Master Plan
- Water Master Plan
- Urban Water Management Plan
- Fire Service Delivery Plan

- Emergency Operations Plan
- Multi-Hazard Mitigation Plan
- Community Wildlife Preparedness Plan
- Sanitary Sewer Management Plan
- River District Master Plan
- Active Transportation Plan
- Folsom City Zoo Sanctuary Master Plan
- Open Space Management Plan
- Folsom Plan Area Open Space Management Plan
- Parks & Recreation Facilities Renovation Master Plan
- Local Road Safety Plan

Specific implementation programs call for the annual or periodic review of many of these master plans, strategies, and programs in addition to adoption of some new master plans and strategies.

## Financing and Budgeting (FB)

The development, maintenance, and operation of public facilities such as parks and drainage facilities and the provision of City services require financial resources that are derived from various sources. Programming of City capital projects and their funding over time is outlined in the City's Capital Improvement Program, which is updated annually. The following is a list of revenue sources used by or available to the City to support development, maintenance, or operation of public facilities and services:

- Property tax revenue
- Sales tax revenue
- User fees
- Development fees
- Quimby Act (Park) dedications
- Business improvement districts
- Community facilities and special assessment districts
- Municipal bonds
- Special taxes
- County, State, and Federal funding

## Planning Studies and Reports (PSR)

The City conducts studies and produces reports to collect and evaluate information related to specific issues. These studies and reports are undertaken at the direction of the City Council as needed or are prepared annually to report on the status and implementation of the General Plan or a master plan.

## City Services and Operations (SO)

The City provides a broad range of services to its residents, businesses, and visitors, and manages and operates its facilities to meet community needs. How the City provides services and carries out its operations makes a significant difference in how effectively the General Plan is implemented.

## Inter-governmental Coordination (IGC)

The City must coordinate with numerous local, regional, State, and Federal agencies to implement the General Plan. These agencies provide services, facilities, or funding and administer regulations that directly or indirectly affect many issues addressed in the General Plan. The following is a partial list of public agencies that may play a role in implementing the General Plan:

- Local agencies such as Sacramento County; Folsom Cordova Unified School District; and special districts;
- Regional agencies such as Sacramento Local Agency Formation Commission (LAFCo); Sacramento Area Council of Governments (SACOG); Sacramento Regional Transit (SacRT); and Sacramento Placerville Transportation Corridor (SPTC-JPA);
- State agencies such as Caltrans, General Services, California Environmental Protection Agency (EPA), California Department of Parks and Recreation, California Office of Historic Preservation, and Native American Heritage Commission (NAHC); and
- Federal agencies such as U.S. Bureau of Reclamation; U.S. Fish and Wildlife Services (USFWS); U.S. Army Corps of Engineers; and Federal Emergency Management Agency (FEMA).

The City recognizes there are unique public and private partnerships. In those instances where there are public and private partnerships, it will involve both inter-governmental coordination and joint partnerships with the private sector as described in more detail below.

## Joint Partnerships with the Private Sector (JP)

The City can combine its efforts with private sector efforts to improve public service delivery, manage public sector assets, or leverage private sector investment. By expanding the role of the private sector, the City can use its technical, management, and financial resources in creative ways to achieve objectives of the General Plan.

## Public Information (PI)

The City can use a wide range of tools to keep the city's residents informed of City services or other issues of current interest. Public information can be distributed through media such as brochures, pamphlets, the City's website, workshops, seminars, public access television, radio, newspapers, public hearings, neighborhood and community meetings, and customer service hotlines.

# Implementation Programs

Specific implementation programs are listed in the following tables. Similar to the policies, each implementation program is followed by a set of letters that identifies a type of action or tool that the City will use to carry out the implementation program. Following each implementation program is a description of which policy(ies) the program implements, which City department(s) is responsible for implementation, and which department(s) will support the responsible department(s). Finally, to the right of each program is a timeline that identifies when the implementation will be completed.

The implementation program tables are organized as follows:

- Table 9-1: Land Use Implementation Programs
- Table 9-2: Mobility Implementation Programs
- Table 9-3: Economic Prosperity Implementation Programs
- Table 9-4: Natural and Cultural Resources Implementation Programs
- Table 9-5: Public Facilities and Services Implementation Programs
- Table 9-6: Parks and Recreation Implementation Programs
- Table 9-7: Safety and Noise Implementation Programs

| Table 9-1: Land Use Implementation Programs | 2018-2020 | 2021-2025 | 2026-2040 | Annual | Ongoing |
|---|---|---|---|---|---|
| **LU-1. Update the Zoning Ordinance**<br>Develop a priority list for how sections of the Folsom Zoning Ordinance and applicable guidelines will be updated consistent with the General Plan. The City shall review and update the Folsom Zoning Ordinance and applicable guidelines, consistent with the policies and diagrams of the General Plan. The update shall include developing appropriate standards to encourage mixed use within the East Bidwell Overlay area and transit-oriented development around light rail stations, including restrictions on automobile-oriented uses within one-quarter mile of light rail stations. The City shall review and update the Historic District Design and Development Guidelines. RDR PSR | X | | | | X |
| Implements Policy(ies): LU 1.1.1 | | | | | |
| Responsible Department(s) Community Development | | | | | |
| Supporting Department(s) | | | | | |
| **LU-2. Vacant and Underutilized Sites**<br>Develop and maintain a citywide database of vacant and underutilized sites to monitor the city's growth and change. The City shall prepare an annual report to the Planning Commission and City Council on the number of vacant sites and underutilized sites that were developed during the previous year. PSR PI | X | | | X | |
| Implements Policy(ies): LU 1.1.11 | | | | | |
| Responsible Department(s) Community Development | | | | | |
| Supporting Department(s) Information Systems | | | | | |
| **LU-3. Corporation Yard Special Study**<br>Develop and adopt a study of the current City of Folsom corporation yard to determine appropriate uses and projects after the City relocates the corporation yard. MPSP | | X | | | |
| Implements Policy(ies): LU 4.1.6 | | | | | |
| Responsible Department(s) Community Development | | | | | |
| Supporting Department(s) | | | | | |
| **LU-4. Property Owner Outreach on Overlay Designations**<br>Reach out to property owners within the East Bidwell Mixed Use Overlay and Transit-Oriented Development Overlay areas to explain the options available to property owners and developers in this area, and provide technical assistance, as appropriate, to facilitate development within these areas. RDR PI | X | | | | X |
| Implements Policy(ies): LU 3.1.1- 3.1.8, 4.1.1-4.1.3 | | | | | |
| Responsible Department(s) Community Development | | | | | |
| Supporting Department(s) | | | | | |

| Table 9-1: Land Use Implementation Programs | | 2018-2020 | 2021-2025 | 2026-2040 | Annual | Ongoing |
|---|---|---|---|---|---|---|
| **LU-5. River District Master Plan**<br>Prepare a River District Master Plan for Folsom's riverfront area that is based on widespread community engagement as well as coordination with the California Department of Parks and Recreation. MPSP | | X | X | | | |
| Implements Policy(ies): | LU 5.1.1-5.1.3 | | | | | |
| Responsible Department(s) | Community Development | | | | | |
| Supporting Department(s) | Parks and Recreation | | | | | |
| **LU-6 Adopt Green Building**<br>Encourage new residential and non-residential construction projects to adopt and incorporate green building features included in the CALGreen Tier 1 checklist in project designs; and, encourage projects to seek LEED rating and certification that would meet equivalent CALGreen Tier 1 standards or better. Consider future amendments to City code to adopt CALGreen Tier 1 requirements consistent with State building code. For projects subject to CEQA seeking to streamline GHG analysis consistent with the General Plan, CALGreen Tier 1 compliance would be required. | | | | | | X |
| Implements Policy(ies): | LU 1.1.13 | | | | | |
| Responsible Department(s) | Community Development | | | | | |
| Supporting Department(s) | | | | | | |
| **LU-7 Encourage Zero Net Energy**<br>Encourage Zero Net Energy (ZNE) building design for new residential and non-residential construction projects. Consider future amendments to City code to adopt ZNE requirements consistent with the State building code. For projects subject to CEQA seeking to streamline GHG analysis consistent with the general plan, achievement of ZNE would be required consistent with provisions in the State building code under California Code of Regulations, Title 24, Part 6. | | | | | | X |
| Implements Policy(ies): | LU 1.1.13 | | | | | |
| Responsible Department(s) | Community Development | | | | | |
| Supporting Department(s) | | | | | | |

| Table 9-2: Mobility Implementation Programs | 2018-2020 | 2021-2025 | 2026-2040 | Annual | Ongoing |
|---|---|---|---|---|---|
| **M-1. Transportation Demand Management** Adopt a citywide Transportation Demand Management (TDM) program that encourages residents to reduce the amount of trips taken with single-occupancy vehicles. The program shall be designed to achieve an overall 15 percent vehicle mile traveled (VMT) reduction over 2014 levels and a 20 percent reduction in City-employee commute VMT. The City shall coordinate with employers to develop a menu of incentives and encourage participation in TDM programs. MPSP | | X | | | |
| Implements Policy(ies): M 1.1.9, NCR 3.1.3 | | | | | |
| Responsible Department(s) Community Development | | | | | |
| Supporting Department(s) Public Works | | | | | |
| **M-2. Intelligent Transportation Systems (ITS) Master Plan** Adopt and periodically update an ITS Master Plan to prioritize the deployment of technology designed to maximize the efficiency of the City's traffic signal systems. Implement the ITS Master Plan that may include the following:<br>• Installing closed-circuit television (CCTV) cameras at designated traffic signals as defined in the ITS Master Plan.<br>• Collaborating with neighboring jurisdictions to develop ITS standards and specifications; participate in the Highway 50 Fiberoptic Interconnection Group (50-FIG).<br>• Deploying Dynamic Message Signs (DMS) at major decision points and key traveler information locations.<br>• Developing and maintain a Traffic Operations Center to facilitate the sharing of traffic information between City staff, the public, and neighboring agencies.<br>• Creating an ITS Operations and Maintenance Plan, including steps for replacing legacy equipment and systems. SO/MPSP | | | X | | |
| Implements Policy(ies): M 1.1.8 | | | | | |
| Responsible Department(s) Public Works | | | | | |
| Supporting Department(s) Information Systems | | | | | |
| **M-3. Electric Vehicle Charge Stations in Public Places** Develop and implement a citywide strategy to install electric vehicle charging stations in public places where people shop, dine, recreate, and gather. MPSP | | X | | | |
| Implements Policy(ies): M 1.1.10 | | | | | |
| Responsible Department(s) Community Development | | | | | |
| Supporting Department(s) Public Works | | | | | |

| Table 9-2: Mobility Implementation Programs | | 2018-2020 | 2021-2025 | 2026-2040 | Annual | Ongoing |
|---|---|---|---|---|---|---|
| **M-4. Electric Vehicle Charge Stations at City Facilities** Explore options to install electric vehicle quick charge stations at City facilities. SO | | | X | | | |
| Implements Policy(ies): | M 1.1.10 | | | | | |
| Responsible Department(s) | Public Works | | | | | |
| Supporting Department(s) | Parks and Recreation | | | | | |
| **M-5. Active Transportation Plan** Review and update the Active Transportation Plan every five years to ensure it remains current and continues to provide sound guidance in creating bicycle and pedestrian links between Folsom's destinations. MPSP | | | X | X | | |
| Implements Policy(ies): | M 2.1.1 | | | | | |
| Responsible Department(s) | Parks and Recreation | | | | | |
| Supporting Department(s) | Public Works, Community Development | | | | | |
| **M-6. Bicycle Safety Education** Continue to implement a bicycle-safety education program for cyclists and motorists. PI | | | | | | X |
| Implements Policy(ies): | M.2.1.9 | | | | | |
| Responsible Department(s) | Parks and Recreation | | | | | |
| Supporting Department(s) | Public Works, Police Department | | | | | |

| Table 9-2: Mobility Implementation Programs | 2018-2020 | 2021-2025 | 2026-2040 | Annual | Ongoing |
|---|---|---|---|---|---|
| **M-7. Bicycle and Pedestrian Improvements** | | | | | X |
| Identify regional, State, and Federal funding sources to support bicycle and pedestrian facilities and programs to improve roadways and intersections by 2035. Actions include:<br>• Require bicycle and pedestrian improvements as conditions of approval for new development on roadways and intersections serving the project. Improvements may include, but are not limited to: on-street bike lanes, traffic calming improvements such as marked crosswalks, raised intersections, median islands, tight corner radii, roundabouts, on-street parking, planter strips with street trees, chicanes, chokers, any other improvement that focuses on reducing traffic speeds and increasing bicycle and pedestrian safety. *For projects subject to CEQA seeking to streamline GHG analysis consistent with the General Plan, incorporation of applicable bicycle and pedestrian improvements into project designs or conditions of approval would be required.*<br>• Based on the most recent citywide inventory of roadways and pedestrian/bicycle facilities, identify areas of greatest need, to focus improvements on first. Areas to prioritize include roadways or intersections with a lack of safety features, street where disruption in sidewalks or bicycle lanes occurs, areas of highest vehicle traffic near commercial centers and transit facilities, where increased use of pedestrian/bicycle facilities would be most used. RDR FB | | | | | |
| Implements Policy(ies): | M 1.1.4, M 1.1.6, M 1.1.5, M 2.1.2, M 2.1.3, M 2.1.4, M 2.1.15 | | | | |
| Responsible Department(s) | Parks and Recreation, Public Works | | | | |
| Supporting Department(s) | Community Development | | | | |
| **M-8. Safe Routes to School** | | | | | X |
| Coordinate with the Folsom Cordova Unified School District to pursue Safe Routes to School grants to fund programs and projects that ensure Folsom children can walk or bike to school safely. IGC | | | | | |
| Implements Policy(ies): | M 2.1.16 | | | | |
| Responsible Department(s) | Public Works, Parks and Recreation | | | | |
| Supporting Department(s) | Community Development | | | | |

| Table 9-2: Mobility Implementation Programs | | 2018-2020 | 2021-2025 | 2026-2040 | Annual | Ongoing |
|---|---|---|---|---|---|---|
| **M-9. Capital Southeast Connector**<br>Coordinate with other members of the Capital Southeast Connector Joint Powers Authority (JPA) to ensure the connector is constructed. The City shall continue to assign a Folsom representative to the JPA board. IGC | | | | | | X |
| Implements Policy(ies): | M 4.1.4 | | | | | |
| Responsible Department(s) | Public Works | | | | | |
| Supporting Department(s) | Community Development | | | | | |
| **M-10. Parking Standards**<br>Review and update its parking standards as necessary to reduce the amount of land devoted to parking and encourage shared parking arrangements, particularly in mixed-use and transit-oriented developments. RDR | | X | | | | |
| Implements Policy(ies): | M 4.2.1, M 4.2.2, M 4.2.3, M 4.2.4 | | | | | |
| Responsible Department(s) | Community Development | | | | | |
| Supporting Department(s) | | | | | | |
| **M-11. Commercial Truck Routes**<br>Review and update its commercial truck routes map to ensure it meets the economic needs of the community and includes STAA routes. MPSP | | X | | | | |
| Implements Policy(ies): | M 5.1.3 | | | | | |
| Responsible Department(s) | Public Works | | | | | |
| Supporting Department(s) | Community Development | | | | | |
| **M-12. Quarry Truck Management Plan**<br>Maintain and implement a Quarry Truck Management Plan. MPSP | | | | | X | |
| Implements Policy(ies): | M 5.1.5 | | | | | |
| Responsible Department(s) | Public Works | | | | | |
| Supporting Department(s) | Community Development | | | | | |

| Table 9-2: Mobility Implementation Programs | 2018-2020 | 2021-2025 | 2026-2040 | Annual | Ongoing |
|---|---|---|---|---|---|
| **M-13. Local Road Safety Plan**<br>Adopt a Local Road Safety Plan, and regularly update it to include current traffic collision data. | | X | | | X |
| Implements Policy(ies): M 4.1.12 | | | | | |
| Responsible Department(s): Public Works | | | | | |
| Supporting Department(s): Community Development | | | | | |

| Table 9-3: Economic Prosperity Implementation Programs | 2018-2020 | 2021-2025 | 2026-2040 | Annual | Ongoing |
|---|---|---|---|---|---|
| **EP-1. Industry Cluster Analysis**<br>Coordinate with the Folsom Chamber of Commerce to conduct an analysis of the industry clusters that exist in Folsom and the emerging or potential clusters in Folsom. MPSP | X | | | | |
| Implements Policy(ies): EP 2.1.2 | | | | | |
| Responsible Department(s): City Manager | | | | | |
| Supporting Department(s): Community Development | | | | | |
| **EP-2. Customer Service Survey**<br>Develop and implement a customer service survey to better understand the customer service relationship between the City and business community. MPSP | X | | | | |
| Implements Policy(ies): EP 3.1.2 | | | | | |
| Responsible Department(s): City Manager | | | | | |
| Supporting Department(s): | | | | | |
| **EP-3. Folsom Accelerated Small Tenant Improvement Review (FASTIR)**<br>Continue to maintain and implement a program to help tenants obtain building permits in a timely manner, with a goal of providing building permits within one to two days. RDR | | | | | X |
| Implements Policy(ies): EP 3.1.3 | | | | | |
| Responsible Department(s): Community Development | | | | | |
| Supporting Department(s): | | | | | |

| Table 9-3: Economic Prosperity Implementation Programs | 2018-2020 | 2021-2025 | 2026-2040 | Annual | Ongoing |
|---|---|---|---|---|---|
| **EP-4. Inventory of Developable Sites**<br>Develop and maintain an inventory of developable sites to encourage the development of key new industries. MPSP | | | | | X |
| Implements Policy(ies): EP 3.2.1 | | | | | |
| Responsible Department(s): Community Development | | | | | |
| Supporting Department(s): Information Systems | | | | | |
| **EP-5. Folsom Tourism Bureau**<br>Coordinate with the Folsom Tourism Bureau on strategies to attract visitors to Folsom. The City shall invite representatives from the Folsom Tourism Bureau to regularly brief the Folsom City Council on programs and strategies. JP | | | | | X |
| Implements Policy(ies): EP 6.1.7 | | | | | |
| Responsible Department(s): City Manager | | | | | |
| Supporting Department(s): Community Development, Parks and Recreation | | | | | |

| Table 9-4: Natural and Cultural Resources Implementation Programs | 2018-2020 | 2021-2025 | 2026-2040 | Annual | Ongoing |
|---|---|---|---|---|---|
| **NCR-1. Urban Forest Plan**<br>Develop and maintain an Urban Forest Plan. MPSP | | X | | | |
| Implements Policy(ies): NCR 1.1.8 | | | | | |
| Responsible Department(s): Community Development | | | | | |
| Supporting Department(s): | | | | | |
| **NCR-2. Maintain GHG Emissions Inventory**<br>Review and update the City's GHG emissions inventory for municipal and communitywide GHG emissions every five years at a minimum. | | X | X | | |
| Implements Policy(ies): NCR 3.2.1, 3.2.2, 3.2.5 | | | | | |
| Responsible Department(s): Community Development | | | | | |
| Supporting Department(s): | | | | | |

| Table 9-4: Natural and Cultural Resources Implementation Programs | | 2018-2020 | 2021-2025 | 2026-2040 | Annual | Ongoing |
|---|---|---|---|---|---|---|
| **NCR-3. Creek Week**<br>Sponsor a citywide volunteer creek clean-up day during "Creek Week." | | | | | X | |
| Implements Policy(ies): | NCR 4.1.4 | | | | | |
| Responsible Department(s) | Parks and Recreation, Public Works | | | | | |
| Supporting Department(s) | | | | | | |
| **NCR-4. Cultural Resources Inventory**<br>Maintain and implement a cultural resource inventory to identify, evaluate, register, and protect Folsom's cultural resources. MPSP | | | | | | X |
| Implements Policy(ies): | NCR 5.1.2 | | | | | |
| Responsible Department(s) | Community Development | | | | | |
| Supporting Department(s) | Parks and Recreation | | | | | |
| **NCR-5. Historic Preservation Master Plan**<br>Maintain and implement the Historic Preservation Master Plan. MPSP | | | | | | X |
| Implements Policy(ies): | NCR 5.1.1, NCR 5.1.4 | | | | | |
| Responsible Department(s) | Community Development | | | | | |
| Supporting Department(s) | | | | | | |
| **NCR 6: Lighting Design Standards**<br>Establish consistent lighting standards for outdoor lighting of city development to reduce high-intensity nighttime lighting and glare. These standards shall be consistent with the Folsom Plan Area Specific Plan Community Design Guidelines. Additional standards shall be considered, including the use of automatic shutoffs or motion sensors for lighting features to further reduce excess nighttime light.<br>To reduce impacts associated with light and glare, the City will require the following lighting standards:<br>• Shield or screen lighting fixtures to direct the light downward and prevent light spill on adjacent properties.<br>• Place and shield or screen flood and area lighting needed for construction activities and/or security so as not to disturb adjacent residential areas and passing motorists.<br>• For public street, building, parking, and landscape lighting in residential neighborhoods, prohibit the use of light fixtures that are of unusually high intensity or brightness (e.g., harsh mercury vapor, low-pressure sodium, or fluorescent bulbs) or that blink or flash. For public parks and sports | | | X | | | |

| Table 9-4: Natural and Cultural Resources Implementation Programs | 2018-2020 | 2021-2025 | 2026-2040 | Annual | Ongoing |
|---|---|---|---|---|---|
| facilities, the City will use the best light and glare control technology feasible, along with sensitive site design.<br>• Use appropriate building materials (such as low-glare glass, low-glare building glaze or finish, neutral, earth-toned colored paint and roofing materials), shielded or screened lighting, and appropriate signage in the office/commercial areas to prevent light and glare from adversely affecting motorists on nearby roadways. | | | | | |
| Implements Policy(ies): NCR 2.1.3. | | | | | |
| Responsible Department(s) Community Development | | | | | |
| Supporting Department(s) Parks and Recreation | | | | | |
| **NCR 7: Management of Inadvertently Discovered Cultural Resources**<br>Develop a program for the management of inadvertently discovered cultural resources. The program will consist of, but will not necessarily be limited to the following standards:<br>The City will require, through permit or tentative map conditions or contractual obligations, that in the event of any inadvertent discovery of archaeological resources, all such finds will be subject to PRC 21083.2 and CEQA Guidelines 15064.5. Procedures for inadvertent discovery are listed below.<br>In the event of the inadvertent discovery of previously unknown archaeological sites during excavation or construction, all construction affecting the site shall cease and the contractor shall contact the City.<br>• All work within 100 feet of the find will be halted until a professional archaeologist can evaluate the significance of the find in accordance with NRHP and CRHR criteria.<br>• If any find is determined to be significant by the archaeologist, representatives of the City will meet with the archaeologist to determine the appropriate course of action. If necessary, a Treatment Plan will be prepared by an archeologist, outlining recovery of the resource, analysis, and reporting of the find. The Treatment Plan will be submitted to the City for review and approval prior to resuming construction. | X | | | | |
| Implements Policy(ies): NCR 5.1.4 | | | | | |
| Responsible Department(s) Community Development | | | | | |
| Supporting Department(s) Parks and Recreation | | | | | |

| Table 9-4: Natural and Cultural Resources Implementation Programs | | 2018-2020 | 2021-2025 | 2026-2040 | Annual | Ongoing |
|---|---|---|---|---|---|---|
| **NCR 8: Management of Paleontological Resources**<br>Develop a program for the management of paleontological resources. The program will consist of, but will not necessarily be limited to, the following standards and requirements: Prior to approval of a discretionary project, it shall be determined through literature review and records research, the paleontological sensitivity of the geologic units affected by the project. If paleontological resources may be present, conditions will be added to the project approval to monitor for and salvage paleontological resources during ground-disturbing activities. | | X | | | | |
| Implements Policy(ies): | NCR 5.1.4 | | | | | |
| Responsible Department(s) | Community Development | | | | | |
| Supporting Department(s) | Parks and Recreation | | | | | |
| **NCR 9: Management of Tribal Cultural Resources**<br>Should any indications of possible tribal cultural resources (TCRs), such as cultural features, unusual amounts of bone or shell, or cultural belongings be encountered during any construction activities, work shall be suspended in the vicinity of the find and the appropriate oversight agency(ies) shall be notified immediately. The appropriate oversight agency(ies) shall retain a tribal representative or Tribal Historic Preservation Officer (THPO) who shall assess the significance of the find by evaluating the resource to determine if it is a TCR as defined in Section 21074 of the Public Resources Code. If the resource is a TCR as defined in state law, and it would be subject to disturbance or destruction, the City shall consult with the THPO or their designee to determine the appropriate treatment before resuming construction activities at the TCR. | | | | | | X |
| Implements Policy(ies) | NCR 5.1.4 | | | | | |
| Responsible Department(s) | Community Development | | | | | |
| Supporting Department(s) | Parks and Recreation | | | | | |
| **NCR 10: Confidentiality of Tribal Cultural Resources**<br>Tribal cultural resources, as defined in Section 21074 of the Public Resources Code, shall be kept confidential and may not be disclosed by the City in public documents, meetings, or by other means. | | | | | | X |
| Implements Policy(ies) | NCR 5.1.4 | | | | | |
| Responsible Department(s) | Community Development | | | | | |
| Supporting Department(s) | Parks and Recreation | | | | | |

| Table 9-5: Public Facilities and Services Implementation Programs | 2018-2020 | 2021-2025 | 2026-2040 | Annual | Ongoing |
|---|---|---|---|---|---|
| **PFS-1. Capital Improvement Plan**<br>Update the Capital Improvement Plan (CIP) biannually to ensure the implementation and adequacy of the plan. MPSP FB | X | X | X | | |
| Implements Policy(ies): PFS 1.1.1 | | | | | |
| Responsible Department(s): Public Works, Finance, Parks and Recreation, Environmental & Water Resources | | | | | |
| Supporting Department(s): All Departments | | | | | |
| **PFS-2. Arts and Culture Master Plan**<br>Review and update an Arts and Cultural Master Plan every five years. As part of the Plan, prepare guidelines for plaques, signs, and other displays in public spaces to increase awareness of such cultural and historic sites and events. MPSP | X | X | X | | |
| Implements Policy(ies): PFS 1.1.2 | | | | | |
| Responsible Department(s): Parks and Recreation | | | | | |
| Supporting Department(s): Community Development | | | | | |
| **PFS-3. Public Art Guidelines**<br>Review and update every five years guidelines regarding permanent artwork in public spaces. MPSP | X | X | X | | |
| Implements Policy(ies): PFS 1.1.3 | | | | | |
| Responsible Department(s): Parks and Recreation | | | | | |
| Supporting Department(s): Community Development | | | | | |
| **PFS-4. Water Master Plan**<br>Continue to review and update the City's Water Master Plan at least every five years consistent with the land use patterns and densities/intensities provided for in the General Plan. MPSP | | X | X | | |
| Implements Policy(ies): PFS 3.1.1 | | | | | |
| Responsible Department(s): Environmental and Water Resources | | | | | |
| Supporting Department(s): Public Works | | | | | |

| Table 9-5: Public Facilities and Services Implementation Programs | | 2018-2020 | 2021-2025 | 2026-2040 | Annual | Ongoing |
|---|---|---|---|---|---|---|
| **PFS-5. Urban Water Management Plan**<br>Review and update the Urban Water Management Plan at least every five years, as required by the Urban Water Management Planning Act. MPSP | | | X | X | | |
| Implements Policy(ies): | PFS 3.1.2 | | | | | |
| Responsible Department(s) | Environmental and Water Resources | | | | | |
| Supporting Department(s) | Public Works, Parks and Recreation | | | | | |
| **PFS-6. Water Management Programs**<br>Maintain its water management programs, including its commercial water audits, large landscape irrigation audits, rebates, and education. MPSP | | | | | | X |
| Implements Policy(ies): | PFS 3.1.9 | | | | | |
| Responsible Department(s) | Environmental and Water Resources | | | | | |
| Supporting Department(s) | Parks and Recreation | | | | | |
| **PFS-7. Sanitary Sewer Management Plan**<br>Review and update Sanitary Sewer Management Plan at least every two years as required by State Water Resources Control Board's General Waste Discharge Requirement Order. MPSP | | X | X | X | | |
| Implements Policy(ies): | PFS 4.1.2 | | | | | |
| Responsible Department(s) | Public Works | | | | | |
| Supporting Department(s) | | | | | | |
| **PFS-8. Maintenance Permits**<br>Obtain State and Federal permits for maintaining all floodways and detention basins and keep these facilities free of flood obstructions. | | | | | | X |
| Implements Policy(ies): | PFS 5.1.1 | | | | | |
| Responsible Department(s) | Public Works | | | | | |
| Supporting Department(s) | | | | | | |
| **PFS-9. Fire Service Delivery Plan**<br>Review and update every three years the Fire Service Delivery Plan to define the future fire protection service needs of the city. MPSP | | | | | | X |
| Implements Policy(ies): | PFS 7.1.2 | | | | | |
| Responsible Department(s) | Fire Department | | | | | |
| Supporting Department(s) | | | | | | |

| Table 9-5: Public Facilities and Services Implementation Programs | | 2018-2020 | 2021-2025 | 2026-2040 | Annual | Ongoing |
|---|---|---|---|---|---|---|
| **PFS-10. City Energy Use Procedures**<br>Develop energy use/plug load procedures for City facilities and engage employees in the implementation process. SO | | | | | | X |
| Implements Policy(ies): | PFS 8.1.7 | | | | | |
| Responsible Department(s) | Parks and Recreation | | | | | |
| Supporting Department(s) | | | | | | |
| **PFS-11. Evaluate Automating Energy Use**<br>Systematically evaluate effectiveness of existing systems to automate energy use and implement energy conservation measures such as automatic HVAC system shutdowns, additional room lighting sensors, automatic computer shutdowns, or any other identified energy reduction opportunities. SO | | | | | | X |
| Implements Policy(ies): | PFS 8.1.7 | | | | | |
| Responsible Department(s) | Parks and Recreation | | | | | |
| Supporting Department(s) | | | | | | |
| **PFS-12. Evaluate Energy Use**<br>Evaluate facilities energy use to identify key areas where energy upgrades are needed and consider lighting retrofits, building weatherization, and mechanical/HVAC upgrades. SO | | | | | | X |
| Implements Policy(ies): | PFS 8.1.7 | | | | | |
| Responsible Department(s) | Parks and Recreation | | | | | |
| Supporting Department(s) | | | | | | |
| **PFS-13. Streetlight Retrofit**<br>Continue to retrofit streetlights with light-emitting diode (LED) fixtures for energy efficiency and reduced maintenance. SO | | | | | | X |
| Implements Policy(ies): | PFS 8.1.7 | | | | | |
| Responsible Department(s) | Public Works, Parks and Recreation | | | | | |
| Supporting Department(s) | | | | | | |

| Table 9-5: Public Facilities and Services Implementation Programs | 2018-2020 | 2021-2025 | 2026-2040 | Annual | Ongoing |
|---|---|---|---|---|---|
| **PFS-14. Energy Efficient Fleet** Continue purchasing alternative fuel/technology vehicles when replacing vehicles in existing fleet. Use high-performance renewable diesel in 100 percent of existing (2014) and future diesel on-road vehicles and convert entire on-road gasoline vehicles to electric by 2035. SO | | | | | X |
| Implements Policy(ies): PFS 8.1.8 | | | | | |
| Responsible Department(s): Public Works | | | | | |
| Supporting Department(s): Parks and Recreation, Community Development, Environmental and Water Resources | | | | | |
| **PFS-15. Reduce VMT in City Operations** Take actions to reduce vehicle miles traveled related to city operations. Potential actions may include:<br>• Install timer locks on all City owned restroom facilities – reducing the vehicle travel needed to manually lock/unlock these facilities.<br>• Revise City Design Review process so employees only need to post a notice at the site once.<br>• Allow online credit card payments for certain Community Development Permits - reducing applicant need to drive to City Hall. SO | | | | | X |
| Implements Policy(ies): PFS 8.1.8 | | | | | |
| Responsible Department(s): Public Works | | | | | |
| Supporting Department(s): Community Development, Parks and Recreation | | | | | |
| **PFS-16. PACE Program** Continue to assist in implementing the Property Assessed Clean Energy (PACE) programs to facilitate energy conservation financing in Folsom. MPSP | X | | | | |
| Implements Policy(ies): PFS 8.1.4, PFS 8.1.5, PFS 8.1.6 | | | | | |
| Responsible Department(s): Community Development | | | | | |
| Supporting Department(s): | | | | | |

| Table 9-5: Public Facilities and Services Implementation Programs | 2018-2020 | 2021-2025 | 2026-2040 | Annual | Ongoing |
|---|---|---|---|---|---|
| **PFS-17. Partnerships for Energy Conservation**<br>Work with regional partners and local energy utilities (e.g., Sacramento Municipal Utility District [SMUD] and Pacific Gas & Electric Company [PG&E]) to promote, develop, maintain, and implement energy conservation and efficiency programs. These could include residential and commercial programs that provide rebates and financing for energy efficiency upgrades to existing homes and commercial buildings, SMUD's Greenergy and carbon off-set program, photovoltaic system retrofits, and other applicable programs. IGC | | | | | X |
| Implements Policy(ies): PFS 8.1.4 | | | | | |
| Responsible Department(s): Public Works, Community Development | | | | | |
| Supporting Department(s): Parks and Recreation | | | | | |
| **PFS-18. Neighborhood Cleanup Program**<br>Collect bulky waste (e.g., lumber, furniture, tires) from Folsom residents to maintain a clean, attractive city. SO | | | | | X |
| Implements Policy(ies): PFS 9.1.1 | | | | | |
| Responsible Department(s): Public Works | | | | | |
| Supporting Department(s): | | | | | |
| **PFS-19. Recycling Containers**<br>Expand the number of recycling containers at City facilities and properties to capture more recyclables that are currently going to the landfill. SO | X | | | | |
| Implements Policy(ies): PFS 9.1.2, PFS 9.1.3 | | | | | |
| Responsible Department(s): Public Works | | | | | |
| Supporting Department(s): | | | | | |
| **PFS-20. Reduce Waste in City Facilities**<br>Reduce waste diverted to the landfill by expanding the use of automatic hand dryers in bathrooms, as well as setting printer defaults to double-sided printing. SO | X | | | | |
| Implements Policy(ies): PFS 9.1.2 | | | | | |
| Responsible Department(s): Public Works | | | | | |
| Supporting Department(s): Parks and Recreation | | | | | |

| Table 9-5: Public Facilities and Services Implementation Programs | 2018-2020 | 2021-2025 | 2026-2040 | Annual | Ongoing |
|---|---|---|---|---|---|
| **PFS-21. M.O.W.E.R. Program**<br>Provide education on composting and grasscycling to the public through the Minimizing Organic Waste with Education and Recycling (M.O.W.E.R.) program. PI | | | | | X |
| Implements Policy(ies): PFS 9.1.4 | | | | | |
| Responsible Department(s): Public Works | | | | | |
| Supporting Department(s): | | | | | |
| **PFS-22 Renewable Energy in City-Operated Buildings**<br>Strive to supplement 25 percent of City-owned building energy demand through on-site or off-site renewable energy sources. On-site sources may include solar panels or other types of renewable energy systems on rooftops or parking areas, and on-site energy storage. Off-site sources could include combinations of equivalent renewable energy generation systems, power purchase agreements, or other off-site programs offered by energy utilities (e.g., SMUD's Greenergy or SolarShares programs). | | | | | X |
| Implements Policy(ies): PFS 8.1.3 | | | | | |
| Responsible Department(s): Parks and Recreation | | | | | |
| Supporting Department(s): Public Works | | | | | |
| **PFS-23 High-Efficiency or Alternatively-Powered Water Heater Replacement Program**<br>Provide educational material and information on the City's website, as well as through the permit and building department, on the various high-efficiency and alternatively-powered water heat replacement options available to current homeowners considering water heater replacement; develop appropriate financial incentives, working with energy utilities or other partners; and, streamline the permitting process. Replacement water heaters could include high-efficiency natural gas (i.e., tankless), or other alternatively-powered water heating systems that reduce or eliminate natural gas usage such as solar water heating systems, tankless or storage electric water heaters, and electric heat pump systems. | | | | | X |
| Implements Policy(ies): PFS 8.1.9 | | | | | |
| Responsible Department(s): Community Development | | | | | |
| Supporting Department(s): Public Works | | | | | |
| **PFS-24 Energy Efficiency and Renewable Energy Retrofits and Programs**<br>Strive to increase energy efficiency and renewable energy use in existing buildings through participation in available programs. Actions include:<br>• Establish a dedicated City program with a clear intent to provide support and promote available green building and energy retrofit programs for existing buildings.<br>• Incentivize solar installation on all existing buildings that undergo major remodels or renovations, and provide permit streamlining for solar retrofit projects. | | | | | X |

| Table 9-5: Public Facilities and Services Implementation Programs | 2018-2020 | 2021-2025 | 2026-2040 | Annual | Ongoing |
|---|---|---|---|---|---|
| • Provide rebates or incentives to existing SMUD customers for enrolling in the existing Greenergy program.<br>• Provide education to property owners on low-interest financing and/or assist property owners in purchasing solar photovoltaics through low-interest loans or property tax assessments.<br>• Continue to work with SMUD and other private sector funding sources to increase solar leases or power purchase agreements (PPAs). | | | | | |
| Implements Policy(ies): PFS 8.1.3, PFS 8.1.4, PFS 8.1.5 | | | | | |
| Responsible Department(s) Community Development | | | | | |
| Supporting Department(s) Public Works | | | | | |
| **PFS-25 Zero Net Energy Development** <br>Adopt an ordinance to require ZNE for all new residential construction by 2020 and commercial construction by 2030, in coordination with State actions to phase in ZNE requirements through future triennial building code updates. | X | | X | | |
| Implements Policy(ies): NCR 3.2.3, LU 9.1.10, LU 1.1.13, LU 1.1.17 | | | | | |
| Responsible Department(s) Community Development | | | | | |
| Supporting Department(s) | | | | | |
| **PFS-26 Renewable Diesel** <br>Revise the City of Folsom's Standard Construction Specifications to require that all construction contractors use high-performance renewable diesel for both private and City construction. Phase in targets such that high-performance renewable diesel would comprise 50 percent of construction equipment diesel usage for projects covered under the specifications through 2030, and 100 percent of construction equipment diesel usage in projects covered under the specifications by 2035.<br>*For projects subject to CEQA seeking to streamline GHG analysis consistent with the General Plan, the use of high-performance renewable diesel would be required consistent with the above targets.* | | | X | | |
| Implements Policy(ies): NCR 3.2.7 | | | | | |
| Responsible Department(s) Community Development | | | | | |
| Supporting Department(s) | | | | | |

| Table 9-5: Public Facilities and Services Implementation Programs | | 2018-2020 | 2021-2025 | 2026-2040 | Annual | Ongoing |
|---|---|---|---|---|---|---|
| **PFS-27 Reduce Water Consumption in New Development** <br> Encourage water efficiency measures for new residential construction to reduce indoor and outdoor water use. Actions include: promote the use of higher efficiency measures, including: use of low-water irrigation systems, and installation of water-efficient appliances and plumbing fixtures. Measures and targets can be borrowed from the latest version of the Guide to the California Green Building Standards Code (International Code Council) <br> *For projects subject to CEQA seeking to streamline GHG analysis consistent with the general plan, compliance with CALGreen Tier 1 Water Efficiency and Conservation measures would be required.* | | | | | | X |
| Implements Policy(ies): | PFS 3.1.3, PFS 3.1.9 | | | | | |
| Responsible Department(s) | Community Development | | | | | |
| Supporting Department(s) | | | | | | |

| Table 9-6: Parks and Recreation Programs | | 2018-2020 | 2021-2025 | 2026-2040 | Annual | Ongoing |
|---|---|---|---|---|---|---|
| **PR-1. Parks and Recreation Master Plan**<br>Review and update every five years the Parks and Recreation Master Plan to carry out the goals of the General Plan and ensure that the parkland resources and recreation programs are sufficient to maintain Folsom's high quality of life. MPSP | | | X | X | | |
| Implements Policy(ies): | PR 1.1.1 | | | | | |
| Responsible Department(s) | Parks and Recreation | | | | | |
| Supporting Department(s) | | | | | | |
| **PR-2. Alternative Funding Sources**<br>Examine the feasibility of establishing alternative sources of funding for the acquisition, development, and renovation of parklands and financing for expanded recreation programs. FB | | | X | | | |
| Implements Policy(ies): | PR 1.1.16 | | | | | |
| Responsible Department(s) | Parks and Recreation | | | | | |
| Supporting Department(s) | | | | | | |
| **PR-3. Governmental Coordination**<br>Coordinate with County, State, Federal, and regional agencies to achieve the goals and policies of the Parks and Recreation Element, including improved public access to the riverfront area for recreation. IGC | | | | | | X |
| Implements Policy(ies): | PR 4.1.1-4.1.5 | | | | | |
| Responsible Department(s) | Parks and Recreation | | | | | |
| Supporting Department(s) | Community Development | | | | | |
| **PR-4. Recreation Activity Guide**<br>Maintain and implement an activity guide for recreation programs, leagues, and special events at a minimum of two times per year. PI | | | | | | X |
| Implements Policy(ies): | PR 3.1.3 | | | | | |
| Responsible Department(s) | Parks and Recreation | | | | | |
| Supporting Department(s) | | | | | | |

| Table 9-7: Safety and Noise Implementation Programs | | 2018-2020 | 2021-2025 | 2026-2040 | Annual | Ongoing |
|---|---|---|---|---|---|---|
| **SN-1. Adopt a Noise Reduction Program**<br>Adopt a citywide noise reduction program to reduce traffic noise levels along roadways where significant increases in traffic noise levels are expected to occur. The program shall include, but shall not be limited to, the following specific elements for noise abatement consideration where reasonable and feasible:<br>• Noise barrier retrofits;<br>• Truck usage restrictions;<br>• Reduction of speed limits;<br>• Use of quieter paving materials;<br>• Building façade sound insulation;<br>• Traffic calming;<br>• Additional enforcement of speed limits and exhaust noise laws; and<br>• Signal timing. | | | X | | | |
| Implements Policy(ies): | SN 6.1.1, SN 6.1.2, SN 6.1.4 | | | | | |
| Responsible Department(s) | Community Development | | | | | |
| Supporting Department(s) | Public Works, Police Department | | | | | |
| **SN-2. Emergency Operations Plan**<br>Review and update every five years the emergency operations plan, which addresses medical care, escape routes, mutual aid agreements, temporary housing and communications. MPSP | | X | X | | | |
| Implements Policy(ies): | SN 1.1.1 | | | | | |
| Responsible Department(s) | Police Department, Fire Department | | | | | |
| Supporting Department(s) | All Departments | | | | | |
| **SN-3. Community Emergency Response Team**<br>Support the Community Emergency Response Team (CERT) program to prepare residents in the event of a disaster. MPSP | | | | | | X |
| Implements Policy(ies): | SN 1.1.2 | | | | | |
| Responsible Department(s) | Police Department, Fire Department | | | | | |
| Supporting Department(s) | | | | | | |

| Table 9-7: Safety and Noise Implementation Programs | 2018-2020 | 2021-2025 | 2026-2040 | Annual | Ongoing |
|---|---|---|---|---|---|
| **SN-4. Multi-Hazard Mitigation Plan**<br>Review and update every five years the on-going hazard assessment as part of the Sacramento County Multi-Hazard Mitigation Plan. MPSP | | | | | X |
| Implements Policy(ies): SN 1.1.4 | | | | | |
| Responsible Department(s) Public Works | | | | | |
| Supporting Department(s) | | | | | |
| **SN-5. Community Wildfire Preparedness Plan**<br>Review and update every five years the Community Wildfire Preparedness Plan (CWPP) to help reduce the risk of catastrophic wildfires in the community. MPSP | | | | | X |
| Implements Policy(ies): SN 4.1.3 | | | | | |
| Responsible Department(s) Fire Department | | | | | |
| Supporting Department(s) Parks and Recreation | | | | | |
| **SN-6. Hazardous Materials**<br>Maintain a hazardous materials program that ensures residents and businesses dispose of hazardous materials properly. The program should allow residents and businesses to schedule pick up of their hazardous materials by the City and educate residents on what the City considers hazardous waste. MPSP | | | | | X |
| Implements Policy(ies): SN 5.1.1, SN 5.1.2, SN 5.1.3 | | | | | |
| Responsible Department(s) Public Works | | | | | |
| Supporting Department(s) | | | | | |
| **SN-7. Reduce Aircraft Noise**<br>Continue to collaborate with Sacramento County to reduce noise levels from air traffic in Folsom. IGC | | | | | X |
| Implements Policy(ies): SN 6.1.6 | | | | | |
| Responsible Department(s) Community Development | | | | | |
| Supporting Department(s) | | | | | |

| Table 9-7: Safety and Noise Implementation Programs | | 2018-2020 | 2021-2025 | 2026-2040 | Annual | Ongoing |
|---|---|---|---|---|---|---|
| **SN-8. Review Evacuation Plan and Routes**<br>Analyze the capacity, safety, and viability of the City's evacuation routes under a range of emergency scenarios annually, as part of the annual review of the City's Emergency Operations Plan. MPSP | | | | | X | |
| Implements Policy(ies): | SN 1.1.2 | | | | | |
| Responsible Department(s) | Community Development | | | | | |
| Supporting Department(s) | Folsom Fire Department, Police Department, Public Works | | | | | |
| **SN-9. Update Stormwater and Flood Standards**<br>Review and update, as needed, the City's Design and Procedures Manuals and Improvement Standards to address the increased intensity, duration, and frequency of future flood events. MPSP RDR | | | X | | | |
| Implements Policy(ies): | SN 3.1.6 | | | | | |
| Responsible Department(s) | Community Development | | | | | |
| Supporting Department(s) | Public Works | | | | | |
| **SN-10. Conduct Outreach on Wildfire Smoke Protection**<br>Conduct outreach to educate all residents including vulnerable populations (e.g., youth and seniors) with strategies to protect themselves and their homes from the increased impacts from wildfire smoke. PI | | | | X | | |
| Implements Policy(ies): | SN 4.1.5 | | | | | |
| Responsible Department(s) | Folsom Fire Department, Police Department | | | | | |
| Supporting Department(s) | | | | | | |
| **SN-11. Upgrade Existing Heat Sensitive Infrastructure**<br>Upgrade existing heat-sensitive infrastructure (e.g., roadways, bridges) in the city to withstand the future intensity and frequency of extreme heat events. SO FB | | | | X | | |
| Implements Policy(ies): | SN 7.1.1 | | | | | |
| Responsible Department(s) | Public Works, Environmental and Water Resources Department | | | | | |
| Supporting Department(s) | | | | | | |

| Table 9-7: Safety and Noise Implementation Programs | 2018-2020 | 2021-2025 | 2026-2040 | Annual | Ongoing |
|---|---|---|---|---|---|
| **SN-12. Update Design Standards**<br>Review and update, as needed, relevant climate-related design standards (e.g., heating and cooling) and building code requirements to ensure development can withstand future extreme heat events. RDR | | X | | | |
| Implements Policy(ies): SN 7.1.1 | | | | | |
| Responsible Department(s): Community Development, Public Works | | | | | |
| Supporting Department(s): | | | | | |
| **SN-13. Coordinate with Regional Agencies**<br>Coordinate with regional service providers including Sacramento Municipal Utility District and Sacramento Regional Transit District to implement infrastructure updates for systems outside the City's jurisdiction to prepare for climate change impacts (e.g., extreme heat, larger storm events). IGC | | | X | | |
| Implements Policy(ies): SN 7.1.1 | | | | | |
| Responsible Department(s): Public Works | | | | | |
| Supporting Department(s): | | | | | |
| **SN-14. Implement a Cool City Strategy**<br>Develop and implement a Cool City Strategy, in coordination with the Sacramento Metropolitan Air Quality Management District, to reduce the impacts of the Urban Heat Island effect. The strategy shall include various measures including increasing the urban tree canopy and use of cool roofs and cool pavements as well as increasing green space in the city. MPSP IGC | | X | | | |
| Implements Policy(ies): SN 7.1.2 | | | | | |
| Responsible Department(s): Community Development, Public Works | | | | | |
| Supporting Department(s): Parks and Recreation | | | | | |
| **SN-15. Conduct Educational Outreach on Extreme Heat Events**<br>Implement an education and outreach program to relevant businesses and institutions such as residential care facilities and schools to help protect vulnerable populations from the increasing intensity of extreme heat events. PI | | | | | X |
| Implements Policy(ies): SN 7.1.3 | | | | | |
| Responsible Department(s): Folsom Fire Department, Police Department | | | | | |
| Supporting Department(s): | | | | | |

| Table 9-7: Safety and Noise Implementation Programs | | 2018-2020 | 2021-2025 | 2026-2040 | Annual | Ongoing |
|---|---|---|---|---|---|---|
| **SN-16. Promote Cost Benefits of Reducing Electricity Use**<br>Work with the Sacramento Municipal Utility District (SMUD) to promote and help educate residents about SMUD's time-of-day energy rates and the cost benefits of reducing electricity use during peak demand periods. IGC PI | | | X | | | |
| Implements Policy(ies): | SN 7.1.4 | | | | | |
| Responsible Department(s) | Community Development | | | | | |
| Supporting Department(s) | | | | | | |
| **SN-17. Construction Noise Reduction**<br>The City shall require the following measures shall be implemented and specified on subsequent project building plans for development north of Highway 50 within 560 feet of sensitive land uses to ensure construction noise does not exceed 80 dBA at the nearest receptors:<br>• To the extent feasible, alternative construction processes that generate lower noise levels shall be selected.<br>• Construction equipment staging areas shall be located at the farthest distance feasible from nearby sensitive land uses<br>• For projects with pile driving, with approval and supervision of a qualified structural engineer, pile holes shall be predrilled to minimize the number of pile hammer drives necessary to seat piles, where feasible. Alternative to impact hammers, such as oscillating or rotating pile installation systems shall be used where feasible.<br>• Effective pile driving noise control may be achieved by utilizing pile driving shrouds that acoustically shield the pile hammer point of impact, placing resilient padding on top of the pile, and by reducing exhaust noise with sound absorbing mufflers.<br>• Post visible signs along the perimeter of the construction site that disclose construction times and duration, as well as a contact number for a noise complaint and enforcement manager. | | | | | | X |
| Implements Policy(ies): | SN 6.1.2 | | | | | |
| Responsible Department(s) | Community Development | | | | | |
| Supporting Department(s) | | | | | | |

| Table 9-7: Safety and Noise Implementation Programs | 2018-2020 | 2021-2025 | 2026-2040 | Annual | Ongoing |
|---|---|---|---|---|---|
| **SN-18: Construction Vibration Reduction**<br><br>The City shall require project applicants with projects that involve pile-driving activities within 96 feet of any building and vibratory rollers located within 26 feet of any building to develop a vibration control plan. The plan shall consider all potential vibration-inducing activities that would occur within the distance parameters described above and include various measures, setback distances, precautions, monitoring programs, and alternative methods to traditional pile-driving or other vibration intensive activities with the potential to result in structural damage. The following vibration control measures (or other equally effective measures approved by the City) shall be induced in the plan:<br><br>• To prevent structural damage, minimum setback requirements for different types of ground vibration-producing activities (e.g., pile driving, vibratory roller) for the purpose of preventing damage to nearby structures shall be established based on the proposed pile-driving activities and locations, once determine.<br>• All vibration-inducing activity within the distance parameters described above shall be monitored and documented for ground vibration noise and vibration noise levels at the nearest sensitive land use and associated recorded data submitted to the City of Folsom so as not to exceed the recommended FTA vibration damage levels.<br>• Alternatives to traditional pile driving (e.g., sonic pile driving, jetting, cast-in-place or auger cast piles, non-displacement piles, pile cushioning, torque or hydraulic piles) shall be considered and implemented where feasible to reduce vibration levels.<br>• Limit to pile-driving activities to the daytime hours between 7:00 a.m. and 6:00 p.m. Monday through Friday and between 8:00 a.m. and 5:00 p.m. on Saturday and Sunday.<br>• Predrill pile holes to the maximum feasible depth to reduce the number of blows required to seat a pile.<br>• Operate all vibration inducing impact equipment as far away from vibration-sensitive sites as reasonably possible.<br>• Phase pile-driving and high-impact activities so as not to occur simultaneously with other construction activities, to the extent feasible. The total vibration level produced could be significantly less when each vibration source is operated at separate times. | | | | | |
| Implements Policy(ies): SN 6.1.8 | | | | | X |
| Responsible Department(s) Community Development | | | | | |
| Supporting Department(s) | | | | | |

| Table 9-7: Safety and Noise Implementation Programs | 2018-2020 | 2021-2025 | 2026-2040 | Annual | Ongoing |
|---|---|---|---|---|---|
| **SN-19: Heating, Ventilation, and Cooling Noise Reduction**<br><br>The City shall require an acoustical assessment to be prepared as part of subsequent land use development associated with development if an HVAC would be located within 55 feet of a sensitive receptor. The acoustical assessment shall evaluate the potential operational noise impacts attributed to HVAC noise. The acoustical assessment shall be completed by a qualified acoustical consultant that shall verify that the chosen mechanical equipment for individual development projects would not exceed 45 dBA at the nearest sensitive receptor, in accordance with City of Folsom noise standards. Where the acoustical analysis determines that noise levels would exceed applicable City noise standards, noise reduction measures shall be identified and included in the subsequent project. Nosie reduction measures may include, but are not limited to:<br><br>• Selecting equipment with noise specifications that do not exceed the 45 dBA HVAC noise standard at the nearest noise-sensitive receptor.<br><br>• Identifying the equipment's noise screening distance, ensuring that noise levels attenuate to below the 45 dBA HVAC noise standard at the nearest sensitive receptor, and installing the equipment at a distance no less than the screening distance.<br><br>• Employing noise dampening techniques such as solid enclosures or parapets walls to block the line-of-sight between the noise source and the noise-sensitive receptors. Blocking the line of sight with a solid barrier or enclosure would reduce noise levels by at least 5 dBA. | | | | | |
| Implements Policy(ies): | SN 6.1.3 | | | | |
| Responsible Department(s) | Community Development | | | | |
| Supporting Department(s) | | | | | |

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# ATTACHMENT 3

## A Resolution of the City Council of the City of Folsom Amending the Folsom Plan Area Specific Plan as it Relates to the Increased Residential Capacity Project and Related Actions

# RESOLUTION NO. 11252

## A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF FOLSOM AMENDING THE FOLSOM PLAN AREA SPECIFIC PLAN AS IT RELATES TO THE INCREASED RESIDENTIAL CAPACITY PROJECT AND RELATED ACTIONS

**WHEREAS,** the Planning Commission on July 24, 2024, held a public hearing on proposed General Plan Amendment as it relates to the City of Folsom 2035 General Plan Amendments for the Increased Residential Capacity Project ("Project"), considered public comments, and based on the information and analysis provided determined that the project is consistent with the goals, policies, and objectives of the City of Folsom General Plan; and

**WHEREAS,** the proposed Project implements General Plan Housing Element Program H-2 to increase housing capacity for mixed-use, multi-family, and affordable development in three targeted areas of the city: the East Bidwell Street corridor, the transit priority areas around the Glenn and Iron Point light rail stations, and the Folsom Plan Area, particularly the Folsom Town Center, south of Highway 50; and

**WHEREAS,** the proposed Project amends the Folsom Plan Area Specific Plan to a) increase the residential development capacity of specified sites in the Folsom Plan Area, especially the Town Center; b) change the specific plan land use and zoning designations of specified sites in the Folsom Plan Area to allow for additional multi-family and mixed-use development; and c) revise the specific plan Circulation Section to include a roundabout prioritization policy; and

**WHEREAS,** the proposed Project complies with the requirements of Government Code Section 65352.3 in that the City of Folsom has consulted with all tribes requesting consultation on the Project; and

**WHEREAS**, a Subsequent Environmental Impact Report has been prepared for the Project in accordance with the California Environmental Quality Act (CEQA), with the City as the lead agency; and

**WHEREAS**, a public scoping meeting to receive comments regarding the issues to be covered in the Draft SEIR was held on August 23, 2023, and the Draft SEIR for Project was circulated for public review from April 22, 2024 to June 6, 2024 pursuant to CEQA; and

**WHEREAS**, the City accepted verbal and written comments on the Draft SEIR and provided written responses in the Final SEIR to the comments received during the comment period referenced above for the Draft SEIR; and

**WHEREAS**, the Final SEIR for the Project was released on July 17, 2024; and

**WHEREAS**, the Planning Commission, at its regular meeting on July 24, 2024 considered the Final SEIR at a duly noticed public hearing prescribed by law, and recommended that the City Council certify the Final SEIR (including Findings of Fact) and approve the Project; and

**WHEREAS**, all notices have been given at the time and in the manner required by State Law and City Code; and

**WHEREAS**, following review and consideration of the Final SEIR for the Project, the City Council adopted Resolution No. 11250 on August 27, 2024 and certified the Final SEIR for the Project, and said Resolution, Findings of Fact are incorporated herein by reference; and

**WHEREAS**, the City Council has reviewed and considered the Project and associated proposed Folsom Plan Area Specific Plan Amendments referenced above, and once adopted, will amend the Folsom Plan Area Specific Plan.

**NOW, THEREFORE, BE IT RESOLVED** by the City Council of the City of Folsom that:

1. The above referenced recitals are true and correct and incorporated herein by reference.

2. If any section, subsection, clause, phrase, or portion of this Resolution is for any reason held to be invalid or unconstitutional by the decision of any court of competent jurisdiction, such decision shall not affect the validity of the remaining portions of this Resolution. The City Council hereby declares that it would have adopted this Resolution and each section, subsection, sentence, clause, phrase or portion thereof, irrespective of the fact that any one or more sections, subsections, clauses, phrases or portions be declared invalid or unconstitutional.

**BE IT FURTHER RESOLVED** that the amendments to the Folsom Plan Area Specific Plan, as summarized in Exhibit 1 attached hereto and as shown in Exhibit 2 attached hereto, are hereby approved with the following findings:

## GENERAL FINDINGS

A. NOTICE OF HEARING HAS BEEN GIVEN AT THE TIME AND IN THE MANNER REQUIRED BY STATE LAW AND CITY CODE.

B. THE PROPOSED SPECIFIC PLAN AMENDMENTS ARE CONSISTENT WITH THE GOALS, POLICIES AND OBJECTIVES OF THE FOLSOM 2035 GENERAL PLAN, AS AMENDED.

C. THE PROPOSED SPECIFIC PLAN AMENDMENTS COMPLY WITH THE REQUIREMENT OF THE GOVERNMENT CODE SECTION 65352.3 IN THAT THE CITY OF FOLSOM HAS CONSULTED WITH ALL TRIBES REQUESTING CONSULTATION ON THE PROPOSED PROJECT.

## CEQA FINDINGS

D. THE CITY, AS LEAD AGENCY, PREVIOUSLY CERTIFIED AN ENVIRONMENTAL

IMPACT REPORT AND ENVIRONMENTAL IMPACT STATEMENT FOR THE FOLSOM PLAN AREA SPECIFIC PLAN ON JUNE 28, 2011.

E. THE CITY, AS LEAD AGENCY, ALSO PREVIOUSLY CERTIFIED AN ENVIRONMENTAL IMPACT REPORT FOR THE FOLSOM 2035 GENERAL PLAN ON AUGUST 28, 2018.

F. A FINAL SUBSEQUENT ENVIRONMENTAL IMPACT REPORT HAS BEEN PREPARED FOR THE PROJECT IN ACCORDANCE WITH CEQA, AND IMPLEMENTATION OF THE PROJECT WITH PROPOSED MITIGATION WOULD NOT RESULT IN ANY NEW SIGNIFICANT AND UNAVOIDABLE IMPACTS OR A SUBSTANTIALLY MORE SEVERE FINDING FOR AN IMPACT THAT WAS DETERMINED TO BE SIGNIFICANT AND UNAVOIDABLE IN THE 2035 GENERAL PLAN ENVIRONMENTAL IMPACT REPORT OR THE FOLSOM PLAN AREA SPECIFIC PLAN ENVIRONMENTAL IMPACT STATEMENT/ ENVIRONMENTAL IMPACT REPORT

G. THE CITY COUNCIL HAS CONSIDERED THE FINAL SUBSEQUENT ENVIRONMENTAL IMPACT REPORT BEFORE MAKING A DECISION REGARDING THE PROJECT.

H. THE FINAL SUBSEQUENT ENVIRONMENTAL IMPACT REPORT REFLECTS THE INDEPENDENT JUDGEMENT AND ANALYSIS OF THE CITY OF FOLSOM.

I. THE CITY COUNCIL HAS CONSIDERED THE FINAL SUBSEQUENT ENVIRONMENTAL IMPACT REPORT PREPARED FOR THE CITY OF FOLSOM 2035 GENERAL PLAN AMENDMENTS FOR INCREASED RESIDENTIAL CAPACITY PROJECT AND RELATED ACTIONS INCLUDING AMENDMENTS TO THE FOLSOM PLAN AREA SPECIFIC PLAN, AND FINDS THAT THE PROJECT WILL NOT CAUSE ADVERSE ENVIRONMENTAL IMPACTS WHICH HAVE NOT BEEN MITIGATED TO AN ACCEPTABLE LEVEL.

J. THE CITY COUNCIL FINDS THAT THERE ARE PROJECT BENEFITS GIVEN THAT THE PROJECT FURTHERS THE GENERAL PLAN GOALS AND POLICES AS WELL AS THOSE OF THE CITY'S 2021-2029 HOUSING ELEMENT, AND ON THAT BASIS, THE CITY COUNCIL CERTIFIED THE FINAL SUBSEQUENT ENVIRONMENTAL IMPACT REPORT PREPARED FOR THE CITY OF FOLSOM 2035 GENERAL PLAN AMENDMENTS FOR INCREASED RESIDENTIAL CAPACITY PROJECT, ADOPTED FINDINGS OF FACTS, AND ADOPTED A MITIGATION MONITORING AND REPORTING PROGRAM FOR THE CITY OF FOLSOM 2035 GENERAL PLAN AMENDMENTS FOR INCREASED RESIDENTIAL CAPACITY PROJECT.

K. THE LOCATION AND CUSTODIAN OF THE DOCUMENTS AND ALL MATERIALS

CONSTITUTING THE RECORDS OF THE PROCEEDINGS ARE IDENTIFIED AS FOLLOWS: COMMUNITY DEVELOPMENT DEPARTMENT, CITY OF FOLSOM, 50 NATOMA STREET, FOLSOM, CA 95630 AND ARE AVAILABLE ON THE CITY'S WEBSITE AT: www.folsom.ca.us/housingstudy.

**SPECIFIC PLAN AMENDMENT FINDINGS**

A. THE PROPOSED AMENDMENTS TO THE FOLSOM PLAN AREA SPECIFIC PLAN ARE IN THE PUBLIC INTEREST SINCE THE PROJECT DESIGNATES MORE LAND FOR HOUSING OPPORTUNITIES ESPECIALLY FOR THE CITY'S WORKFORCE AND LOWER-INCOME RESIDENTS.

B. THE PROPOSED FOLSOM PLAN AREA SPECIFIC PLAN AMENDMENTS ARE CONSISTENT WITH THE GOALS, POLICIES, AND OBJECTIVES OF THE FOLSOM 2035 GENERAL PLAN, AS AMENDED.

C. THE PROPOSED FOLSOM PLAN AREA SPECIFIC PLAN LAND USE AMENDMENT IMPLEMENTS GENERAL PLAN HOUSING ELEMENT PROGRAM H-2 TO CREATE ADDITIONAL LOWER-INCOME HOUSING CAPACITY.

D. THE PROPOSED FOLSOM PLAN AREA SPECIFIC PLAN AMENDMENTS WILL NOT RESULT IN A NET LOSS OF RESIDENTIAL CAPACITY.

**Exhibits**
Exhibit 1: Summary of Proposed Folsom Plan Area Specific Plan Amendments
Exhibit 2: Folsom Plan Area Specific Plan Amendments (*On file with the Community Development Department and available online at* www.folsom.ca.us/housingstudy )

**PASSED AND ADOPTED** this 27th day of August, 2024, by the following roll-call vote:

**AYES:** Councilmember(s):
**NOES:** Councilmember(s):
**ABSENT:** Councilmember(s):
**ABSTAIN:** Councilmember(s):

Michael D. Kozlowski, MAYOR

ATTEST:

Christa Freemantle, CITY CLERK

# Exhibit 1

Summary of Proposed Folsom Plan Area Specific Plan Amendments

CITY OF FOLSOM
DISTINCTIVE BY NATURE

# CITY OF FOLSOM
# SUMMARY OF REVISIONS

## Proposed Amendments to Folsom Plan Area Specific Plan

| Page No. | Section/ Document Location | Description of Change | Reason for Change |
|---|---|---|---|
| **Global Changes** | | | |
| | Multiple | **Bolded text** that references another section of the document. | Document Navigation |
| | Multiple | Made minor non-substantive edits/corrections to text. | Clean Up and/or Clarify |
| | Multiple | Removed duplicative information and outdated exhibits and maps. | Clean Up |
| | Multiple | Removed references that cap the total number of Plan Area dwelling units to 11,461. | Project Related |
| | 4 – Land Use | Removed references to specific unit/square footage allocations in the text and replaced with references to the allocations specified in Table 4.2 – Land Use Summary and Table 4.3 – Parcel Summary. | Clean Up |
| | 4 – Land Use | Removed or consolidated figures with redundant or outdated information:<br>• Old Figure 4-2 – Removed<br>• Old Figures 4-4 and 4-5 – Consolidated | Project Related<br><br>Clean Up |
| | Multiple | Updated maps and figures throughout to be consistent with proposed land use changes. | Project Related |
| **1 Introduction** | | | |
| Pages 1-5 & 1-6 | 1.3 Project History | Updated Table 1.1 -FPASP Approvals Summary Table | Update |
| 2 Setting | | | |

| Page No. | Section/ Document Location | Description of Change | Reason for Change |
|---|---|---|---|
| Page 2-3 | 2.5 Existing Ownership | Removed this section. | Not Relevant |
| **4 Land Use** | | | |
| Page 4-4 | 4.2 Land Use Objectives and Policies – Policy 4.6 | Edited language in Policy 4.6:<br>As established by the FPASP, the total number of dwelling units for the Plan Area is ~~11,461 and the total commercial square footage is 2,788,844~~ **shall not exceed that which is allocated in Table 4.2 Land Use Summary Table.** The number of units within individual residential land use parcels may vary, so long as the number of dwelling units falls within the allowable density range for a particular land use designation. For purposes of CEQA compliance for discretionary projects, the combination of the total maximum number of residential units and commercial square footage analyzed in the Folsom Plan Area Specific Plan Environmental Report/Environmental Impact Statement (SCH#200092051) shall not be exceeded without requiring further CEQA compliance. | Project Related |
| Page 4-4 | 4.2 Land Use Objectives and Policies – Policy 4.7 | Edited language in Policy 4.7:<br>Transfer of dwelling units is permitted between residential parcels, or the residential component of SP-RC and SP-GC parcels, as long as 1) the maximum density within each land use designation is not exceeded, unless the land use designation is revised by a specific plan amendment, and 2) the total number of Plan Area dwelling units ~~does not exceed 11,461~~ **is not exceeded.** | Project Related |
| Page 4-4 | 4.2 Land Use Objectives and Policies – Policy 4.9a | Added new Policy 4.9a:<br>**Where a developer proposes a multi-parcel development project with more than one residential density or FAR, the City may, at the discretion of the Community Development Director, apply the applicable density or FAR range of the Specific Plan Land Use Designation to the net developable area of the entire project site rather than individual parcels within the site. Some parcels may be developed at densities/intensities that exceed the maximum allowed density/intensity of the project site's Land Use Designation, provided that the net density of the project as a whole is within the allowable range.** | Project Related |

| Page No. | Section/ Document Location | Description of Change | Reason for Change |
|---|---|---|---|
| Page 4-6 | 4.2 Land Use Objectives and Policies – Policy 4.24 | Policy 4.24:<br>All Public/Quasi-Public sites shown in Figure 4.~~3~~**2** – Specific Plan Land Use ~~Designations~~ may be relocated or abandoned as a minor administrative modification of the FPASP. The land use designation of the vacated site or sites will revert to the lowest density adjacent residential land use. In no event shall the maximum number of Plan Area dwelling units ~~exceed 11,461~~ and the total commercial building area ~~exceed 2,788,884 square feet~~ **allocated in this Specific Plan be exceeded**. For purposes of CEQA compliance for discretionary projects, the combination of the total maximum number of residential units and commercial square footage analyzed in the Folsom Plan Area Specific Plan Environmental Impact Report/Environmental Impact Statement SCH#200809205) shall not be exceeded without requiring further CEQA compliance. | Project Related |
| Page 4-9 | Specific Plan Zoning in Section 4 | Removed Figure 4.2 showing specific plan zoning designation | Project Related |
| Pages 4-7, 4-11 | Figure 4.1, 4.2 | Updated Figures 4.1 (General Plan – Land Use) and 4.2 (Specific Plan Land Use) to reflect amendments to the General Plan/Specific Plan designations to the following parcels: 2 (~~IND/OP~~ **MHD**), 15 (~~CC~~ **MHD**), 76 (~~MLD~~ **MMD**), 233 (~~GC~~ **MU**) | Project Related |

<table>
<tr><th>Page No.</th><th>Section/ Document Location</th><th>Description of Change</th><th>Reason for Change</th></tr>
<tr><td>Page 4-12</td><td>Table 4.2 Land Use Summary</td><td>Amended Table 4.2 to update unit and acreage allocations to land use designations based on previously approved administrative changes as well as proposed amendments to the allocations/designations to the following parcels:
<table>
<tr><th>Parcel</th><th>Designation</th><th>Change in Unit Allocation</th><th>Change in Commercial Square Footage</th></tr>
<tr><td>2</td><td><s>IND/OP</s> MHD</td><td>+400</td><td>-137,214</td></tr>
<tr><td>11</td><td>MMD</td><td>+5</td><td>-</td></tr>
<tr><td>15</td><td><s>CC</s> MHD</td><td>+320</td><td>-142,659</td></tr>
<tr><td>16</td><td>MHD</td><td>-6</td><td>-</td></tr>
<tr><td>60</td><td>MHD</td><td>+78</td><td>-</td></tr>
<tr><td>63</td><td>MLD</td><td>+8</td><td>-</td></tr>
<tr><td>64</td><td>MHD</td><td>+39</td><td>-</td></tr>
<tr><td>68</td><td>MMD</td><td>-16</td><td>-</td></tr>
<tr><td>74</td><td>MU</td><td>+309</td><td>+21,667</td></tr>
<tr><td>76</td><td><s>MLD</s> MMD</td><td>+111</td><td>-</td></tr>
<tr><td>144</td><td>MMD</td><td>+21</td><td>-</td></tr>
<tr><td>156</td><td>MLD</td><td>+3</td><td>-</td></tr>
<tr><td>157</td><td>MMD</td><td>+20</td><td>-</td></tr>
<tr><td>158</td><td>MU</td><td>+277</td><td>+6,440</td></tr>
<tr><td>160A</td><td>MHD</td><td>+47</td><td>-</td></tr>
<tr><td>160B</td><td>MLD</td><td>+16</td><td>-</td></tr>
<tr><td>233</td><td><s>GC</s> MU</td><td>+250</td><td>-</td></tr>
</table>
Added footnotes #14 and #16 to reference new Policy 4.9A and amendments to the Town Center overlay density and development standards:<br>
14. Allocation of units in excess of the maximum density of a parcel can only be achieved as part of a multi-parcel development project pursuant to Policy 4.9A, or through use of the State Density Bonus program.<br><br>
16. Within the Town Center District, higher densities and FAR are required. Refer to Tables 5.1 and 5.4 herein.</td><td>Project Related</td></tr>
</table>

<table>
<tr><th>Page No.</th><th>Section/ Document Location</th><th>Description of Change</th><th>Reason for Change</th></tr>
<tr><td>Pages 4-25 through 4-29</td><td>Table 4.3 Parcel Summary</td><td>Amended Table 4.3 to reflect amendments to the following parcels:
<table>
<tr><th>Parcel</th><th>Designation</th><th>Change in Unit Allocation</th><th>Change in Commercial Square Footage</th></tr>
<tr><td>2</td><td><s>IND/OP</s> MHD</td><td>+400</td><td>-137,214</td></tr>
<tr><td>11</td><td>MMD</td><td>+5</td><td>-</td></tr>
<tr><td>15</td><td><s>CC</s> MHD</td><td>+320</td><td>-142,659</td></tr>
<tr><td>16</td><td>MHD</td><td>-6</td><td>-</td></tr>
<tr><td>60</td><td>MHD</td><td>+78</td><td>-</td></tr>
<tr><td>63</td><td>MLD</td><td>+8</td><td>-</td></tr>
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<tr><td>160B</td><td>MLD</td><td>+16</td><td>-</td></tr>
<tr><td>233</td><td><s>GC</s> MU</td><td>+250</td><td>-</td></tr>
<tr><td>Total</td><td></td><td><s>11,461</s></td><td><s>2,788,844</s></td></tr>
</table>
Added the following footnotes:<br>
5. Overall totals include 35 du in SP-SF and 4,702 GFS not allocated to any specific parcel.<br>
6. Refer to Table 4.2 Land Use Summary for mor information.<br>
7. Allocation of units in excess of the maximum density of a parcel can only be achieved as a part of multi-parcel development project pursuant to Policy 4.9A, or through use of the State Density Bonus Program.<br>
8. PD = Planned Development District<br>
9. TCD = Town Center District</td><td>Project Related<br><br>Clean Up</td></tr>
<tr><td colspan="4">5 Housing Strategies</td></tr>
<tr><td>Pages 5-9 through 5-11</td><td>5.7 Residential Sites Inventory</td><td>Amended Tables 5.1, 5.2, 5.3, and 5.4 to reflect changes to allocated units and density consistent with revised allocations shown in amendments to Table 4.3.<br><br>Removed all parcel specific text, as same substantive information can be found in Tables 5.1, 5.2, 5.3, and 5.4.</td><td>Project Related<br><br>Clean Up</td></tr>
</table>

| Page No. | Section/ Document Location | Description of Change | Reason for Change |
|---|---|---|---|
| Page 5-9 | 5.7 Residential Sites Inventory | Added footnotes to Table 5.1 – Inventory of Multi-family High Density (SP-MHD, SP-GC, SP-RC) Sites:<br>1. 377 SP-MHD dwelling units on a minimum of 14.8 acres shall be provided on Parcels 61, 77, 78, and/or 85A. Refer to Tables 4.2 and 4.3 for more detail.<br>2. Allocation units in excess of the maximum density of a parcel can only be achieved as a part of a multi-parcel development project pursuant to Policy 4.9A, or through use of the State Density Bonus program.<br>3. Refer to Appendix A SP-MHD Development Standards for density/intensity standards for MHD development within the Town Center Overlay District. | Project Related |

| Page No. | Section/ Document Location | Description of Change | Reason for Change |
|---|---|---|---|
| Page 5-11 | 5.7 Residential Sites Inventory | Amended text in the description of Mixed-Use (SP-MU) section:<br>Several sites are designated Mixed Use in the Plan Area (refer to Figure 4.2 – Specific Plan Land Use & Figure 5.1 – Housing Sites Inventory). The Mixed Use sites are envisioned as either vertical or horizontal mixes of commercial, office, civic, and residential uses that do not draw definitive boundaries for each use. The intent of this land use is to encourage innovative design without the constraints of traditional single-use zoning. ~~The Mixed-Use designation allows for a maximum residential density of 30 units per gross acre in order to meet the state minimum density requirement of 30 Du/Ac to qualify as potential affordable housing sites for very low and low income households.~~ **For mixed-use sites, the density ranges from 9 du/ac up to 30 du/ac. However, parcels located within the Town Center overlay zone (Parcels 74 and 158) are subject to a minimum density requirement of 30 du/ac with no maximum density. Within the Town Center, mixed-use parcels are subject to a maximum FAR of 2.0. This is to encourage higher intensity development near the Town Center and to help meet the Housing Element requirement for sites with densities at or above 30 du/ac to support affordable housing development.**<br><br>For determining allocated dwelling units, Table 4.2 – Land Use Summary assumes that all Mixed Use sites will be developed with a mix of residential and commercial uses ~~and the residential density will average 20 Du/Ac.~~ It is possible however, that a Mixed Use site could be developed with one or more high-density residential buildings in combination with individual commercial buildings on a single Mixed Use site. ~~In such cases, the residential building could achieve densities greater than 20 Du/Ac.~~ However, for determining the number of potential housing units, all Mixed Use sites will be calculated as depicted in Table 5.4 – Inventory of Mixed-Use Sites. The Mixed Use sites can potentially provide units of rental and/or for sale housing. | Project Related |
| Page 5-13 | Figure 5.1 Housing Site Inventory | Amended Figure 5.1 to reflect amendments to parcel land use designations. | Project Related |
| **6 Town Center** | | | |
| Page 6-1 | Introduction | Added text stating that development of parcels within the Town Center Overlay shall comply with the Folsom Objective Design and Development Standards for Multi-Family and Mixed-Use. | Project Related |
| Page 6-21 | Parking Guidelines | Added guideline stating that vehicular parking space requirements may be reduced in areas close to transit. | Project Related |

| Page No. | Section/ Document Location | Description of Change | Reason for Change |
|---|---|---|---|
| **7 Circulation** | | | |
| Page 7-5 | Figure 7.1 Circulation | Amended legend to allow for traffic signal or **roundabout** at intersections | Project Related |
| Page 7-7 | 7.3 Roadway Classifications | Amended text of Policy 7.7:<br>Traffic calming measures shall be utilized, where appropriate, to minimize neighborhood cut-through traffic and excessive speeds in residential neighborhoods. Roundabouts and traffic circles shall be considered ~~on low volume neighborhood streets~~ as an alternative to four-way stops or where traffic signals will be required at project build-out. Traffic calming features included in the City of Folsom's Neighborhood Traffic Management Program Guidelines (NTMP) may also be utilized in the Plan Area. | Project Related |
| Page 7-9 | 7.3 Roadway Classifications | Added new policy 7.8B:<br>**Roundabouts are prioritized as the primary form of intersection control. During the planning and design of new transportation facilities, and when retrofitting existing intersections, an engineering study shall be completed in which roundabout control is thoroughly evaluated to the satisfaction of the Public Works Director. If roundabout control is determined to provide a viable and practical solution, it shall be studied in lieu of, or in addition to, other traffic control alternatives. If other intersection controls are proposed in lieu of roundabout control, the engineering study shall demonstrate that the roundabout is physically infeasible and/or that the operations and the safety of the proposed alternative intersection are determined to achieve the same or better operations and/or offer longer-term advantages when compared to a roundabout intersection.** | Project Related |
| **8 Open Space** | | | |
| Page 8-3 | Figure 8.1 Open Space | Figure 8.1 was moved from page 8-3 to page 8-9 and relabeled as Figure 8.4<br><br>Added:<br>1. **30' Wide Natural Parkways contribute to Measure W Open Space.** | Clean Up |
| **9 Parks** | | | |
| Page 9-5 | Figure 9.1 Parks | Figure 9.1 was moved from page 9-5 to page 9-9. | Clean Up |
| Pages 9-1 to 9-10 | Section 9 - Parks | Removed all parcel specific text pertaining to neighborhood parks and local parks, as same substantive information can be found in Table 9.4 – Park Land Provided (Quimby). | Clean Up |

| Page No. | Section/ Document Location | Description of Change | Reason for Change |
|---|---|---|---|
| **11 Public Facilities** | | | |
| Page 11-4 | 11.3 Public Schools | Added the following language:<br>**Several Elementary schools are located within the Plan Area within walking distance for students. Elementary schools are located with an adjacent neighborhood park or within close proximity to a neighborhood park.**<br><br>Removed all parcel specific text pertaining to elementary schools, as same substantive information can be found in Table 11.4 – Schools Provided. | Clean Up |
| **13 Implementation** | | | |
| Page 13-8 & 13.3 | 13.4 Conceptual Development Areas | Removed Section 13.4 Conceptual Development Areas and associated Figure 13. 1 – Development Areas (Conceptual Subject to Change) | No Longer Relevant |
| **Appendix A – Development Standards** | | | |
| Page A-1 | A.2.1 Residential Uses | Added the following language:<br>The permitted uses for all residential land use designations are shown in **Table A.1** through **A.6**. **There are no specific development tables contained herein for Age Targeted Communities. Development of Age Targeted Communities will be compliant with these tables unless otherwise approved with a Planned Development Permit.** | Clarify |
| Page A-8 | Table A.6 Multi-Family High Density (SP-MHD) | Added the following footnotes to Table A.6:<br>1. **Residential development of SP-MHD in the Town Center Overlay District is subject to the following minimum density and maximum intensity standards:**<br>• **Minimum density: 30 du/ac**<br>• **Maximum intensity: 2.0 FAR**<br>**2. Development of SP-MHD in the Town Center Overlay District shall comply with development and design standards of the T5N Zone as set forth in the Folsom Objective Design & Development Standards for Multi-Family and Mixed-Use.** | Project Related |

| Page No. | Section/ Document Location | Description of Change | Reason for Change |
|---|---|---|---|
| Page A-12 | Mixed Use (SP-MU) | Added the following footnote #2 to Table A.8:<br>1. Setbacks may vary based on Design Review approval by the City (refer to Section 13.2 – Approvals & Entitlements).<br>**2. Development in the SP-MU designation must comply with development and design standards of the T5N zone as set forth in the Folsom Objective Design and Development Standards. For development that includes residential uses, building intensity standards are established by minimum residential density and maximum FAR. Intensity of nonresidential development is regulated by the minimum and maximum FAR, as following:**<br>• **FAR: 2.0 - 3.0**<br>• **Minimum residential density: 30 dwelling units per acre** | Project Related |

# Exhibit 2

Folsom Plan Area Specific Plan Amendments
(*On file with the Community Development Department and available online at* www.folsom.ca.us/housingstudy )

# ATTACHMENT 4

## Comment Letters

## Stephanie Henry

**From:** Bob Delp <bdelp@live.com>
**Sent:** Wednesday, July 24, 2024 10:57 AM
**To:** Stephanie Henry; Stephanie Hannum
**Cc:** Pam Johns; Desmond Parrington
**Subject:** Comments to Planning Commission re 7-24-24 Agenda Item 3 SPEC23-00030 GP Amendment for Increased Density

**CAUTION:** This email originated from outside of the organization. Do not click links or open attachments unless you recognize the sender and know the content is safe.

Please distribute to the Planning Commission for consideration prior to tonight's hearing. Thank you.

Dear Planning Commissioners:

I am requesting that the Planning Commission decline to make a recommendation to the City Council regarding the proposed *City of Folsom 2035 General Plan Amendments for Increased Residential Capacity Project* (Project) and that the Planning Commission direct staff to prepare a noise impact evaluation that includes consideration of the Project's increase in vehicle trips and vehicle noise along Riley Street north of Natoma Street. This segment of Riley Street bisects unique Historic District residential and commercial land uses, but is not included in the traffic or noise evaluation of the SEIR. Without such evaluation, the City has not fully disclosed the impacts of the Project and City decisionmakers cannot fully understand the vehicle-related noise impacts of the Project nor can they consider mitigation to address these impacts.

The Draft SEIR at pg. 3.7-20, discusses that "[t]he project would result in the generation of new vehicle trips from the development of increased residential land uses in the project planning area. Additional vehicle trips would result in an increase in traffic-related noise levels on various roadway segments." Draft SEIR Table 3.7-14, "Predicted Cumulative Plus Project Traffic Noise Levels," demonstrates a predicted 30 percent increase in vehicle trips on Riley Street between East Bidwell Street and Glenn Street in comparison of cumulative no-Project trips (5,994 ADT) and cumulative with-Project trips (8,510 ADT). Even though a 30 percent increase in vehicle trips is anticipated for this study area segment, the analysis fails to identify or evaluate the Project's increase in vehicle trips along Riley Street immediately north of the studied segment. Project-generated vehicle trips would not be confined to the evaluated study area, and many would use Riley Street immediately north of the study area, including Riley Street north of Natoma Street. This section of Riley Street bisects Historic District residential neighborhoods (residents along Natoma, Mormon, and Figueroa streets) and the Sutter Street commercial district with outdoor uses that include restaurant patios subject to the effects of increased vehicle noise. Along this unevaluated segment of Riley Street, residential structures are located within less than 50 feet of the Riley Street centerline and within less than 25 feet of vehicle travel lanes. The majority of these residence are older homes without modern interior sound proofing and with outdoor areas directly in the line-of-sight (and noise) of Riley Street.

Vehicle trips will increase along Riley Street north of the evaluated study area as a result of the Project. Average traffic noise levels as well as the frequency of illegally modified loud vehicle passbys will commensurately increase. However, the Draft SEIR fails to evaluate traffic noise impacts along this segment of Riley Street. Prior to recommending or considering approval of the Project, an evaluation of the Project's

increased vehicle trips and related vehicle noise impacts along Riley Street north of Natoma Street is necessary to disclose and address noise impacts on residents, businesses, and visitors in the Historic District.

Thank you for your consideration.

Bob Delp
916-812-8122
bdelp@live.com

# ATTACHMENT 5

## Planning Commission Staff Report
## (Attachments 1 - 4 and 6)

**ATTACHMENT 1**
**BACKGROUND**

## CITY OF FOLSOM GENERAL PLAN

The City adopted its 2035 General Plan on August 2, 2018, pursuant to Government Code Section 65300. The General Plan acts as the official policy statement of the City and guides public and private development within Folsom in a manner that maximizes the social and economic benefits for all citizens. In addition, the General Plan also provides policy direction that guides land use development within the City, as well as provides protection for existing natural resources.

Previous environmental review for the General Plan was included in the *City of Folsom 2035 General Plan Draft and Final EIR* (General Plan EIR) (State Clearinghouse Number 2017082054). It should be noted that since adoption of the City's General Plan in 2018, the General Plan was amended on August 24, 2021, with the adoption of the Housing Element Update. The General Plan EIR analyzed the General Plan based on the adopted General Plan land use designations. A Statement of Overriding Considerations was adopted for the impacts that were identified as significant and unavoidable.

## FOLSOM PLAN AREA SPECIFIC PLAN

The City adopted the Folsom Plan Area Specific Plan (FPASP) and certified the Final Environmental Impact Report/Environmental Impact Study (FPASP EIR/EIS) in June 2011. The FPASP covers the area within the City limits south of Highway 50 (Folsom Plan Area) and is a comprehensive planned community that includes a mix of residential neighborhoods, office and retail development, a mixed-use town center, and over 1,000 acres of open spaces and trails to serve a variety of needs in the community.

The 2035 General Plan and its EIR incorporated the FPASP and its policies and impact analysis.

## CITY OF FOLSOM 2021- 2029 HOUSING ELEMENT

As noted above, on August 24, 2021, the City Council adopted the 2021-2029 Housing Element. This State-mandated part of the General Plan serves as the City's plan to accommodate current housing needs and future growth. One of the key challenges the City faced (and continues to face) with this most recent Housing Element pertains to Folsom's share of the Regional Housing Needs Allocation (RHNA) as determined by the Sacramento Area Council of Governments (SACOG).

As shown in Table 1 below, the City's RHNA obligation for this eight-year 2021-2029 Housing Element cycle is 6,363 housing units, of which 3,567 units are to be affordable to very low-income and low-income households (collectively referred to as the "lower-income" RHNA).

**Table 1**

**2021-2029 Regional Housing Needs Unit Allocation by Income**

| RHNA | Very Low | Low | Moderate | Above Moderate | Total | *Average Yearly Need |
|---|---|---|---|---|---|---|
| Housing Units | 2,226 | 1,341 | 829 | 1,967 | 6,363 | 795 |
| Percent of Total | 35% | 21% | 13% | 31% | 100% | |

*Note: * Based on 8-year planning period*
*Source: SACOG Regional Housing Needs Plan Cycle 6 (2021-2029), February 2020*

As previous Planning Commission and City Council staff reports have highlighted, a core assumption of the RHNA requirements is that the higher the allowed density in the zoning, the more likely it is to accommodate housing affordable to lower-income households such as those retail and office workers that are part of Folsom's workforce. Thus, the lower-income categories (very low- and low-income) can only be accommodated on sites zoned for higher densities (allowing at least 30 units per acre).

While the City's 2021-2029 Housing Element identified sufficient sites to meet the City's RHNA for all income categories, with a surplus capacity of 490 lower-income units, the State's "no net loss" law now requires that the City maintain adequate sites for lower-income housing throughout the entire eight-year planning period. As such, if a development is approved on a Housing Element site with fewer units or a different income category (such as market rate housing on a potential lower-income site zoned for 30 units per acre), the City must either make written "no net loss" findings that the other Housing Element sites are adequate to meet the RHNA for lower-income housing, or the City must identify and rezone a replacement site sufficient to accommodate lower-income housing within 180 days. Thus, in addition to identifying adequate sites to meet the RHNA obligation, it is important that the City develop strategies to build in a surplus of extra capacity to address the "no net loss" requirements.

In order to create additional opportunities for high density housing and ensure the City maintains an adequate capacity to meet its lower-income RHNA throughout the planning period, the 2021-2029 Housing Element includes a program (Program H-2) to strategically increase maximum allowed densities in targeted areas of Folsom and to increase housing capacity in the FPASP as follows:

- **Implementation Program H-2: Create Additional Lower-Income Housing Capacity:** The City shall create additional opportunities for high density housing to ensure the City maintains adequate capacity to meet the lower-income RHNA throughout the planning period. The City shall increase maximum allowable densities in the East Bidwell Mixed Use Overlay, SACOG Transit Priority Areas outside the Historic District, and Folsom Plan Area Specific Plan Town Center. In implementing this program, the City shall strive to disperse affordable housing opportunities and avoid fair housing issues related to overconcentration. The City

shall coordinate with property owners along the East Bidwell Street corridor and within the Transit Priority Areas to identify and pursue residential development opportunities. The City shall review and revise Policy 4.7 of the Folsom Plan Area Specific Plan to increase the total number of dwelling units allowed in the Plan Area to satisfy the RHNA, as long as infrastructure needs are met. In addition, the City shall coordinate with property owners in the Folsom Plan Area to mitigate the loss of lower-income housing sites to market-rate housing.

**PROGRAM H-2 IMPLEMENTATION**

To implement the 2021-2029 Housing Element Program H-2 and ensure that sufficient capacity exists in the Housing Element to meet the RHNA throughout the planning period, amendments to the General Plan, the FPASP, and Zoning Code are required. The purpose of these amendments is to increase housing capacity for mixed-use, multi-family, and affordable development in three targeted areas of Folsom: the East Bidwell Street corridor, the transit priority areas around the Glenn and Iron Point light rail stations, and the Folsom Plan Area, particularly the Folsom Town Center, south of Highway 50.

Targeted Mixed-use and Multifamily Study - In 2022, the first part of this effort was a Targeted Mixed-use and Multi-family Housing Study (refer to Attachment 10) prepared by Opticos Design, Inc. (Opticos) which focused on a market feasibility analysis of and appropriate designs for higher density residential and residential mixed-use development in the identified targeted areas of Folsom. The study also evaluated the appropriate design and development standards for each area including standards such as density, floor area ratio (FAR), building height, and parking. This work was important in helping the Planning Commission, City Council, and the public understand how design and density can work together to achieve attractive development in Folsom that supports transit use and existing commercial development, reduces vehicle miles traveled (VMT), and can provide more affordable housing options. The study formed the basis for identifying the development assumptions and determining the appropriate development standards associated with the amendments to the City's 2035 General Plan and FPASP as well as the future Objective Design and Development Standards and Zoning Code update.

In July 2022, the Planning Commission and City Council held workshops to discuss the results of the Targeted Mixed-use and Multi-family Housing Study (TMMH Study) conducted by Opticos. At these workshops, staff presented the results of the TMMH Study as well as proposals for several rezones in the FPASP to create additional affordable housing development opportunities within the FPASP. Based on Opticos' analysis, as well as staff's evaluation of how other communities like Roseville and El Dorado Hills have addressed similar challenges to increase densities, staff developed a number of recommendations that focused on form, size, scale, height, and design rather than on density alone. These recommendations formed the basis for identifying the development assumptions and determining the appropriate development standards associated with the amendments to the City's 2035 General Plan and FPASP as well as inform the ongoing Zoning Code update. Overall, Planning Commission and City Council members supported the recommendations presented by staff and Council directed staff

to proceed with the necessary analysis to increase residential capacity in the three strategic areas of the City as listed in Table 2.

**Table 2**
**City Council Directed Targeted Increases**

| Target Area | Minimum Density | FAR Minimum | FAR Maximum | Height Limit |
|---|---|---|---|---|
| East Bidwell Corridor | 30 du/ac | 0.5 | 1.5 | 35' up to 50' -60' (60' for corner elements only) |
| Iron Point and Glenn Station | 30 du/ac | 1.0 | 3.0 | 35' up to 60 – 70' (70' for corner elements only) |
| Folsom Town Center | 30 du/ac | 1.0 | 3.0 | 35' up to 60 – 70' (70' for corner elements only) |

Folsom Plan Area Landowner Coordination – In addition to increasing allowable densities in the three targeted areas of the City, Program H-2 also prescribes that the City coordinate with landowners in the Folsom Plan Area to mitigate for the loss of lower-income housing sites to market-rate housing. As such, staff met with the FPASP landowners and several interested developers to better understand future affordable housing development opportunities within the FPASP and to discuss potential strategies to maintain the City's RHNA for the current housing element cycle. As a result of these meetings the following measures pertaining to the FPASP were identified and agreed upon:

1. Amend the land use and specific plan designations for Site 2 (10.52 acres) from Industrial/Office Park (IND/OP) to Multi-Family High Density (MHD) to allow for development of up to 400 multi-family housing units.
2. Amend the land use and specific plan designations of Site 15 (13.22 acres) from Community Commercial (CC) to Multi-Family High Density (MHD) to allow for up to 320 multi-family housing units.
3. Amend the land use and specific plan designations for Site 233 (11.54 acres) from General Commercial (GC) to Mixed-Use (MU) to allow for development of up to 250 multi-family housing units.
4. Amend the land use and specific plan designations for Site 76 (13.22 acres) from Multi-Family Low Density (MLD) to Multi-Family Medium Density (MMD) to allow for up to 230 multi-family housing units.
5. Increase the maximum allowable density to increase the number of dwelling units allocated to the FPASP Town Center from 490 dwelling units to 1,250 dwelling units.
6. Amend the Town Center overlay zone to establish a minimum density of 30 du/ac along with a minimum FAR of 0.2 and a maximum FAR of 2.0 for MHD and MU parcels.
7. Increase maximum height in the Town Center Overlay Zone from 50 feet to 60 feet to allow up to six stories (70 feet) for architectural features such as corner elements.
8. Increase the number of dwelling units allocated to nine additional multi-family

designated sites in the FPASP, outside the Town Center, from a total of 1,258 dwelling units to a total of 1,410 dwelling units.

9. Deed-restrict several parcels in the Folsom Plan Area to only allow development of affordable housing, with a commitment of 890 deed-restricted affordable housing units to help meet the City's lower-income RHNA.

Furthermore, the City and landowners entered into a Memorandum of Understanding (MOU) that memorializes the following: 1) the City's intention to take the lead on the General Plan and FPASP Amendments and associated environmental analysis to increase housing development capacity, including affordable housing, and to present that to the City Council for action; and 2) the landowner's commitments to deed-restrict certain lots for the development of 890 units affordable to lower-income households within 30 days of Council action (Note: this is in addition to the 64 units to be deed restricted by Eagle for lot 61) and to fund an update by Economic & Planning Systems (EPS) or other consultants to the Public Facilities Finance Plan (PFFP) related to the increased housing units.

Buildout Assumptions - As previously discussed, implementation of Program H-2 will increase allowed densities in three targeted areas of the City: East Bidwell Mixed Use Overlay, SACOG Transit Priorities Areas (primarily along the Glenn/Iron Point light rail stations), and the FPASP. Thus, a critical component of this project was to identify and then analyze the increased residential holding capacity. As such, based on the results of the Targeted Housing Study and coordination with the FPASP landowners, staff and the consultant team were able to quantify the projected increased density of existing housing sites (multi-family and mixed-use) in the target areas and identify additional housing sites in the Folsom Plan Area to establish buildout assumptions and capacity that was used as the basis for the technical studies and environmental review associated with the project.

In evaluating the areas for increased housing capacity, staff and its consultant team looked at vacant sites, underutilized sites (e.g., sites with excess parking or parts of existing parcels without development) and areas where there was the potential for redevelopment over time (i.e., where land values exceed building value). In addition to trying to meet the City's RHNA targets with vacant and underutilized land, staff also tried to allocate the sites (and housing units) to the north and the south (FPASP) based roughly on the percentage of each area relative to the City's total land area. Based on the development assumptions and analysis for each of the targeted areas North of Highway 50, approximately 4,000 residential units of additional holding capacity for housing was identified with the build out model for the project.

In the FPASP, the increased holding capacity for development was calculated based on the proposed FPASP RHNA strategy summarized earlier in this report and results in an increased holding capacity of 1,882 residential units. Of the 1,882 units of increased capacity, 970 additional residential units result from rezoning commercial/industrial sites to allow for multi-family development and the remaining 912-unit capacity results from increasing the allocated number of residential units on individual multi-family zoned sites in the FPASP.

This distribution of units between north and south of Folsom is roughly in line with the amount of land of each area relative to the total amount of land in Folsom (28 square miles). Due to the greater availability of vacant land in the Folsom Plan Area, the allocation is higher in that area (1,882 units for approximately 6 square miles) compared with the north (5,150 units over approximately 22 square miles). Table 3 summarizes the buildout assumptions (proposed housing buildout capacity) through 2035 for each of the targeted areas identified in Housing Element Program H-2.

**Table 3**
**Summary of Increased Residential Buildout Capacity**

| Area/Subarea | Target Residential FAR | Increased Capacity* |
|---|---|---|
| Transit Priority Areas | | |
| 1. Iron Point Station | 2.0 | 750 |
| 2. Glenn Station | 2.0 | 1,050 |
| East Bidwell Corridor | | |
| 3. Central Commercial District | 1.5 | 1,850 |
| 4. Creekside District | 1.0 - 1.5 | 450 |
| 5. College/Broadstone District | 1.5 | 1,050 |
| Subtotal | | 5,150 |
| FPASP | | |
| 6. Folsom Plan Area | | 1,882 |
| **Overall Capacity** | | 7,032 |
| Existing Capacity (per General Plan EIR) | | (1,000) |
| **Net New Capacity** | | **6,032** |

**Note:* *Numbers in this table are based on target FAR and are rounded.*

In March of 2023, the proposed buildout capacity analysis was presented to the City Council. Staff explained that while this is a large increase, not all dwelling units will be built at once, and if all this growth does happen it will occur over the remaining horizon of the 2035 General Plan and the FPASP. Staff also explained that creating this additional residential development capacity satisfies the goals of the General Plan and Housing Element by: 1) creating sufficient capacity to address the City's current RHNA obligations as well as helping with future ones; 2) focusing growth in targeted areas and away from established residential neighborhoods; and 3) avoiding a situation where the City has to rezone land outside of these targeted areas to satisfy the State's "no net loss" requirements. City Council supported the buildout capacity assumptions and directed staff to commence with the necessary technical analysis and environmental analysis associated with the project.

## ROUNDABOUT PRIORITIZATION POLICY

On December 13, 2022, staff made a presentation titled "Report on Traffic Roundabout Fact-Finding Mission and Direction to Staff Regarding Future Consideration of a Traffic Roundabout Policy" to City Council. During the presentation, staff presented information

regarding their experiences visiting Carmel and Whitestown, Indiana, as well as Stapleton, Golden, and Loveland, Colorado. Staff presented the benefits of roundabouts to vehicle and driver safety, traffic operations and capacity, right-of-way requirements, and maintenance needs versus traditional traffic signal control at intersections. At the conclusion of the presentation, City Council provided staff direction to develop a "Roundabout First" policy. This new policy has been added to the Mobility Element in the proposed amendments to the 2035 General Plan.

**ATTACHMENT 2**
**PROJECT DESCRIPTION**

The City adopted the 2021-2029 Housing Element in August of 2021. As part of the Housing Element update the City is required to establish and maintain multi-family and mixed-use land available to meet the target housing demand at all income levels over an eight-year period. The City's Regional Housing Needs Allocation (RHNA) obligation for the eight-year Housing Element cycle is 6,363 housing units, of which 3,567 units are to be affordable to low- and very low-income households (collectively referred to as the lower-income RHNA). To create adequate capacity for lower-income RHNA the 2021-2029 Housing Element includes Program H-2 to strategically increase densities in targeted areas of the City, including the East Bidwell Mixed-Use Overlay area, Sacramento Area Council of Governments (SACOG) transit priority areas (Glenn and Iron Point light rail stations), and the Folsom Plan Area. To implement Program H-2 and increase opportunities for multi-family high density development to support lower-income housing capacity in the City, the project includes amendments to the City's General Plan and FPASP and future related amendments to the Zoning Code, which will be considered separately from this action.

## INCREASED RESIDENTIAL DENSITIES: EAST BIDWELL MIXED-USE AND TRANSIT-ORIENTED DEVELOPMENT OVERLAYS

The project includes amendments to the 2035 General Plan to increase the minimum density and maximum floor area ratio (FAR) standards for the East Bidwell Corridor Mixed-Use Overlay and establish a new Transit Oriented Development Overlay (and associated development standards) for the areas surrounding Iron Point and Glenn Stations (Table 4 and Figure 1).

**Table 4**
**Proposed Increased Densities**

| Target Area | Minimum Density | FAR Minimum | FAR Maximum | Height Limit |
|---|---|---|---|---|
| East Bidwell Mixed Use Overlay Area | 30 du/ac | 0.2 | 2.5 | 50 ft. (35 ft. Near single family residential and 60 ft. for corner elements only) |
| Transit Development Overlay Area (I.e., Iron Point and Glenn Stations) | 30 du/ac | 1.0 | 3.0 | 60 ft. (70 ft. for corner elements only) |

*FAR = floor area ratio; du/ac = dwelling units per acre; ft. = feet*
*Source: Ascent Holding Capacity Buildout Assumptions Analysis and Recommendations*

The 2035 General Plan previously assumed 962 units of growth within the East Bidwell Corridor Mixed-Use Overlay and did not assume any new housing units within the Transit Priority Areas. Factoring in that existing development capacity, the net new capacity in these areas of the City would be approximately 4,000 housing units (Table 5). Growth

under the project is anticipated to occur under the remaining horizons of both the 2035 General Plan and Folsom Plan Area Specific Plan.

**Table 5**
**Net New Capacity for the**
**East Bidwell Corridor and Transit Priority Areas**

| Area/Subarea | Target FAR | Potential Increased Capacity* |
|---|---|---|
| **Transit Priority Areas** | | |
| Iron Point Station | 2.0 | 748 |
| Glenn Station | 2.0 | 1,034 |
| **East Bidwell Corridor** | | |
| Central Commercial District | 1.5 | 1,867 |
| Creekside District | 1.0-1.5 | 446 |
| College/Broadstone District | 1.5 | 1,031 |
| | | |
| **Subtotal** | | 5,126 |
| Previously Assumed Capacity in these areas (per General Plan 2035 EIR) | | (962) |
| **Net New Capacity** | | 4,164 |

**Note: Increased capacity based on target FAR multiplied by available acreage. Numbers are not rounded.*
*FAR = floor area ratio*
*Source: Ascent Holding Capacity Buildout Assumptions Analysis and Recommendations.*

## AMENDMENTS TO THE FOLSOM PLAN AREA SPECIFIC PLAN (FPASP)

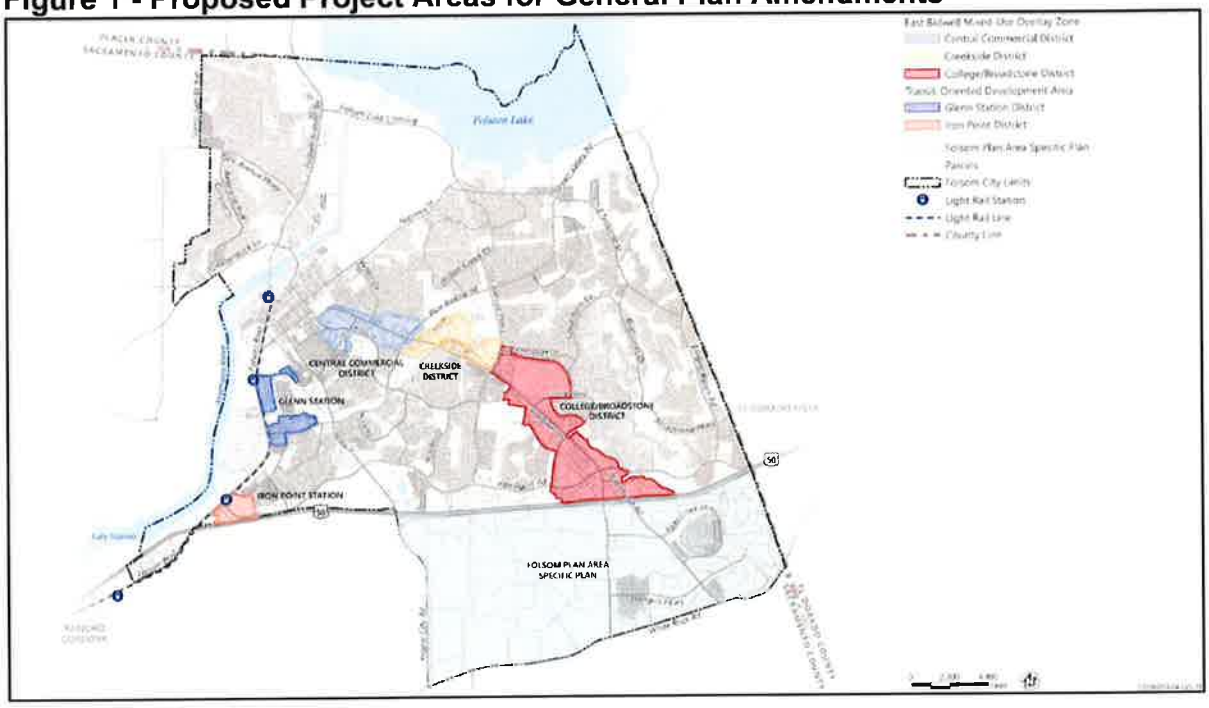
The project would also result in the potential for an additional 1,882 residential units in the FPASP over the next 12 to 20 years (refer to Attachment 7). To account for increased residential development the project would reduce 251,266 square feet of non-residential development capacity in the FPASP. Parcels that would include a specific plan amendment and associated general plan amendments are shown in Figures 1 and 2, and Table 6. Table 6 also shows proposed non-residential capacity. Specific General Plan land use amendments and FPASP amendments would include:

1. Amend the land use and specific plan designations for Site 2 (10.52 acres) from Industrial/Office Park (IND/OP) to Multi-Family High Density (MHD) to allow for development of up to 400 multi-family housing units.
2. Amend the land use and specific plan designations of Site 15 (13.22 acres) from Community Commercial (CC) to Multi-Family High Density (MHD) to allow for up to 320 multi-family housing units.
3. Amend the land use and specific plan designations for Site 233 (11.54 acres) from General Commercial (GC) to Mixed-Use (MU) to allow for development of up to 250

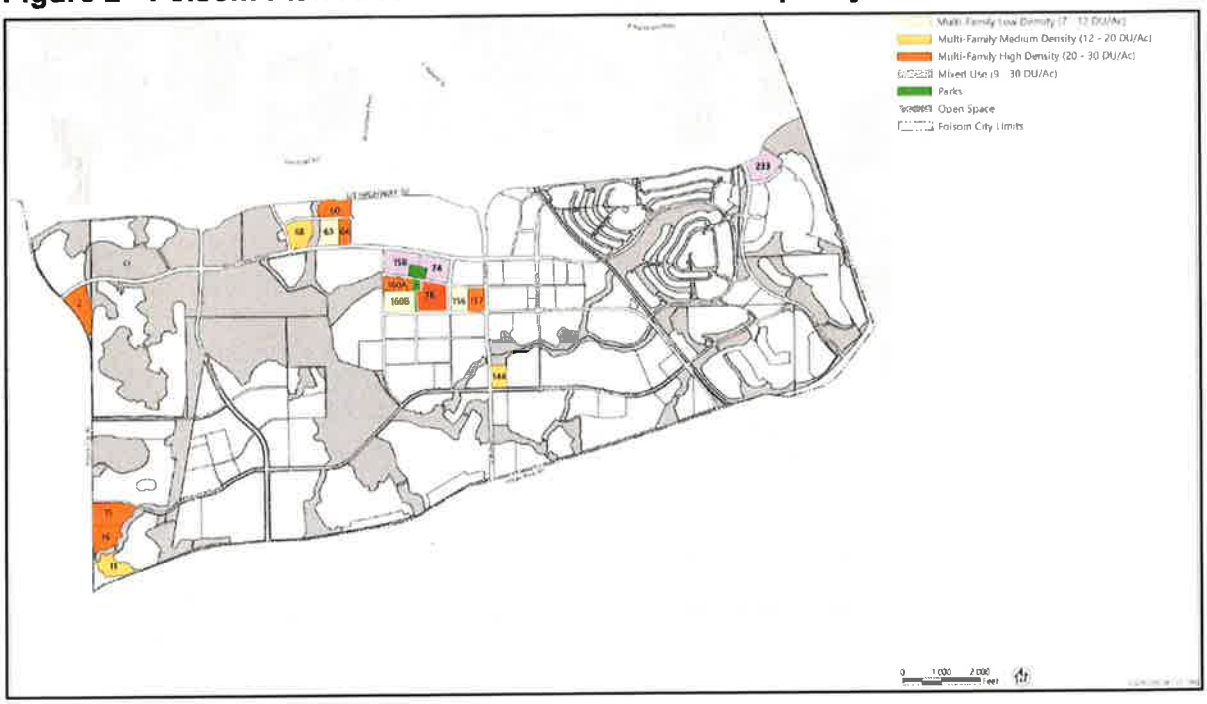
multi-family housing units.

4. Amend the land use and specific plan designations for Site 76 (13.22 acres) from Multi-Family Low Density (MLD) to Multi-Family Medium Density (MMD) to allow for up to 230 multi-family housing units.
5. Increase the maximum allowable density to increase the number of dwelling units allocated to the FPASP Town Center from 490 dwelling units to 1,250 dwelling units.
6. Amend the Town Center overlay zone to establish a minimum density of 30 du/ac along with a minimum FAR of 0.2 and a maximum FAR of 2.0 for MHD and MU lots.
7. Increase maximum height in the Town Center Overlay Zone from 50 feet to 60 feet to allow up to six stories (70 feet) for architectural features such as corner elements.
8. Increase the number of dwelling units allocated to nine additional multi-family designated sites in the FPASP, outside the Town Center, from a total of 1,258 dwelling units to a total of 1,410 dwelling units.
9. Deed-restrict several parcels in the Folsom Plan Area to only allow development of affordable housing, with a landowner commitment of 890 deed-restricted affordable housing units to help meet the City's lower-income RHNA.

**Figure 1 - Proposed Project Areas for General Plan Amendments**



## Figure 2 - Folsom Plan Area Increased Residential Capacity Sites



## Table 6
## Proposed FPASP Land Use Amendments and Changes in Capacity

| Existing Land Use Allocation | | | Proposed Land Use Allocation | | | |
|---|---|---|---|---|---|---|
| **Parcel ID** | **Land Use Designation** | **Capacity (residential units; non-residential sf)** | **Land Use Designation** | **Proposed Capacity (residential units; non-residential sf)** | **Change in Capacity (residential units; non-residential sf)** | **Acreage** |
| **Residential Capacity** | | | | | | |
| 2 | IND/OP | 0 | MHD | 400 | 400 | 10.52 |
| 11 | MMD | 155 | MMD | 160 | 5 | 8.56 |
| 15 | CC | 0 | MHD | 320 | 320 | 13.12 |
| 16 | MHD | 246 | MHD | 240 | (6) | 9.80 |
| 60 | MHD | 192 | MHD | 270 | 78 | 7.70 |
| 63 | MLD | 70 | MLD | 225 | 47 | 7.84 |
| 64 | MHD | 108 | MHD | | | 4.31 |
| 68 | MMD | 176 | MMD | 160 | (16) | 9.72 |
| 74 | MU | 57 | MU | 366 | 309 | 10.00 |
| 76 | MLD | 119 | MMD | 230 | 111 | 13.22 |
| 144 | MMD | 109 | MMD | 130 | 21 | 5.16 |
| 156 | MLD | 57 | MLD | 225 | 23 | 6.33 |
| 157 | MHD | 145 | MHD | | | 5.79 |
| 158 | MU | 72 | MU | 349 | 277 | 11.48 |
| 160A | MHD | 145 | MHD | 192 | 47 | 5.82 |
| 160B | MLD | 97 | MLD | 113 | 16 | 10.75 |
| 233 | GC | 0 | MU | 250 | 250 | 11.54 |
| | | | | **Total** | **1,882** | |
| **Non-Residential Capacity** | | | | | | |
| 2 | IND/OP | 137,214 | MHD | 0 | (137,214) | 10.52 |
| 15 | CC | 142,659 | MHD | 0 | (142,659) | 13.12 |
| 74 | MU | 38,333 | MU | 60,000 | 21,667 | 10.00 |
| 158 | MU | 43,560 | MU | 50,500 | 6,940 | 11.48 |
| | | | | **Total** | **(251,266)** | |

*( ) = negative number; sf = square feet; IND/OP = Industrial/Office Park; MMD = Multi-Family Medium Density; MHD = Multi-Family High Density; MLD = Multi-Family Low Density; RC = Regional Commercial; MU = Mixed Use; GC = General Commercial*
**See Figure 2 for parcel ID locations.*

In addition, the project adds a roundabout policy (consistent with the proposed General Plan Roundabout Prioritization Policy and includes clean-up revisions to the FPASP that remove outdated information and consolidate duplicative land use information in the text by referring users to the Land Use Summary in Table 4.2 and Site Inventory Tables (5.1, 5.2, 5.3 and 5.4).

## ROUNDABOUT PRIORITIZATION AND SAFETY

The project proposes to amend the General Plan Mobility Element to include the following "roundabout prioritization" policies and new local road safety plan policy.

### M 4.1.10 Prioritization of Roundabouts

Roundabouts are prioritized as the primary form of intersection control. During the planning and design of new transportation facilities, and when retrofitting existing intersections, an engineering study shall be completed in which roundabout control is thoroughly evaluated to the satisfaction of the Public Works Director. If roundabout control is determined to provide a viable and practical solution, it shall be studied in lieu of, or in addition to, other traffic control alternatives. If other intersection controls are proposed in lieu of roundabout control, the engineering study shall demonstrate that the roundabout is physically infeasible and/or that the operations and the safety of the proposed alternative intersection are determined to achieve the same or better operations and/or offer longer-term advantages when compared to a roundabout intersection.

### M 4.1.11 Traffic Calming

Continue to evaluate the need for and effectiveness of traffic calming measures, including roundabouts and lane narrowing, in residential neighborhoods, as appropriate and in ways that accommodate emergency access vehicles. When considering intersection traffic control treatments, the prioritization of roundabouts per M 4.1.10 shall govern.

These policies will require that whenever traffic controls are needed at an intersection, the use of roundabouts as a traffic control measure should be considered first before considering alternative traffic controls, such as traffic signals or turn restrictions. Additionally, these policies address modifications to existing traffic controls, which would allow an existing signalized intersection to be replaced by a roundabout.

### M 4.1.12 Local Road Safety Plan

The City shall create, adopt, and periodically update a Local Road Safety Plan (LRSP) to assess fatal and severe traffic collisions in an effort to identify countermeasures designed to reduce the frequency or severity of such collisions. An updated LRSP is required by the State in order for local agencies to qualify for Highway Safety Improvement Program (HSIP) program.

The Implementation Chapter also includes a new implementation program associated with the Local Road Safety Plan as follows:

**M-13: Local Road Safety Plan**

Adopt a Local Road Safety Plan, and regularly update it to include current traffic collision data.

## TRIBAL CULTURAL RESOURCES

To provide clarification regarding the City's treatment of tribal cultural resources, the project also amends the General Plan Implementation Chapter to include two new implementation programs related to General Plan Policy NCR 5.1.4 and tribal cultural resources. The proposed new tribal cultural resources implementation programs are as follows:

**NCR- 9: Management of Tribal Cultural Resources**

Should any indications of possible tribal cultural resources (TCRs), such as cultural features, unusual amounts of bone or shell, or cultural belongings be encountered during any construction activities, work shall be suspended in the vicinity of the find and the appropriate oversight agency(ies) shall be notified immediately. The appropriate oversight agency(ies) shall retain a tribal representative or Tribal Historic Preservation Officer (THPO) who shall assess the significance of the find by evaluating the resource to determine if it is a TCR as defined in Section 21074 of the Public Resources Code. If the resource is a TCR as defined in state law, and it would be subject to disturbance or destruction, the City shall consult with the THPO or their designee to determine the appropriate treatment before resuming construction activities at the TCR.

**NCR -10: Confidentiality of Tribal Cultural Resources**

Tribal cultural resources, as defined in Section 21074 of the Public Resources Code, shall be kept confidential and may not be disclosed by the City in public documents, meetings, or by other means.

Lastly, the project proposes several additional General Plan Implementation Measures related to mobility and noise, and as noted earlier includes several minor clean-up revisions to the FPASP that remove outdated information and consolidate duplicative land use information in the text by referring users to the Land Use Summary in Table 4.2 and Site Inventory Tables (5.1, 5.2, 5.3 and 5.4).

Complete versions of both the revised General Plan and FPASP can be found on the City's website at: www.folsom.ca.us/housingstudy.

**ATTACHMENT 3**
**ANALYSIS**

## Project Purpose

Folsom has continued to grow and is growing faster than the rest of Sacramento County. In addition, housing rents and sales prices are rising faster here than in other communities. The City must plan for that growth and make sure that growth occurs in the areas of Folsom where it will have the most benefit, but also have the least impact on existing areas, especially established residential neighborhoods. In the City's 2035 General Plan, Housing Element program H-2 commits the City to increasing opportunities for development of higher density housing in the Folsom Plan Area, the East Bidwell Corridor, and the areas around the City's light rail stations particularly the Glenn/Bob Holderness Station and the Iron Point Station.

Though Folsom has a larger proportion of households with children compared to the rest of Sacramento County, it also has a growing population of persons aged 65 or older - similar to that of the County. As people age, they often need smaller housing units that are easier to maintain and closer to services. Folsom currently has fewer housing options for those looking to transition out of a larger single-family home. Similarly, as children age and become young adults, there are few affordable housing options here available to them. In addition, while Folsom has almost six million square feet of retail shopping space and has a healthy retail environment compared with other areas in the region, the City does not have many housing options to address the needs of these workers compared to other cities in this region. As a result, many workers commute into Folsom, which worsens traffic congestion and parking.

By targeting increased residential capacity for multi-family and mixed-use development in the East Bidwell Corridor, the areas around the City's light rail stations particularly the Glenn/Bob Holderness Station and the Iron Point Station, and the Folsom Plan Area Town Center, the project encourages new growth of multi-family and affordable housing development in key areas near jobs, services and transit. Furthermore, increased residential capacity in these targeted areas promote efficient land use consistent with SACOG's Blueprint Principles and provides housing opportunities near major employment centers, including but not limited to Folsom Lake College, Palladio, Kaiser Permanente, Lake Forest Technical Center, and within the Folsom Plan Area, the future Dignity Health Campus and UC Davis Medical Center. The land use policies associated with these areas encourage dense mixed-use transit-oriented development that facilitate connections (including bicycle and pedestrian connections) between transit modes (bus service along East Bidwell Street, light rail, and the future Plan Area express bus service providing direct service to the Hazel Avenue light rail station). By increasing allowed residential densities in these strategic areas of the City, a better mix of residential, employment, education, and service uses will allow individuals to accomplish their daily activities with less driving, and consequently less Vehicle Miles Traveled (VMT) and Greenhouse Gas (GHG) emissions per capita compared to existing development.

To ensure the success of future projects with minimum densities of 30 dwelling units per acre in the key project areas, it is imperative that these increased densities in the target areas respect the local context and improve the character of the community and enhance connectivity. Increased densities, along with physical design, need to respond to the scale and features of the surrounding area. Thus, the market feasibility/design analysis for higher density residential and residential mixed-use development project prepared by Opticos (and discussed earlier in this report) helped lay the groundwork for this effort by illustrating how design and density can work in tandem to achieve attractive higher intensity residential multi-family and mixed-use development. To this end, Opticos is currently assisting the City in developing new objective design and development standards (ODDS) to regulate development in these areas. Following approval of the proposed general plan and specific plan amendments, the new ODDS will be presented for Planning Commission review and City Council adoption in the next two months.

## No Net Loss

Under state law, if a city or county includes a site in its Housing Element sites inventory that is zoned for a density of 30 du/ac or more and that site is developed with market-rate housing, then the jurisdiction must identify another site with zoning that allows 30 du/ac or more. As part of the Housing Element requirements, the jurisdiction must maintain a housing sites inventory sufficient to accommodate the projected housing growth at all times including sites for housing affordable to lower-income households. If any of those sites identified for affordable housing are developed with market-rate housing, then the jurisdiction must identify replacement sites and rezone those sites for housing at 30 du/ac or more within six months so that it can accommodate its future affordable housing obligations. This is called the "no net loss" provision.

At the time of the City's Housing Element adoption in 2021, the City was able to identify sufficient sites for future housing growth, including sites for affordable development with a surplus (buffer) of appropriately zoned land assumed to accommodate 490 lower-income units. However, since Housing Element adoption, several projects have been approved and/or development applications received for market rate and non-residential development on multi-family and mixed-use sites submitted that are impacting the City's available sites/housing capacity buffer. Table 6 provides a summary of the projected lower-income RHNA capacity anticipated over the next six months. As shown in Table 7, staff anticipates that our surplus will shrink from 490 units to 231 by the end of the year. Based on State "no net loss" law, it is the City's responsibility to maintain adequately zoned sites with corresponding housing capacity to meet the City's housing needs at all times for the eight-year housing cycle.

Approval of this project includes amendments to the land use and specific plan designations for FPA Sites, 2, 15, and 233 (refer to Figure 2), which will allow for the development of an additional 970 high density multi-family units in the Folsom Plan Area. Thus, the 970 units will help increase the buffer.

Furthermore, it is extremely important to note that the MOU between the City and the

Folsom Plan Area landowners sets out provisions for deed-restricting several parcels in the Folsom Plan Area to only allow development of affordable housing. The Folsom Plan Area landowners have agreed to deed-restrict sites for 890 deed-restricted affordable housing units to help meet the City's lower-income RHNA. While the amendments associated with this project create additional capacity, actual development of these units would be subject to future City review and approval.

**Table 7**
**Summary 2024 Projects on Multi-family or Mixed-Use Sites**
**Lower Income Residential Holding Capacity Compared to RHNA**

| **HE Low and Very Low Capacity** | **4,057** | **Status/Description** |
|---|---|---|
| Vintage Senior Apts Site | + 135 | BP zone not included in RHNA |
| Harrington Sites | + 53 | Previous Project Withdrawn 1.95 ac |
| Creekside Sites | (150) | Approved Entitlement |
| Habitat Persifer Site | + 10 | Not Included in Housing Element |
| Kaiser Site | (37) | Active Application Reducing Acreage |
| Elliott Broadstone Site | (270) | Active Application Reducing Acreage |
| **New Capacity** | **3,798** | |
| **HE Lower-Income RHNA Required** | **3,567** | |
| **Surplus** | **231** | |

## Environmental Effects

The following is a summary of the potential environmental effects resulting from the project and whether those effects could have a significant impact on the environment based on the analysis in the Environmental Impact Report (EIR) for this project.

### Vehicle Miles Traveled (VMT)

The State Guidelines for the California Environmental Quality Act (CEQA) added a requirement for a Vehicle Miles Traveled (VMT) assessment in December 2018. However, the 2035 General Plan Environmental Impact Report (EIR) did not address VMT impacts associated with implementing the General Plan since it was completed before that date. As such, a VMT analysis was prepared by Kimley Horn as part of the project analysis (refer to Appendix D of the Draft SEIR).

As required under Senate Bill 743 (2013), jurisdictions must target a reduction of 15 percent below the current VMT per capita level. In order to be considered significant under this threshold, the VMT per capita generated by the project would need to exceed 7.51 miles per capita (i.e., per person). As previously noted, the project involves up to 6,046 additional housing units. Based on the analysis, the project's estimated residential VMT

per capita is 6.62 which falls below the threshold of 7.51. As a result, the project would result in reduced VMT per capita and lower per capita greenhouse gas emissions compared with existing development or development in other areas of Folsom.

This is due to several factors. First, the project focuses growth in areas close to existing jobs, services, and transit. Second, it was assumed that approximately 26 percent of the units would be developed as housing affordable to lower-income households. Lower-income households tend to drive less, own fewer automobiles, and use transit more frequently than wealthier households.

While the City's RHNA assumes that over 50 percent of the approximately 6,000 units of housing would be lower-income units, in the past 10 years about 26 percent of the City's new housing has been affordable to lower-income households. Based on the City's existing affordable housing development rates, the VMT analysis factored in a reduction due to 26 percent affordable units. Thus, the VMT analysis prepared for the project accounted for the reduction associated with 26 percent affordable units that would result in a reduction in trips and trip length as compared to market-rate housing.

It is also important to note that the VMT analysis prepared for this project represented a conservative analysis of the project's effects on the City's transportation system and did not include future roadway improvements or future projects that are known but not yet approved or funded. If the future Rowberry Overcrossing and/or the Empire Ranch Interchange were included in the VMT analysis, these two connections would reasonably be anticipated to shorten trip lengths for drivers attempting to access US 50 or the Folsom Plan Area. In addition, if the proposed Kaiser hospital expansion project and the proposed Sutter Medical facility were added to the VMT analysis, the result would be a more balanced jobs-to-housing ratio, which would likely lower the project's VMT per capita further.

The project's effects on automobile delay no longer constitute a significant impact under CEQA and effects related to automobile delay were not addressed in the project's environmental analysis. Although CEQA no longer considers level of service (LOS) as an environmental effect, General Plan Policy M 4.1.3 (Level of Service) states that the City shall strive to achieve a Level of Service (LOS) of D or better, where LOS is free flowing traffic with no delays while LOS F is congested intersections with substantial delays. Though this project will increase the amount of traffic, it will result in fewer vehicle trips than development in other areas of Folsom further from jobs, services, and transit. In addition, staff has included the new roundabout prioritization policy associated with this project to lower speeds, improve safety and reduce delays. The new policy involves the process of considering a roundabout for an intersection before any other form of traffic control at an intersection. Since roundabouts are unsignalized alternatives to intersections that typically allow traffic to continue through an intersection of two or more roads without stopping, they improve traffic flow and reduce traffic congestion.

Water Supply and Water Infrastructure

Another potential environmental effect identified from the project is water supply and water infrastructure. Implementation of the project would not, in and of itself, construct new

housing in Folsom. However, the project would facilitate the development of additional residential units by permitting denser development on parcels already planned for development within the project planning area. Implementation of the project could increase the number of residential units in the City by 6,046 additional units over development anticipated in the adopted 2035 General Plan through redesignation of General Plan land uses and associated zoning. As such, an analysis of the project effects on water supply and water infrastructure was prepared for the project.

There are two water providers that serve the Folsom Plan Area – the City of Folsom, which provides water to most of the Folsom Plan Area, and the El Dorado Irrigation District (EID), which serves the area east of Empire Ranch Road south of Highway 50 an area also known as Folsom Heights. Using the 2020 Urban Water Management Plan (UWMP), an analysis prepared for this project concluded that the City of Folsom and EID would have sufficient water supplies to serve the projected water demand resulting from future development of the project. It should be noted; however, that pursuant to the Water Supply Agreement for the Folsom Plan Area (FPA), the FPA is limited to 5,600 acre feet per year (AFY) of water. The updated water demand forecast for the FPA indicated that there would be approximately 778.53 AFY of water surplus from the Water Supply Agreement. Therefore, there would be sufficient water supply to accommodate the approximately 414.04 AFY of water demand resulting from the proposed additional housing capacity in the Folsom Plan Area (1,882 units).

Furthermore, hydraulic modeling (Appendix E of the Draft SEIR) was conducted by Person Brustad, Inc. in August of 2023 to identify if the project would cause any adverse impacts that would require additional water distribution infrastructure or upsizing of existing or planned infrastructure beyond what is already completed (Phase 1 backbone infrastructure) and planned (Phase 2 backbone infrastructure). The analysis assumed that the remaining infrastructure improvements for the Folsom Plan Area would be constructed as planned. Based on the current schedule, the Phase 2 water line project is expected to go out to bid this year with construction starting either later this year or in 2025. As a result, the hydraulic analysis concluded that the project's increased buildout would have no adverse impacts to the City's water system caused by the increase in demand. The existing storage North of 50 and the planned storage in the FPA can accommodate the increased storage requirements. As such no additional improvements to the City's water infrastructure would be required as a result of this project.

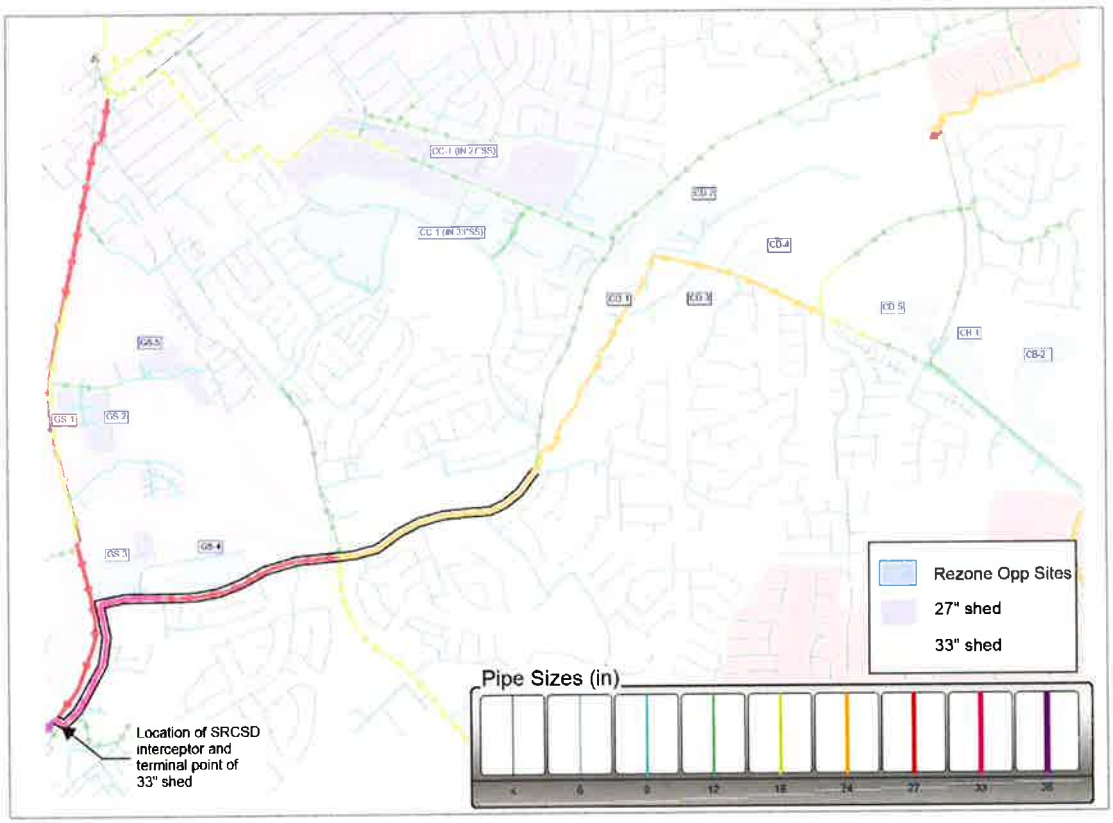
Wastewater Capacity

A supplemental Wastewater Capacity Analysis (included as Appendix F to the Draft SEIR) was prepared by Waterworks Engineering for the project. Similar to water impacts, implementation of the project could increase the number of residential units in Folsom by 6,046 additional units over development anticipated in the adopted 2035 General Plan. As such, the analysis was conducted to assess if the increased residential capacity proposed by the project would affect the City's wastewater collection system. The analysis concluded that the existing wastewater conveyance infrastructure in the project planning area north of Highway 50 for the 27-inch shed and the 33-inch shed would not have sufficient capacity to accommodate the anticipated additional wastewater beyond what was analyzed

in the 2035 General Plan EIR. For the 27-inch shed, increased development from the project would require future construction or expansion of wastewater conveyance facilities and, for the 33-inch shed, localized sewer improvements would be required to handle the increased water flows. Therefore, the wastewater resulting from the project would result in a new and substantially more significant wastewater impact than was addressed in the 2035 General Plan EIR. However, implementation of the following proposed mitigation measures would reduce any significant project impacts to a less than significant level.

**Mitigation Measure 3.11-2a: Implement Localized Improvements in the 33-Inch Shed**
Future development in the 33-inch shed (refer to Figure 3) in the project area shall be responsible for the cost and preparation of a sewer study and if that study shows that the project increases parcel specific wastewater generation beyond the parcel specific wastewater generation analyzed in the City of Folsom 2017 Capacity Assurance Plan (Ultimate Build-Out Growth Development Scenario), the project shall be responsible for providing fees to analyze and construct localized wastewater improvements to address capacity issues in the sewer shed. Localized capacity improvements, such as upsizing pipes, shall be constructed and completed in accordance with a time schedule defined in the development specific conditions of approval. This shall be a condition of approval for all projects in the 33-inch shed within the project area.

**Figure 3 - 33-Inch Sewer Shed**



**Mitigation Measure 3.11-2b: Develop and Implement a Wastewater Conveyance Master Plan for the 27-Inch Shed**

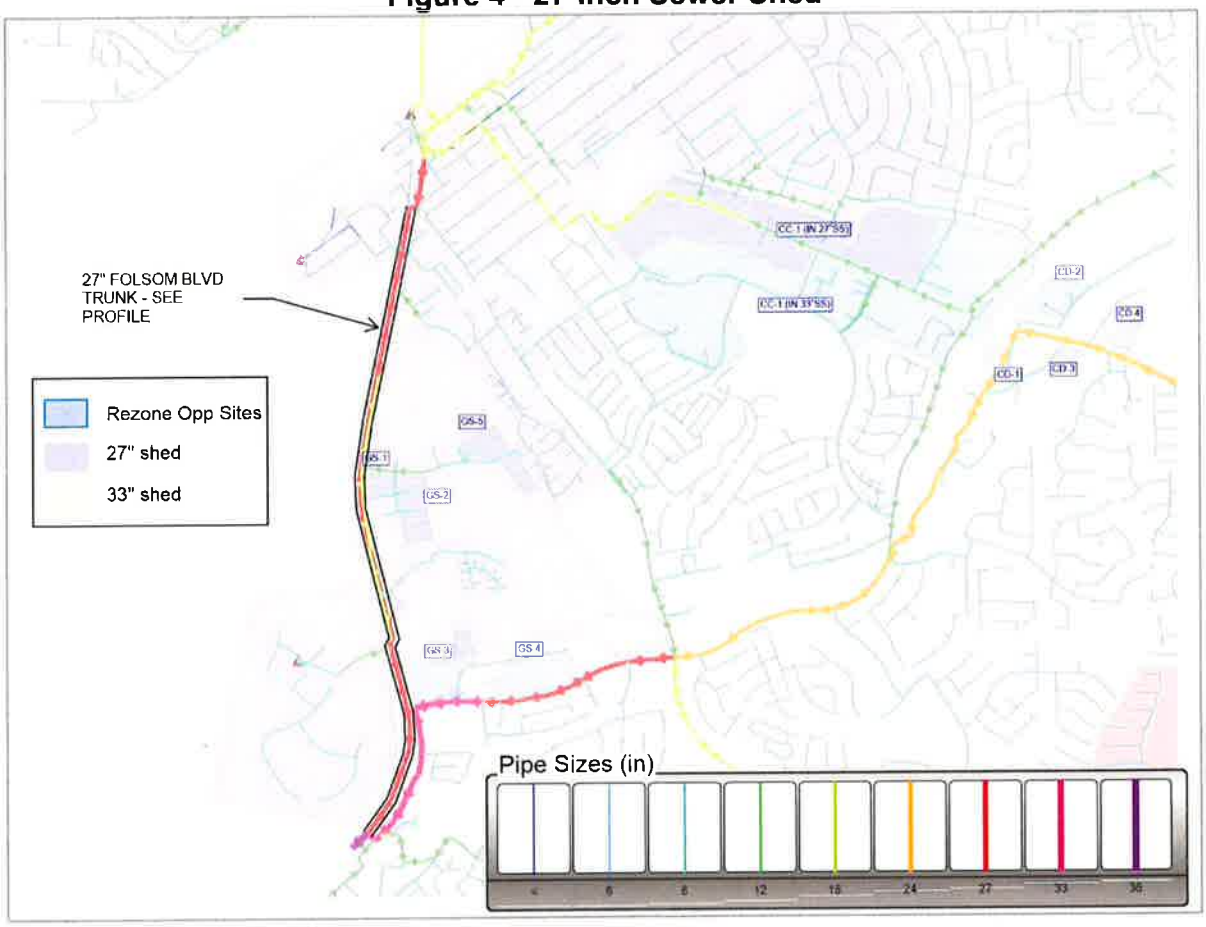
To address capacity concerns in the City's wastewater conveyance system the City shall develop a Wastewater Conveyance Master Plan for the 27-inch Shed (refer to Figure 4) prior to approval of development in the project area that exceeds the wastewater generation analyzed in the City of Folsom 2017 Capacity Assurance Plan (Ultimate Build-Out Growth Development Scenario) within the 27-in Shed.

The Wastewater Conveyance Master Plan shall identify the final anticipated extent of pipeline and pump station improvements as well as any phasing improvements tied to residential development timing and/or location in the 27-inch Shed. The Wastewater Conveyance Master Plan shall include mechanisms and improvements for addressing sewer capacity. The Wastewater Conveyance Master Plan shall contain the goals of the plan, a description of proposed upgrades and features that would be implemented, a long-term maintenance and operation strategy, and an approach for implementation of proposed improvements to the wastewater conveyance system. Potential improvements may include, but are not limited to:

- Construction and operation of a new pump station near the intersection of Riley Street and East Bidwell Street;
- Construction and operation of a new 8-inch force main from the pump station to high point at Glenn Drive and Sibley Street in order to divert flows from the 27-inch shed into the 33-inch shed;
- Upsizing existing 8-inch pipelines on Glenn Drive and Sibley Street to 12-inch; and
- Identification of additional localized sewer improvements.

Upon completion of the Wastewater Conveyance Master Plan, the City shall secure any required permits for implementation of identified improvement strategies. Improvements identified in the Wastewater Conveyance Master Plan shall be implemented prior to issuance of grading permits for future development that increases wastewater generation beyond that analyzed in the City of Folsom 2017 Capacity Assurance Plan (Ultimate Build-Out Growth Development Scenario) in the 27-inch Shed.

**Figure 4 - 27-Inch Sewer Shed**




Future development in the 27-inch shed in the project area shall be responsible for the cost and preparation of a sewer study and if that study shows that the project increases parcel specific wastewater generation beyond the parcel specific wastewater generation analyzed in the City of Folsom 2017 Capacity Assurance Plan (Ultimate Build-Out Growth Development Scenario), the project shall be responsible for providing fees to analyze and construct localized wastewater improvements to address capacity issues in the sewer shed. Localized capacity improvements, such as upsizing pipes, shall be constructed and completed in accordance with a time schedule defined in the development specific conditions of approval. This shall be a condition of approval for all projects in the 27-inch shed within the project area.

Air Quality, Greenhouse Gas Emissions, and Energy Modeling Outputs

A supplemental Environmental Noise and Vibration Assessment ("Air Quality, Greenhouse Gas Emissions, and Energy Modeling Outputs," included as Appendix B to the Draft SEIR) was prepared in order to verify that there would be no new air quality, greenhouse gas emissions, or energy impacts associated with the proposed project that were not contemplated and addressed by the 2035 General Plan EIR and/or the 2011 FPASP EIR/EIS.

The air quality analysis concluded that while no site-specific housing development is proposed, the project would result in increased residential development, a reduction in commercial and industrial land uses, but would not propose any new stationary sources of pollution in the project planning area. Although the project would generate greater overall emissions than the existing land uses in the 2035 General Plan EIR, the project would be more efficient on a per person basis. Since air quality emissions per person would be more efficient (less) compared to the existing 2035 General Plan, the project would not introduce a new or substantially more severe impact than what was identified in the 2035 General Plan EIR.

In addition, the analysis concluded that construction and operation of the project would result in Greenhouse Gas (GHG) emissions. To evaluate GHG emissions, a comparative analysis was conducted that looked at the proposed land use changes to the previously adopted General Plan land uses. Based on this analysis, construction emissions are anticipated to be lower and operational emissions are anticipated to be higher than previously evaluated. However, the proposed project would increase residential density, which results in lower VMT and GHG emissions on a per capita basis, consistent with the goals and objectives of the GHG reduction strategy in the adopted Climate Action Plan (CAP) (integrated into the 2035 General Plan). While the adopted CAP and associated measures demonstrated that the City would achieve their 2035 GHG targets, GHG emissions targets for 2050 would likely not be achieved. Because the project would be consistent with adopted GHG reduction strategies that aim to improve GHG efficiency, the project would not conflict with the City's ability to achieve their 2035 targets, however, the project does not include any additional measures or GHG reduction strategies that would assist in meeting the 2050 targets. Although the impact would remain significant and unavoidable, the project would not result in new or substantially greater impacts relating to GHG emissions than those evaluated in the 2035 General Plan EIR.

Finally, while the full buildout of the project would result in the consumption of additional energy supplies during construction and increased energy demands compared to local conditions, the analysis concluded that the project would not result in a new or substantially more severe impact than the 2035 General Plan EIR land uses due to its greater energy efficiency.

Noise and Vibration Impacts

A supplemental Environmental Noise and Vibration Assessment ("Noise Modeling Outputs," included as Appendix C to the Draft SEIR) was prepared by Ascent Environmental in order to verify that there would be no new noise-related impacts associated with the proposed project that were not contemplated and addressed by the 2035 General Plan EIR and/or the 2011 FPASP EIR/EIS.

The purpose of the supplemental Noise and Vibration Assessment was to quantify future noise and vibration levels which would be generated by traffic on nearby existing and proposed roadways and by construction activities that may occur on project sites, and to compare those noise levels against the noise standards established by the Noise Element

in the City's General Plan. It is important to note that specific construction activities, proximity of equipment to existing structures and sensitive land uses, and specific duration of individual construction projects are unknown at this time. Therefore, this analysis evaluated the potential for impacts to occur at a programmatic level based on typical construction equipment that could be used for building construction.

Construction Activity Noise Impacts

The 2035 General Plan EIR determined that the potential noise generated from construction activities could result in a substantial temporary increase in noise levels, but that impacts would be less than significant with adherence to the Folsom Municipal Code (FMC) and General Plan policies. Construction activities associated with implementation of the project would increase development capacity as well as density within certain areas of Folsom. In addition, constructing a multi-unit residential building could take longer and use different equipment than construction of single-family residences or a building with fewer units. Multi-family developments are often taller and could require the use of larger and louder equipment, such as a crane. Construction noise associated with development under the project would be temporary in nature and vary depending on the characteristics of the construction activities being performed. Although the analysis determined that the proposed increase in density could prolong and/or increase noise generated during construction as compared to currently permitted development in the project planning area, implementation of the following proposed mitigation measures and adopted mitigation measures from the FPASP EIR/EIS would reduce any significant project impacts to less than significant.

**Mitigation Measure 3.7-1: Construction Noise Reduction Measure**

Add new Implementation Program SN-17 Construction Noise Reduction:

- The City shall require that the following measures shall be implemented and specified on subsequent project building plans for development north of Highway 50 within 560 feet of sensitive land uses to ensure construction noise does not exceed 80 dBA $L_{eq}$ at the nearest receptors:
  - To the extent feasible, alternative construction processes that generate lower noise levels shall be selected.
  - Construction equipment staging areas shall be located at the farthest distance feasible from nearby sensitive land uses.
  - For projects with pile driving, with approval and supervision of a qualified structural engineer, pile holes shall be predrilled to minimize the number of pile hammer drives necessary to seat piles, where feasible. Alternative to impact hammers, such as oscillating or rotating pile installation systems shall be used where feasible.
  - Effective pile driving noise control may be achieved by utilizing pile driving shrouds that acoustically shield the pile hammer point of impact, placing resilient padding on top of the pile, and by reducing exhaust noise with sound absorbing mufflers.

- Post visible signs along the perimeter of the construction site that disclose construction times and duration, as well as a contact number for a noise complaint and enforcement manager.

The following adopted mitigation measure from the FPASP EIR/EIS is applicable for rezone sites located within the Folsom Plan Area:

**Mitigation Measure 3A.11-1: Implement Noise-Reducing Construction Practices, Prepare and Implement a Noise Control Plan, and Monitor and Record Construction Noise Near Sensitive Receptors.**

To reduce impacts associated with noise generated during project-related construction activities, the project applicant(s) and their primary contractors for engineering design and construction of all project phases shall ensure that the following requirements are implemented at each work site in any year of project construction to avoid and minimize construction noise effects on sensitive receptors. The project applicant(s) and primary construction contractor(s) shall employ noise-reducing construction practices. Measures that shall be used to limit noise shall include the measures listed below:

- Noise-generating construction operations shall be limited to the hours between 7:00 a.m. and 7:00 p.m. Monday through Friday, and between 8:00 a.m. and 6:00 p.m. on Saturdays and Sundays.
- All construction equipment and equipment staging areas shall be located as far as possible from nearby noise-sensitive land uses.
- All construction equipment shall be properly maintained and equipped with noise-reduction intake and exhaust mufflers and engine shrouds, in accordance with manufacturers' recommendations. Equipment engine shrouds shall be closed during equipment operation.
- All motorized construction equipment shall be shut down when not in use to prevent idling.
- Individual operations and techniques shall be replaced with quieter procedures (e.g., using welding instead of riveting, mixing concrete off-site instead of on-site).
- Noise-reducing enclosures shall be used around stationary noise-generating equipment (e.g., compressors and generators) as planned phases are built out and future noise sensitive receptors are located within close proximity to future construction activities.
- Written notification of construction activities shall be provided to all noise-sensitive receptors located within 850 feet of construction activities. Notification shall include anticipated dates and hours during which construction activities are anticipated to occur and contact information, including a daytime telephone number, for the project representative to be contacted in the event that noise levels are deemed excessive. Recommendations to assist noise-sensitive land uses in reducing interior noise levels (e.g., closing windows and doors) shall also be included in the notification.

- To the extent feasible, acoustic barriers (e.g., lead curtains, sound barriers) shall be constructed to reduce construction-generated noise levels at affected noise-sensitive land uses. The barriers shall be designed to obstruct the line of sight between the noise-sensitive land use and on-site construction equipment. When installed properly, acoustic barriers can reduce construction noise levels by approximately 8–10 dB (EPA 1971).
- When future noise sensitive uses are within close proximity to prolonged construction noise, noise attenuating buffers such as structures, truck trailers, or soil piles shall be located between noise sources and future residences to shield sensitive receptors from construction noise.
- The primary contractor shall prepare and implement a construction noise management plan. This plan shall identify specific measures to ensure compliance with the noise control measures specified above. The noise control plan shall be submitted to the City of Folsom before any noise-generating construction activity begins. Construction shall not commence until the construction noise management plan is approved by the City of Folsom. Mitigation for the two off-site roadway connections into El Dorado County must be coordinated by the project applicant(s) of the applicable project phase with El Dorado County, since the roadway extensions are outside of the City of Folsom's jurisdictional boundaries.

Vibration Impacts

The 2035 General Plan EIR determined that development as part of General Plan buildout would adhere to General Plan policies and would not exceed applicable vibration thresholds for vibration annoyance. However, the General Plan EIR did not analyze potential vibration damage impacts from short-term construction activities and equipment. Implementation of the project would increase development capacity and density compared to what was proposed in the General Plan EIR. The proposed increase could result in different construction methods. As such, the analysis determined that the construction of some buildings in the project planning area could require the use of pile drivers depending on site specific soil type and other foundation factors. In addition to building construction, road improvement projects (e.g., constructing roadways) often require the use of vibratory rollers which, when operated close to existing structures, can result in increased levels of annoyance. Based on reference vibration levels for typical construction equipment evaluated for the project (see appendix C of the Draft SEIR), ground vibration levels associated with pile drivers can reach levels of 1.518 in/sec PPV at 25 feet and is therefore of greatest concern when evaluating potential construction-related vibration impacts. Therefore, vibratory damage could result in a substantially more severe impact than was addressed in the General Plan EIR. However, implementation of the following proposed mitigation measures and adopted mitigation measures from the FPASP EIR/EIS would reduce project impacts to less than significant.

**Mitigation Measure 3.7-2: Implement a Vibration Damage Control Plan**
Add new Implementation Program SN-18 Construction Vibration Reduction:

- The City shall apply this Implementation Program to construction activity involving pile-driving activities located within 96 feet of any building and vibratory rollers located within 26 feet of any building to reduce the potential for structural damage.
- Require project applicants with projects that involve pile-driving activities located within 96 feet of any building and vibratory rollers located within 26 feet of any building to develop a vibration control plan. The plan shall consider all potential vibration-inducing activities that would occur within the distance parameters described above and include various measures, setback distances, precautions, monitoring programs, and alternative methods to traditional pile-driving or other vibration intensive activities with the potential to result in structural damage. The following vibration control measures (or other equally effective measures approved by the City) shall be included in the plan:
- To prevent structural damage minimum setback requirements for different types of ground vibration-producing activities (e.g., pile driving, vibratory roller) for the purpose of preventing damage to nearby structures shall be established based on the proposed pile-driving activities and locations, once determined.
- All vibration-inducing activity within the distance parameters described above shall be monitored and documented for ground vibration noise and vibration noise levels at the nearest sensitive land use and associated recorded data submitted to the City of Folsom so as not to exceed the recommended Federal Transit Administration (FTA) vibration damage levels.
- Alternatives to traditional pile driving (e.g., sonic pile driving, jetting, cast-in-place or auger cast piles, non-displacement piles, pile cushioning, torque or hydraulic piles) shall be considered and implemented where feasible to reduce vibration levels.
- Limit pile-driving activities to the daytime hours between 7:00 a.m. and 6:00 p.m. Monday through Friday and between 8:00 a.m. and 5:00 p.m. on Saturday and Sunday.
- Predrill pile holes to the maximum feasible depth to reduce the number of blows required to seat a pile.
- Operate all vibration inducing impact equipment as far away from vibration-sensitive sites as reasonably possible.
- Phase pile-driving and high-impact activities so as not to occur simultaneously with other construction activities, to the extent feasible. The total vibration level produced could be significantly less when each vibration source is operated at separate times.

The following adopted mitigation measure from the FPASP EIR/EIS is applicable for rezone sites located within the Folsom Plan Area:

**Mitigation Measure 3A.11-3: Implement Measures to Prevent Exposure of Sensitive Receptors to Groundborne Noise or Vibration from Project Generated Construction Activities.**

- To the extent feasible, blasting activities shall not be conducted within 275 feet of existing or future sensitive receptors.
- To the extent feasible, bulldozing activities shall not be conducted within 50 feet of existing or future sensitive receptors.
- All blasting shall be performed by a blast contractor and blasting personnel licensed to operate in the State of California.
- A blasting plan, including estimates of vibration levels at the residence closest to the blast, shall be submitted to the enforcement agency for review and approval prior to the commencement of the first blast.
- Each blast shall be monitored and documented for groundborne noise and vibration levels at the nearest sensitive land use and associated recorded submitted to the enforcement agency.

Traffic Noise Impacts

Although the 2035 General Plan contains policies require the preparation of noise studies for new development along affected roadways and project-specific noise mitigation measures to ensure that existing and proposed noise levels are satisfactory for nearby sensitive receptors, the General Plan EIR concluded that, because it may not be feasible to reduce the project-related long-term traffic noise levels to a less-than-significant level at existing noise-sensitive land uses, the impact would remain significant and unavoidable.

The project would result in the generation of new vehicle trips from the development of increased residential land uses in the project planning area. Additional vehicle trips would result in an increase in traffic-related noise levels on various roadway segments; however, cumulative traffic noise from the project would not result in a substantially more severe impact than identified in the General Plan EIR. Additionally, in accordance with General Plan Policy SN 6.1.2, effective mitigation for noise due to traffic on public roadways would be required for new residential development. Specifically, exterior noise levels for multi-family residential development would be required to meet the City's 65 dBA $L_{dn}$ exterior noise standard and 45 dB $L_{dn}$ interior noise standard which would address potential impacts to health such as sleep disturbance during nighttime hours. No additional mitigation measures are included beyond adopted Mitigation Measure 3A.11-4 (listed below) for development in the Folsom Plan Area, compliance with General Plan policies, and the FMC noise standards.

The following adopted mitigation measure from the FPASP EIR/EIS is applicable for rezone sites located within the Folsom Plan Area:

**Mitigation Measure 3A.11-4: Implement Measures to Prevent Exposure of Sensitive Receptors to Increases in Noise from Project-Generated Operational Traffic on Off-site and On-site Roadways.**

To meet applicable noise standards as set forth in the appropriate General Plan or Code (e.g., City of Folsom, County of Sacramento, and County of El Dorado) and to reduce increases in traffic-generated noise levels at noise-sensitive uses, the project applicant(s) of all project phases shall implement the following:

- Obtain the services of a consultant (such as a licensed engineer or licensed architect) to develop noise-attenuation measures for the proposed construction of on-site noise-sensitive land uses (i.e., residential dwellings and school classrooms) that will produce a minimum composite Sound Transmission Class (STC) rating for buildings of 30 or greater, individually computed for the walls and the floor/ceiling construction of buildings, for the proposed construction of on-site noise-sensitive land uses (i.e., residential dwellings and school classrooms).
- Prior to submittal of tentative subdivision maps and improvement plans, the project applicant(s) shall conduct a site-specific acoustical analysis to determine predicted roadway noise impacts attributable to the project, considering site-specific conditions (e.g., site design, location of structures, building characteristics). The acoustical analysis shall evaluate stationary- and mobile-source noise attributable to the proposed use or uses and impacts on nearby noise-sensitive land uses, in accordance with adopted City noise standards. Feasible measures shall be identified to reduce project-related noise impacts. These measures may include, but are not limited to, the following:
  - Limiting noise-generating operational activities associated with proposed commercial land uses, including truck deliveries;
  - Constructing exterior sound walls;
  - Constructing barrier walls and/or berms with vegetation;
  - Using "quiet pavement" (e.g., rubberized asphalt) construction methods on local roadways; and,
  - Using increased noise-attenuation measures in building construction (e.g., dual-pane, sound-rated windows; exterior wall insulation).

Stationary Noise Impacts

The 2035 General Plan EIR did not analyze impacts related to stationary noise sources. All future development associated with the project would be required to comply with the FMC and General Plan policies related to stationary noise standards. However, due to the programmatic nature of the project it cannot be assured that future development as part of the project will not exceed applicable standards.

The project would include a rezone to permit residential development at increased density in the project planning area. Noise sources associated with residential land uses include mechanical equipment such as HVAC equipment, residential landscaping activities, and outdoor recreational activities. Noise levels from outdoor activities such as voices would

be intermittent and unamplified, and therefore, not result in a substantial noise increase above ambient noise levels. Noise sources associated with the maintenance of residential property between the hours of 7:00 a.m. to dusk on Monday through Friday and 8:00 a.m. to dusk on Saturday and Sunday are exempt from the City's noise standards. However, HVAC noise could exceed City noise standards for stationary noise sources at nearby receptors and therefore have a significant impact. However, implementation of the following proposed mitigation measures and adopted mitigation measures from the FPASP EIR/EIS would reduce project impacts to less than significant.

**Mitigation Measure 3.7-4: Heating, Ventilation, and Cooling Noise**
Add new Implementation Program SN-19 Heating, Ventilation, and Cooling Noise Reduction:

- The City shall require an acoustical assessment to be prepared as part of subsequent land use development associated with development if an HVAC would be located within 55 feet of a sensitive receptor. The acoustical assessment shall evaluate the potential operational noise impacts attributed to HVAC noise. The acoustical assessment shall be completed by a qualified acoustical consultant that shall verify that the chosen mechanical equipment for individual development projects would not exceed 45 dBA at the nearest sensitive receptor, in accordance with City of Folsom noise standards. Where the acoustical analysis determines that noise levels would exceed applicable City noise standards, noise reduction measures shall be identified and included in the subsequent project. Nosie reduction measures may include, but are not limited to:
    - Selecting equipment with noise specifications that do not exceed the 45 dBA HVAC noise standard at the nearest noise-sensitive receptor.
    - Identifying the equipment's noise screening distance, ensuring that noise levels attenuate to below the 45 dBA HVAC noise standard at the nearest sensitive receptor, and installing the equipment at a distance no less than the screening distance.
    - Employing noise dampening techniques such as solid enclosures or parapets walls to block the line-of-sight between the noise source and the noise-sensitive receptors. Blocking the line of sight with a solid barrier or enclosure would reduce noise levels by at least 5 dBA.

The following adopted mitigation measure from the FPASP EIR/EIS is applicable for rezone sites located within the Folsom Plan Area:

**Mitigation Measure 3A.11-5: Implement Measures to Reduce Noise from Project-Generated Stationary Sources.**
The project applicant(s) for any particular discretionary development project shall implement the following measures to reduce the effect of noise levels generated by on-site stationary noise sources that would be located within 600 feet of any noise-sensitive receptor:

- Routine testing and preventive maintenance of emergency electrical generators shall be conducted during the less sensitive daytime hours (i.e., 7:00 a.m. to 6:00 p.m.). All electrical generators shall be equipped with noise control (e.g., muffler) devices in accordance with manufacturers' specifications.
- External mechanical equipment associated with buildings shall incorporate features designed to reduce noise emissions below the stationary noise source criteria. These features may include, but are not limited to, locating generators within equipment rooms or enclosures that incorporate noise reduction features, such as acoustical louvers, and exhaust and intake silencers. Equipment enclosures shall be oriented so that major openings (i.e., intake louvers, exhaust) are directed away from nearby noise-sensitive receptors.
- Parking lots shall be located and designed so that noise emissions do not exceed the stationary noise source criteria established in this analysis (i.e., 50 dB for 30 minutes in every hour during the daytime [7:00 a.m. to 10:00 p.m.] and less than 45 dB for 30 minutes of every hour during the nighttime [10:00 p.m. to 7:00 a.m.]). Reduction of parking lot noise can be achieved by locating parking lots as far away as possible from noise sensitive land uses or using buildings and topographic features to provide acoustic shielding for noise-sensitive land uses.
- Loading docks shall be located and designed so that noise emissions do not exceed the stationary noise source criteria established in this analysis (i.e., 50 dB for 30 minutes in every hour during the daytime [7:00 a.m. to 10:00 p.m.] and less than 45 dB for 30 minutes of every hour during the nighttime [10:00 p.m. to 7:00 a.m.]). Reduction of loading dock noise can be achieved by locating loading docks as far away as possible from noise sensitive land uses, constructing noise barriers between loading docks and noise-sensitive land uses, or using buildings and topographic features to provide acoustic shielding for noise-sensitive land uses.

## POLICY/RULE

The City's 2021-2029 Housing Element was approved by City Council on August 24, 2021. That document includes several policies that relate directly to the issues discussed in this staff report. These include:

- **Policy H-1.1 Sufficient Land for Housing:** The City shall ensure that sufficient land is designated and zoned in a range of residential densities to accommodate the City's regional share of housing.

- **Policy H-1.2 Location of Higher Density Housing Sites:** The City shall endeavor to designate future sites for higher density housing near transit stops, commercial services, employment centers, and schools, where appropriate and feasible.

- **Policy H-1.3 Multi-family Housing Densities:** The City shall encourage home builders to develop their projects on multi-family-designated land at the high end of the applicable density range.

- **Policy H-1.4 Lower-Income Housing Replacement Sites:** The City shall mitigate the loss of lower-income housing sites within the Folsom Plan Area by securing voluntary agreements with the landowners to find replacement sites as market-rate housing is developed on sites identified in the lower-income sites inventory.

- **Policy H-3.2 Inclusionary Housing:** The City shall continue to require inclusionary housing on all new for-sale units. The City may also consider inclusionary housing as a community benefit for non-City-initiated General Plan and/or Specific Plan amendments that result in rental housing.

- **Policy H-6.3 Balance of Housing Types:** The City shall encourage residential projects affordable to a mix of household incomes and disperse affordable housing projects throughout the City, including the Folsom Plan Area, to achieve a balance of housing in all neighborhoods and communities.

In addition, and as discussed earlier in this staff report, the City is also subject to identifying sufficient and appropriately zoned sites to accommodate its share of the Regional Housing Needs Allocation (RHNA) as set forth in Government Code Section 65580 *et seq*. The City also has an obligation that if, as a result of market-rate development on sites identified for housing for lower-income households, it fails to have sufficient and appropriately zoned sites then within six months the City must rezone additional land for such housing. This is known as the "no net loss" requirement and is set forth in Government Code Section 65863.

## TRIBAL CONSULTATION

As part of the CEQA process and as part of the process with any amendment to a general plan or specific plan, the City is required to consult with tribes culturally affiliated with the project sites pursuant to Assembly Bill 52 (2014) and Senate Bill 18 (2004). A request was made to the California Native American Heritage Commission for a list of applicable tribes, and a notice was circulated to those tribes. The United Auburn Indian Community (UAIC) requested to engage in consultation with the City about the project. From July 2023 through June 2024 the City consulted with UAIC on the project. After reviewing the draft Cultural and Tribal Cultural Resource section of the Subsequent Environmental Impact Report (SEIR), UAIC proposed modifications to the mitigation measures in the Folsom Plan Area Specific Pan EIR/EIS. Since those measures were developed in collaboration with federal agencies and the tribes, including UAIC, and approved by the City, the tribes and the agencies, that document cannot be altered through the current action. Furthermore, as indicated in the draft SEIR, the proposed project maintains the same development footprint that was previously evaluated in both the General Plan EIR and the FPASP EIR/EIS. Consequently, there are no additional impacts to tribal cultural resources resulting from the implementation of the project.

Although staff and the consultants determined that adjusting land use densities for certain parcels within the City limits will not result in impacts to Native American cultural places or

tribal cultural resources, there is value in addressing Tribal Cultural Resources (TCRs) separately from Cultural Resources (CRs). To that end, two new General Plan Implementation Programs specifically focused on tribal cultural resources have been added as part of this project and are discussed further in the project description section of this staff report.

As a result, on July 5, 2024, the City unilaterally concluded consultation pursuant to Public Resources Code Section 21082.3.2(b)(2) and Government Code Sections 65352.3 and 65352.4.

**ATTACHMENT 4**
**ENVIRONMENTAL REVIEW**

The City certified the City of Folsom 2035 General Plan Update Final EIR (General Plan EIR) and adopted the General Plan in August 2018. The General Plan was amended in August 2021 for the Housing Element Update. This project represents a further amendment to the adopted 2035 General Plan. Since the project proposes changes to the land uses evaluated in the General Plan EIR that could involve new significant environmental effects or a substantial increase in the severity of previously identified significant effects, the City determined that the preparation of a subsequent environmental impact report (SEIR) was the appropriate environmental review document for the project, pursuant to the requirements of State CEQA Guidelines Section 15162.

It should be noted that a portion of the project is located in the Folsom Plan Area Specific Plan (FPASP) south of Highway 50. The City adopted the FPASP and certified the Final EIR/Environmental Impact Study (EIS) (FPASP EIR/EIS) in June 2011. The 2035 General Plan and its EIR incorporated the FPASP and its policies and impact analysis. Although this SEIR is based on the analysis in the 2035 General Plan EIR, the SEIR also evaluated the project in light of the impact analysis provided in the FPASP EIR/EIS.

This City of Folsom 2035 General Plan Amendments for Increased Residential Capacity Project SEIR has been prepared pursuant to CEQA (Public Resources Code [PRC] Section 21000 et seq.) and the State CEQA Guidelines (California Code of Regulations, Title 14, Chapter 3, Section 1500, et seq.) to evaluate the physical environmental effects of the project. The City of Folsom is the lead agency for the project. The City has the principal responsibility for approving and carrying out the project and for ensuring that the requirements of CEQA have been met.

A notice of preparation (NOP) was distributed on July 24, 2023 to responsible agencies, and interested parties and organizations, and a scoping meeting was held on August 17, 2023, to gather public input on the scope and content of the SEIR.

Key concerns and issues that were expressed during the scoping process included the following:

- Increased traffic and congestion in the City
- Potential air quality and greenhouse gas emissions
- Air quality exposure for new residences
- Impacts on the existing park system
- Potential impacts to biological resources
- Potential impacts on water and wastewater distribution.

These issues were each addressed in the Draft SEIR, with the exception of traffic congestion (i.e., level of service) which is no longer considered an impact under CEQA, though as noted earlier, this issue is discussed as part of the proposed roundabout policies. Any impacts related to these issues are identified either as less than significant or as less than significant after mitigation.

On April 22, 2024, the City of Folsom released the Draft SEIR and circulated the document for a 45-day public review period. Copies of the Draft SEIR were made available for public review at the City of Folsom Community Development Department, the Folsom Public Library, and on the City's website. A virtual community meeting was held on May 16, 2024, to provide an opportunity for the public to comment on the project and Draft SEIR. The public review period ended on June 6, 2024. Staff received a total of six comment letters during the public review period from the following:

1. California Highway Patrol
2. California Department of Transportation
3. Crystal Gorton
4. Finley
5. Loretta Hettinger
6. Sacramento Area Sewer District

Accordingly, each of the comments received from the six individuals/organizations have been included in the Final SEIR with written responses that address comments on environmental issues received from the reviewers of the Draft SEIR.

## Scope of the Environmental Impact Report

CEQA allows a lead agency to limit the detail of discussion of environmental effects that are not potentially significant (PRC Section 21100, CCR Section 15128). Following research and analysis of technical studies and data, it was determined that the project would not result in significant environmental impacts on the resources identified below. Accordingly, the following resources were not addressed in the SEIR:

- Agricultural and Forestry Resources
- Biological Resources
- Geology and Soils
- Hazards and Hazardous Materials
- Hydrology and Water Quality
- Mineral Resources
- Wildfire

## Summary of Potential Environmental Impacts

Provided below is a list of the environmental resource areas identified as having potential to be significantly impacted by the project.

- Aesthetics
- Air Quality
- Cultural and Tribal Cultural Resources
- Energy
- Greenhouse Gas Emissions and Climate Change
- Land Use and Planning
- Noise
- Population and Housing
- Public Services and Recreation
- Transportation
- Utilities and Service Systems

Implementation of the project would not result in any new significant and unavoidable impacts that could not be reduced to a less than significant level through mitigation or a substantially more severe finding for an impact that was determined to be significant and unavoidable in the General Plan EIR. A summary of impacts from the project is presented in Table ES-1 at the end of the Draft SEIR Executive Summary chapter, which can be found at www.folsom.ca.us/housingstudy.

The majority of mitigation measures identified in the Table ES-1 are existing FPASP EIR/EIS mitigation measures that mitigate impacts of project sites within the FPA; however, there are several new environmental effects associated with the project and associated new proposed mitigation measures which are discussed in detail previously in the Analysis section of this staff report. For a more in-depth analysis, see Table ES-1 as it provides the level of significance of each impact before mitigation, recommended mitigation measures, and the level of significance of the impact after implementation of the mitigation measures.

## Cumulative Impacts

State CEQA Guidelines require that all aspects of a project be considered when evaluating its impact on the environment. CEQA Guidelines Section 15355 defines cumulative impact as "two or more individual effects which, when considered together, are considerable or which compound or increase other environmental impacts." Chapter 4 of the Draft SEIR provides an analysis of cumulative impacts of the project taken together with other past, present, and probable future projects producing related impacts and evaluates whether, after implementation of project-specific mitigation designed to minimize environmental effects, the residual impacts of the project would cause a cumulatively significant impact or would contribute considerably to existing or anticipated (without the project) cumulatively significant effects that were identified in the General Plan EIR. Where the project would contribute to such effects, additional mitigation is recommended where feasible.

## Growth Inducing Impacts

According to Section 15126.2(e) of the State CEQA Guidelines, an EIR must discuss the growth-inducing impacts of a project. More specifically, CEQA Guidelines require that the EIR discuss the ways in which a project could foster economic or population growth, or the construction of additional housing, either directly or indirectly in the surrounding environment. Included in this analysis are projects which remove obstacles to population growth, such as a major expansion of a wastewater treatment plant.

Growth inducement itself is not an environmental effect but may foreseeably lead to environmental effects. If substantial growth inducement occurs, it can result in secondary environmental effects, such as increased demand for housing, demand for other community and public services and infrastructure capacity, increased VMT and noise, degradation of air or water quality, degradation or loss of plant or animal habitats, conversion of agricultural and open-space land to urban uses, and other effects.

Chapter 6 of the SEIR analyzes potential growth-inducing impacts of the project associated with population growth, employment growth, and infrastructure improvements. Based on the analysis in the SEIR, implementation of the project would not result in substantial population growth or substantial new employment opportunities in Folsom that has not already been accounted for in local and regional planning efforts (refer to the RHNA process discussed earlier). Furthermore, the project would not include any oversized infrastructure or infrastructure extensions that would result in growth beyond what would be anticipated from the project.

## Significant and Unavoidable Adverse Impacts

The State CEQA Guidelines Section 15126.2(b) requires EIRs to include a discussion of the significant environmental effects that cannot be avoided if the proposed project is implemented. The General Plan EIR identified significant and unavoidable impacts to scenic resources and visual character, new sources of light and glare, operational air quality emissions, exposure to toxic air contaminants, increased odors, historical and archaeological resources, greenhouse gas emissions, traffic noise, transportation level of service, and tribal cultural resources. However, as a result of Senate Bill 743 (2013), transportation level of service (a measure of traffic congestion and delay) is no longer considered an environmental effect under CEQA and is not evaluated in EIRs. The new transportation criteria used under CEQA is vehicle miles traveled or VMT.

As documented throughout Chapter 3 (Environmental Impacts and Mitigation Measures) and Chapter 4 (Cumulative Impacts) of the SEIR, after implementation of the recommended mitigation measures, all of the impacts associated with the project would remain significant and unavoidable or be reduced to a less-than-significant level. The project would not result in any substantially more severe significant and unavoidable

impacts beyond what was determined in the General Plan EIR.

## Alternatives

The Alternatives chapter of the Draft SEIR includes consideration and discussion of a range of reasonable alternatives to the proposed project. As required pursuant to CEQA Guidelines Section 15126.6, this section is required to describe a range of reasonable alternatives which would feasibly achieve the most basic objectives of the project but would avoid or substantially lessen any of the significant effects of the project and evaluate the comparative merits of the alternatives. Generally, the chapter includes discussions of the following: the purpose of an alternatives analysis; alternatives considered but dismissed; a reasonable range of project alternatives and their associated impacts in comparison to the proposed project's impacts; and the environmentally superior alternative. The following three project alternatives were considered in Chapter 5 of the SEIR:

- **Alternative 1: No Project Alternative** assumes continued implementation of the City's 2035 General Plan. No changes would be made to address the requirements of State law to meet the City's Reginal Housing Needs Allocations (RHNA) for low- or moderate-income housing. The project planning area would retain the current General Plan land use and zoning designations.
- **Alternative 2: Denser Development Alternative** includes reducing multi-family development in the Glenn Station area and Central Business District, specifically development within the City's 27-inch sewer shed, and instead increasing multi-family development in the College/Broadstone district, Iron Point Station area and the portion of the Glenn Station area outside of the 27-inch sewer shed.
- **Alternative 3: Folsom Plan Area Alternative** includes focusing all the new growth needed to meet the target housing demand at all income levels for the City's RHNA in the Folsom Plan Area.

Further details on these alternatives, and an evaluation of environmental effects relative to the proposed project, are provided in Chapter 5 of the SEIR and summarized in the table below.

**TABLE 8**
**SUMMARY OF PROJECT ALTERNATIVES**

| Environmental Topic | Proposed Project | Alternative 1: No Project Alternative | Alternative 2: Denser Development Alternative | Alternative 3: Folsom Plan Area Alternative |
|---|---|---|---|---|
| Aesthetics | Significant and Unavoidable | Less | Greater | Greater |
| Air Quality | Significant and Unavoidable | Less | Greater | Greater |
| Cultural and Tribal Cultural Resources | Significant and Unavoidable | Less | Less | Similar |
| Energy | Less than Significant | Less | Greater | Similar |
| Greenhouse Gas Emissions and Climate Change | Significant and Unavoidable | Less | Less | Greater |
| Land Use and Planning | Less than Significant | Less | Similar | Similar |
| Noise | Significant and Unavoidable | Less | Greater | Greater |
| Population and Housing | Less than Significant | Less | Greater | Slightly Greater |
| Public Services | Less than Significant | Less | Greater | Similar |
| Transportation | Less than Significant | Less | Less | Greater |
| Utilities and Service Systems | Less than Significant (with mitigation) | Less | Less | Greater |

Alternative 1, the No Project Alternative, would avoid the adverse impacts generated by the project. Therefore, it is considered the environmentally superior alternative. However, the No Project Alternative would not meet the project objectives. As a result, this alternative was rejected given that the City must address the State RHNA requirements.

When the environmentally superior alternative is the No Project Alternative, the State CEQA Guidelines (Section 15126[d][2]) require selection of an environmentally superior alternative other than the No Project Alternative from among the other action alternatives evaluated. Although Alternative 2: Denser Development Alternative would not avoid significant and unavoidable impacts associated with the project, this alternative would result in fewer impacts related to cultural and tribal cultural resources, greenhouse gas (GHG) emissions, transportation, and utilities and service systems. However, it would result in more intensive development (i.e., more height and more density) in just a few areas of Folsom which conflict with prior Council direction and General Plan policies that focus growth in multiple areas including the East Bidwell Corridor, in transit priority areas and in the Folsom Town Center. As a result, this alternative was rejected.

In Alternative 3, the Folsom Plan Area Alternative, this alternative creates greater impacts than the project and Alternative 2. In addition, this alternative would conflict with the City's Housing Element Implementation Program H-2 which states that "the City shall strive to disperse affordable housing opportunities and avoid fair housing issues related to

overconcentration." This alternative would concentrate all new affordable housing growth in the Folsom Plan Area. As a result, this alternative was rejected.

## FINAL EIR

A Final SEIR has been prepared and is available on the City's website at www.folsom.ca.us/housingstudy. The City received six comment letters during the public review period for the Draft SEIR which concluded on June 6, 2024. Three letters were received from agencies, including the California Highway Patrol, California Department of Transportation, and Sacramento Area Sewer District and three letters were received from members of the public on the content of the Draft SEIR. Chapter 2 (Responses to Comments) of the Final SEIR identifies the commenting parties, their respective comments, and responses to these comments.

City staff and the SEIR consultant reviewed all comments received on the Draft SEIR. Comments were analyzed to determine if any of the commenters raised new issues that were not considered in the Draft SEIR analysis and constitute substantial new information not previously included in the Draft SEIR. None of the comments received, or the responses provided, constitute "significant new information" by CEQA standards (State CEQA Guidelines CCR Section 15088.5).

# ATTACHMENT 6
# PROPOSED GENERAL PLAN AMENDMENTS

**(for a copy of the proposed General Plan Amendments without track changes [clean version], visit www.folsom.ca.us/housingstudy and refer to the Proposed Amendments section)**

# 2 Land Use

Folsom's land use pattern continues to evolve. The goals and policies in this element acknowledge this evolution and apply to all areas of Folsom, from the historic core of Sutter Street to the new growth south of U.S. Highway 50. The Land Use Element focuses on creating a compatible and complementary mix of residential, employment, retail, mixed-use, and service uses that contribute to the city's economy, environment, and quality of life.

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# Land Use Diagram and Standards

The Land Use Diagram depicts proposed land uses for Folsom through the year 2035 and beyond. The land uses are represented using designations–districts that specify the type and intensity of allowed land uses. The boundary lines between land use designations are delineated as specifically as possible, in most cases following parcel lines.

The following sections describe the land use designations appearing on the Land Use Diagram (Figure LU-1), and standards of residential density and building intensity for the land use designations.

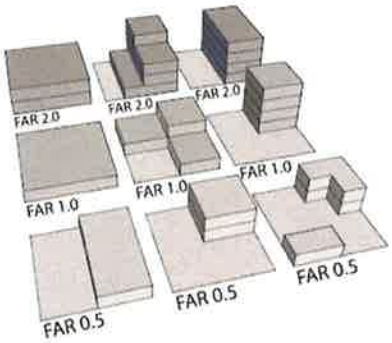
## Development Standards

These are legal standards of density for residential uses and standards of building intensity for nonresidential and mixed use. Specific plans, such as the Folsom Plan Area Specific Plan (FPASP), must match the land use development intensities and standards outlined in the Folsom General Plan. The following explains how these standards operate.

**Density.** Standards of building intensity for residential uses are stated as a range (i.e., minimum and maximum) of allowable number of dwelling units per gross acre. Residential development that is part of a mixed-use development or standalone residential development within a mixed-use overlay designation, such as the East Bidwell Corridor Overlay, Transit-Oriented Development Overlay, or Town Center Overlay, is subject to the minimum density standard, but the maximum intensity of the development is based on the maximum floor area ratio rather than maximum density. The diagram below shows various building configurations representing different density ranges. Standards of population density can be determined based on an assumption of persons per household.

**Floor Area-Ratio (FAR).** Standards of building intensity for residential mixed-use development and nonresidential uses, such as commercial, office, and industrial development, are stated as a range (i.e., minimum and maximum) of FARs. In the case of mixed-use developments that include residential uses as well as standalone residential uses in an area with a mixed-use overlay designation, the FAR includes residential building square footage, and the development must meet both minimum residential density and maximum FAR standards.

An FAR is the gross building area on a site, excluding structured parking, to the net developable area of the site. The net developable area is the total area of a site excluding portions that cannot be developed (e.g., right-of-way, public parks). A site includes all contiguous parcels that will share parking or access. For example, on a lot with 25,000 square feet of land area, a FAR of 0.50 will allow 12,500 square feet of useable building floor area to be built, regardless of the number of stories in the building (e.g., 6,250 square feet per floor on two floors or 12,500 square feet on one floor). On the same 25,000-square-foot lot, a FAR of 1.00 would allow 25,000 square feet of useable floor area, and a FAR of 2.00 would allow 50,000 square feet of useable floor area. The diagram below shows various building configurations representing FARs of 0.50, 1.00, and 2.00.




While FAR provides for the overall development size and intensity, it does not specify the form or character of the building. Different interpretations of the same FAR can result in buildings of very different character and variable residential densities. The diagram below correlates the residential densities and FARs across a range of housing types. Examples of housing developments across a spectrum of FARs and residential densities are shown on page 2-5.

**4 du / ac**
**0.42 FAR**

**8 du / ac**
**0.86 FAR**

**16 du / ac**
**0.98 FAR**

**36 du / ac**
**1.27 FAR**

**60 du / ac**
**1.67 FAR**

## HOUSING DEVELOPMENT EXAMPLES

**Single Family Home**
Folsom, CA
Density 3du/ac
FAR 0.24

**Single Family McKinnley Village**
Sacramento, CA
Density 12 du/ac
FAR 0.8

**Courtyard Townhomes Mission Meridian Village**
South Pasadena, CA
Density 40 du/ac
FAR 1.65

**Legacy at Livermore**
Mixed-Use
Livermore, CA
14,000 SF Commercial
Density 55 du/ac
FAR 2.32

**Element 79 Apartments**
El Dorado Hills, CA
Density 47 du/ac
FAR 2.13

**Annex on Main Street**
100% Affordable
Roseville, CA
Density 56 du/ac
FAR 1.6

# Land Use Designations

| Table LU-1: Residential Designations | Density/Intensity Range* |
|---|---|
| **Single Family (SF)**<br>This designation provides for single-family detached homes. | 2-4 Dwelling Units per Acre |
| **Single Family High Density (SFHD)**<br>This designation provides for single-family detached homes and single-family attached homes that include duplexes, halfplexes, and zero-lot-line homes. This designation also provides for mobile home parks. | 4-7 Dwelling Units per Acre |
| **Multifamily Low Density (MLD)**<br>This designation provides for single-family and multifamily residential units, including small-lot SF detached, zero-lot-line homes, duplexes, halfplexes, townhouses, condominiums, and apartments. | 7-12 Dwelling Units per Acre |
| **Multifamily Medium Density (MMD)**<br>This designation provides for multifamily residential units, including townhouses, condominiums, and apartments. | 12-20 Dwelling Units per Acre |
| **Multifamily High Density (MHD)**<br>This designation provides for multifamily residential units in apartment buildings. | 20-30 Dwelling Units per Acre |

| Table LU-2: Commercial Designations | Density/Intensity Range* |
|---|---|
| **General Commercial (GC)**<br>This designation provides for a wide range of retail, office, lodging, and service uses. Typically, general commercial parcels accommodate power centers, lifestyle centers, and freestanding stores or offices. | FAR: 0.2-0.5 |
| **Community Commercial (CC)**<br>This designation provides for community-based retail and service uses intended to serve residential neighborhoods within the city. | FAR: 0.2-0.5 |
| **Regional Commercial Center (RCC)**<br>This designation provides for highway-oriented, large-scale regional retail, entertainment, business, lodging, and public uses. Uses in this district will serve the entire region. | FAR: 0.2-1.0 |
| **Auto-Oriented Commercial (AOC)**<br>This designation provides for vehicular sales and service. | FAR: 0.1-0.3 |

| Table LU-3: Mixed-Use Designations | Density/Intensity Range* |
|---|---|
| **Mixed-Use (MU)**<br>This designation provides for a mixture of commercial and residential uses that are mutually compatible by encouraging high-quality, innovative site design. This designation allows for multifamily housing as well as shops, restaurants, services, offices, hospitality, and other compatible uses. | 20-30 Dwelling Units per Acre<br>FAR: 0.5-1.5 |
| **Historic Folsom Mixed-Use (HF)**<br>This designation provides for a mixture of commercial and residential uses designed to preserve and enhance the historic character of Folsom's old town center. | 20-30 Dwelling Units per Acre<br>FAR: 0.5-2.0 |

| Table LU-4: Employment/Industrial Designations | Density/Intensity Range* |
|---|---|
| **Industrial/Office Park (IND)**<br>This designation provides for office, research and development, wholesale, light industrial and similar uses. Uses that support the primary uses, such as restaurants, are also allowed. | FAR: 0.2-1.2 |
| **Professional Office (PO)**<br>This designation provides for low-intensity business and professional offices that are compatible with higher-intensity residential uses. | FAR: 0.2-0.5 |

| Table LU-5: Public Designations | Density/Intensity Range* |
|---|---|
| **Public and Quasi-Public Facility (PQP)**<br>This designation supports the needs of the community by providing for governmental, civic, cultural, health, education, and infrastructure uses. | FAR: 0.2-1.0 |
| **Parks (P)**<br>The Parks land use designation provides for active and passive recreational opportunities in Folsom. | FAR: 0.0-0.1 |
| **Open Space (OS)**<br>The Open Space land use designation encompasses the preserved natural open space areas of Folsom. | FAR: 0.0-0.1 |

| Table LU-6: Overlay Designations | Density/Intensity Range* |
|---|---|
| **East Bidwell Corridor (EBC) Overlay**<br><br>This overlay designation gives property owners along the East Bidwell Corridor the flexibility to develop sites as mixed-use. It provides for a mixture of commercial and residential uses that are mutually compatible along East Bidwell Street. This designation balances existing commercial uses with future mixed-use development. This designation allows for multifamily housing as well as shops, restaurants, services, offices, and other compatible uses.<br><br>For mixed-use development that includes residential uses as well as standalone residential developments within this overlay, building intensity standards are established by minimum residential density and maximum FAR. Intensity of non-residential development is regulated by minimum and maximum FAR. | ~~20-30 Dwelling Units per Acre~~FAR: 0.2-1.5<br><br>Minimum Density: 30 du/acre |
| **Folsom Boulevard Transit-Oriented Development (TOD) Overlay**<br><br>This overlay designation allows property owners along the Folsom Boulevard corridor, anchored by Glenn and Iron Point light rail stations, to develop sites with higher intensity residential or mixed-use projects to capitalize on the proximity to high-frequency transit service. For development that includes residential uses, building intensity standards are established by minimum residential density and maximum FAR. Intensity of non-residential development is regulated by minimum and maximum FAR standards. | FAR: 0.2-2.0<br><br>Minimum Density: 30 du/acre |
| **Folsom Plan Area Specific Plan Town Center (TC) Overlay Combining District**<br><br>This overlay designation allows property owners in the Town Center district of the Folsom Plan Area to develop Multifamily High Density (MHD) and Mixed-Use (MU) zoned sites at a higher intensity to capitalize on the proximity to planned commercial centers and high-frequency transit service. For development that includes residential uses, building intensity standards are established by minimum residential density and maximum FAR. Intensity of non-residential development is regulated by minimum and maximum FAR. | FAR: 0.2-2.0<br><br>Minimum Density: 30 du/acre |

***Note:** Density or FAR calculations that result in a fractional number due to the lot size shall be rounded to the closest whole number. For example, a project site with a density of 7.5 du/ac would be rounded to a density of 8.0 du/ac while a project with a density of 7.2 du/ac would be rounded to 7 du/ac.

FOLSOM 2035 GENERAL PLAN

# General Plan Planning Area

The Planning Area is the geographic area for which the General Plan establishes policies about future urban growth, long-term agricultural activity, and natural resource conservation. State law requires each city to include in its General Plan all territory within the boundaries of the incorporated area as well as "any land outside its boundaries which in the planning agency's judgment bears relation to its planning" (California Government Code Section 65300). The Planning Area for the Folsom 2035 General Plan includes the entire city limits and approximately 5,600 acres of unincorporated land outside the city limits, as shown in Figure LU-1.

The Planning Area includes two projects that have been approved by Sacramento County: Glenborough and Easton Place. Glenborough at Easton is a 1,208-acre mixed-use community providing a variety of land uses, transportation options, employment opportunities, housing diversity, and active and passive recreational uses. The project has been approved by the County for 3,239 housing units, 699,500 square feet of commercial and office space, and 513 acres of parks and open space. The 2.6-mile, 270-acre Alder Creek open space area offers habitat for many riparian plant and animal species, as well as wildlife and trail connections to the American River Parkway system.

Easton Place consists of 183 acres centered on the existing Hazel Avenue light rail station on Folsom Boulevard. The majority of Easton Place is located within a half-mile radius of the light rail station, which will also serve as a center for local and regional bus transit service. Easton Place is a mixed-use, transit-oriented community close to Highway 50, Hazel Avenue, and Folsom Boulevard. The project has been approved by the County for 1,644 housing units, 3,527,900 square feet of commercial and office uses, and 7.5 acres of parks and open space.

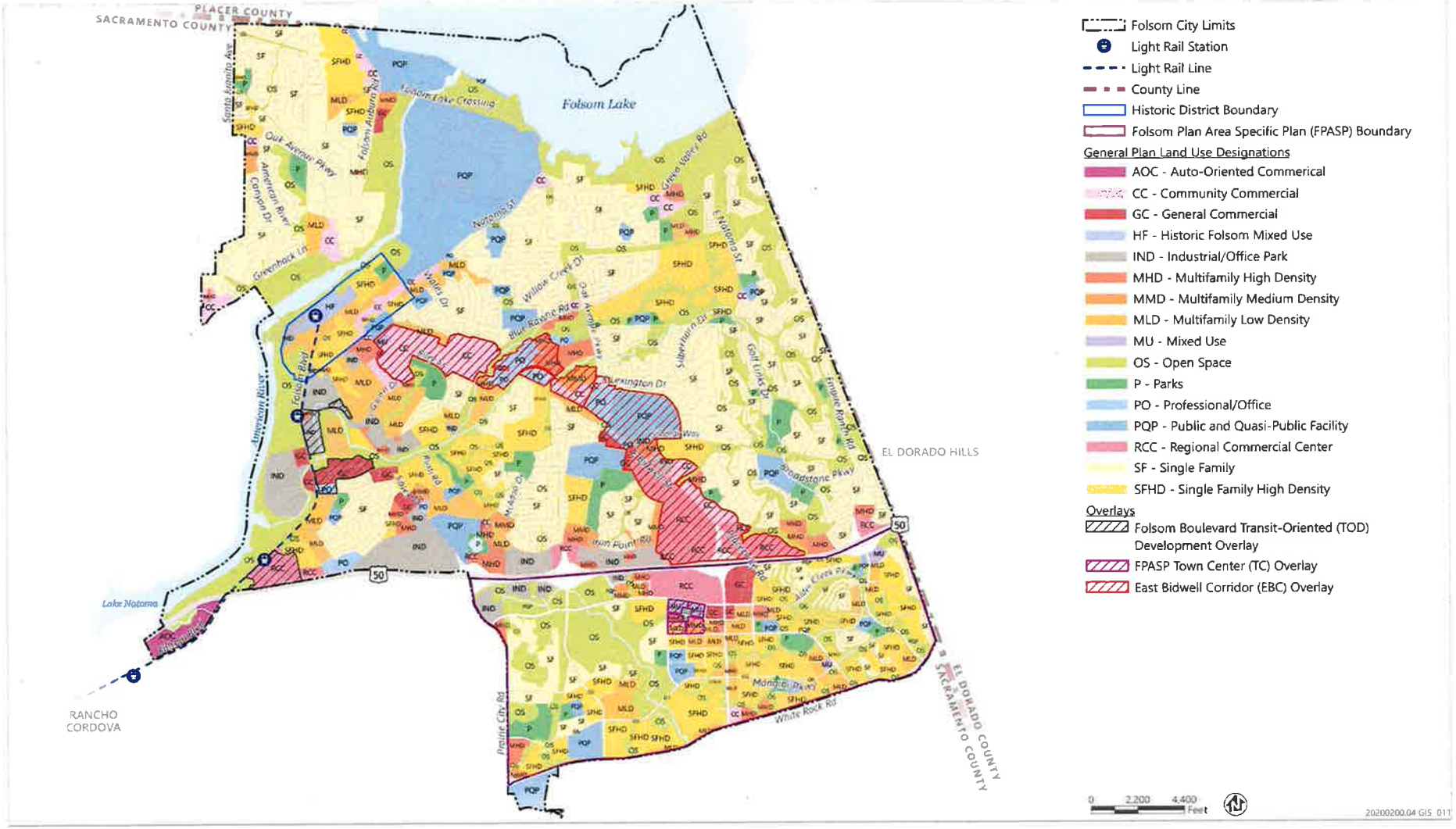
Combined, Easton Place and Glenborough at Easton represent 1,391 acres, 4,883 housing units, and over 4,2 million square feet of commercial and office space. Approximately 37 percent of the combined acreage (521 acres) is devoted to parks and open space and, in addition to the Alder Creek corridor, includes 165 acres of additional open space, 60 acres of parks, a 26-acre community resource area, and over nine miles of trails. Three schools, two fire stations, one public safety center, and a library are also included, as is parallel road capacity to Highway 50.

The projects are fully entitled, including the certification of the EIR; the 404 permit has been obtained; the water supply is established and will be provided by the City of Folsom; school mitigation and park development agreements have been approved; Phase 1 improvement plans have been prepared; and the structures for CFD financing districts have been approved.

The area south of White Rock Road within the General Plan Planning Area is outside the city limits and Sphere of Influence, and within unincorporated Sacramento County. The area largely consists of grazing land, but also includes gravel quarries and a section of the Prairie City State Vehicular Recreation Area. The City is exploring potentially relocating the City Corporation Yard within this area. The Sacramento County 2030 General Plan designates this area as General Agriculture. However, the 2050 Sacramento Regional Blueprint identifies this area as “vacant urban designated land.” Given the location adjacent to Folsom City limits, the potential impacts of truck traffic from the quarries, and the proposed location of the City corporation yard, it is important that the City stay abreast of activities within this area for potential impact on the City of Folsom.

Since 1996, the City of Folsom has been in a Memorandum of Understanding (MoU) with the Local Agency Formation Commission and Sacramento County. The MoU guarantees that the City will be notified of any land use changes in the Area of Concern adjacent to the southern edge of the current Sphere of Influence, as any land use changes or other governmental actions taken by Sacramento County will impact the City of Folsom.

## Figure LU-1: Land Use Diagram



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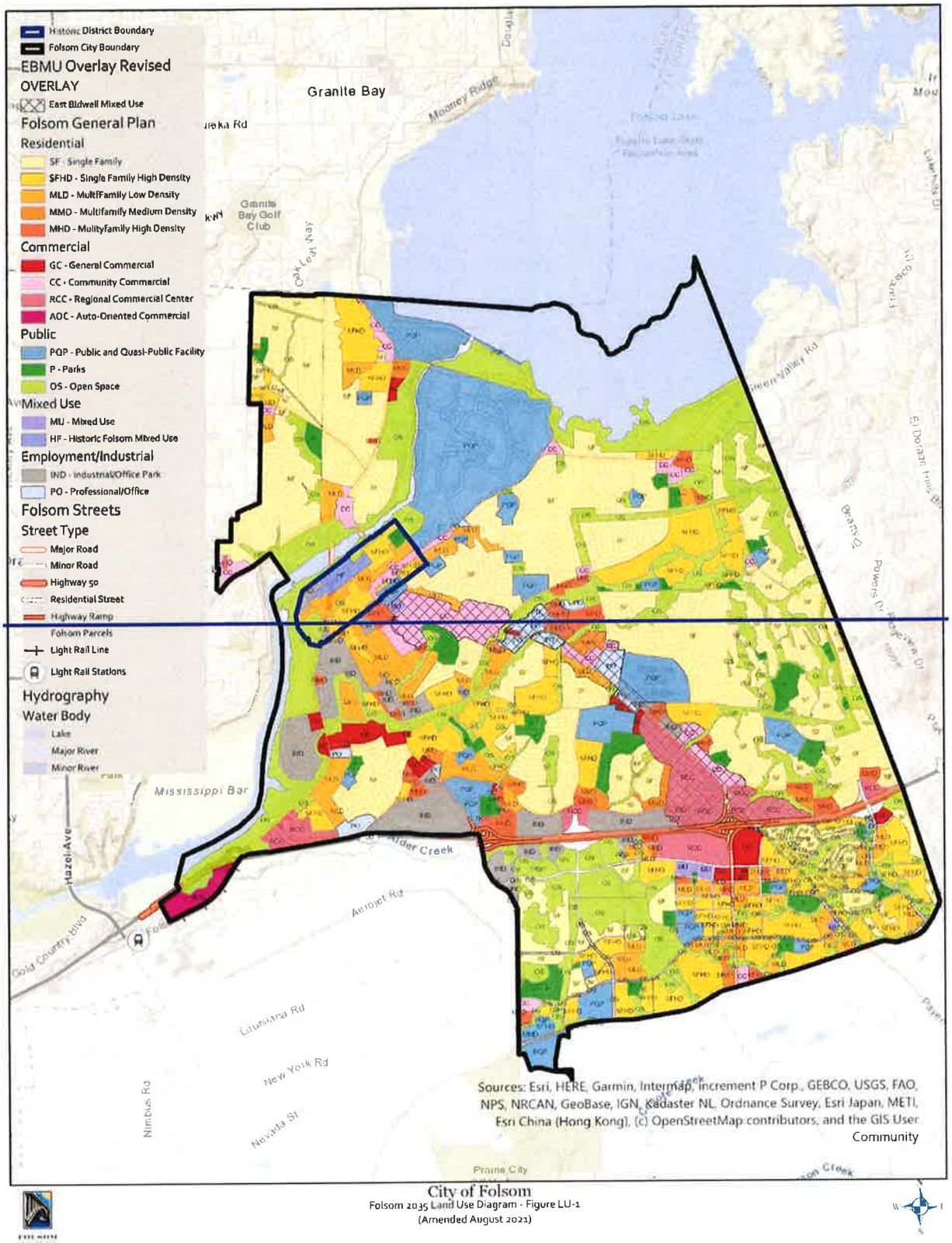



City of Folsom
Folsom 2035 Land Use Diagram - Figure LU-1
(Amended August 2021)

# Growth and Change

Folsom has grown considerably since its founding in the 1800s and incorporation in 1946. Throughout its history Folsom's growth has led to prosperity, and policies in this section aim to continue that legacy. Some policies are continuations of successful long-standing City policies, while others are new and reflect contemporary planning practices and anticipate future challenges and opportunities.

## Goal LU 1.1

**Retain and enhance Folsom's quality of life, unique identity, and sense of community while continuing to grow and change.**

### LU 1.1.1 Zoning Ordinance

Ensure that the Folsom Zoning Ordinance is consistent with the policies and programs of the General Plan. RDR

### LU 1.1.2 Land Use Cooperation

Coordinate with Sacramento, Placer, and El Dorado Counties, as well as the Sacramento Area Council of Governments (SACOG) and Sacramento Local Agency Formation Commission (LAFCo), on land use decisions that may impact Folsom. IGC

### LU 1.1.3 Annexation and Services

Require applicants applying for annexation of lands to the city to demonstrate the financial benefit to the City. RDR

### LU 1.1.4 Sphere of Influence for Corporation Yard

Coordinate with LAFCO to revise the Sphere of Influence to permit the new corporation yard. IGC

### LU 1.1.5 Specific Plans

Require the adoption of specific plans for new growth areas. MPSP

### LU 1.1.6 Compact Development Patterns

Encourage compact development patterns that support walking, bicycling, transit usage, and more efficient use of land. MPSP

### LU 1.1.7 Concentrated Development

Allow project applicants to concentrate the proposed development on a portion of the site through the clustering of

buildings to encourage the preservation of open spaces, cultural resources, and natural features of the landscape. RDR

### LU 1.1.8 Preserve Natural Assets

Maintain the existing natural vegetation, landscape features, open space, and viewsheds in the design of new developments. RDR

### LU 1.1.9 Preserve Historic Resources

Recognize the importance of history in the City of Folsom, and preserve historic and cultural resources throughout the city, to the extent feasible. RDR

### LU 1.1.10 Network of Open Space

Ensure designated open space is connected whenever feasible with the larger community and regional network of natural systems, recreational assets, and viewsheds. SO

### LU 1.1.11 Vacant and Underutilized Sites

Monitor residential and non-residential development and make adjustments as necessary to the amount of land designated for various uses and the rate of project approvals to promote a reasonable citywide balance between new employment-generating development and housing development. MPSP

### LU 1.1.12 Infill Development

Coordinate with the real estate development community to encourage infill development in key parcels north of U.S. Highway 50. Infill development should follow these guidelines:

1. *Respect the local context.* New development should improve the character and connectivity of the neighborhoods in which it occurs. Physical design should respond to the scale and features of the surrounding community, while improving critical elements such as transparency and permeability.
2. *Work with neighbors.* Infill development requires neighborhood consultation to understand the concerns, goals, and needs of existing neighborhoods. Ensure the planning and design process provides proper avenues for neighborhood input while fulfilling the community's larger goals for walkability and compact development. JP

**LU 1.1.13 Sustainable Building Practices**

Promote and, where appropriate, require sustainable building practices that incorporate a "whole system" approach to designing and constructing buildings that consume less energy, water and other resources; facilitate natural ventilation; use daylight effectively; and, are healthy, safe, comfortable, and durable. RDR

**LU 1.1.14 Promote Resiliency**

Continue to collaborate with nonprofit organizations, neighborhoods groups, and other community organizations, as well as upstream, neighboring, and regional groups to effectively partner on and promote the issues relating to air quality, renewable energy systems, sustainable land use, adaptation, and the reduction of greenhouse gas (GHG) emissions. JP

**LU 1.1.15 SACOG Blueprint Principles**

Strive to adhere to the Sacramento Regional Blueprint Growth Principles (see Appendix B). IGC

**LU 1.1.16 Community Engagement in the Planning Process**

Engage the community in the planning process. Ensure the public has access to accurate and timely information and has convenient and meaningful ways to contribute ideas. IGC

**LU 1.1.17 Infill Below Minimum Standards**

The City shall allow renovations and expansions of existing development that fall below the allowed minimum density or floor area ratio (FAR), provided that the density or FAR is not reduced. RDR

**LU 1.1.18 Interim Zoning Consistency**

In areas where zoning has not been brought into conformity with the General Plan, the City shall allow property owners to develop consistent with the existing zoning if only a ministerial permit is required. For property owners requiring a discretionary permit, the City shall allow property owners to either:

(1) Develop consistent with the existing zoning, provided the City makes a finding that approval of the project would not interfere with the long--term development of the area consistent with the General Plan, or

(2) Develop under the General Plan designation, in which case the City will facilitate rezoning consistent with the General Plan. RDR

**LU 1.1.19 Development Intensity at Less than the Minimum Floor Area Ratio**

The City shall permit development at less than the required minimum FAR if only a ministerial permit is required. Where a discretionary permit is required, a development with a FAR at less than the required minimum may be deemed consistent with the General Plan if the City finds that:

(1) the initial site development is being phased and an overall development plan demonstrates compliance with the FAR standard, or

(2) the use involves no building or by its nature normally conducts a substantial amount of its operations outdoors, or

(3) the use is temporary and would not interfere with long-term development of the site consistent with the FAR standard, or

(4) the building size or lot coverage is constrained beyond what is otherwise allowed by the zoning designation of the site, due to the existence of an overlay zone or because of environmental features, such as slopes or wetlands, or

(5) the site is less than one acre and the project includes commercial uses. RDR

**LU 1.1.20 General Plan Density Regulations for Mixed-Density Projects**

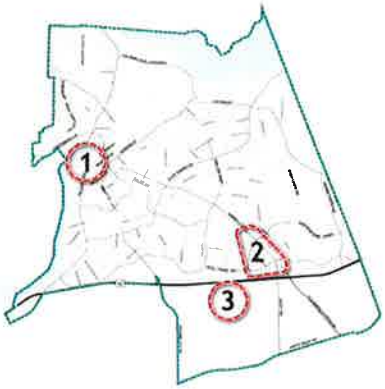
Where a developer proposes a multi-parcel development project with more than one residential density or FAR, the City may, at the discretion of the Community Development Director, apply the applicable density or FAR range of the Specific Plan Land Use Designation to the net developable area of the entire project site rather than individual parcels within the site. Some parcels may be developed at densities/intensities that exceed the maximum allowed density/intensity of the project site's Land Use Designation, provided that the net density of the project as a whole is within the allowable range. RDR

# Urban Centers

In 2015, Folsom is a city with two distinct urban centers. Historic Folsom, the long-time heart of the city, is the first urban center. The Broadstone District, with the Palladio at the center, is a newer urban town center. Between now and 2035 the South of Highway 50 Town Center will begin construction. Folsom has other important centers of activity; the three identified here serve large, geographically-distinct areas and offer a wide range of amenities.

With three distinct centers, Folsom will have gathering places near every Folsom resident. Residents can attend an event, shop, and dine within a short walk, bike ride, or drive from their homes. Policies in this section consider this overall city structure and support and enhance urban centers. This focus on creating and enhancing urban centers reflects the broader goal of the General Plan, which is that people, and not the automobile, are at the center of Folsom's planning today.

## Historic Folsom




1. Historic Folsom; 2. Broadstone District; 3. South of Highway 50 Town Center

Historic Folsom has been a center for the city since California's Gold Rush and its compact, interconnected streets are an example of 'old urbanism.' In recent years the City has undertaken several projects to rejuvenate the district. The City built a new parking garage and refurbished a historic railroad turntable. In 2011 the City worked with area merchants to revitalize historic Sutter Street. Historic Folsom is also the final stop on the Gold Line light rail that takes passengers as far as Downtown Sacramento.

## Broadstone District

The Broadstone District is Folsom's newest shopping and entertainment district. The Palladio, a "lifestyle center" that arranges shopping, dining, and entertainment options in a walkable layout, forms the heart of the Broadstone District. The Palladio is ringed by other new shopping and dining options and as the District grows, additional offerings, connections, and housing will allow it to mature into a true mixed-use center.

## South of Highway 50 Town Center

This urban center is still in the planning stages. The Folsom Plan Area Specific Plan sets the course for development south of Highway 50 and describes the town center as a place with a mix of retail, high-density housing, and employment uses. This town center will serve as a community focal point for the entire new development south of Highway 50. In order to execute the vision of the Town Center as a thriving urban center, the TC overlay combining district allows for higher intensity development on mixed-use and high-density residential sites as shown on the Land Use Diagram.

## ~~Goal LU 2.1~~

~~Develop and support thriving urban centers that serve as community gathering places.~~

**~~LU 2.1.1~~ ~~Historic Folsom~~**

~~Maintain the existing street fabric and pattern and enhance the tourist-oriented, historic commercial uses in the Historic Folsom commercial areas to preserve the unique character of Folsom's historic center and support local business.~~ ~~RDR~~

**~~LU 2.1.2~~LU 2.1.1 ~~Broadstone District~~**

~~Encourage a mix of uses, including an emphasis on high-density residential, and pedestrian- and bicycle-friendly street patterns in the Broadstone District to increase its functionality as a vibrant gathering place for the community.~~ ~~RDR~~

**~~LU 2.1.3~~LU 2.1.1 ~~South of 50 Town Center~~**

~~Encourage the establishment of a town center south of Highway 50 that serves as a community gathering place. The town center should be easily accessible by all modes of transportation and have a fine-grained mix of uses, including retail, service, residential, public, entertainment, and recreation uses that creates a walkable environment.~~ ~~RDR~~

## Goal LU 2.1

Develop and support thriving urban centers that serve as community gathering places.

### LU 2.1.1 Historic Folsom

Maintain the existing street fabric and pattern and enhance the tourist-oriented, historic commercial uses in the Historic Folsom commercial areas to preserve the unique character of Folsom's historic center and support local business. RDR

### LU 2.1.2 Broadstone District

Encourage a mix of uses, including an emphasis on high-density residential, and pedestrian- and bicycle-friendly street patterns in the Broadstone District to increase its functionality as a vibrant gathering place for the community. RDR

### LU 2.1.3 South of 50 Town Center

Encourage the establishment of a town center south of Highway 50 that serves as a community gathering place. The town center should be easily accessible by all modes of transportation and have a fine-grained mix of uses, including retail, service, residential, public, entertainment, and recreation uses that creates a walkable environment. RDR

# Mixed-Use Districts

Policies in this section support the development of mixed-use districts in appropriate areas, particularly along East Bidwell Street. Mixed-use districts consist of three or more different uses, including office, retail, entertainment, civic, and housing. They are nodes of activity that support walkable, urban lifestyles. Mixed-use districts provide a diversity of housing types, the kind that often attracts young, educated workers, a demographic critical to the continued economic vitality of Folsom. Empty nesters, who want to stay in their community but no longer want the maintenance or costs associated with a detached home, are attracted to mixed-use districts. Mixed-use designations give property owners additional flexibility. If they choose to redevelop their property, they can choose a range of uses to meet existing or growing market needs. Or they can maintain the existing site uses until the market demands a more diverse and intense land use.

## Goal LU 3.1

**Encourage mixed-use development projects that create vibrant, walkable districts.**

### LU 3.1.1 Mixed-Use Nodes

Encourage mixed-use development in nodes located at major intersections that include housing, open space, and offices. This development pattern should reflect best practices in mixed-use development, in contrast to strip retail developments along corridors. RDR

### LU 3.1.2 Districts and Corridors

Encourage development of diverse mixed-use districts and corridors that address different community needs and market sectors, provide a variety of housing opportunities, and create distinct and unique areas of the city. RDR

### LU 3.1.3 Mixed-Use Design

Encourage mixed-use developments to limit the number of access driveways, minimize building setbacks, and require active edges on ground floor spaces adjacent to sidewalks. RDR

### LU 3.1.4 Compatibility with Adjoining Uses

Encourage development and redevelopment of higher-density mixed-use development within districts and along corridors to be compatible with adjacent land uses, particularly residential uses. RDR

### LU 3.1.5 East Bidwell Street

Encourage new development along East Bidwell Street by creating a stronger mixed-use development pattern, both horizontal and vertical, with an emphasis on medium- and higher-density housing, while also addressing local and citywide demand for retail and services. RDR

### LU 3.1.6 Central Commercial District

Encourage development of mixed-use projects that create a walkable, vibrant district along East Bidwell Street between Coloma Street and Blue Ravine Road. RDR

### LU 3.1.7 Creekside District

Encourage development of a medical and assisted living district centered around Mercy Hospital Folsom and East Bidwell Street that includes a mix of uses, including medical offices, housing, and related retail and service uses. RDR

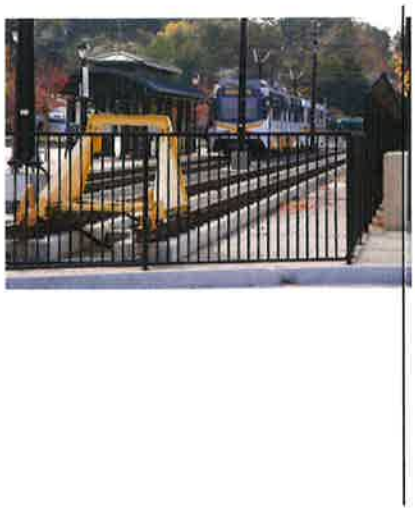
### LU 3.1.8 College District

Encourage development of a vibrant, walkable district centered around Folsom Lake College and East Bidwell Street adjacent to the Broadstone District that includes ~~student and faculty housing~~higher density residential, retail, and daily service uses for employees and residents as well ~~students~~as students, faculty, and staff. RDR

Successful college districts provide housing, shopping, dining, and services uses that cater to college students.

# Transit-Oriented Development

Transit-oriented development (TOD) is development that combines street patterns, parking management strategies, and building density to take advantage of nearby transit service. Typically, TOD works best with high-frequency transit lines such as light rail and frequent bus service. Folsom is served by Regional Transit's Gold Line light rail that connects Historic Folsom to the Sacramento Valley Station in downtown Sacramento. There are three Gold Line stations in Folsom, each with a different amount of existing surrounding development and commuter parking nearby. The Folsom Boulevard TOD overlay, as shown on the Land Use Diagram, allows for higher intensity, mixed-use and residential development along the Gold Line light rail betweenaround Glenn Station and Iron Point Station.



~~Every four years the Sacramento Area Council of Governments (SACOG) prepares a Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS) for the Sacramento Region. The 2016 MTP/SCS identifies Transit Priority Areas (TPAs), which are areas within one-half mile of major transit stops or high-quality transit corridors. The MTP/SCS identifies three TPAs: one around each of the three light rail stations. With the passage of SB 375 in 2008, there are a variety of CEQA streamlining benefits available to projects that are consistent with the MTP/SCS, particularly projects within TPAs.~~

## Historic Folsom Station

Historic Folsom Station is at the west end of Sutter Street, the spine of the historic district. The City's corporation yard is within a quarter mile of the station, and the City is planning on vacating the site by 2035. The site south of Leidesdorff Street and north of Sutter Street is vacant. Both sites could be appropriate for transit-oriented development. The Historic District differs from the rest of Folsom, and while the policies in this section apply to all the stations, development that is appropriate at the Glenn Station or Iron Point Station might not be appropriate around the Historic Folsom Station.

## Glenn Station

Glenn Station is at the intersection of Folsom Boulevard and Glenn Drive. A park-and-ride lot and the Kikkoman Foods facility surround the east side of the station, making it a useful station for people commuting in and out of town. The State Department of Parks and Recreation and the United States Bureau of Reclamation manage the land to the west of Folsom Boulevard, including the dredge tailings that cover most of the site. The American River Bike Trail

runs on the west side of the site. Any changes in this area would require close coordination with the State Department of Parks and Recreation.

## Iron Point Station

The Folsom Premium Outlets anchor the Iron Point Station. Other retail options, including a hotel and movie theater, help create a shopping and retail hub. On the northwest side of Folsom Boulevard, the American River Bike Trail weaves through the Willow Creek Recreation Area. New transit-oriented development, particularly mixed-use development, would likely occur only if existing retail sites were redeveloped.

Folsom may also be served by new transit lines and stations in the future. A frequent bus line may be built in the area south of Highway 50. In addition, the Gold Line may be expanded to serve other areas in Folsom. Folsom has development opportunities around existing stations and possible development opportunities around future stations.

~~The existing transit-oriented development focus areas are shown on the Land Use Diagram as circles with a quarter-mile radius around the station. A quarter-mile is roughly the distance a person would be willing to walk to reach a transit station. The focus area boundaries are not absolute and sites just outside the boundaries on the map may be suitable for transit-oriented development. Policies in this section aim to encourage successful, dense transit-oriented development near transit stations.~~

## Goal LU 4.1

**Establish transit-supported mixed-use districts near rapid transit stations that support the needs of commuters, residents, employees, business-owners, and patrons.**

### LU 4.1.1 Public/Private Partnerships

Coordinate with other public agencies and members of the business and real estate communities when supporting transit-oriented development in Folsom. IGCJP

### LU 4.1.2 Mix of Uses Near Station

Encourage new development around transit stations that mix retail with a variety of housing and employment options to transform Folsom stations into destinations that take advantage of public investment in transit. RDR

| CEQA BENEFITS PROVIDED BY SB 375<br>The CEQA benefits provided by SB 375 apply to three types of projects. Below is a summary of the types of development projects eligible for these CEQA benefits, specific qualifications for each project, and the types of CEQA streamlining available to each type of project. | | |
|---|---|---|
| **Project Type** | **Qualifications** | **Streamlining Benefits** |
| **Mixed Use Residential** | • At least 75% of total building square footage for residential use<br>• Consistent with the use designation, density, building intensity, and applicable policies of the SACOG MTP/SCS<br>OR<br>• A Transit Priority Project as defined below | Environmental documents are not required to reference, describe or discuss: 1) growth-inducing impacts, 2) impacts on transportation or climate change of increased car and truck VMT induced by project, 3) reduced-density alternative to project. |
| **Transit Priority Project** | • At least 50% of total building square footage for residential use OR<br>• If 26–50% of total building square footage is non-residential, a minimum FAR of 0.75<br>• Minimum net density of 20 du/acre<br>• Within 0.5 miles of major transit stop or high-quality transit corridor included in the regional transportation plan (No parcel more than 25% further, and less than 10% of units or no more than 100 units further than 0.5 miles)<br>• Consistent with the use designation, density, building intensity, and applicable policies of the SACOG MTP/SCS | Benefits described above PLUS option to review under a "Sustainable Communities Environmental Assessment"<br>• An Initial Study is prepared identifying significant or potentially significant impacts.<br>• Where the lead agency determines that cumulative impacts have been addressed and mitigated in the MTP/SCS, they will not be "considerable."<br>• Off-site alternatives do not need to be addressed.<br>• Deferential review standard – the burden of proof for legal challenge is on the petitioner/plaintiff.<br>• Traffic control/mitigation may be covered by the MTP/SCS. |
| **Sustainable Communities Project** | Everything for Transit Priority Project PLUS:<br>• Served by existing utilities<br>• Does not contain wetlands or riparian areas<br>• Does not have significant value as a wildlife habitat and does not harm any protected species<br>• Not on the Cortese List<br>• Not on developed open space<br>• No impacts to historic resources<br>• No risks from hazardous substances<br>• No wildfire, seismic, flood, public health risk<br>• 15% more energy-efficient than CA requirements and 25% more water-efficient than average for community<br>• No more than 8 acres<br>• No more than 200 units<br>• No building greater than 75,000 square feet<br>• No net loss of affordable housing<br>• Compatible with surrounding industrial uses<br>• Within 1/2-mile of rail/ferry or 1/4-mile of high quality bus line<br>• Meets minimum affordable housing requirements as prescribed in SB 375 OR in-lieu fee paid OR 5 acres of open space per 1,000 residents provided | Exempt from CEQA |

### LU 4.1.3 Maximize TOD-Related CEQA Streamlining Benefits

Assist property owners and developers interested in building high-density housing and employment within SACOG Transit Priority Areas (i.e., one-half mile of light rail stations) to maximize CEQA streamlining benefits available through SACOG's MTP/SCS. RDR

### LU 4.1.4 Restrict Auto-Oriented Uses Around Transit Stations

Restrict new auto-oriented uses (e.g., automobile repair, gas station, car wash, drive through restaurants, mini storage facilities) within one-quarter mile of light rail stations. RDR

### LU 4.1.5 Connections Between Modes

Encourage transit transfer points to be located at rapid transit stops to facilitate connections between transit modes. In addition, the City should require stations to be pedestrian- and bicycle-friendly. SO

### LU 4.1.6 Parking Management

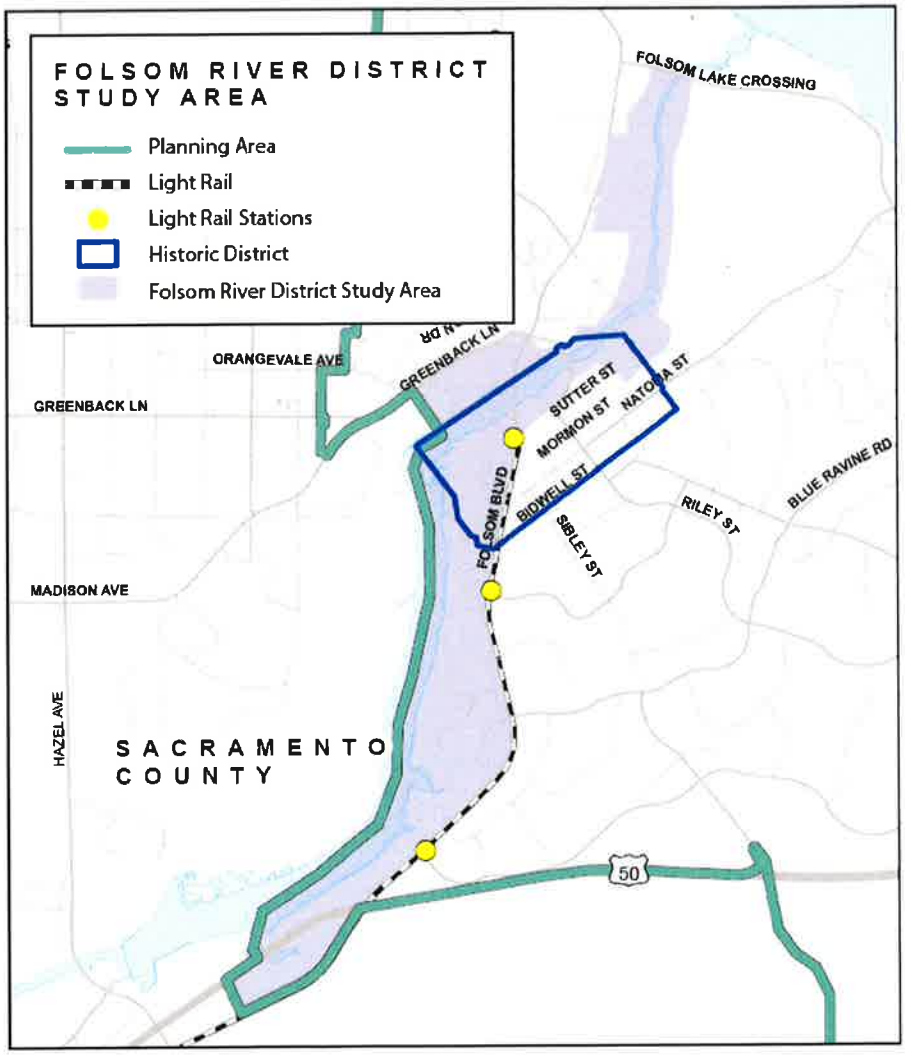
Develop long-term parking management approaches that decrease the amount of land dedicated to surface parking while maintaining parking capacity. Solutions may include parking structures, ~~or~~ shuttles to nearby parking, shared parking, or the use of transit passes for employees and residents. SO

### LU 4.1.7 Corporation Yard Special Study

Prepare a study of the existing Folsom corporation yard site to determine the best use for the site when Folsom moves its corporation yard. MPSP

# River District

The riverfront areas of Folsom are great assets that are currently underutilized. While they offer recreational opportunities for Folsom residents, access to the river is limited. Folsom has the opportunity to make the river a more integral part of the community fabric by turning its attention to the river and increasing access. The General Plan policies in this section call for the preparation of a River District Master Plan. Much of the land surrounding the river is controlled by the California State Parks Department, so increasing access to the river will require close coordination with the State. Policies in the Parks and Recreation Element provide further guidance on the enhancement of riverfront areas and increased access for recreation.



## Goal LU 5.1

Support the appropriate enhancement of Folsom's riverfront areas for current and future residents in order to increase public access, recreational opportunities, and economic development in consultation with federal, state, and regional public land management agencies.

### LU 5.1.1 Vision for the River District

Engage the community, stakeholders, and federal, state, and regional land management agencies in establishing a vision for Folsom's River District. MPSP

### LU 5.1.2 River District Master Plan

Consider the preparation of a River District Master Plan for Folsom's riverfront area, that is based on widespread community engagement as well as coordination with the U.S. Bureau of Reclamation, California Department of Parks and Recreation, and Sacramento County Regional Parks Department. MPSP

### LU 5.1.3 Enhance Lake Natoma with Compatible Recreation Uses

Enhance the role of Lake Natoma as a place to recreate and an amenity for Folsom residents, and elevate Lake Natoma's role in supporting local and regional business and commerce, including tourism, recreation and leisure, while maintaining compatibility with the Folsom Lake State Recreation Area General Plan. Invest in strategically-located sites along the length of Lake Natoma for a diverse mix of passive and active recreation and tourism activities that are compatible with nearby land uses, historically and culturally important sites, significant habitat areas, restoration sites, and native fish and wildlife usage. MPSP

### LU 5.1.4 Honor Folsom's Heritage

The River District Master Plan should include a means of honoring and interpreting Folsom's heritage within the Historic District. MPSP

# Residential Neighborhoods

Successful and stable neighborhoods are key to Folsom's long-term prosperity and quality of life. Folsom's historic neighborhoods fan out in a grid south of Sutter Street. Most of Folsom's neighborhoods outside of the historic district were designed and developed as part of a master plan, planned unit development, or specific plan. Policies in this section provide for the protection, maintenance, and enhancement of Folsom's residential neighborhoods.

## Goal LU 6.1

Allow for a variety of housing types and mix of uses that provide choices for Folsom residents, create complete and livable neighborhoods, and encourage walking and biking.

### LU 6.1.1 Complete Neighborhoods

Encourage the establishment of "complete neighborhoods" that integrate schools, childcare centers, parks, shopping and employment centers, and other amenities. RDR

### LU 6.1.2 Historic Folsom Residential Areas

Preserve and protect the residential character of Historic Folsom's residential areas. RDR

### LU 6.1.3 Efficiency Through Density

Support an overall increase in average residential densities in identified urban centers and mixed-use districts. Encourage new housing types to shift from lower-density, large-lot developments to higher-density, small-lot and multifamily developments, as a means to increase energy efficiency, conserve water, reduce waste, as well as increase access to services and amenities (e.g., open space) through an emphasis of mixed uses in these higher-density developments. RDR

### LU 6.1.4 Open Space in Residential Developments

Require open space in each residential development except the following: developments located within a Specific Plan Area that has already dedicated open space, on multifamily parcels of less than 10 acres and, or parcels of less than 20 acres for single family uses surrounded by existing development. Open space includes parklands, common areas,

landscaped areas, paths and trails, and plazas. Open space does not include areas devoted to vehicle parking, streets, and landscaped streetscapes. To achieve the open space guidelines, a developer may be allowed to group the homes at smaller lot sizes around shared open space features, as long as the average gross density does not increase. RDR

### LU 6.1.5 Off-Street Parking

Require sufficient off-street parking for residents be included in the design of all residential projects. Off-street parking for guests shall be included in the design of all multifamily projects. The City shall allow for reduced parking requirements for high-density residential and mixed-use developments near transit stations. RDR

### LU 6.1.6 Senior and Convalescent Housing

Encourage the development of independent living, assisted living, and convalescent housing facilities that provide health care for seniors. Proposed facilities shall be evaluated based on the location and impacts on services and neighboring properties, and not on a density basis. Independent living facilities should be located in walkable environments to improve the health and access of residents. RDR

### LU 6.1.7 Residential Densities in Area Plans and Specific Plans

Allow residential densities within an area plan or specific plan to vary, provided that the overall dwelling unit buildout within the plan area shall not exceed that authorized by the General Plan. RDR

### LU 6.1.8 Home-Based Businesses

With issuance of a home occupation permit, allow home offices and home-based businesses that are compatible with the character of the residential unit and do not significantly impact the neighborhood. RDR

### LU 6.1.9 Religious Institutions

Require religious institutions in residential neighborhoods be designed to be compatible with the residential character of the neighborhood and include:

1. Access to the property via an arterial or collector street;
2. The screening of parking with landscaping and/or materials that will blend with surrounding natural and constructed features of the neighborhood; and
3. The shielding of adjacent residential properties from direct light and glare from the property. RDR

### LU 6.1.10 Enhanced Walking and Biking

Where volume-to-capacity analysis demonstrates that bike lanes and pedestrian improvements can be included in the public right-of-way, encourage opportunities to promote walking and biking in existing suburban neighborhoods through improvements such as:

- introducing new pedestrian and bicycle connections;
- adding bike lanes and designating and signing bike routes;
- narrowing streets where they are overly wide;
- introducing planting strips and street trees between the curb and sidewalk; or
- introducing appropriate traffic-calming improvements. RDR FB

# Commercial Centers

Commercial centers consist of office, retail, service, and entertainment uses. Folsom's commercial centers meet the needs of residents and attract shoppers from the entire region. Commercial centers create jobs for Folsom's workforce and provide critical sales tax revenue to fund the City's efforts to ensure a high quality of life for residents. Policies in this section support Folsom's commercial centers and ensure their long-term success.

## Goal LU 7.1

**Provide for a commercial base of the city to encourage a strong tax base, more jobs within the city, a greater variety of goods and services, and businesses compatible with Folsom's quality of life.**

### LU 7.1.1 Standards for Commercial Uses

Require new commercial uses to be subject to design and parking standards for:

1. The number and location of allowed curb cuts;
2. Landscaping or parking areas;
3. The location, size, number, and construction of signs; and
4. The configuration and design of commercial buildings.
5. Provision of designated, defined bicycle routes from public right-of-way to bicycle parking/pedestrian corridors. RDR

### LU 7.1.2 Enhance Vitality of Commercial Areas

Encourage development of underutilized and vacant parcels in commercial zones to improve the aesthetic appearance and enhance the vitality of commercial areas. RDR

### LU 7.1.3 Commercial Expansion

Support the expansion of Folsom's commercial sector to meet the needs of Folsom residents, employees, and visitors. RDR

### LU 7.1.4 "Strip" Commercial Uses

Prohibit new "strip" center development patterns along arterial streets. Strip centers are characterized by low-density commercial frontage with parking in front of the building and multiple access driveways. RDR

### LU 7.1.5 Open Space

Require all commercial development and commercial portions of mixed-use development to contain at least 10 percent of land area in natural, improved, or functional open space, exclusive of roadways and parking lots. Developments in mixed-use designations in the FPASP shall provide at least five percent of land area in natural, improved, or functional open space, exclusive of roadways and parking lots. RDR

### LU 7.1.6 Regional Commercial Centers

Require regional commercial centers to be located close and accessible to U.S. Highway 50, preferably near an interchange. RDR

### LU 7.1.7 Hotels

Encourage the development of hotels and related convention facilities within commercial and mixed-use districts, with an emphasis on high-quality development. MPSPRDR

# Employment/Industrial Uses

Folsom's excellent quality of life depends on a strong local economy with good paying jobs that are stable for both the existing and future economy. Supportive land use policies can help attract and retain employers. Policies in this section create a land use policy framework aimed at retaining and attracting new employers while mitigating any negative impacts of employment uses on the rest of the community.

## Goal LU 8.1

**Encourage, facilitate, and support the location of office, creative industry, technology, and industrial uses and retention of existing industry in appropriate locations.**

### LU 8.1.1 Industrial Expansion

Promote and assist in the maintenance and expansion of Folsom's employment sector in areas where services are readily available, including: adequate water, wastewater, and storm drainage facilities as well as easy access to multiple modes of transportation. RDR

### LU 8.1.2 Small-Scale Industrial

Ensure the Zoning Ordinance allows opportunities for small-scale industrial and service commercial uses (e.g., auto repair) while considering impacts on nearby residential neighborhoods. MPSP

### LU 8.1.3 Clusters

Encourage complementary businesses and businesses from the same industry to locate in Folsom. These business clusters will benefit from shared resources, a pool of skilled employees, secondary support industries, and concentrated marketing efforts. RDRMPSP

### LU 8.1.4 Adjacent Uses and Access

Discourage industrial development in locations where access conflicts with neighboring land uses. RDR

**LU 8.1.5 Transit**

Encourage new employment uses to locate where they can be easily served by public transit. Transit centers should be incorporated into the project, when appropriate. RDRSO

**LU 8.1.6 Internal Circulation**

Require industrial/office parks be designed with internal circulation and incorporate buffering and landscaped setbacks to minimize potential adverse impacts on adjacent land uses. RDR

# Community Design

Folsom has a strong tradition of high-quality design that establishes a unique identity. Policies in this section further solidify and advance Folsom's overall community look and feel. The policies build on Folsom's design heritage and continue to push the boundaries of good community design.

## Goal LU 9.1

**Encourage community design that results in a distinctive, high-quality built environment with a character that creates memorable places and enriches the quality of life of Folsom's residents.**

### LU 9.1.1 Combine Driveways

Encourage property owners in retail corridors to reduce the number of driveways along arterial roads. When possible, property owners should cooperate through reciprocal access and parking or similar agreements linking parking lots to minimize traffic congestion on the arterial road. RDR

These two strip malls in another community have four driveways nearly adjacent to each other. This creates an unsafe and unpleasant environment for pedestrians and drivers.

### LU 9.1.2 Retail Development Design Standards

Develop, maintain, and implement design standards for retail development to ensure retail districts have well-developed landscape buffers, decorative treatments to building facades, and a variety of building heights and roof lines. RDR MPSP

### LU 9.1.3 Eliminate Large Blocks

Encourage the insertion of new streets or pedestrian ways in large "super blocks" that do not have public streets bisecting them. These large blocks are common in retail corridors and can reduce pedestrian and bicycle connections to these areas. RDR

### LU 9.1.4 Gateways

Continue to establish key gateways to Folsom through landscape design, appropriately-scaled signage, building form, and historic themes to create a unique sense of place. MPSP

### LU 9.1.5 Pedestrian-Friendly Entrances

Encourage automobile-oriented business districts to provide clear and legible entry features, connected by pedestrian-friendly walkways. RDR

### LU 9.1.6 Community Beautification

Encourage the landscaping of public rights-of-way and planting of street trees to beautify Folsom consistent with water-wise policies. SO RDR

### LU 9.1.7 District Identity

Encourage efforts to establish and promote district identities (e.g., urban centers, East Bidwell Street) through the use of signage, wayfinding signage, streetscape and building design standards, advertising, and site-specific historic themes. RDR

### LU 9.1.8 Cool Paving

Identify opportunities to use cool paving materials and consider the use of permeable pavement for streets and trails, where feasible. SO RDR

### LU 9.1.9 Passive Solar Access

Ensure, to the extent feasible, that sites, subdivisions, landscaping, and buildings are configured and designed to maximize passive solar access. RDR

Some communities use arches or highly visible signage to signify a community gateway. The Johnny Cash Bridge serves as a gateway into Folsom.

# 3 Mobility

This Element contains goals, policies, and implementation programs that ensure a safe, efficient, and convenient transportation network for Folsom residents and visitors. Folsom's transportation network is designed to serve all modes, including walking, bicycling, driving, and riding mass transit. A strong transportation road network supports local business and industry, and trails and paths provide facilities for passive recreation.

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# General Mobility

Folsom's transportation system serves both regional and local travel needs across a broad spectrum of modes. A multi-modal transportation system can relieve roadway congestion, better serve the needs of all residents, and improve the health and well-being of those who choose to walk and ride a bicycle. Folsom uses a complete streets approach to the design of its transportation facilities. Complete streets are designed with all users in mind, and may include sidewalks, bikeways, dedicated transit lanes, light rail service, and intersections with enhanced safety features for bicyclists and pedestrians. Policies in this section guide the overall provision of a balanced multi-modal system of transportation facilities and services in Folsom.

Figure M-1 shows the General Plan Circulation Diagram depicting the roadway classifications used in Folsom.

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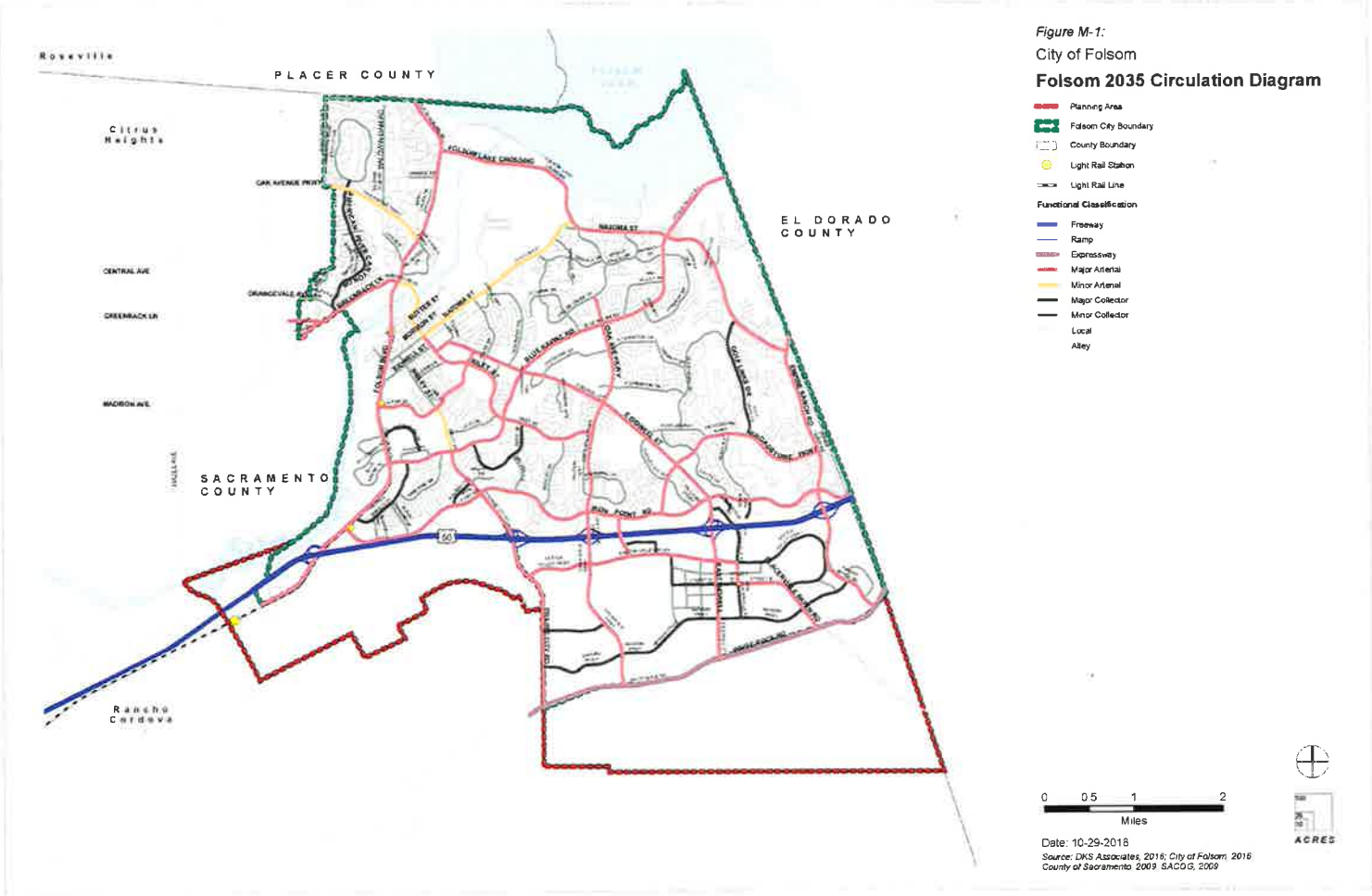
# Figure M-1: Circulation Diagram



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# Goal M 1.1

Provide a comprehensive, integrated, and connected network of transportation facilities and services for all modes of travel that also incorporates emerging transportation technologies and services to increase transportation system efficiency.

### M 1.1.1 Complete Streets

Develop its streets to serve the needs of all users, including bicyclists, public transit users, children, seniors, persons with disabilities, pedestrians, motorists, and movers of commercial goods. SO

### M 1.1.2 Adequate Rights-of-Way

Ensure that all new roadway projects and major reconstruction projects provide appropriate and adequate rights-of-way for all users including bicyclists, pedestrians, transit riders, and motorists, except where pedestrians and bicyclists are prohibited by law from using a given facility. Dedication and improvements of full rights-of-way shall follow City design standards by roadway classification except in existing developed areas where the City determines that such improvements are either infeasible or undesirable. Other deviations from these standards shall be permitted upon a determination that safe and adequate access and circulation are preserved by such deviations. SO

### M 1.1.3 Accessibility

Strive to ensure that all streets are safe and accessible to people with limited mobility and other disabilities. New and reconstructed facilities shall meet the requirements of the Americans with Disabilities Act. SO

### M 1.1.4 Existing Streets Retrofits

Actively pursue funding to ~~update~~ enhance existing streets and intersections with ~~new~~ bikeways, sidewalks, roundabouts, and exclusive transit lanes, where these facilities are designated in the Bikeway Master Plan, Pedestrian Master Plan, ~~or~~ Transit Master Plan, or by General Plan Policy.

**What are Complete Streets?**

Complete streets are streets designed with all users in mind. There is no one single design for a complete street; complete streets are context-sensitive and respond to the needs of users at a particular location. Complete streets may include sidewalks, bike lanes, transit lanes, frequent crossings, narrow automobile lanes, median islands, curb extensions, roundabouts, and other transportation facilities. Complete streets make it easy for Folsom residents to use transportation modes other than a car, resulting in a healthier, happier city.

**What is Transportation System Management?**

Transportation system management (TSM) is a cost-effective planning tool that increases the efficiency of the transportation system by providing strategies that include: intersection improvements, freeway bottleneck reduction, and special event traffic strategies.

**M 1.1.5 Connected Neighborhoods**

Require the continuation of the street network between adjacent development projects to promote walkability and allow easier access for emergency vehicles. SO

**M 1.1.6 Intermodal Connections**

Provide connections between modes, including bicycle and pedestrian connections to transit stops, buses that can accommodate bicycles, and park-and-ride lots. SO

**M 1.1.7 Transportation System Management**

Require a transportation system management (TSM) program that applies to existing as well as future development and will ensure the assumed reduction in peak hour vehicle trips. MPSP

**M 1.1.8 Intelligent Transportation Systems (ITS) Master Plan**

Prepare, ~~and~~ adopt, and maintain an ITS Master Plan to prioritize the deployment of technology designed to maximize the efficiency of the City's traffic signal systems. Require that all development projects incorporate ITS infrastructure where feasible and consistent with the City's adopted ITS Master Plan. SO MPSP

**M 1.1.9 Transportation Demand Management**

Develop a citywide Transportation Demand Management Program, which provides a menu of strategies and programs for developers and employers to reduce single-occupant vehicle travel in the city. MPSP

**M 1.1.10 Facilities for Emerging Technologies**

Assist in the provision of support facilities such as advanced fueling stations (e.g., electric and hydrogen) for emerging technologies. SO

**M.1.1.11 Historic Southern Pacific Rail Right-of-way**

Facilitate use of the Southern Pacific Rail right-of-way for multi-modal transportation. SO

**What are Intelligent Transportation Systems?**

Intelligent transportation systems (ITS) use technology to effectively manage traffic flows in real time and help people make smart travel choices. Many systems are already in use around the world, including traffic control centers, real-time bus and train arrival information, and real-time traffic visualizations on online applications such as Google Maps. Agencies are rapidly developing new technologies that will continue to improve transportation networks without building or widening roads.

**What is Transportation Demand Management?**

Transportation Demand Management helps people walk, bike, ride transit, and telecommute using incentives, information, and encouragement programs.

# Pedestrians and Cyclists

Policies in this section support the development of facilities designed to keep cyclists and pedestrians safe while offering a convenient way of traversing Folsom. Folsom's existing pedestrian and bicycle network, particularly its trail system, is a significant community asset that contributes to Folsom's high quality of life. A walkable, bikeable community, designed at a pedestrian scale, encourages neighborhood interaction, and allows people to safely and easily reach local destinations such as schools, parks, and local commercial areas.

## Goal M 2.1

**Maintain and expand facilities and programs that encourage people to walk and bike in safety and comfort, and support the lifestyle and amenities that Folsom residents value.**

### M 2.1.1 ~~Pedestrian Master~~Active Transportation Plan

Prepare, adopt, and Mmaintain ~~and implement a pedestrian master plan~~ an active transportation plan that guides the development of a pedestrian and bikeway network that links residential developments with employment centers, public open spaces, parks, schools, shopping districts, and other major destinations. MPSP

### M 2.1.2 New Sidewalks

Sidewalks shall be built along all new arterial, collector, and local roads when ultimate street improvements are installed. RDR

### M 2.1.3 Pedestrian and Bicycle Linkages in New Development

Require developers to provide a system of sidewalks, trails, and bikeways that link all land uses, provide accessibility to parks and schools, and connect to all existing or planned external street and trail facilities. RDR

### M 2.1.4 Sidewalk Network

Strive to fill gaps in the city's existing sidewalk network. SO

### ~~M 2.1.5 Bikeway Master Plan~~

~~Prepare, adopt, and Mmaintain and implement a bikeway master plan that guides the development of a network that links residential developments with employment centers, public open spaces, parks, schools, shopping districts, and other major destinations.~~ MPSP

### ~~M 2.1.6~~M 2.1.5 Bicycle Facility Classifications

Maintain the following classification of bicycle facilities consisting of the following:

1. Class I bikeways: separated bicycle paths. These will be the preferred bikeway, whenever feasible.
2. Class II bikeways: bike lanes. These will be required in areas where on-street parking is likely to occur and in all collector and arterial streets where feasible. Such areas would be in the vicinity of apartment complexes and condominium complexes.
3. Class III bikeways: bike routes. These will be required in low-traffic areas where it is safe for bicycles to share the lane with autos and a class 1 or class 2 facility is not feasible.
4. Class IV bikeways: bicycle-only paths, or "cycle tracks." These are a version of separated bicycle paths that are designed for and limited to bicycle use only, and include a separation between bikeway and through traffic lanes. These will only be installed in special cases where right-of-way is constricted, or there is other significant need to provide a separate facility for bicycle use. SO

### ~~M 2.1.7~~M 2.1.6 Design Guidelines

Maintain design guidelines for bicycle facilities that result in the construction of bicycle improvements that are attractive, functional, and accessible. MPSP

### ~~M 2.1.8~~M 2.1.7 Road Repair

Consider the impact to bicycle routes when conducting any major repair, alteration, or construction of roads. Alternate routes or other accommodations should be provided as well as any upgrades to City-owned pedestrian facilities to comply with the current standards of the Americans with Disabilities Act (ADA). SO

### ~~M 2.1.9~~M 2.1.8 Bicycle Safety Education

Provide public education on bicycle safety and encourage bicycle safety programs for cyclists and motorists. MPSP

**~~M 2.1.10~~M 2.1.9 Bicycle Parking**

Require adequate short- and long-term bicycle parking for all land uses, except for single family and single family high-density residential uses. RDR

**~~M 2.1.11~~M 2.1.10 Bicycle Parking at City Facilities**

Provide bicycle parking at all City parks and public facilities (e.g., library, City Hall) sufficient to accommodate anticipated demand for spaces. SO

**~~M 2.1.12~~M 2.1.11 Trail Network**

Develop a continuous, interconnected system of trails and bikeways. SO JP

**~~M 2.1.13~~M 2.1.12 American River Parkway**

Coordinate with Sacramento County and the California Department of Parks and Recreation to preserve, enhance, and expand bicycle trails and pedestrian paths along the American River Parkway. IGC

**~~M 2.1.14~~M 2.1.13 Intersections**

Ensure new intersections are designed to safely accommodate pedestrians and bicyclists, along with all other transportation modes. SO

**~~M 2.1.15~~M 2.1.14 Funding**

Identify regional, State, and Federal funding programs and attempt to secure as much funding as possible for pedestrian and bicycle facilities and programs. FB

**~~M 2.1.16~~M 2.1.15 Safe Routes to School**

Encourage the construction of facilities and provision of programs that ensure Folsom children can walk or bike to school safely through coordination with school administration and parent organizations and participation in State and Federal grant programs. IGC

**~~M 2.1.17~~M 2.1.16 Pedestrian and Bicycle Overpasses**

Pursue the development of pedestrian and bicycle overpasses in areas with limited connectivity, particularly to connect development north and south of Highway 50. PI

**~~M 2.1.18~~M 2.1.17 Public Involvement**

Encourage the public to participate in the planning, design, implementation, and maintenance of pedestrian and bicycle facilities and programs. PI

# Transit

A robust transit network provides a host of community benefits. Each automobile trip replaced by a transit trip reduces wear and tear on the roads, reduces greenhouse gas emissions, and improves Folsom's air quality. Folsom needs its transit network to be a healthy, sustainable community. Folsom is currently served by ~~two transit systems.~~ Sacramento Regional Transit District (SacRT). SacRT provides Gold Line light rail service, with three stations within Folsom's city limits. The Gold Line connects Folsom with downtown Sacramento. ~~Folsom Stage Line is the City of Folsom's transit service. It~~ SacRT also operates ~~three~~ bus routes that provide intra city transportation for Folsom residents. Policies in this section ensure that Folsom residents are well-served by public and private transportation options. This section also encourages planning efforts directed at maintaining current service levels while planning for future service growth.

## Goal M 3.1

**Support and maintain a comprehensive, safe, and integrated transit system that responds to the needs of all residents and allow frequent and convenient travel throughout the city and region.**

**M 3.1.1 Access to Public Transit**

Strive to ensure that all residents have access to safe and convenient public transit options. MPSP

**M 3.1.2 Transit for ~~Elderly~~ Seniors and Persons with Disabilities**

~~Continue to provide accessible, on-demand transit~~ Provide ADA-paratransit and/or on-demand transportation for ~~the elderly~~ seniors and persons with disabilities. SO

**M 3.1.3 Regional Transit Connectivity**

Coordinate with Sacramento Regional Transit and neighboring jurisdictions on fixed route connectivity and transfers to improve the transit system. JP

**What is Hi-Bus Transit?**

"Hi-Bus" is high frequency bus service where buses travel either within a roadway right-of-way or on a separate facility that are designed to provide higher bus speeds and schedule reliability than typical local bus services. Such facilities and services are implemented in corridors with land uses that would provide significant ridership. Current (2017) study corridors for hi-bus include East Bidwell Street and Alder Creek Parkway.

### M 3.1.4 Light Rail Double-Tracking

Coordinate with Sacramento Regional Transit on possibilities for improving light rail headways through double-tracking. JP

### M 3.1.5 Extended Light Rail Service

Coordinate with Sacramento Regional Transit on possibilities for extending light rail hours into the evening. JP

### M 3.1.6 "Hi-Bus" Transit Corridors

Require sufficient right-of-way for designated Hi-Bus transit corridors that connect to light rail stations, including the planned facility on Easton Valley Parkway, south of Highway 50. The City shall also evaluate the feasibility of Hi-Bus transit in designated "study corridors" and shall give priority to transit uses within the available right-of-way in those study corridors. The City shall coordinate with Regional Transit to provide services in the Hi-Bus corridors. MPSP

### M 3.1.7 Transit to Key Locations

Provide ~~Folsom Stage Line~~ SacRT transit stops and associated amenities at key destinations in Folsom. SO

# Vehicular Traffic and Parking

Policies in this section provide for the needs of drivers of cars, trucks, and other vehicles on the streets that connect Folsom. These policies focus on ensuring safety and efficiency for motorists as well as community members using other transportation modes. Policies in this section also provide for convenient and appropriate vehicle parking facilities.

## Goal M 4.1

**Ensure a safe and efficient network of streets for cars and trucks, as well as provide an adequate supply of vehicle parking.**

### M 4.1.1 Road Network Hierarchy

Establish a hierarchy of roads consisting of the following:

1. Freeways or limited access highways. Such roads shall be grade separated at each intersection with another road. The major purpose of such roads is to route traffic around Folsom, with as few interruptions to the

surface street system as possible. Highway 50 currently meets the definition of a freeway.

2. Expressways. Allow for moderate- to high-speed travel within the city. The purpose of an expressway is to carry cross-town traffic from other communities or between neighborhoods within the city. An expressway may contain some grade-separated intersections, but this type of road would mainly be a surface street. Expressways should be located to allow for controlled intersections spaced at one-half mile intervals or more. Only arterial and collector roads should intersect with an expressway.

3. Arterial roads (or major streets). Serve to connect neighborhoods within the city and the city with surrounding communities. Movement of people and goods, also known as "mobility," rather than access to adjacent land uses, is the primary function of an arterial street. Arterials would normally define the boundaries of neighborhoods, not provide internal access to a neighborhood. The city has two types: 1) "major arterials", which are typically divided four or six-lane roadways, and 2) "minor arterials," which are typically undivided four-lane roadways.

4. Collector (or secondary) roads. Serve to route traffic from local streets within a residential neighborhood or a commercial area to an arterial road. Collector streets would not normally serve as "through" roads for more than one area, but would typically carry higher traffic volumes than local streets. The City has two types: 1) "major collectors," which are typically two-lane roadways with center turn lanes, and 2) "minor collectors," which are typically two-lane roadways without center turn lanes.

5. Local (or tertiary) roads. Serve a portion of a neighborhood only and, together with other local roads in a neighborhood, route traffic to a collector street.

### M 4.1.2 Roadway Maintenance

Maintain roadways according to industry standards to provide for the safe travel for all users, including pedestrians, bicyclists, drivers, and transit vehicles. The City shall implement a pavement management plan that considers warmer temperatures, heat waves, and urban heat island effects in material selection, and emphasize preventative

maintenance to reduce costs associated with frequent road surface replacement. SO

### M 4.1.3 Level of Service

Strive to achieve at least a traffic Level of Service "D" (or better) for local streets and roadways throughout the City. In designing transportation improvements, the City will prioritize use of smart technologies and innovative solutions, including roundabouts, that maximize efficiencies and safety ~~while minimizing the physical footprint~~. During the course of Plan buildout it may occur that temporarily higher Levels of Service result where roadway improvements have not been adequately phased as development proceeds. However, these~~is~~ situations will be minimized based on annual traffic studies and monitoring programs. Staff will report to the City Council at regular intervals via the Capital Improvement Program process for the Council to prioritize projects integral to achieving Level of Service D or better. SO

### M 4.1.4 Capital Southeast Connector

Support the planning and construction of the Capital Southeast Connector. IGC

### M 4.1.5 Interchange Improvements

Coordinate with Caltrans in planning for and funding freeway interchange improvements and additional interchanges (or overcrossings) along Highway 50. IGC

### M 4.1.6 Capital Improvement Program~~Plan~~

Maintain and implement a three-year Ceapital Iimprovement ~~plan~~ Program (CIP) for road improvements. FB

### M 4.1.7 Landscape Maintenance Assessment Agreements

Require the establishment of homeowners associations or landscaping and lighting districts for new developments adjacent to arterial roads to ensure that planting strips are constructed and properly maintained. RDR

### M 4.1.8 Energy Efficiency

Use the most energy-efficient light fixtures and technology for all traffic signals, street lights, roads, intersections, and bicycle and pedestrian signals. SO

### M 4.1.9 Autonomous Vehicles

Monitor the development of autonomous vehicle technology and State and Federal regulations, actively participate in

**Capital Southeast Connector**

The Capitol Southeast Connector is a planned 35-mile parkway that will connect Folsom with Interstate 5 and Highway 50 in El Dorado County. The Capital Southeast Connecter Joint Powers Authority, consisting of the Cities of Elk Grove, Folsom, and Rancho Cordova, as well as El Dorado and Sacramento Counties, is responsible for the planning, design, and construction of the connector.

regional discussions regarding the potential effects of autonomous vehicles, and consider the local impacts of this new technology on signage, speed limits, signal timing, roadway design standards, and parking standards. SO

~~**M 4.1.10 Traffic Calming**~~

~~Continue to implement traffic calming measures in residential neighborhoods, as appropriate and in ways that accommodate emergency access vehicles.~~ SO

**M 4.1.10 Prioritization of Roundabouts**

Roundabouts are prioritized as the primary form of intersection control. During the planning and design of new transportation facilities, and when retrofitting existing intersections, an engineering study shall be completed in which roundabout control is thoroughly evaluated to the satisfaction of the Public Works Director. If roundabout control is determined to provide a viable and practical solution, it shall be studied in lieu of, or in addition to, other traffic control alternatives. If other intersection controls are proposed in lieu of roundabout control, the engineering study shall demonstrate that the roundabout is physically infeasible and/or that the operations and the safety of the proposed alternative intersection are determined to achieve the same or better operations and/or offer longer-term advantages when compared to a roundabout intersection. SO

**M 4.1.11 Traffic Calming**

Continue to evaluate the need for and effectiveness of traffic calming measures, including roundabouts and lane narrowing, in residential neighborhoods, as appropriate and in ways that accommodate emergency access vehicles. When considering intersection traffic control treatments, the prioritization of roundabouts per M 4.1.10 shall govern. SO

M 4.1.12 **Local Road Safety Plan**

The City shall create, adopt, and periodically update a Local Road Safety Plan (LRSP) to assess fatal and severe traffic collisions in an effort to identify countermeasures designed to reduce the frequency or severity of such collisions. An updated LRSP is required by the State in order for local agencies to qualify for Highway Safety Improvement Program (HSIP) program. MPSP

# Goal M 4.2

Provide and manage a balanced approach to parking that meets economic development and sustainability goals.

### M 4.2.1 Parking

Maintain and implement a comprehensive on- and off-street parking system that serves the needs of residents and businesses while supporting the use of multiple modes of transportation. SO

### M 4.2.2 Reduce Minimum Parking Standards

Consider reducing parking standards for private vehicles in transit-oriented developments, mixed-use developments and developments in high-density areas over time, while increasing parking for shared vehicles, alternative energy vehicles, bicycles, and other modes of transportation. Reduced parking standards must be supported by a demand analysis that supports the reduction. RDR MPSP

### M 4.2.3 Shared Parking

Consider the use of shared parking programs as conditions of approval in mixed use and transit-oriented neighbor-hoods and districts as a part of the overall parking management strategy. Shared parking may reduce the amount of parking spaces needed in new developments. RDR

### M 4.2.4 Electric Vehicle Charging Stations

Encourage the installation of electric vehicle charging stations in parking spaces throughout the city, prioritizing installations at multi-family residential units. RDR

# Goods Movement

The movement of goods is essential to Folsom's economic prosperity. Folsom's businesses need truck access to fill their shelves, and industry needs access to bring their goods to market. Folsom is not directly connected to freight rail lines or an airport; all of Folsom's goods are moved by truck. Policies in this section balance the efficient movement of goods with the impacts associated with truck traffic.

## Goal M 5.1

**Provide an efficient system for goods movement that aids in the prosperity of industrial and commercial businesses while minimizing potentially adverse impacts to the rest of the community.**

### M 5.1.1 Efficient Goods Movement

Support infrastructure improvements and the use of technology for the efficient movement of goods and connectivity to employment centers via roads in Folsom. SO

### M 5.1.2 Off-Peak Deliveries

Encourage business owners to schedule deliveries at off-peak traffic periods in residential, commercial, or mixed-use areas. MPSP

### M 5.1.3 Truck Routes

Maintain and update its commercial truck routes map as needed to ensure the needs of businesses are met while minimizing potential adverse impacts to the rest of the community. MPSP

### M 5.1.4 STAA Truck Routes

Maintain and update its Surface Transportation Assistance Act of 1982 (STAA) truck routes map to accommodate large trucks as part of the National Network while minimizing potential adverse impacts to the rest of the community. MPSP

### M 5.1.5 Quarry Trucks

Work with the quarries in eastern Sacramento County to ensure safe and efficient routes through Folsom that do not disrupt neighborhoods and traffic patterns in the city. MPSP

# Regional Coordination

Transportation systems rarely follow jurisdictional lines, and travelers expect to be able to move smoothly from one jurisdiction to the next. Several of the critical transportation facilities in Folsom, including the Gold Line Light Rail, Highway 50, and the American River Bike Trail, are operated by another agency. The policies in this section aim to ensure a strong connection between transportation networks in the region.

## Goal M 6.1

**Maintain and increase cooperation between Folsom and neighboring jurisdictions, regional organizations, and relevant State agencies.**

### M 6.1.1 State and Regional Communication

Maintain formal and informal lines of communication between State and regional agencies to ensure cooperation in the development of transportation systems and the implementation of State and regional transportation plans. IGC

### M 6.1.2 Regional Bicycle and Pedestrian Consistency

Coordinate with SACOG to ensure SACOG's Regional Bicycle, Pedestrian, and Trails Master Plan is consistent with the City's bicycle and pedestrian planning efforts. IGC

### M 6.1.3 Support Zero- and Low-Emission Vehicle Adoption

The City shall continue to support rapid adoption of zero-emissions and low-emission vehicles by:

- installing public charging stations at City facilities,
- streamlining the permit-process for private electric vehicle charging stations (including home charging stations), and
- developing guidelines and standards for dedicated and preferential parking for zero and low-emissions vehicles (including charging stations for plug-in-electric vehicles, where necessary). IGC

# Transportation Funding

Transportation infrastructure and services require significant funding to build and maintain at a safe level. Much of the City's transportation budget comes from fees paid by real estate developers as a part of new projects. Larger projects, such as highway interchanges, require State and Federal funds. Policies in this section describe the ways Folsom can continue to fund its transportation infrastructure.

## Goal M 7.1

**Provide sufficient funding to construct, maintain, and operate transportation facilities and services needed to achieve the City's mobility goals.**

### M 7.1.1 New Development

Require new development to contribute towards the construction of offsite facilities and provision of services to achieve the City's mobility goals. RDR

### M 7.1.2 Fair Share for Transportation Infrastructure Improvements

Require all new development to dedicate rights-of-way, construct facilities, or pay its fair share for needed transportation infrastructure improvements that support all travel modes, including pedestrian, bicycle, and transit facilities, roadway improvements, and ITS and transportation demand management (TDM) programs and services. RDR

### M 7.1.3 Funding Sources

Explore additional sources of funding and support the development of a stable, dedicated funding source for all modes to provide continuing maintenance, operation, and management of the City's transportation network. FB

# 10 Implementation

If the City's General Plan is to serve its purpose effectively, it must be reviewed, maintained, and implemented in a systematic and consistent manner. This element describes the General Plan Maintenance and Monitoring procedures and lists the General Plan's implementation programs.

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# Maintenance and Monitoring

The City of Folsom is committed to reviewing its progress in implementing the goals and policies of the General Plan at a minimum of every five years. Since many of the factors and issues that the General Plan addresses change from year to year, an annual review and reporting of implementation will help ensure the City is moving forward to achieve the Plan's vision. This review will report on the status of each specific implementation program in the General Plan and take into account the availability of new implementation tools, changes in funding sources, and feedback from Plan monitoring activities.

## General Plan Review and Update

At least once every 10 years, the City will aim to thoroughly review the General Plan and revise and update it as necessary. This review and update process will encompass the entire General Plan, including the Background Report and Policy Document goals, policies, and implementation programs.

## General Plan Amendments

As conditions and needs change, the City will need to consider proposed amendments to the General Plan. Like the adoption of the general plan itself, General Plan amendments are subject to environmental review, public notice, and hearing requirements and must not create inconsistencies with other parts of the plan. Some of these will be policy changes, while many will likely be changes to the Land Use Diagram. City staff and decision-makers will need to carefully evaluate each of the changes, not only for merit and potential impact, but also for consistency with the rest of the General Plan. State law requires that the general plan be an integrated and internally consistent set of goals, policies, standards, programs, and diagrams.

## General Plan Consistency in Implementation

To ensure City staff and decision-makers systematically implement the policies and proposals of the general plan, State law since the early 1970s has increasingly insisted that the actions and decisions of each local government concerning both its own projects and the private projects it approves are consistent with its adopted general plan. The courts have supported and furthered this trend through their interpretations of State law.

The following is a partial list of City actions that must be consistent with the General Plan:

- Master plans
- Specific plans
- Capital projects (including indirectly facility master plans)
- Development agreements
- Subdivision approvals
- Development projects

# Categories of Implementation Actions/Tools

The City of Folsom will implement the goals and policies of the General Plan through many actions and tools grouped according to the eight categories listed below. The two- to four-letter identifiers are used in Part 2 of the General Plan to indicate how each policy will be implemented. The identifiers are also used in the Specific Implementation Programs section of Part 3 to indicate the type of specific implementation program:

- Regulation and Development Review RDR
- City Master Plans, Strategies, and Programs MPSP
- Financing and Budgeting FB
- Planning Studies and Reports PSR
- City Services and Operations SO
- Inter-governmental Coordination IGC
- Joint Partnerships with the Private Sector JP
- Public Information PI

## Regulation and Development Review (RDR)

Many General Plan policies are implemented through regulations adopted by the City based on the City's "police power" to protect the public health, safety, and welfare. City ordinances also create a development review process that provides for City review of individual project proposals and authorizes the City to approve, deny, or condition projects based on their consistency with the General Plan. The following is a list of regulatory plans and ordinances commonly used to implement the General Plan:

- Master plans
- Specific plans
- Zoning ordinance
- Subdivision ordinance
- Building and other codes
- Habitat conservation plans
- California Environmental Quality Act (CEQA)
- Development review

## City Master Plans, Strategies, and Programs (MPSP)

The City has adopted many master plans, strategies, and programs focusing City attention on various types of City services and facilities, development, or geographic areas. These are prepared to provide more specific direction for City decision-makers, staff, and the public on how the General Plan will be implemented. They are not elements or components of the General Plan. The following is a list of master plans, strategies, and programs that the City has prepared or plans to prepare:

- Parks and Recreation Master Plan
- ~~Pedestrian Master Plan~~
- ~~Bikeway Master Plan~~
- Intelligent Transportation Systems (ITS) Master Plan
- Arts and Cultural Master Plan
- Historic District Zoning Ordinance and Design and Development Guidelines
- Historic Preservation Master Plan
- Water Master Plan

- Urban Water Management Plan
- Fire Service Delivery Plan
- Emergency Operations Plan
- Multi-Hazard Mitigation Plan
- Community Wildlife Preparedness Plan
- Sanitary Sewer Management Plan
- River District Master Plan
- Active Transportation Plan ~~(In-Progress 2021)~~
- Folsom City Zoo Sanctuary Master Plan
- Open Space Management Plan
- Folsom Plan Area Open Space Management Plan
- Parks & Recreation Facilities Renovation Master Plan
- Local Road Safety Plan

Specific implementation programs call for the annual or periodic review of many of these master plans, strategies, and programs in addition to adoption of some new master plans and strategies.

## Financing and Budgeting (FB)

The development, maintenance, and operation of public facilities such as parks and drainage facilities and the provision of City services require financial resources that are derived from various sources. Programming of City capital projects and their funding over time is outlined in the City's Capital Improvement Program, which is updated annually. The following is a list of revenue sources used by or available to the City to support development, maintenance, or operation of public facilities and services:

- Property tax revenue
- Sales tax revenue
- User fees
- Development fees
- Quimby Act (Park) dedications
- Business improvement districts
- Community facilities and special assessment districts
- Municipal bonds
- Special taxes
- County, State, and Federal funding

## Planning Studies and Reports (PSR)

The City conducts studies and produces reports to collect and evaluate information related to specific issues. These studies and reports are undertaken at the direction of the City Council as needed or are prepared annually to report on the status and implementation of the General Plan or a master plan.

## City Services and Operations (SO)

The City provides a broad range of services to its residents, businesses, and visitors, and manages and operates its facilities to meet community needs. How the City provides services and carries out its operations makes a significant difference in how effectively the General Plan is implemented.

## Inter-governmental Coordination (IGC)

The City must coordinate with numerous local, regional, State, and Federal agencies to implement the General Plan. These agencies provide services, facilities, or funding and administer regulations that directly or indirectly affect many issues addressed in the General Plan. The following is a partial list of public agencies that may play a role in implementing the General Plan:

- Local agencies such as Sacramento County; Folsom Cordova Unified School District; and special districts;
- Regional agencies such as Sacramento Local Agency Formation Commission (LAFCo); Sacramento Area Council of Governments (SACOG); Sacramento Regional Transit (SacRT); and Sacramento Placerville Transportation Corridor (SPTC-JPA);
- State agencies such as Caltrans, General Services, California Environmental Protection Agency (EPA), California Department of Parks and Recreation, California Office of Historic Preservation, and Native American Heritage Commission (NAHC); and
- Federal agencies such as U.S. Bureau of Reclamation; U.S. Fish and Wildlife Services (USFWS); U.S. Army Corps of Engineers; and Federal Emergency Management Agency (FEMA).

The City recognizes there are unique public and private partnerships. In those instances where there are public and private partnerships, it will involve both inter-governmental coordination and joint partnerships with the private sector as described in more detail below.

## Joint Partnerships with the Private Sector (JP)

The City can combine its efforts with private sector efforts to improve public service delivery, manage public sector assets, or leverage private sector investment. By expanding the role of the private sector, the City can use its technical, management, and financial resources in creative ways to achieve objectives of the General Plan.

## Public Information (PI)

The City can use a wide range of tools to keep the city's residents informed of City services or other issues of current interest. Public information can be distributed through media such as brochures, pamphlets, the City's website, workshops, seminars, public access television, radio, newspapers, public hearings, neighborhood and community meetings, and customer service hotlines.

# Implementation Programs

Specific implementation programs are listed in the following tables. Similar to the policies, each implementation program is followed by a set of letters that identifies a type of action or tool that the City will use to carry out the implementation program. Following each implementation program is a description of which policy(ies) the program implements, which City department(s) is responsible for implementation, and which department(s) will support the responsible department(s). Finally, to the right of each program is a timeline that identifies when the implementation will be completed.

The implementation program tables are organized as follows:

- Table 9-1: Land Use Implementation Programs
- Table 9-2: Mobility Implementation Programs
- Table 9-3: Economic Prosperity Implementation Programs
- Table 9-4: Natural and Cultural Resources Implementation Programs
- Table 9-5: Public Facilities and Services Implementation Programs
- Table 9-6: Parks and Recreation Implementation Programs
- Table 9-7: Safety and Noise Implementation Programs

| Table 9-1: Land Use Implementation Programs | 2018-2020 | 2021-2025 | 2026-2040 | Annual | Ongoing |
|---|---|---|---|---|---|
| **LU-1. Update the Zoning Ordinance**<br>Develop a priority list for how sections of the Folsom Zoning Ordinance and applicable guidelines will be updated consistent with the General Plan. The City shall review and update the Folsom Zoning Ordinance and applicable guidelines, consistent with the policies and diagrams of the General Plan. The update shall include developing appropriate standards to encourage mixed use within the East Bidwell Overlay area and transit-oriented development around light rail stations, including restrictions on automobile-oriented uses within one-quarter mile of light rail stations. The City shall review and update the Historic District Design and Development Guidelines. RDR PSR | X | | | | X |
| Implements Policy(ies): LU 1.1.1<br>Responsible Department(s) Community Development<br>Supporting Department(s) | | | | | |
| **LU-2. Vacant and Underutilized Sites**<br>Develop and maintain a citywide database of vacant and underutilized sites to monitor the city's growth and change. The City shall prepare an annual report to the Planning Commission and City Council on the number of vacant sites and underutilized sites that were developed during the previous year. PSR PI | X | | | X | |
| Implements Policy(ies): LU 1.1.11<br>Responsible Department(s) Community Development<br>Supporting Department(s) Information Systems | | | | | |
| **LU-3. Corporation Yard Special Study**<br>Develop and adopt a study of the current City of Folsom corporation yard to determine appropriate uses and projects after the City relocates the corporation yard. MPSP | | X | | | |
| Implements Policy(ies): LU 4.1.6<br>Responsible Department(s) Community Development<br>Supporting Department(s) | | | | | |
| **LU-4. Property Owner Outreach on Overlay Designations**<br>Reach out to property owners within the East Bidwell Mixed Use Overlay and Transit-Oriented Development Overlay areas to explain the options available to property owners and developers in this area, and provide technical assistance, as appropriate, to facilitate development within these areas. RDR PI | X | | | | X |
| Implements Policy(ies): LU 3.1.1- 3.1.8, 4.1.1-4.1.3<br>Responsible Department(s) Community Development<br>Supporting Department(s) | | | | | |

| Table 9-1: Land Use Implementation Programs | | 2018-2020 | 2021-2025 | 2026-2040 | Annual | Ongoing |
|---|---|---|---|---|---|---|
| **LU-5. River District Master Plan**<br>Prepare a River District Master Plan for Folsom's riverfront area that is based on widespread community engagement as well as coordination with the California Department of Parks and Recreation. MPSP | | X | X | | | |
| Implements Policy(ies): | LU 5.1.1-5.1.3 | | | | | |
| Responsible Department(s) | Community Development | | | | | |
| Supporting Department(s) | Parks and Recreation | | | | | |
| **LU-6 Adopt Green Building**<br>Encourage new residential and non-residential construction projects to adopt and incorporate green building features included in the CALGreen Tier 1 checklist in project designs; and, encourage projects to seek LEED rating and certification that would meet equivalent CALGreen Tier 1 standards or better. Consider future amendments to City code to adopt CALGreen Tier 1 requirements consistent with State building code. For projects subject to CEQA seeking to streamline GHG analysis consistent with the General Plan, CALGreen Tier 1 compliance would be required. | | | | | | X |
| Implements Policy(ies): | LU 1.1.13 | | | | | |
| Responsible Department(s) | Community Development | | | | | |
| Supporting Department(s) | | | | | | |
| **LU-7 Encourage Zero Net Energy**<br>Encourage Zero Net Energy (ZNE) building design for new residential and non-residential construction projects. Consider future amendments to City code to adopt ZNE requirements consistent with the State building code. For projects subject to CEQA seeking to streamline GHG analysis consistent with the general plan, achievement of ZNE would be required consistent with provisions in the State building code under California Code of Regulations, Title 24, Part 6. | | | | | | X |
| Implements Policy(ies): | LU 1.1.13 | | | | | |
| Responsible Department(s) | Community Development | | | | | |
| Supporting Department(s) | | | | | | |

| Table 9-2: Mobility Implementation Programs | | 2018-2020 | 2021-2025 | 2026-2040 | Annual | Ongoing |
|---|---|---|---|---|---|---|
| **M-1. Transportation Demand Management** <br> Adopt a citywide Transportation Demand Management (TDM) program that encourages residents to reduce the amount of trips taken with single-occupancy vehicles. The program shall be designed to achieve an overall 15 percent vehicle mile traveled (VMT) reduction over 2014 levels and a 20 percent reduction in City-employee commute VMT. The City shall coordinate with employers to develop a menu of incentives and encourage participation in TDM programs. MPSP | | | X | | | |
| Implements Policy(ies): | M 1.1.9, NCR 3.1.3 | | | | | |
| Responsible Department(s) | Community Development | | | | | |
| Supporting Department(s) | Public Works | | | | | |
| **M-2. Intelligent Transportation Systems (ITS) Master Plan** <br> Adopt and periodically update an ITS Master Plan to prioritize the deployment of technology designed to maximize the efficiency of the City's traffic signal systems. Implement the ITS Master Plan that may include the following: <br>• Installing closed-circuit television (CCTV) cameras at designated traffic signals as defined in the ITS Master Plan. <br>• Collaborating with neighboring jurisdictions to develop ITS standards and specifications; participate in the Highway 50 Fiberoptic Interconnection Group (50-FIG). <br>• Deploying Dynamic Message Signs (DMS) at major decision points and key traveler information locations. <br>• Developing and maintain a Traffic Operations Center to facilitate the sharing of traffic information between City staff, the public, and neighboring agencies. <br>• Creating an ITS Operations and Maintenance Plan, including steps for replacing legacy equipment and systems. SO/MPSP | | | | X | | |
| Implements Policy(ies): | M 1.1.8 | | | | | |
| Responsible Department(s) | Public Works | | | | | |
| Supporting Department(s) | Information Systems | | | | | |
| **M-3. Electric Vehicle Charge Stations in Public Places** <br> Develop and implement a citywide strategy to install electric vehicle charging stations in public places where people shop, dine, recreate, and gather. MPSP | | | X | | | |
| Implements Policy(ies): | M 1.1.10 | | | | | |
| Responsible Department(s) | Community Development | | | | | |
| Supporting Department(s) | Public Works | | | | | |

| Table 9-2: Mobility Implementation Programs | | 2018-2020 | 2021-2025 | 2026-2040 | Annual | Ongoing |
|---|---|---|---|---|---|---|
| **M-4. Electric Vehicle Charge Stations at City Facilities**<br>Explore options to install electric vehicle quick charge stations at City facilities. SO | | | X | | | |
| Implements Policy(ies): | M 1.1.10 | | | | | |
| Responsible Department(s) | Public Works | | | | | |
| Supporting Department(s) | Parks and Recreation | | | | | |
| **M-5. ~~Pedestrian Master Plan~~Active Transportation Plan**<br>Review and update ~~its the pedestrian master plan~~Active Transportation Plan every five years to ensure it remains current and continues to provide sound guidance in creating bicycle and pedestrian links between Folsom's destinations. MPSP | | | X | X | | |
| Implements Policy(ies): | M 2.1.1 | | | | | |
| Responsible Department(s) | Parks and Recreation | | | | | |
| Supporting Department(s) | Public Works, Community Development | | | | | |
| ~~**M-6. Bikeway Master Plan**~~<br>~~Review and update its bikeway master plan every five years to ensure it remains current and continues to provide sound guidance in creating links between Folsom's destinations.~~ MPSP | | | X | X | | |
| ~~Implements Policy(ies):~~ | ~~M.2.1.5~~ | | | | | |
| ~~Responsible Department(s)~~ | ~~Parks and Recreation~~ | | | | | |
| ~~Supporting Department(s)~~ | ~~Public Works, Community Development~~ | | | | | |
| **M-~~7~~6. Bicycle Safety Education**<br>Continue to implement a bicycle-safety education program for cyclists and motorists. PI | | | | | | X |
| Implements Policy(ies): | M.2.1.9 | | | | | |
| Responsible Department(s) | Parks and Recreation | | | | | |
| Supporting Department(s) | Public Works, Police Department | | | | | |

| Table 9-2: Mobility Implementation Programs | 2018-2020 | 2021-2025 | 2026-2040 | Annual | Ongoing |
|---|---|---|---|---|---|
| **M-87. Bicycle and Pedestrian Improvements**<br><br>Identify regional, State, and Federal funding sources to support bicycle and pedestrian facilities and programs to improve roadways and intersections by 2035. Actions include:<br><br>• Require bicycle and pedestrian improvements as conditions of approval for new development on roadways and intersections serving the project. Improvements may include, but are not limited to: on-street bike lanes, traffic calming improvements such as marked crosswalks, raised intersections, median islands, tight corner radii, roundabouts, on-street parking, planter strips with street trees, chicanes, chokers, any other improvement that focuses on reducing traffic speeds and increasing bicycle and pedestrian safety. *For projects subject to CEQA seeking to streamline GHG analysis consistent with the General Plan, incorporation of applicable bicycle and pedestrian improvements into project designs or conditions of approval would be required.*<br><br>• Based on the most recent citywide inventory of roadways and pedestrian/bicycle facilities, identify areas of greatest need, to focus improvements on first. Areas to prioritize include roadways or intersections with a lack of safety features, street where disruption in sidewalks or bicycle lanes occurs, areas of highest vehicle traffic near commercial centers and transit facilities, where increased use of pedestrian/bicycle facilities would be most used. RDR FB | | | | | X |
| Implements Policy(ies): | M 1.1.4, M 1.1.6, M 1.1.5, M 2.1.2, M 2.1.3, M 2.1.4, M 2.1.15 | | | | | |
| Responsible Department(s) | Parks and Recreation, Public Works | | | | | |
| Supporting Department(s) | Community Development | | | | | |
| **M-98. Safe Routes to School**<br><br>Coordinate with the Folsom Cordova Unified School District to pursue Safe Routes to School grants to fund programs and projects that ensure Folsom children can walk or bike to school safely. IGC | | | | | | X |
| Implements Policy(ies): | M 2.1.16 | | | | | |
| Responsible Department(s) | Public Works, Parks and Recreation | | | | | |
| Supporting Department(s) | Community Development | | | | | |

| Table 9-2: Mobility Implementation Programs | | 2018-2020 | 2021-2025 | 2026-2040 | Annual | Ongoing |
|---|---|---|---|---|---|---|
| **M-~~10~~9. Capital Southeast Connector**<br>Coordinate with other members of the Capital Southeast Connector Joint Powers Authority (JPA) to ensure the connector is constructed. The City shall continue to assign a Folsom representative to the JPA board. IGC | | | | | | X |
| Implements Policy(ies): | M 4.1.4 | | | | | |
| Responsible Department(s) | Public Works | | | | | |
| Supporting Department(s) | Community Development | | | | | |
| **M-~~11~~10. Parking Standards**<br>Review and update its parking standards as necessary to reduce the amount of land devoted to parking and encourage shared parking arrangements, particularly in mixed-use and transit-oriented developments. RDR | | X | | | | |
| Implements Policy(ies): | M 4.2.1, M 4.2.2, M 4.2.3, M 4.2.4 | | | | | |
| Responsible Department(s) | Community Development | | | | | |
| Supporting Department(s) | | | | | | |
| **M-~~12~~11. Commercial Truck Routes**<br>Review and update its commercial truck routes map to ensure it meets the economic needs of the community and includes STAA routes. MPSP | | X | | | | |
| Implements Policy(ies): | M 5.1.3 | | | | | |
| Responsible Department(s) | Public Works | | | | | |
| Supporting Department(s) | Community Development | | | | | |
| **M-~~13~~12. Quarry Truck Management Plan**<br>Maintain and implement a Quarry Truck Management Plan. MPSP | | | | | X | |
| Implements Policy(ies): | M 5.1.5 | | | | | |
| Responsible Department(s) | Public Works | | | | | |
| Supporting Department(s) | Community Development | | | | | |

| Table 9-2: Mobility Implementation Programs | | 2018-2020 | 2021-2025 | 2026-2040 | Annual | Ongoing |
|---|---|---|---|---|---|---|
| **M-13. Local Road Safety Plan**<br>Adopt a Local Road Safety Plan, and regularly update it to include current traffic collision data. | | | X | | | X |
| Implements Policy(ies) | M 4.1.12 | | | | | |
| Responsible Department(s) | Public Works | | | | | |
| Supporting Department(s) | Community Development | | | | | |

| Table 9-3: Economic Prosperity Implementation Programs | | 2018-2020 | 2021-2025 | 2026-2040 | Annual | Ongoing |
|---|---|---|---|---|---|---|
| **EP-1. Industry Cluster Analysis**<br>Coordinate with the Folsom Chamber of Commerce to conduct an analysis of the industry clusters that exist in Folsom and the emerging or potential clusters in Folsom. MPSP | | X | | | | |
| Implements Policy(ies): | EP 2.1.2 | | | | | |
| Responsible Department(s) | City Manager | | | | | |
| Supporting Department(s) | Community Development | | | | | |
| **EP-2. Customer Service Survey**<br>Develop and implement a customer service survey to better understand the customer service relationship between the City and business community. MPSP | | X | | | | |
| Implements Policy(ies): | EP 3.1.2 | | | | | |
| Responsible Department(s) | City Manager | | | | | |
| Supporting Department(s) | | | | | | |
| **EP-3. Folsom Accelerated Small Tenant Improvement Review (FASTIR)**<br>Continue to maintain and implement a program to help tenants obtain building permits in a timely manner, with a goal of providing building permits within one to two days. RDR | | | | | | X |
| Implements Policy(ies): | EP 3.1.3 | | | | | |
| Responsible Department(s) | Community Development | | | | | |
| Supporting Department(s) | | | | | | |

| Table 9-3: Economic Prosperity Implementation Programs | 2018-2020 | 2021-2025 | 2026-2040 | Annual | Ongoing |
|---|---|---|---|---|---|
| **EP-4. Inventory of Developable Sites**<br>Develop and maintain an inventory of developable sites to encourage the development of key new industries. MPSP | | | | | X |
| Implements Policy(ies): EP 3.2.1 | | | | | |
| Responsible Department(s) Community Development | | | | | |
| Supporting Department(s) Information Systems | | | | | |
| **EP-5. Folsom Tourism Bureau**<br>Coordinate with the Folsom Tourism Bureau on strategies to attract visitors to Folsom. The City shall invite representatives from the Folsom Tourism Bureau to regularly brief the Folsom City Council on programs and strategies. JP | | | | | X |
| Implements Policy(ies): EP 6.1.7 | | | | | |
| Responsible Department(s) City Manager | | | | | |
| Supporting Department(s) Community Development, Parks and Recreation | | | | | |

| Table 9-4: Natural and Cultural Resources Implementation Programs | 2018-2020 | 2021-2025 | 2026-2040 | Annual | Ongoing |
|---|---|---|---|---|---|
| **NCR-1. Urban Forest Plan**<br>Develop and maintain an Urban Forest Plan. MPSP | | X | | | |
| Implements Policy(ies): NCR 1.1.8 | | | | | |
| Responsible Department(s) Community Development | | | | | |
| Supporting Department(s) | | | | | |
| **NCR-2. Maintain GHG Emissions Inventory**<br>Review and update the City's GHG emissions inventory for municipal and communitywide GHG emissions every five years at a minimum. | | X | X | | |
| Implements Policy(ies): NCR 3.2.1, 3.2.2, 3.2.5 | | | | | |
| Responsible Department(s) Community Development | | | | | |
| Supporting Department(s) | | | | | |

| Table 9-4: Natural and Cultural Resources Implementation Programs | 2018-2020 | 2021-2025 | 2026-2040 | Annual | Ongoing |
|---|---|---|---|---|---|
| **NCR-3. Creek Week**<br>Sponsor a citywide volunteer creek clean-up day during "Creek Week."<br>Implements Policy(ies): NCR 4.1.4<br>Responsible Department(s): Parks and Recreation, Public Works<br>Supporting Department(s): | | | | X | |
| **NCR-4. Cultural Resources Inventory**<br>Maintain and implement a cultural resource inventory to identify, evaluate, register, and protect Folsom's cultural resources. MPSP<br>Implements Policy(ies): NCR 5.1.2<br>Responsible Department(s): Community Development<br>Supporting Department(s): Parks and Recreation | | | | | X |
| **NCR-5. Historic Preservation Master Plan**<br>Maintain and implement the Historic Preservation Master Plan. MPSP<br>Implements Policy(ies): NCR 5.1.1, NCR 5.1.4<br>Responsible Department(s): Community Development<br>Supporting Department(s): | | | | | X |
| **NCR 6: Lighting Design Standards**<br>Establish consistent lighting standards for outdoor lighting of city development to reduce high-intensity nighttime lighting and glare. These standards shall be consistent with the Folsom Plan Area Specific Plan Community Design Guidelines. Additional standards shall be considered, including the use of automatic shutoffs or motion sensors for lighting features to further reduce excess nighttime light.<br>To reduce impacts associated with light and glare, the City will require the following lighting standards:<br>• Shield or screen lighting fixtures to direct the light downward and prevent light spill on adjacent properties.<br>• Place and shield or screen flood and area lighting needed for construction activities and/or security so as not to disturb adjacent residential areas and passing motorists.<br>• For public street, building, parking, and landscape lighting in residential neighborhoods, prohibit the use of light fixtures that are of unusually high intensity or brightness (e.g., harsh mercury vapor, low-pressure sodium, or fluorescent bulbs) or that blink or flash. For public parks and sports | | X | | | |

| Table 9-4: Natural and Cultural Resources Implementation Programs | 2018-2020 | 2021-2025 | 2026-2040 | Annual | Ongoing |
|---|---|---|---|---|---|
| facilities, the City will use the best light and glare control technology feasible, along with sensitive site design.<br>• Use appropriate building materials (such as low-glare glass, low-glare building glaze or finish, neutral, earth-toned colored paint and roofing materials), shielded or screened lighting, and appropriate signage in the office/commercial areas to prevent light and glare from adversely affecting motorists on nearby roadways. | | | | | |
| Implements Policy(ies): NCR 2.1.3. | | | | | |
| Responsible Department(s) Community Development | | | | | |
| Supporting Department(s) Parks and Recreation | | | | | |
| **NCR 7: Management of Inadvertently Discovered Cultural Resources**<br>Develop a program for the management of inadvertently discovered cultural resources. The program will consist of, but will not necessarily be limited to the following standards:<br>The City will require, through permit or tentative map conditions or contractual obligations, that in the event of any inadvertent discovery of archaeological resources, all such finds will be subject to PRC 21083.2 and CEQA Guidelines 15064.5. Procedures for inadvertent discovery are listed below.<br>In the event of the inadvertent discovery of previously unknown archaeological sites during excavation or construction, all construction affecting the site shall cease and the contractor shall contact the City.<br>• All work within 100 feet of the find will be halted until a professional archaeologist can evaluate the significance of the find in accordance with NRHP and CRHR criteria.<br>• If any find is determined to be significant by the archaeologist, representatives of the City will meet with the archaeologist to determine the appropriate course of action. If necessary, a Treatment Plan will be prepared by an archeologist, outlining recovery of the resource, analysis, and reporting of the find. The Treatment Plan will be submitted to the City for review and approval prior to resuming construction. | X | | | | |
| Implements Policy(ies): NCR 5.1.4 | | | | | |
| Responsible Department(s) Community Development | | | | | |
| Supporting Department(s) Parks and Recreation | | | | | |

| Table 9-4: Natural and Cultural Resources Implementation Programs | 2018-2020 | 2021-2025 | 2026-2040 | Annual | Ongoing |
|---|---|---|---|---|---|
| **NCR 8: Management of Paleontological Resources**<br>Develop a program for the management of paleontological resources. The program will consist of, but will not necessarily be limited to, the following standards and requirements: Prior to approval of a discretionary project, it shall be determined through literature review and records research, the paleontological sensitivity of the geologic units affected by the project. If paleontological resources may be present, conditions will be added to the project approval to monitor for and salvage paleontological resources during ground-disturbing activities. | X | | | | |
| Implements Policy(ies): NCR 5.1.4 | | | | | |
| Responsible Department(s): Community Development | | | | | |
| Supporting Department(s): Parks and Recreation | | | | | |
| **NCR 9: Management of Tribal Cultural Resources**<br>Should any indications of possible tribal cultural resources (TCRs), such as cultural features, unusual amounts of bone or shell, or cultural belongings be encountered during any construction activities, work shall be suspended in the vicinity of the find and the appropriate oversight agency(ies) shall be notified immediately. The appropriate oversight agency(ies) shall retain a tribal representative or Tribal Historic Preservation Officer (THPO) who shall assess the significance of the find by evaluating the resource to determine if it is a TCR as defined in Section 21074 of the Public Resources Code. If the resource is a TCR as defined in state law, and it would be subject to disturbance or destruction, the City shall consult with the THPO or their designee to determine the appropriate treatment before resuming construction activities at the TCR. | | | | | X |
| Implements Policy(ies): NCR 5.1.4 | | | | | |
| Responsible Department(s): Community Development | | | | | |
| Supporting Department(s): Parks and Recreation | | | | | |
| NCR 10: Confidentiality of Tribal Cultural Resources<br>Tribal cultural resources, as defined in Section 21074 of the Public Resources Code, shall be kept confidential and may not be disclosed by the City in public documents, meetings, or by other means. | | | | | X |
| Implements Policy(ies): NCR 5.1.4 | | | | | |
| Responsible Department(s): Community Development | | | | | |
| Supporting Department(s): Parks and Recreation | | | | | |

| Table 9-5: Public Facilities and Services Implementation Programs | | 2018-2020 | 2021-2025 | 2026-2040 | Annual | Ongoing |
|---|---|---|---|---|---|---|
| **PFS-1. Capital Improvement Plan**<br>Update the Capital Improvement Plan (CIP) biannually to ensure the implementation and adequacy of the plan. MPSP FB | | X | X | X | | |
| Implements Policy(ies): | PFS 1.1.1 | | | | | |
| Responsible Department(s) | Public Works, Finance, Parks and Recreation, Environmental & Water Resources | | | | | |
| Supporting Department(s) | All Departments | | | | | |
| **PFS-2. Arts and Culture Master Plan**<br>Review and update an Arts and Cultural Master Plan every five years. As part of the Plan, prepare guidelines for plaques, signs, and other displays in public spaces to increase awareness of such cultural and historic sites and events. MPSP | | X | X | X | | |
| Implements Policy(ies): | PFS 1.1.2 | | | | | |
| Responsible Department(s) | Parks and Recreation | | | | | |
| Supporting Department(s) | Community Development | | | | | |
| **PFS-3. Public Art Guidelines**<br>Review and update every five years guidelines regarding permanent artwork in public spaces. MPSP | | X | X | X | | |
| Implements Policy(ies): | PFS 1.1.3 | | | | | |
| Responsible Department(s) | Parks and Recreation | | | | | |
| Supporting Department(s) | Community Development | | | | | |
| **PFS-4. Water Master Plan**<br>Continue to review and update the City's Water Master Plan at least every five years consistent with the land use patterns and densities/intensities provided for in the General Plan. MPSP | | | X | X | | |
| Implements Policy(ies): | PFS 3.1.1 | | | | | |
| Responsible Department(s) | Environmental and Water Resources | | | | | |
| Supporting Department(s) | Public Works | | | | | |

| Table 9-5: Public Facilities and Services Implementation Programs | | 2018-2020 | 2021-2025 | 2026-2040 | Annual | Ongoing |
|---|---|---|---|---|---|---|
| **PFS-5. Urban Water Management Plan**<br>Review and update the Urban Water Management Plan at least every five years, as required by the Urban Water Management Planning Act. MPSP | | | X | X | | |
| Implements Policy(ies): | PFS 3.1.2 | | | | | |
| Responsible Department(s) | Environmental and Water Resources | | | | | |
| Supporting Department(s) | Public Works, Parks and Recreation | | | | | |
| **PFS-6. Water Management Programs**<br>Maintain its water management programs, including its commercial water audits, large landscape irrigation audits, rebates, and education. MPSP | | | | | | X |
| Implements Policy(ies): | PFS 3.1.9 | | | | | |
| Responsible Department(s) | Environmental and Water Resources | | | | | |
| Supporting Department(s) | Parks and Recreation | | | | | |
| **PFS-7. Sanitary Sewer Management Plan**<br>Review and update Sanitary Sewer Management Plan at least every two years as required by State Water Resources Control Board's General Waste Discharge Requirement Order. MPSP | | X | X | X | | |
| Implements Policy(ies): | PFS 4.1.2 | | | | | |
| Responsible Department(s) | Public Works | | | | | |
| Supporting Department(s) | | | | | | |
| **PFS-8. Maintenance Permits**<br>Obtain State and Federal permits for maintaining all floodways and detention basins and keep these facilities free of flood obstructions. | | | | | | X |
| Implements Policy(ies): | PFS 5.1.1 | | | | | |
| Responsible Department(s) | Public Works | | | | | |
| Supporting Department(s) | | | | | | |
| **PFS-9. Fire Service Delivery Plan**<br>Review and update every three years the Fire Service Delivery Plan to define the future fire protection service needs of the city. MPSP | | | | | | X |
| Implements Policy(ies): | PFS 7.1.2 | | | | | |
| Responsible Department(s) | Fire Department | | | | | |
| Supporting Department(s) | | | | | | |

| Table 9-5: Public Facilities and Services Implementation Programs | | 2018-2020 | 2021-2025 | 2026-2040 | Annual | Ongoing |
|---|---|---|---|---|---|---|
| **PFS-10. City Energy Use Procedures**<br>Develop energy use/plug load procedures for City facilities and engage employees in the implementation process. SO | | | | | | X |
| Implements Policy(ies): | PFS 8.1.7 | | | | | |
| Responsible Department(s) | Parks and Recreation | | | | | |
| Supporting Department(s) | | | | | | |
| **PFS-11. Evaluate Automating Energy Use**<br>Systematically evaluate effectiveness of existing systems to automate energy use and implement energy conservation measures such as automatic HVAC system shutdowns, additional room lighting sensors, automatic computer shutdowns, or any other identified energy reduction opportunities. SO | | | | | | X |
| Implements Policy(ies): | PFS 8.1.7 | | | | | |
| Responsible Department(s) | Parks and Recreation | | | | | |
| Supporting Department(s) | | | | | | |
| **PFS-12. Evaluate Energy Use**<br>Evaluate facilities energy use to identify key areas where energy upgrades are needed and consider lighting retrofits, building weatherization, and mechanical/HVAC upgrades. SO | | | | | | X |
| Implements Policy(ies): | PFS 8.1.7 | | | | | |
| Responsible Department(s) | Parks and Recreation | | | | | |
| Supporting Department(s) | | | | | | |
| **PFS-13. Streetlight Retrofit**<br>Continue to retrofit streetlights with light-emitting diode (LED) fixtures for energy efficiency and reduced maintenance. SO | | | | | | X |
| Implements Policy(ies): | PFS 8.1.7 | | | | | |
| Responsible Department(s) | Public Works, Parks and Recreation | | | | | |
| Supporting Department(s) | | | | | | |

| Table 9-5: Public Facilities and Services Implementation Programs | 2018-2020 | 2021-2025 | 2026-2040 | Annual | Ongoing |
|---|---|---|---|---|---|
| **PFS-14. Energy Efficient Fleet** Continue purchasing alternative fuel/technology vehicles when replacing vehicles in existing fleet. Use high-performance renewable diesel in 100 percent of existing (2014) and future diesel on-road vehicles and convert entire on-road gasoline vehicles to electric by 2035. SO | | | | | X |
| Implements Policy(ies): PFS 8.1.8 | | | | | |
| Responsible Department(s): Public Works | | | | | |
| Supporting Department(s): Parks and Recreation, Community Development, Environmental and Water Resources | | | | | |
| **PFS-15. Reduce VMT in City Operations** Take actions to reduce vehicle miles traveled related to city operations. Potential actions may include:<br>• Install timer locks on all City owned restroom facilities – reducing the vehicle travel needed to manually lock/unlock these facilities.<br>• Revise City Design Review process so employees only need to post a notice at the site once.<br>• Allow online credit card payments for certain Community Development Permits - reducing applicant need to drive to City Hall. SO | | | | | X |
| Implements Policy(ies): PFS 8.1.8 | | | | | |
| Responsible Department(s): Public Works | | | | | |
| Supporting Department(s): Community Development, Parks and Recreation | | | | | |
| **PFS-16. PACE Program** Continue to assist in implementing the Property Assessed Clean Energy (PACE) programs to facilitate energy conservation financing in Folsom. MPSP | X | | | | |
| Implements Policy(ies): PFS 8.1.4, PFS 8.1.5, PFS 8.1.6 | | | | | |
| Responsible Department(s): Community Development | | | | | |
| Supporting Department(s): | | | | | |

| Table 9-5: Public Facilities and Services Implementation Programs | | 2018-2020 | 2021-2025 | 2026-2040 | Annual | Ongoing |
|---|---|---|---|---|---|---|
| **PFS-17. Partnerships for Energy Conservation**<br>Work with regional partners and local energy utilities (e.g., Sacramento Municipal Utility District [SMUD] and Pacific Gas & Electric Company [PG&E]) to promote, develop, maintain, and implement energy conservation and efficiency programs. These could include residential and commercial programs that provide rebates and financing for energy efficiency upgrades to existing homes and commercial buildings, SMUD's Greenergy and carbon off-set program, photovoltaic system retrofits, and other applicable programs. IGC | | | | | | X |
| Implements Policy(ies): | PFS 8.1.4 | | | | | |
| Responsible Department(s) | Public Works, Community Development | | | | | |
| Supporting Department(s) | Parks and Recreation | | | | | |
| **PFS-18. Neighborhood Cleanup Program**<br>Collect bulky waste (e.g., lumber, furniture, tires) from Folsom residents to maintain a clean, attractive city. SO | | | | | | X |
| Implements Policy(ies): | PFS 9.1.1 | | | | | |
| Responsible Department(s) | Public Works | | | | | |
| Supporting Department(s) | | | | | | |
| **PFS-19. Recycling Containers**<br>Expand the number of recycling containers at City facilities and properties to capture more recyclables that are currently going to the landfill. SO | | X | | | | |
| Implements Policy(ies): | PFS 9.1.2, PFS 9.1.3 | | | | | |
| Responsible Department(s) | Public Works | | | | | |
| Supporting Department(s) | | | | | | |
| **PFS-20. Reduce Waste in City Facilities**<br>Reduce waste diverted to the landfill by expanding the use of automatic hand dryers in bathrooms, as well as setting printer defaults to double-sided printing. SO | | X | | | | |
| Implements Policy(ies): | PFS 9.1.2 | | | | | |
| Responsible Department(s) | Public Works | | | | | |
| Supporting Department(s) | Parks and Recreation | | | | | |

| Table 9-5: Public Facilities and Services Implementation Programs | 2018-2020 | 2021-2025 | 2026-2040 | Annual | Ongoing |
|---|---|---|---|---|---|
| **PFS-21. M.O.W.E.R. Program**<br>Provide education on composting and grasscycling to the public through the Minimizing Organic Waste with Education and Recycling (M.O.W.E.R.) program. | | | | | X |
| Implements Policy(ies): PFS 9.1.4 | | | | | |
| Responsible Department(s): Public Works | | | | | |
| Supporting Department(s): | | | | | |
| **PFS-22 Renewable Energy in City-Operated Buildings**<br>Strive to supplement 25 percent of City-owned building energy demand through on-site or off-site renewable energy sources. On-site sources may include solar panels or other types of renewable energy systems on rooftops or parking areas, and on-site energy storage. Off-site sources could include combinations of equivalent renewable energy generation systems, power purchase agreements, or other off-site programs offered by energy utilities (e.g., SMUD's Greenergy or SolarShares programs). | | | | | X |
| Implements Policy(ies): PFS 8.1.3 | | | | | |
| Responsible Department(s): Parks and Recreation | | | | | |
| Supporting Department(s): Public Works | | | | | |
| **PFS-23 High-Efficiency or Alternatively-Powered Water Heater Replacement Program**<br>Provide educational material and information on the City's website, as well as through the permit and building department, on the various high-efficiency and alternatively-powered water heat replacement options available to current homeowners considering water heater replacement; develop appropriate financial incentives, working with energy utilities or other partners; and, streamline the permitting process. Replacement water heaters could include high-efficiency natural gas (i.e., tankless), or other alternatively-powered water heating systems that reduce or eliminate natural gas usage such as solar water heating systems, tankless or storage electric water heaters, and electric heat pump systems. | | | | | X |
| Implements Policy(ies): PFS 8.1.9 | | | | | |
| Responsible Department(s): Community Development | | | | | |
| Supporting Department(s): Public Works | | | | | |
| **PFS-24 Energy Efficiency and Renewable Energy Retrofits and Programs**<br>Strive to increase energy efficiency and renewable energy use in existing buildings through participation in available programs. Actions include:<br>• Establish a dedicated City program with a clear intent to provide support and promote available green building and energy retrofit programs for existing buildings.<br>• Incentivize solar installation on all existing buildings that undergo major remodels or renovations, and provide permit streamlining for solar retrofit projects. | | | | | X |

| Table 9-5: Public Facilities and Services Implementation Programs | | 2018-2020 | 2021-2025 | 2026-2040 | Annual | Ongoing |
|---|---|---|---|---|---|---|
| • Provide rebates or incentives to existing SMUD customers for enrolling in the existing Greenergy program.<br>• Provide education to property owners on low-interest financing and/or assist property owners in purchasing solar photovoltaics through low-interest loans or property tax assessments.<br>• Continue to work with SMUD and other private sector funding sources to increase solar leases or power purchase agreements (PPAs). | | | | | | |
| Implements Policy(ies): | PFS 8.1.3, PFS 8.1.4, PFS 8.1.5 | | | | | |
| Responsible Department(s) | Community Development | | | | | |
| Supporting Department(s) | Public Works | | | | | |
| **PFS-25 Zero Net Energy Development** <br>Adopt an ordinance to require ZNE for all new residential construction by 2020 and commercial construction by 2030, in coordination with State actions to phase in ZNE requirements through future triennial building code updates. | | X | | X | | |
| Implements Policy(ies): | NCR 3.2.3, LU 9.1.10, LU 1.1.13, LU 1.1.17 | | | | | |
| Responsible Department(s) | Community Development | | | | | |
| Supporting Department(s) | | | | | | |
| **PFS-26 Renewable Diesel** <br>Revise the City of Folsom's Standard Construction Specifications to require that all construction contractors use high-performance renewable diesel for both private and City construction. Phase in targets such that high-performance renewable diesel would comprise 50 percent of construction equipment diesel usage for projects covered under the specifications through 2030, and 100 percent of construction equipment diesel usage in projects covered under the specifications by 2035.<br>*For projects subject to CEQA seeking to streamline GHG analysis consistent with the General Plan, the use of high-performance renewable diesel would be required consistent with the above targets.* | | | | X | | |
| Implements Policy(ies): | NCR 3.2.7 | | | | | |
| Responsible Department(s) | Community Development | | | | | |
| Supporting Department(s) | | | | | | |

| Table 9-5: Public Facilities and Services Implementation Programs | | 2018-2020 | 2021-2025 | 2026-2040 | Annual | Ongoing |
|---|---|---|---|---|---|---|
| **PFS-27 Reduce Water Consumption in New Development** | | | | | | X |
| Encourage water efficiency measures for new residential construction to reduce indoor and outdoor water use. Actions include: promote the use of higher efficiency measures, including: use of low-water irrigation systems, and installation of water-efficient appliances and plumbing fixtures. Measures and targets can be borrowed from the latest version of the Guide to the California Green Building Standards Code (International Code Council)<br>*For projects subject to CEQA seeking to streamline GHG analysis consistent with the general plan, compliance with CALGreen Tier 1 Water Efficiency and Conservation measures would be required.* | | | | | | |
| Implements Policy(ies): | PFS 3.1.3, PFS 3.1.9 | | | | | |
| Responsible Department(s) | Community Development | | | | | |
| Supporting Department(s) | | | | | | |

| Table 9-6: Parks and Recreation Programs | | 2018-2020 | 2021-2025 | 2026-2040 | Annual | Ongoing |
|---|---|---|---|---|---|---|
| **PR-1. Parks and Recreation Master Plan**<br>Review and update every five years the Parks and Recreation Master Plan to carry out the goals of the General Plan and ensure that the parkland resources and recreation programs are sufficient to maintain Folsom's high quality of life. MPSP | | | X | X | | |
| Implements Policy(ies): | PR 1.1.1 | | | | | |
| Responsible Department(s) | Parks and Recreation | | | | | |
| Supporting Department(s) | | | | | | |
| **PR-2. Alternative Funding Sources**<br>Examine the feasibility of establishing alternative sources of funding for the acquisition, development, and renovation of parklands and financing for expanded recreation programs. FB | | | X | | | |
| Implements Policy(ies): | PR 1.1.16 | | | | | |
| Responsible Department(s) | Parks and Recreation | | | | | |
| Supporting Department(s) | | | | | | |
| **PR-3. Governmental Coordination**<br>Coordinate with County, State, Federal, and regional agencies to achieve the goals and policies of the Parks and Recreation Element, including improved public access to the riverfront area for recreation. IGC | | | | | | X |
| Implements Policy(ies): | PR 4.1.1-4.1.5 | | | | | |
| Responsible Department(s) | Parks and Recreation | | | | | |
| Supporting Department(s) | Community Development | | | | | |
| **PR-4. Recreation Activity Guide**<br>Maintain and implement an activity guide for recreation programs, leagues, and special events at a minimum of two times per year. PI | | | | | | X |
| Implements Policy(ies): | PR 3.1.3 | | | | | |
| Responsible Department(s) | Parks and Recreation | | | | | |
| Supporting Department(s) | | | | | | |

| Table 9-7: Safety and Noise Implementation Programs | | 2018-2020 | 2021-2025 | 2026-2040 | Annual | Ongoing |
|---|---|---|---|---|---|---|
| **SN-1. Adopt a Noise Reduction Program**<br>Adopt a citywide noise reduction program to reduce traffic noise levels along roadways where significant increases in traffic noise levels are expected to occur. The program shall include, but shall not be limited to, the following specific elements for noise abatement consideration where reasonable and feasible:<br>• Noise barrier retrofits;<br>• Truck usage restrictions;<br>• Reduction of speed limits;<br>• Use of quieter paving materials;<br>• Building façade sound insulation;<br>• Traffic calming;<br>• Additional enforcement of speed limits and exhaust noise laws; and<br>• Signal timing. | | | X | | | |
| Implements Policy(ies): | SN 6.1.1, SN 6.1.2, SN 6.1.4 | | | | | |
| Responsible Department(s) | Community Development | | | | | |
| Supporting Department(s) | Public Works, Police Department | | | | | |
| **SN-2. Emergency Operations Plan**<br>Review and update every five years the emergency operations plan, which addresses medical care, escape routes, mutual aid agreements, temporary housing and communications. MPSP | | X | X | | | |
| Implements Policy(ies): | SN 1.1.1 | | | | | |
| Responsible Department(s) | Police Department, Fire Department | | | | | |
| Supporting Department(s) | All Departments | | | | | |
| **SN-3. Community Emergency Response Team**<br>Support the Community Emergency Response Team (CERT) program to prepare residents in the event of a disaster. MPSP | | | | | | X |
| Implements Policy(ies): | SN 1.1.2 | | | | | |
| Responsible Department(s) | Police Department, Fire Department | | | | | |
| Supporting Department(s) | | | | | | |

| Table 9-7: Safety and Noise Implementation Programs | | 2018-2020 | 2021-2025 | 2026-2040 | Annual | Ongoing |
|---|---|---|---|---|---|---|
| **SN-4. Multi-Hazard Mitigation Plan**<br>Review and update every five years the on-going hazard assessment as part of the Sacramento County Multi-Hazard Mitigation Plan. MPSP | | | | | | X |
| Implements Policy(ies): | SN 1.1.4 | | | | | |
| Responsible Department(s) | Public Works | | | | | |
| Supporting Department(s) | | | | | | |
| **SN-5. Community Wildfire Preparedness Plan**<br>Review and update every five years the Community Wildfire Preparedness Plan (CWPP) to help reduce the risk of catastrophic wildfires in the community. MPSP | | | | | | X |
| Implements Policy(ies): | SN 4.1.3 | | | | | |
| Responsible Department(s) | Fire Department | | | | | |
| Supporting Department(s) | Parks and Recreation | | | | | |
| **SN-6. Hazardous Materials**<br>Maintain a hazardous materials program that ensures residents and businesses dispose of hazardous materials properly. The program should allow residents and businesses to schedule pick up of their hazardous materials by the City and educate residents on what the City considers hazardous waste. MPSP | | | | | | X |
| Implements Policy(ies): | SN 5.1.1, SN 5.1.2, SN 5.1.3 | | | | | |
| Responsible Department(s) | Public Works | | | | | |
| Supporting Department(s) | | | | | | |
| **SN-7. Reduce Aircraft Noise**<br>Continue to collaborate with Sacramento County to reduce noise levels from air traffic in Folsom. IGC | | | | | | X |
| Implements Policy(ies): | SN 6.1.6 | | | | | |
| Responsible Department(s) | Community Development | | | | | |
| Supporting Department(s) | | | | | | |

| Table 9-7: Safety and Noise Implementation Programs | | 2018-2020 | 2021-2025 | 2026-2040 | Annual | Ongoing |
|---|---|---|---|---|---|---|
| **SN-8. Review Evacuation Plan and Routes**<br>Analyze the capacity, safety, and viability of the City's evacuation routes under a range of emergency scenarios annually, as part of the annual review of the City's Emergency Operations Plan. MPSP | | | | | X | |
| Implements Policy(ies): | SN 1.1.2 | | | | | |
| Responsible Department(s) | Community Development | | | | | |
| Supporting Department(s) | Folsom Fire Department, Police Department, Public Works | | | | | |
| **SN-9. Update Stormwater and Flood Standards**<br>Review and update, as needed, the City's Design and Procedures Manuals and Improvement Standards to address the increased intensity, duration, and frequency of future flood events. MPSP RDR | | | X | | | |
| Implements Policy(ies): | SN 3.1.6 | | | | | |
| Responsible Department(s) | Community Development | | | | | |
| Supporting Department(s) | Public Works | | | | | |
| **SN-10. Conduct Outreach on Wildfire Smoke Protection**<br>Conduct outreach to educate all residents including vulnerable populations (e.g., youth and seniors) with strategies to protect themselves and their homes from the increased impacts from wildfire smoke. PI | | | | X | | |
| Implements Policy(ies): | SN 4.1.5 | | | | | |
| Responsible Department(s) | Folsom Fire Department, Police Department | | | | | |
| Supporting Department(s) | | | | | | |
| **SN-11. Upgrade Existing Heat Sensitive Infrastructure**<br>Upgrade existing heat-sensitive infrastructure (e.g., roadways, bridges) in the city to withstand the future intensity and frequency of extreme heat events. SO FB | | | | X | | |
| Implements Policy(ies): | SN 7.1.1 | | | | | |
| Responsible Department(s) | Public Works, Environmental and Water Resources Department | | | | | |
| Supporting Department(s) | | | | | | |

| Table 9-7: Safety and Noise Implementation Programs | | 2018-2020 | 2021-2025 | 2026-2040 | Annual | Ongoing |
|---|---|---|---|---|---|---|
| **SN-12. Update Design Standards**<br>Review and update, as needed, relevant climate-related design standards (e.g., heating and cooling) and building code requirements to ensure development can withstand future extreme heat events. RDR | | | X | | | |
| Implements Policy(ies): | SN 7.1.1 | | | | | |
| Responsible Department(s) | Community Development, Public Works | | | | | |
| Supporting Department(s) | | | | | | |
| **SN-13. Coordinate with Regional Agencies**<br>Coordinate with regional service providers including Sacramento Municipal Utility District and Sacramento Regional Transit District to implement infrastructure updates for systems outside the City's jurisdiction to prepare for climate change impacts (e.g., extreme heat, larger storm events). IGC | | | | X | | |
| Implements Policy(ies): | SN 7.1.1 | | | | | |
| Responsible Department(s) | Public Works | | | | | |
| Supporting Department(s) | | | | | | |
| **SN-14. Implement a Cool City Strategy**<br>Develop and implement a Cool City Strategy, in coordination with the Sacramento Metropolitan Air Quality Management District, to reduce the impacts of the Urban Heat Island effect. The strategy shall include various measures including increasing the urban tree canopy and use of cool roofs and cool pavements as well as increasing green space in the city. MPSP IGC | | | X | | | |
| Implements Policy(ies): | SN 7.1.2 | | | | | |
| Responsible Department(s) | Community Development, Public Works | | | | | |
| Supporting Department(s) | Parks and Recreation | | | | | |
| **SN-15. Conduct Educational Outreach on Extreme Heat Events**<br>Implement an education and outreach program to relevant businesses and institutions such as residential care facilities and schools to help protect vulnerable populations from the increasing intensity of extreme heat events. PI | | | | | | X |
| Implements Policy(ies): | SN 7.1.3 | | | | | |
| Responsible Department(s) | Folsom Fire Department, Police Department | | | | | |
| Supporting Department(s) | | | | | | |

| Table 9-7: Safety and Noise Implementation Programs | | 2018-2020 | 2021-2025 | 2026-2040 | Annual | Ongoing |
|---|---|---|---|---|---|---|
| **SN-16. Promote Cost Benefits of Reducing Electricity Use**<br>Work with the Sacramento Municipal Utility District (SMUD) to promote and help educate residents about SMUD's time-of-day energy rates and the cost benefits of reducing electricity use during peak demand periods. IGC PI | | | X. | | | |
| Implements Policy(ies): | SN 7.1.4 | | | | | |
| Responsible Department(s) | Community Development | | | | | |
| Supporting Department(s) | | | | | | |
| **SN-17. Construction Noise Reduction**<br>The City shall require the following measures shall be implemented and specified on subsequent project building plans for development north of Highway 50 within 560 feet of sensitive land uses to ensure construction noise does not exceed 80 dBA at the nearest receptors:<br>• To the extent feasible, alternative construction processes that generate lower noise levels shall be selected.<br>• Construction equipment staging areas shall be located at the farthest distance feasible from nearby sensitive land uses<br>• For projects with pile driving, with approval and supervision of a qualified structural engineer, pile holes shall be predrilled to minimize the number of pile hammer drives necessary to seat piles, where feasible. Alternative to impact hammers, such as oscillating or rotating pile installation systems shall be used where feasible.<br>• Effective pile driving noise control may be achieved by utilizing pile driving shrouds that acoustically shield the pile hammer point of impact, placing resilient padding on top of the pile, and by reducing exhaust noise with sound absorbing mufflers.<br>• Post visible signs along the perimeter of the construction site that disclose construction times and duration, as well as a contact number for a noise complaint and enforcement manager. | | | | | | X |
| Implements Policy(ies): | SN 6.1.2 | | | | | |
| Responsible Department(s) | Community Development | | | | | |
| Supporting Department(s) | | | | | | |

| Table 9-7: Safety and Noise Implementation Programs | 2018-2020 | 2021-2025 | 2026-2040 | Annual | Ongoing |
|---|---|---|---|---|---|
| **SN-18: Construction Vibration Reduction**<br><br>The City shall require project applicants with projects that involve pile-driving activities within 96 feet of any building and vibratory rollers located within 26 feet of any building to develop a vibration control plan. The plan shall consider all potential vibration-inducing activities that would occur within the distance parameters described above and include various measures, setback distances, precautions, monitoring programs, and alternative methods to traditional pile-driving or other vibration intensive activities with the potential to result in structural damage. The following vibration control measures (or other equally effective measures approved by the City) shall be induced in the plan:<br><br>• To prevent structural damage, minimum setback requirements for different types of ground vibration-producing activities (e.g., pile driving, vibratory roller) for the purpose of preventing damage to nearby structures shall be established based on the proposed pile-driving activities and locations, once determine.<br>• All vibration-inducing activity within the distance parameters described above shall be monitored and documented for ground vibration noise and vibration noise levels at the nearest sensitive land use and associated recorded data submitted to the City of Folsom so as not to exceed the recommended FTA vibration damage levels.<br>• Alternatives to traditional pile driving (e.g., sonic pile driving, jetting, cast-in-place or auger cast piles, non-displacement piles, pile cushioning, torque or hydraulic piles) shall be considered and implemented where feasible to reduce vibration levels.<br>• Limit to pile-driving activities to the daytime hours between 7:00 a.m. and 6:00 p.m. Monday through Friday and between 8:00 a.m. and 5:00 p.m. on Saturday and Sunday.<br>• Predrill pile holes to the maximum feasible depth to reduce the number of blows required to seat a pile.<br>• Operate all vibration inducing impact equipment as far away from vibration-sensitive sites as reasonably possible.<br>• Phase pile-driving and high-impact activities so as not to occur simultaneously with other construction activities, to the extent feasible. The total vibration level produced could be significantly less when each vibration source is operated at separate times. | | | | | |
| Implements Policy(ies): SN 6.1.8 | | | | | X |
| Responsible Department(s) Community Development | | | | | |
| Supporting Department(s) | | | | | |

| Table 9-7: Safety and Noise Implementation Programs | 2018-2020 | 2021-2025 | 2026-2040 | Annual | Ongoing |
|---|---|---|---|---|---|
| **SN-19: Heating, Ventilation, and Cooling Noise Reduction**<br><br>The City shall require an acoustical assessment to be prepared as part of subsequent land use development associated with development if an HVAC would be located within 55 feet of a sensitive receptor. The acoustical assessment shall evaluate the potential operational noise impacts attributed to HVAC noise. The acoustical assessment shall be completed by a qualified acoustical consultant that shall verify that the chosen mechanical equipment for individual development projects would not exceed 45 dBA at the nearest sensitive receptor, in accordance with City of Folsom noise standards. Where the acoustical analysis determines that noise levels would exceed applicable City noise standards, noise reduction measures shall be identified and included in the subsequent project. Nosie reduction measures may include, but are not limited to:<br><br>• Selecting equipment with noise specifications that do not exceed the 45 dBA HVAC noise standard at the nearest noise-sensitive receptor.<br><br>• Identifying the equipment's noise screening distance, ensuring that noise levels attenuate to below the 45 dBA HVAC noise standard at the nearest sensitive receptor, and installing the equipment at a distance no less than the screening distance.<br><br>• Employing noise dampening techniques such as solid enclosures or parapets walls to block the line-of-sight between the noise source and the noise-sensitive receptors. Blocking the line of sight with a solid barrier or enclosure would reduce noise levels by at least 5 dBA. | | | | | |
| Implements Policy(ies): | SN 6.1.3 | | | | |
| Responsible Department(s) | Community Development | | | | |
| Supporting Department(s) | | | | | |

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CITY OF
FOLSOM
DISTINCTIVE BY NATURE

# Folsom City Council
## Staff Report

| | |
|---|---|
| **MEETING DATE:** | 8/27/2024 |
| **AGENDA SECTION:** | New Business |
| **SUBJECT:** | Resolution No. 11253 - A Resolution to Approve and Adopt a City-wide Pay Schedule as Required by the California Public Employee Retirement System (CalPERS) |
| **FROM:** | Human Resources Department |

**RECOMMENDATION / CITY COUNCIL ACTION**

It is recommended that the City Council adopt Resolution No. 11253 – A Resolution to Approve and Adopt a City-wide Pay Schedule as required by the California Public Employees' Retirement System (CalPERS)

**BACKGROUND / ISSUE**

In order to determine the amount of compensation earnable pursuant to Government Code Sections 20630 and 20636 the California Public Employees' Retirement System (CalPERS) requires that payrates shall be limited to the amount listed on a pay scale that has been duly approved and adopted by the employer's governing body.

**POLICY / RULE**

Pursuant to the California Public Employees' Retirement System rules the City Council is require to adopt a pay schedule that meets all of the following guidelines:

1. Identifies the position title for every employee position;
2. Shows the payrate for each individual position which may be stated as a single amount or as multiple amounts within a range;
3. Indicates the time base of the range such as hourly, monthly or annually;
4. Is posted at the office of the employer or immediately accessible and available for public review from the employer during normal business hours or posted on the employer's internet website;
5. Indicates an effective date and date of any revisions;
6. Is retained by the employer and available for public inspection for not less than five years; and

7. Does not reference another document in lieu of disclosing payrate.

In addition, in regards to *local agency executives,* the legislative body shall get an oral report on the changes in salaries, salary schedules, or compensation paid in the form of fringe benefits of a local agency executive, as defined in subdivision (d) of Section 35.11.1 of the California Government Code.

## ANALYSIS

The adoption of this resolution is being proposed solely for the purposes of complying with the regulations of California Public Employees' Retirement System. Most of the salary ranges have been previously approved by the City Council through the approval of various Collective Bargaining Agreements. The attached pay schedule is effective on the date shown in Attachment 1. There are no salary changes to any employee as a result of this action or any salary range adjustments.

The latest salary schedule posted to the City's website is dated as effective 7/1/2024. Since that time, the City has made adjustments to this schedule via negotiated MOU's which are posted on the City's public website.

**Attachment 1** reflects all changes to the salary schedule since 7/1/2020 through 7/1/2024. These changes were approved with approved MOU's and include:

- **Folsom Police Officer Association (FPOA):** FPOA has an approved MOU effective January 1, 2022, through December 31, 2024. Per this MOU, salary changes since 7/1/2022 include:
  - The classes of Police Officer (Lateral), Police Corporal, Police Sergeant, Communications Supervisor, and Dispatcher II shall have one salary range, consisting of 9 steps, with 3 percent between steps, effective **1/1/2022**.
  - The new salaries effective **1/1/2022** included a 3.5% COLA for Law Enforcement employees (Peace Officers & Dispatchers) and 3% COLA for Miscellaneous employees represented by FPOA.
  - In addition, a second 3% COLA, per this MOU agreement was implemented on **1/1/2023** for all Law Enforcement and Miscellaneous employees.
  - Provide a 3% COLA effective **1/1/2024** for all Law Enforcement and Miscellaneous employees.

- **International Union of Operating Engineers, Local 39 (Local 39):** Approved MOU effective July 1, 2022, through June 30, 2025. Per this MOU, salary changes since 7/1/2022 include:
  - All job classifications shall have one salary range consisting of nine (9) steps, with approximately 3% between steps, effective **7/1/2022**.
  - The new salaries effective **7/1/2022** included a 3% COLA for all classifications represented by Local 39.
  - Special salary adjustments were made effective **7/1/2022** for certain positions based on internal and external equity included a 5% increase: Mechanic I/II/Senior, Lead Plant Mechanic, Refuse Driver, Maintenance Worker

I/II/Senior, Maintenance Specialist, Traffic Control & Lighting Technician I/II, Senior Traffic Signal Technician, Lead Senior Mechanic (combined shifts), Electrical Instrument Technician.

- Provide a 3% COLA effective **7/1/2023** for all classifications represented by Local 39.
- Provide a 3% COLA effective **7/1/2024** for all classifications represented by Local 39.
- Special pay in the form of Recruitment and Retention Pay of 2.5% of the employee's base salary was implemented for any employees with ten or more years of continuous City service. Employees receiving Longevity Pay shall not be eligible to receive Recruitment and Retention Pay.
- City match deferred compensation up to $100 per month per employee.

- **Sacramento Are Firefighters, Local 522, IAFF, Folsom Unit (Local 522):** Approved MOU effective July 1, 2022, through June 30, 2025. Per this MOU, salary changes since 7/1/2022 include:
  - The classes of Fire Captain, Fire Engineer, and Firefighter shall have 1 salary range, consisting of 7 steps with 5% between steps.
  - The new salaries effective **7/1/2022** included a 3.5% COLA for Fire Captains, Fire Engineers, and Firefighters.
  - Special salary adjustments of 5% were made effective **7/1/2022** for the classes of Fire Captain, Fire Engineer, and Firefighter.
  - Provide a 3% COLA effective **7/1/2023** for all classifications represented by Local 522.
  - Provide a 3% COLA effective **7/1/2024** for all classifications represented by Local 522.

- **Folsom Middle Management Group (FMMG):** Approved MOU effective January 1, 2023, through December 31, 2025. Per this MOU, salary changes since 7/1/2022 include:
  - All job classifications shall have one salary range containing between six and nine steps, with approximately 3% between steps.
  - The new salaries effective **1/1/2023** included a 3% COLA for all classifications.
  - Special salary adjustments of 5% were made effective **1/1/2023** for certain positions based on internal and external equity: Water Treatment Plant Supervisor, Water Distribution Supervisor, Wastewater Collections Supervisor, Utility Maintenance Supervisor, Utility Maintenance Supervisor, Water Meters, Streets Operations Supervisor, Solid Waste Operations Supervisor, Facilities Maintenance Supervisor and Maintenance Supervisor.
  - Provide a 3% COLA effective **1/1/2024** for all classifications represented by FMMG.
  - Provide a 3% COLA effective **1/1/2025** for all classifications represented by FMMG.
  - Special pay in the form of Retention Pay of 2.5% of the employee's base salary was implemented for any employees with ten or more years of continuous City

service. Employees receiving Longevity Pay shall not be eligible to receive this benefit.
  - City match deferred compensation per employee based on years of service:
    - 0-10 years = $300 per month
    - 10-15 years = $325 per month
    - 15-20 years = $350 per month
    - 20+ years = $400 per month

- **Folsom Police Management Association (FPMA):** Previously unrepresented, approved inaugural MOU effective February 16, 2023, through December 31, 2025. Per this MOU, salary changes since 7/1/2022 include:
  - Each job classification shall have one salary range containing five steps, with approximately 5% between steps.
  - The classification of Police Lieutenant shall receive an increase of 3%. The classification of Police Commander shall receive an increase of 3.5%.
  - Special salary adjustment of 3.5% was made effective **2/16/2023** for the classification of Police Commander.
  - Provide a 3% COLA effective **1/1/2024** for all the classifications represented by FPMA.
  - Provide a 3% COLA effective **1/1/2025** for all the classifications represented by FPMA.

- **City of Folsom Fire Department Middle Management Employees (CFFDMME):** Approved MOU effective January 1, 2023, through December 31, 2025. Per this MOU, salary changes since 7/1/2022 include:
  - The classes of Fire Battalion Chief and Fire Division Chief shall each have one salary range, consisting of five steps with 5% between steps.
  - The new salaries effective **1/1/2023** included a 3.5% COLA for Fire Battalion Chief and Fire Division Chief employees.
  - Special salary adjustments of 5% were made effective **1/1/2023** for the classes of Fire Battalion Chief and Fire Division Chief.
  - Paramedic License pay increase from $425 per month to $550 per month.
  - Provide a 3% COLA effective **1/1/2024** for all the classifications represented by CFFDMME.
  - Provide a 3% COLA effective **1/1/2025** for all the classifications represented by CFFDMME.

- **Unrepresented Exempt Employee:**
  - This group mirrors FMMG on most negotiated salaries and benefits.
  - Salary ranges are the same as negotiated with FMMG, but range code on the salary schedule is designated with an "X" rather than a "T".
  - Salary ranges are identical to those listed in FMMG including a 3% COLA given on **7/1/2023** for this unrepresented group. (*In contrast, FMMG salary change was effective 1/1/2023.)*

- Provide a 3% COLA effective **7/1/2024** for all unrepresented exempt employees.
- Provide a 3% COLA effective **7/1/2025** for all unrepresented exempt employees.
- This group is unrepresented and consequently has no written MOU. As with FMMG, special pay in the form of Retention Pay of 2.5% of the employee's base salary was implemented for any employees with ten or more years of continuous City service. Employees receiving Longevity Pay shall not be eligible to receive this benefit.

- **Unrepresented Non-exempt Employees:**
  - This group mirrors Local 39 on most negotiated salaries and benefits.
  - Salary ranges are the same as negotiated with Local 39, but range code on the salary schedule is designated with an "W" rather than an "M".
  - Salary ranges identical to those listed in Local 39 including a 3% COLA was given on **7/1/2022** for this unrepresented group.
  - Provide a 3% COLA effective **7/1/2023** for all unrepresented non-exempt employees.
  - Provide a 3% COLA effective **7/1/2024** for all unrepresented non-exempt employees.
  - Special pay in the form of Recruitment and Retention Pay of 2.5% of the employee's base salary was implemented for any employees with ten or more years of continuous City service. Employees receiving Longevity Pay shall not be eligible to receive Recruitment and Retention Pay.
  - Deferred compensation 2.5% of employee's gross salary (employee match not required).

- **Contract Employees**
  - Contract Employees received the following salary increases since 7/1/2021:
    - City Manager
      - 7/1/2021 amendment to employment agreement increased salary 5% to $263,681.25, no change to fringe benefits.
      - 7/1/2023 amendment to employment agreement increased salary 10% to $290,050 per year. The City Manager declined a salary increase for FY 2022/2023 due to fiscal impact of emergency health order. There was no change in the standard benefit package of compensation paid in the form of fringe benefits.
    - Chief of Police
      - 7/1/2021 amendment to employment agreement increased salary 2.5% to $228,192 per year, no change to fringe benefits.
      - 7/1/2022 amendment to employment agreement increased salary 8.65% to $247,93 per year, no change to fringe benefits.
      - 7/1/2023 amendment to employment agreement increased salary 6.0% to $262,807 per year, no change to fringe benefits.

- Fire Chief:
  - 10/8/2020 hired per employment agreement at annual salary of $222,626 per year, 6.5% deferred comp contribution to a 457 plan, $100 per month tech allowance, $850 per year uniform allowance, 80 hours administrative leave per year.
  - 7/1/2021 amendment to employment agreement increased salary 2.5% to $228,192 per year, no change to fringe benefits.
  - 7/1/2023 amendment to employment agreement increased salary 6.0% to $262,807 per year, no change to fringe benefits.
- City Attorney:
  - 7/1/2021 amendment to employment agreement increased salary 2.5% to $224,884 per year, no change to fringe benefits.
  - 7/1/2022 amendment to employment agreement increased salary 8.65% to 244,336 per year, no change to fringe benefits.
  - 7/1/2023 amendment to employment agreement increased salary 7.5% to $262,661 per year, no change to fringe benefits.
- Human Resources Director:
  - 11/15/2021 hired as Human Resources Manager per employment agreement at annual salary of $111,260 per year, 4.5% deferred comp contribution to a 457 plan, $100 per month tech allowance, 40 hours administrative leave per year.
  - 12/2021 amendment to employment agreement increases administrative hours to 80 per year.
  - 9/16/2022 promoted from Human Resources Manager to Human Resources Director with a 34.82% increase in pay to $150,000. Benefits include $300 per month auto allowance, increase to 6.5% deferred comp contribution to a 457 plan, continuation of tech allowance and administrative leave hours do not change.
  - 7/1/2023 amendment to employment agreement increased salary 7.5% to $161,250 per year, no change to benefits.
- Director of Community Development:
  - 7/1/2021 renewed employment agreement as Community Development Department Director increased salary 2.5% to $186,913 per year, no change to benefits.
  - 7/1/2022 amendment to employment agreement increased salary 6.60% to $198,768 per year, no change to fringe benefits.
  - 7/1/2023 amendment to employment agreement increased salary 6% to $210,694 per year, no change to fringe benefits.
- Director of Environmental and Water Resources:
  - 7/1/2021 renewed employment agreement increased salary 2.5% to $183,794 per year, no change to benefits.
  - 7/1/2022 amendment to employment agreement increased salary 8.65% to $199,692 per year, no change to fringe benefits.
  - 7/1/2023 amendment to employment agreement increased salary 7.5% to $214,669 per year, no change to fringe benefits.

- Director of Public Works:
  - 10/18/2021 hired per employment agreement at annual salary of $174,300 per year, 6.5% deferred comp contribution to a 457 plan, $100 per month tech allowance, $300 per month car allowance, 80 hours administrative leave per year.
  - 10/18/2022 amendment to employment agreement increased salary 4% to $181,272 per year, no change to fringe benefits.
  - 7/1/2023 amendment to employment agreement increased salary 6% to $192,148 per year, no change to fringe benefits.
- Assistant City Attorney:
  - 7/1/2021 amendment to employment agreement increased salary 2.5% to $172,302.50 per year, no change to fringe benefits.
  - 7/1/2022 amendment to employment agreement increased salary 10.7% to $190,739 per year, no change to fringe benefits.
  - 7/1/2023 amendment to employment agreement increased salary 6% to $202,183 per year, no change to fringe benefits.
- Director of Parks and Recreation:
  - 4/5/2023 hired per employment agreement at annual salary of $179,000, 6.5% deferred comp contribution to a 457 plan, $100 per month tech allowance, $300 per month auto allowance, 80 hours administrative leave per year.
- Director of Finance:
  - 7/1/2021 amendment to employment agreement increased salary 2.5% to $176,300 per year, no change to fringe benefits.
  - 7/1/2022 amendment to employment agreement increased salary 10.7% to $195,165 per year, no change to benefits.
  - 7/1/2023 renewed employment agreement increased salary 7.5% to $209,802 per year, no changes to benefits.
- City Clerk:
  - 7/1/2021 amendment to employment agreement increased salary 2.5% to $135,608 per year, no changes to benefits.
  - 7/1/2022 amendment to employment agreement increased salary 15.04% to $156,000 per year, no changes to benefits.
  - 7/1/2023 amendment to employment agreement increased salary 7% to $166,920, no changes to benefits.
- Communications Director:
  - 7/1/2021 amendment to employment agreement increased salary 2.5% to $132,049 per year per year, no changes to benefits.
  - 7/1/2022 amendment to employment agreement increased salary 15.11% to $152,000 per year, no changes to benefits.
  - 7/1/2023 renewed employment agreement increased salary 7.5% to $163,400 per year, no changes to benefits.
- Library Director:
  - 9/26/2022 hired per employment agreement at annual salary of $120,000, 6.5% deferred comp contribution to a 457 plan, $100

per month tech allowance, $300 per month car allowance, 80 hours administrative leave per year.
    - 7/1/2023 amendment to employment agreement increased salary 6% to $127,200 per year, no changes to benefits.
- Legal Analyst:
    - 7/1/2021 amendment to employment agreement increased salary 1.09% to $73,000 per year, no changes to benefits.
    - 7/1/2022 amendment to employment agreement increased salary 7.62% to $78,566 per year, no changes to benefits.
    - 7/1/2023 renewed employment agreement increased salary 6% to $83,280 per year, no changes to benefits.
- Legal Secretary:
    - 7/1/2021 amendment to employment agreement increased salary 3.93% to $74,019 per year, no changes to benefits.
    - 7/1/2022 amendment to employment agreement increased salary 7.63% to $79,664 per year, no changes to benefits.
    - 7/1/2023 amendment to employment agreement increased salary 6% to $84,444 per year, no changes to benefits.
- Administration Support Specialist:
    - 7/1/2021 amendment to employment agreement increased salary 2.50% to $71,750 per year, no changes to benefits.
    - 7/1/2022 amendment to employment agreement increased salary 7.63% to $77,221 per year, no changes to benefits.
    - 7/1/2023 renewed employment agreement increased salary 6% to $81,854 per year, no changes to benefits.

## FINANCIAL IMPACT

There is no financial impact from the adoption of this Resolution as this action will not change any employee salary or any salary range.

## ATTACHMENTS

1. Resolution No. 11253 - A Resolution to Approve and Adopt a City-wide Pay Schedule as required by the California Public Employee's Retirement System (CalPERS).

2. City of Folsom Position Control Listing and Salary Schedule as of July 1, 2024

Submitted,

Allison Garcia
Human Resources Director

**Attachment 1**

# RESOLUTION NO. 11253 – A RESOLUTION TO APPROVE AND ADOPT A CITY-WIDE PAY SCHEDULE AS REQUIRED BY THE CALIFORNIA PUBLIC EMPLOYEE'S RETIREMENT SYSTEM (CALPERS)

# RESOLUTION NO. 11253

## A RESOLUTION TO APPROVE AND ADOPT A CITY-WIDE PAY SCHEDULE AS REQUIRED BY THE CALIFORNIA PUBLIC EMPLOYEE'S RETIREMENT SYSTEM (CalPERS)

**WHEREAS,** the California Public Employees' Retirement System requires, by regulation, that the City Council approve and adopt a pay schedule for every employee position;

**WHEREAS,** such pay schedule may be satisfied by listing on the employer's internet website;

**NOW, THEREFORE, BE IT RESOLVED BY THE CITY COUNCIL OF THE CITY OF FOLSOM,** that the City Council of the City of Folsom approves and adopts the Salary Schedule effective 7/1/2024, and

**BE IT FURTHER RESOLVED,** the Salary Schedule shall be posted on the City internet website, and

**BE IT FURTHER RESOLVED,** that such schedule shall be retained and available for public inspection for not less than five years.

**PASSED AND ADOPTED** on this 27th day of August 2024, by the following roll-call vote:

**AYES:** Councilmember(s):
**NOES:** Councilmember(s):
**ABSENT:** Councilmember(s):
**ABSTAIN:** Councilmember(s):

_____
Michael D. Kozlowski, MAYOR

ATTEST:

_____
Christa Freemantle, CITY CLERK

**Attachment 2**

# CITY OF FOLSOM POSITION CONTROL LISTING AND SALARY SCHEDULE AS OF JULY 1, 2024

**CITY OF FOLSOM**
**POSITION CONTROL LISTING**
**SALARY SCHEDULE AS OF JULY 1, 2024**

| Job Title | Range | Effective Date | Time Base | Step 01 | Step 02 | Step 03 | Step 04 | Step 05 | Step 06 | Step 07 | Step 08 | Step 09 | Step 10 | Step 11 | Step 12 | Step 13 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Account Clerk II | M37 | Jul 1, 2021 | Annual | 41,407.65 | 43,503.91 | 44,591.51 | 45,706.30 | 46,848.95 | 48,020.18 | 49,220.68 | 50,451.20 | 51,712.48 | 53,005.29 | 54,330.42 | 55,921.69 | 57,319.73 |
| Account Clerk II | M37 | Jul 1, 2022 | Annual | 46,606.19 | 48,004.38 | 49,444.50 | 50,927.85 | 52,455.68 | 54,029.35 | 55,650.23 | 57,319.74 | 59,039.32 | | | | |
| Account Clerk II | M37 | Jul 1, 2023 | Annual | 48,004.38 | 49,444.51 | 50,927.84 | 52,455.68 | 54,029.35 | 55,650.23 | 57,319.74 | 59,039.33 | 60,810.50 | | | | |
| Account Clerk II | M37 | Jul 1, 2024 | Annual | 49,444.50 | 50,927.84 | 52,455.67 | 54,029.34 | 55,650.22 | 57,319.73 | 59,039.32 | 60,810.50 | 62,634.81 | | | | |
| Accounting Specialist | M53 | Jul 1, 2021 | Annual | 61,220.53 | 64,319.82 | 65,927.81 | 67,576.01 | 69,265.41 | 70,997.04 | 72,771.97 | 74,591.27 | 76,456.05 | 78,367.45 | 80,326.64 | 82,634.14 | 84,699.99 |
| Accounting Specialist | M53 | Jul 1, 2022 | Annual | 68,868.85 | 70,934.92 | 73,062.96 | 75,254.85 | 77,512.50 | 79,837.86 | 82,233.01 | 84,700.00 | 87,241.00 | | | | |
| Accounting Specialist | M53 | Jul 1, 2023 | Annual | 70,934.91 | 73,062.96 | 75,254.85 | 77,512.49 | 79,837.87 | 82,233.00 | 84,700.00 | 87,241.00 | 89,858.23 | | | | |
| Accounting Specialist | M53 | Jul 1, 2024 | Annual | 73,064.00 | 75,255.92 | 77,513.60 | 79,839.01 | 82,234.18 | 84,701.20 | 87,242.24 | 89,859.51 | 92,555.29 | | | | |
| Accounting Technician I | M41 | Jul 1, 2021 | Annual | 45,671.44 | 47,983.55 | 49,183.14 | 50,412.72 | 51,673.04 | 52,964.86 | 54,288.99 | 55,646.21 | 57,037.37 | 58,463.30 | 59,924.88 | 61,671.55 | 63,211.14 |
| Accounting Technician I | M41 | Jul 1, 2022 | Annual | 51,396.44 | 52,938.34 | 54,526.49 | 56,162.28 | 57,847.16 | 59,582.56 | 61,370.05 | 63,211.15 | 65,107.48 | | | | |
| Accounting Technician I | M41 | Jul 1, 2023 | Annual | 52,938.34 | 54,526.49 | 56,162.28 | 57,847.15 | 59,582.57 | 61,370.04 | 63,211.15 | 65,107.49 | 67,060.71 | | | | |
| Accounting Technician I | M41 | Jul 1, 2024 | Annual | 54,526.49 | 56,162.28 | 57,847.15 | 59,582.56 | 61,370.04 | 63,211.14 | 65,107.48 | 67,060.70 | 69,072.52 | | | | |
| Accounting Technician II | M48 | Jul 1, 2021 | Annual | 54,201.26 | 56,945.20 | 58,368.83 | 59,828.05 | 61,323.75 | 62,856.85 | 64,428.27 | 66,038.97 | 67,689.95 | 69,382.20 | 71,116.75 | 73,158.65 | 74,987.62 |
| Accounting Technician II | M48 | Jul 1, 2022 | Annual | 60,971.80 | 62,800.94 | 64,684.98 | 66,625.53 | 68,624.30 | 70,683.02 | 72,803.51 | 74,987.62 | 77,237.25 | | | | |
| Accounting Technician II | M48 | Jul 1, 2023 | Annual | 62,800.95 | 64,684.97 | 66,625.53 | 68,624.30 | 70,683.02 | 72,803.51 | 74,987.62 | 77,237.24 | 79,554.37 | | | | |
| Accounting Technician II | M48 | Jul 1, 2024 | Annual | 64,684.98 | 66,625.53 | 68,624.29 | 70,683.02 | 72,803.51 | 74,987.62 | 77,237.25 | 79,554.36 | 81,940.99 | | | | |
| Admin Assistant | W50 | Jul 1, 2021 | Annual | 56,893.10 | 59,773.31 | 61,267.65 | 62,799.34 | 64,369.32 | 65,978.55 | 67,628.02 | 69,318.72 | 71,051.69 | 72,827.98 | 74,648.68 | 76,792.25 | 78,712.06 |
| Admin Assistant | W50 | Jul 1, 2022 | Annual | 64,000.11 | 65,920.11 | 67,897.71 | 69,934.64 | 72,032.68 | 74,193.66 | 76,419.47 | 78,712.05 | 81,073.42 | | | | |
| Admin Assistant | W50 | Jul 1, 2023 | Annual | 65,920.11 | 67,897.72 | 69,934.64 | 72,032.68 | 74,193.66 | 76,419.47 | 78,712.05 | 81,073.42 | 83,505.62 | | | | |
| Admin Assistant | W50 | Jul 1, 2024 | Annual | 67,897.71 | 69,934.65 | 72,032.69 | 74,193.67 | 76,419.48 | 78,712.06 | 81,073.42 | 83,505.63 | 86,010.79 | | | | |
| Administrative Assistant | M50 | Jul 1, 2021 | Annual | 56,893.10 | 59,773.31 | 61,267.65 | 62,799.34 | 64,369.32 | 65,978.55 | 67,628.02 | 69,318.72 | 71,051.69 | 72,827.98 | 74,648.68 | 76,792.25 | 78,712.06 |
| Administrative Assistant | M50 | Jul 1, 2022 | Annual | 64,000.11 | 65,920.11 | 67,897.71 | 69,934.64 | 72,032.68 | 74,193.66 | 76,419.47 | 78,712.05 | 81,073.42 | | | | |
| Administrative Assistant | M50 | Jul 1, 2023 | Annual | 65,920.11 | 67,897.72 | 69,934.64 | 72,032.68 | 74,193.66 | 76,419.47 | 78,712.05 | 81,073.42 | 83,505.62 | | | | |
| Administrative Assistant | M50 | Jul 1, 2024 | Annual | 67,897.71 | 69,934.65 | 72,032.69 | 74,193.67 | 76,419.48 | 78,712.06 | 81,073.42 | 83,505.63 | 86,010.79 | | | | |
| Administrative Support Specialist | E18 | Jul 1, 2021 | Annual | 65,000.00 | 73,544.00 | | | | | | | | | | | |
| Administrative Support Specialist | E18 | Jul 1, 2022 | Annual | 65,000.00 | 77,221.00 | | | | | | | | | | | |
| Administrative Support Specialist | E18 | Jul 1, 2023 | Annual | 65,000.00 | 81,854.00 | | | | | | | | | | | |
| Administrative Support Specialist | E18 | Jul 1, 2024 | Annual | 65,000.00 | 90,039.00 | | | | | | | | | | | |
| Administrative Technician | M48 | Jul 1, 2021 | Annual | 54,201.26 | 56,945.20 | 58,368.83 | 59,828.05 | 61,323.75 | 62,856.85 | 64,428.27 | 66,038.97 | 67,689.95 | 69,382.20 | 71,116.75 | 73,158.65 | 74,987.62 |
| Administrative Technician | M48 | Jul 1, 2022 | Annual | 60,971.80 | 62,800.94 | 64,684.98 | 66,625.53 | 68,624.30 | 70,683.02 | 72,803.51 | 74,987.62 | 77,237.25 | | | | |
| Administrative Technician | M48 | Jul 1, 2023 | Annual | 62,800.95 | 64,684.97 | 66,625.53 | 68,624.30 | 70,683.02 | 72,803.51 | 74,987.62 | 77,237.24 | 79,554.37 | | | | |
| Administrative Technician | M48 | Jul 1, 2024 | Annual | 64,684.98 | 66,625.53 | 68,624.29 | 70,683.02 | 72,803.51 | 74,987.62 | 77,237.25 | 79,554.36 | 81,940.99 | | | | |
| Animal Control Officer | 47P | Jan 1, 2021 | Annual | 52,883.84 | 55,561.08 | 56,950.11 | 58,373.86 | 59,833.21 | 61,329.04 | 62,862.26 | 64,433.82 | 66,044.67 | 67,695.78 | 69,388.18 | 71,374.40 | 73,158.76 |
| Animal Control Officer | 47P | Jan 1, 2022 | Annual | 54,470.35 | 57,227.91 | 58,658.61 | 60,125.08 | 61,628.20 | 63,168.91 | 64,748.13 | 66,366.83 | 68,026.01 | 69,726.66 | 71,469.82 | 73,515.63 | 75,353.52 |
| Animal Control Officer | 47P | Jan 1, 2023 | Annual | 56,104.46 | 58,944.75 | 60,418.37 | 61,928.83 | 63,477.05 | 65,063.98 | 66,690.58 | 68,357.84 | 70,066.79 | 71,818.46 | 73,613.92 | 75,721.10 | 77,614.13 |
| Animal Control Officer | 47P | Jan 1, 2024 | Annual | 57,787.59 | 60,713.09 | 62,230.92 | 63,786.69 | 65,381.36 | 67,015.90 | 68,691.30 | 70,408.58 | 72,168.79 | 73,973.01 | 75,822.34 | 77,992.73 | 79,942.55 |
| Arborist | M58 | Jul 1, 2021 | Annual | 69,154.16 | 72,655.09 | 74,471.47 | 76,333.26 | 78,241.59 | 80,197.63 | 82,202.57 | 84,257.63 | 86,364.08 | 88,523.18 | 90,736.26 | 93,352.09 | 95,685.89 |
| Arborist | M58 | Jul 1, 2022 | Annual | 77,801.38 | 80,135.42 | 82,539.48 | 85,015.67 | 87,566.14 | 90,193.12 | 92,898.92 | 95,685.89 | 98,556.47 | | | | |
| Arborist | M58 | Jul 1, 2023 | Annual | 80,135.42 | 82,539.48 | 85,015.67 | 87,566.14 | 90,193.12 | 92,898.92 | 95,685.89 | 98,556.46 | 101,513.16 | | | | |
| Arborist | M58 | Jul 1, 2024 | Annual | 82,539.49 | 85,015.67 | 87,566.14 | 90,193.13 | 92,898.92 | 95,685.89 | 98,556.46 | 101,513.16 | 104,558.55 | | | | |
| Assistant City Attorney | I73 | Jul 1, 2021 | Annual | 150,000.00 | 176,610.00 | | | | | | | | | | | |
| Assistant City Attorney | I73 | Jul 1, 2022 | Annual | 150,000.00 | 190,739.00 | | | | | | | | | | | |
| Assistant City Attorney | I73 | Jul 1, 2023 | Annual | 150,000.00 | 202,183.00 | | | | | | | | | | | |
| Assistant City Attorney | I73 | Jul 1, 2024 | Annual | 150,000.00 | 222,401.30 | | | | | | | | | | | |
| Assistant City Clerk | M47 | Jul 1, 2021 | Annual | 52,883.84 | 55,561.08 | 56,950.11 | 58,373.86 | 59,833.21 | 61,329.04 | 62,862.26 | 64,433.82 | 66,044.67 | 67,695.78 | 69,388.18 | 71,374.40 | 73,158.76 |
| Assistant City Clerk | M47 | Jul 1, 2022 | Annual | 59,484.77 | 61,269.30 | 63,107.39 | 65,000.61 | 66,950.63 | 68,959.15 | 71,027.92 | 73,158.76 | 75,353.52 | | | | |
| Assistant City Clerk | M47 | Jul 1, 2023 | Annual | 61,269.31 | 63,107.38 | 65,000.61 | 66,950.63 | 68,959.15 | 71,027.92 | 73,158.76 | 75,353.52 | 77,614.13 | | | | |
| Assistant City Clerk | M47 | Jul 1, 2024 | Annual | 63,107.39 | 65,000.61 | 66,950.63 | 68,959.15 | 71,027.92 | 73,158.76 | 75,353.52 | 77,614.13 | 79,942.55 | | | | |
| Assistant City Manager | ACM | Jul 1, 2021 | Annual | 190,000.00 | 230,000.00 | | | | | | | | | | | |
| Assistant City Manager | ACM | Jul 1, 2022 | Annual | 190,000.00 | 230,000.00 | | | | | | | | | | | |
| Assistant City Manager | ACM | Jul 1, 2023 | Annual | 190,000.00 | 230,000.00 | | | | | | | | | | | |
| Assistant City Manager | ACM | Jul 1, 2024 | Annual | 190,000.00 | 253,000.00 | | | | | | | | | | | |
| Assistant Civil Engineer | M58 | Jul 1, 2021 | Annual | 69,154.16 | 72,655.09 | 74,471.47 | 76,333.26 | 78,241.59 | 80,197.63 | 82,202.57 | 84,257.63 | 86,364.08 | 88,523.18 | 90,736.26 | 93,352.09 | 95,685.89 |
| Assistant Civil Engineer | M58 | Jul 1, 2022 | Annual | 77,801.38 | 80,135.42 | 82,539.48 | 85,015.67 | 87,566.14 | 90,193.12 | 92,898.92 | 95,685.89 | 98,556.47 | | | | |
| Assistant Civil Engineer | M58 | Jul 1, 2023 | Annual | 80,135.42 | 82,539.48 | 85,015.67 | 87,566.14 | 90,193.12 | 92,898.92 | 95,685.89 | 98,556.46 | 101,513.16 | | | | |
| Assistant Civil Engineer | M58 | Jul 1, 2024 | Annual | 82,539.49 | 85,015.67 | 87,566.14 | 90,193.13 | 92,898.92 | 95,685.89 | 98,556.46 | 101,513.16 | 104,558.55 | | | | |
| Assistant Planner | M50 | Jul 1, 2021 | Annual | 56,893.10 | 59,773.31 | 61,267.65 | 62,799.34 | 64,369.32 | 65,978.55 | 67,628.02 | 69,318.72 | 71,051.69 | 72,827.98 | 74,648.68 | 76,792.25 | 78,712.06 |
| Assistant Planner | M50 | Jul 1, 2022 | Annual | 64,000.11 | 65,920.11 | 67,897.71 | 69,934.64 | 72,032.68 | 74,193.66 | 76,419.47 | 78,712.05 | 81,073.42 | | | | |
| Assistant Planner | M50 | Jul 1, 2023 | Annual | 65,920.11 | 67,897.72 | 69,934.64 | 72,032.68 | 74,193.66 | 76,419.47 | 78,712.05 | 81,073.42 | 83,505.62 | | | | |
| Assistant Planner | M50 | Jul 1, 2024 | Annual | 67,897.71 | 69,934.65 | 72,032.69 | 74,193.67 | 76,419.48 | 78,712.06 | 81,073.42 | 83,505.63 | 86,010.79 | | | | |

**CITY OF FOLSOM**
**POSITION CONTROL LISTING**
**SALARY SCHEDULE AS OF JULY 1, 2024**

| Job Title | Range | Effective Date | Time Base | Step 01 | Step 02 | Step 03 | Step 04 | Step 05 | Step 06 | Step 07 | Step 08 | Step 09 | Step 10 | Step 11 | Step 12 | Step 13 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Assistant Zookeeper | M31 | Jul 1, 2021 | Annual | 35,764.97 | 37,575.57 | 38,514.96 | 39,477.83 | 40,464.78 | 41,476.40 | 42,513.31 | 43,576.14 | 44,665.54 | 45,782.18 | 46,926.73 | 48,289.61 | 49,496.84 |
| Assistant Zookeeper | M31 | Jul 1, 2022 | Annual | 40,245.47 | 41,452.82 | 42,696.41 | 43,977.30 | 45,296.63 | 46,655.53 | 48,055.19 | 49,496.85 | 50,981.76 | | | | |
| Assistant Zookeeper | M31 | Jul 1, 2023 | Annual | 41,452.83 | 42,696.41 | 43,977.31 | 45,296.62 | 46,655.53 | 48,055.19 | 49,496.84 | 50,981.75 | 52,511.21 | | | | |
| Assistant Zookeeper | M31 | Jul 1, 2024 | Annual | 42,696.41 | 43,977.30 | 45,296.62 | 46,655.52 | 48,055.19 | 49,496.84 | 50,981.75 | 52,511.20 | 54,086.54 | | | | |
| Associate Civil Enginner | T89 | Jan 1, 2021 | Annual | 89,307.94 | 93,829.16 | 96,174.88 | 98,579.26 | 101,043.74 | 103,569.83 | 106,159.08 | 108,813.05 | 111,533.38 | 114,321.72 | | | |
| Associate Civil Enginner | T89 | Jan 1, 2022 | Annual | 91,317.37 | 95,940.31 | 98,338.82 | 100,797.29 | 103,317.22 | 105,900.15 | 108,547.66 | 111,261.35 | 114,042.88 | 116,893.95 | | | |
| Associate Civil Enginner | T89 | Jan 1, 2023 | Annual | 95,045.48 | 97,896.85 | 100,833.75 | 103,858.76 | 106,974.53 | 110,183.76 | 113,489.28 | 116,893.95 | 120,400.77 | | | | |
| Associate Civil Enginner | T89 | Jan 1, 2024 | Annual | 97,896.84 | 100,833.76 | 103,858.76 | 106,974.52 | 110,183.77 | 113,489.27 | 116,893.96 | 120,400.77 | 124,012.79 | | | | |
| Associate Planner | M58 | Jul 1, 2021 | Annual | 69,154.16 | 72,655.09 | 74,471.47 | 76,333.26 | 78,241.59 | 80,197.63 | 82,202.57 | 84,257.63 | 86,364.08 | 88,523.18 | 90,736.26 | 93,352.09 | 95,685.89 |
| Associate Planner | M58 | Jul 1, 2022 | Annual | 77,801.38 | 80,135.42 | 82,539.48 | 85,015.67 | 87,566.14 | 90,193.12 | 92,898.92 | 95,685.89 | 98,556.47 | | | | |
| Associate Planner | M58 | Jul 1, 2023 | Annual | 80,135.42 | 82,539.48 | 85,015.67 | 87,566.14 | 90,193.12 | 92,898.92 | 95,685.89 | 98,556.46 | 101,513.16 | | | | |
| Associate Planner | M58 | Jul 1, 2024 | Annual | 82,539.49 | 85,015.67 | 87,566.14 | 90,193.13 | 92,898.92 | 95,685.89 | 98,556.46 | 101,513.16 | 104,558.55 | | | | |
| Building Inspector I | M51 | Jul 1, 2021 | Annual | 58,314.33 | 61,266.50 | 62,798.16 | 64,368.11 | 65,977.32 | 67,626.75 | 69,317.42 | 71,050.35 | 72,826.61 | 74,647.28 | 76,513.46 | 78,700.30 | 80,667.81 |
| Building Inspector I | M51 | Jul 1, 2022 | Annual | 65,590.31 | 67,558.02 | 69,584.76 | 71,672.30 | 73,822.47 | 76,037.14 | 78,318.26 | 80,667.81 | 83,087.84 | | | | |
| Building Inspector I | M51 | Jul 1, 2023 | Annual | 67,558.02 | 69,584.76 | 71,672.30 | 73,822.47 | 76,037.14 | 78,318.26 | 80,667.81 | 83,087.84 | 85,580.48 | | | | |
| Building Inspector I | M51 | Jul 1, 2024 | Annual | 69,584.76 | 71,672.30 | 73,822.47 | 76,037.14 | 78,318.26 | 80,667.81 | 83,087.84 | 85,580.47 | 88,147.89 | | | | |
| Building Inspector II | M55 | Jul 1, 2021 | Annual | 64,275.19 | 67,529.12 | 69,217.34 | 70,947.78 | 72,721.47 | 74,539.51 | 76,403.00 | 78,313.07 | 80,270.90 | 82,277.67 | 84,334.61 | 86,756.44 | 88,925.38 |
| Building Inspector II | M55 | Jul 1, 2022 | Annual | 72,304.48 | 74,473.61 | 76,707.82 | 79,009.05 | 81,379.33 | 83,820.71 | 86,335.33 | 88,925.39 | 91,593.15 | | | | |
| Building Inspector II | M55 | Jul 1, 2023 | Annual | 74,473.61 | 76,707.82 | 79,009.05 | 81,379.33 | 83,820.71 | 86,335.33 | 88,925.39 | 91,593.15 | 94,340.95 | | | | |
| Building Inspector II | M55 | Jul 1, 2024 | Annual | 76,707.82 | 79,009.05 | 81,379.32 | 83,820.70 | 86,335.32 | 88,925.38 | 91,593.14 | 94,340.94 | 97,171.17 | | | | |
| Building Inspector Supervisor | T86 | Jan 1, 2021 | Annual | 82,931.30 | 87,129.70 | 89,307.95 | 91,540.65 | 93,829.16 | 96,174.89 | 98,579.26 | 101,043.75 | 103,569.84 | 106,159.08 | 108,813.06 | 111,533.39 | |
| Building Inspector Supervisor | T86 | Jan 1, 2022 | Annual | 84,797.26 | 89,090.12 | 91,317.38 | 93,600.31 | 95,940.32 | 98,338.83 | 100,797.30 | 103,317.23 | 105,900.16 | 108,547.66 | 111,261.36 | 114,042.89 | |
| Building Inspector Supervisor | T86 | Jan 1, 2023 | Annual | 92,727.31 | 95,509.12 | 98,374.40 | 101,325.63 | 104,365.40 | 107,496.36 | 110,721.25 | 114,042.89 | 117,464.18 | | | | |
| Building Inspector Supervisor | T86 | Jan 1, 2024 | Annual | 95,509.12 | 98,374.40 | 101,325.63 | 104,365.40 | 107,496.36 | 110,721.25 | 114,042.89 | 117,464.18 | 120,988.10 | | | | |
| Building Plan Checker II | M55 | Jul 1, 2021 | Annual | 64,275.19 | 67,529.12 | 69,217.34 | 70,947.78 | 72,721.47 | 74,539.51 | 76,403.00 | 78,313.07 | 80,270.90 | 82,277.67 | 84,334.61 | 86,756.44 | 88,925.38 |
| Building Plan Checker II | M55 | Jul 1, 2022 | Annual | 72,304.48 | 74,473.61 | 76,707.82 | 79,009.05 | 81,379.33 | 83,820.71 | 86,335.33 | 88,925.39 | 91,593.15 | | | | |
| Building Plan Checker II | M55 | Jul 1, 2023 | Annual | 74,473.61 | 76,707.82 | 79,009.05 | 81,379.33 | 83,820.71 | 86,335.33 | 88,925.39 | 91,593.15 | 94,340.95 | | | | |
| Building Plan Checker II | M55 | Jul 1, 2024 | Annual | 76,707.82 | 79,009.05 | 81,379.32 | 83,820.70 | 86,335.32 | 88,925.38 | 91,593.14 | 94,340.94 | 97,171.17 | | | | |
| Building Plans Coordinator | M51 | Jul 1, 2021 | Annual | 58,314.33 | 61,266.50 | 62,798.16 | 64,368.11 | 65,977.32 | 67,626.75 | 69,317.42 | 71,050.35 | 72,826.61 | 74,647.28 | 76,513.46 | 78,700.30 | 80,667.81 |
| Building Plans Coordinator | M51 | Jul 1, 2022 | Annual | 65,590.31 | 67,558.02 | 69,584.76 | 71,672.30 | 73,822.47 | 76,037.14 | 78,318.26 | 80,667.81 | 83,087.84 | | | | |
| Building Plans Coordinator | M51 | Jul 1, 2023 | Annual | 67,558.02 | 69,584.76 | 71,672.30 | 73,822.47 | 76,037.14 | 78,318.26 | 80,667.81 | 83,087.84 | 85,580.48 | | | | |
| Building Plans Coordinator | M51 | Jul 1, 2024 | Annual | 69,584.76 | 71,672.30 | 73,822.47 | 76,037.14 | 78,318.26 | 80,667.81 | 83,087.84 | 85,580.47 | 88,147.89 | | | | |
| Building Technician I | M41 | Jul 1, 2021 | Annual | 45,671.44 | 47,983.55 | 49,183.14 | 50,412.72 | 51,673.04 | 52,964.86 | 54,288.99 | 55,646.21 | 57,037.37 | 58,463.30 | 59,924.88 | 61,671.55 | 63,211.14 |
| Building Technician I | M41 | Jul 1, 2022 | Annual | 51,396.44 | 52,938.34 | 54,526.49 | 56,162.28 | 57,847.16 | 59,582.56 | 61,370.05 | 63,211.15 | 65,107.48 | | | | |
| Building Technician I | M41 | Jul 1, 2023 | Annual | 52,938.34 | 54,526.49 | 56,162.28 | 57,847.15 | 59,582.57 | 61,370.04 | 63,211.15 | 65,107.49 | 67,060.71 | | | | |
| Building Technician I | M41 | Jul 1, 2024 | Annual | 54,526.49 | 56,162.28 | 57,847.15 | 59,582.56 | 61,370.04 | 63,211.14 | 65,107.48 | 67,060.70 | 69,072.52 | | | | |
| Building Technician II | M45 | Jul 1, 2021 | Annual | 50,359.47 | 52,908.92 | 54,231.64 | 55,587.43 | 56,977.12 | 58,401.55 | 59,861.59 | 61,358.13 | 62,892.08 | 64,464.38 | 66,075.99 | 67,982.32 | 69,681.88 |
| Building Technician II | M45 | Jul 1, 2022 | Annual | 56,657.75 | 58,357.48 | 60,108.20 | 61,911.45 | 63,768.79 | 65,681.85 | 67,652.32 | 69,681.88 | 71,772.34 | | | | |
| Building Technician II | M45 | Jul 1, 2023 | Annual | 58,357.48 | 60,108.21 | 61,911.45 | 63,768.79 | 65,681.86 | 67,652.31 | 69,681.89 | 71,772.34 | 73,925.51 | | | | |
| Building Technician II | M45 | Jul 1, 2024 | Annual | 60,108.20 | 61,911.45 | 63,768.79 | 65,681.85 | 67,652.31 | 69,681.88 | 71,772.33 | 73,925.50 | 76,143.27 | | | | |
| Building Tradesworker I | M43 | Jul 1, 2021 | Annual | 47,962.41 | 50,390.51 | 51,650.27 | 52,941.53 | 54,265.07 | 55,621.70 | 57,012.24 | 58,437.54 | 59,898.48 | 61,395.94 | 62,930.84 | 64,755.16 | 66,374.07 |
| Building Tradesworker I | M43 | Jul 1, 2022 | Annual | 53,968.19 | 55,587.24 | 57,254.85 | 58,972.50 | 60,741.68 | 62,563.92 | 64,440.84 | 66,374.07 | 68,365.28 | | | | |
| Building Tradesworker I | M43 | Jul 1, 2023 | Annual | 55,587.23 | 57,254.85 | 58,972.49 | 60,741.67 | 62,563.93 | 64,440.84 | 66,374.06 | 68,365.29 | 70,416.24 | | | | |
| Building Tradesworker I | M43 | Jul 1, 2024 | Annual | 57,254.85 | 58,972.50 | 60,741.67 | 62,563.93 | 64,440.84 | 66,374.07 | 68,365.29 | 70,416.25 | 72,528.74 | | | | |
| Building Tradesworker II | M49 | Jul 1, 2021 | Annual | 55,535.46 | 58,346.95 | 59,805.62 | 61,300.76 | 62,833.28 | 64,404.11 | 66,014.21 | 67,664.57 | 69,356.18 | 71,090.09 | 72,867.34 | 74,954.91 | 76,828.80 |
| Building Tradesworker II | M49 | Jul 1, 2022 | Annual | 62,468.84 | 64,342.91 | 66,273.20 | 68,261.40 | 70,309.23 | 72,418.51 | 74,591.07 | 76,828.80 | 79,133.66 | | | | |
| Building Tradesworker II | M49 | Jul 1, 2023 | Annual | 64,342.91 | 66,273.19 | 68,261.39 | 70,309.24 | 72,418.51 | 74,591.06 | 76,828.80 | 79,133.67 | 81,507.67 | | | | |
| Building Tradesworker II | M49 | Jul 1, 2024 | Annual | 66,273.20 | 68,261.39 | 70,309.23 | 72,418.51 | 74,591.07 | 76,828.80 | 79,133.66 | 81,507.67 | 83,952.90 | | | | |
| Chief Fin Officer/Director of Finance | I60 | Jul 1, 2021 | Annual | 150,000.00 | 180,708.00 | | | | | | | | | | | |
| Chief Fin Officer/Director of Finance | I60 | Jul 1, 2022 | Annual | 150,000.00 | 195,165.00 | | | | | | | | | | | |
| Chief Fin Officer/Director of Finance | I60 | Jul 1, 2023 | Annual | 150,000.00 | 209,802.00 | | | | | | | | | | | |
| Chief Fin Officer/Director of Finance | I60 | Jul 1, 2024 | Annual | 150,000.00 | 230,782.00 | | | | | | | | | | | |
| Chief of Police | 210 | Jul 1, 2021 | Annual | 190,000.00 | 233,897.00 | | | | | | | | | | | |
| Chief of Police | 210 | Jul 1, 2022 | Annual | 190,000.00 | 247,931.00 | | | | | | | | | | | |
| Chief of Police | 210 | Jul 1, 2023 | Annual | 190,000.00 | 262,807.00 | | | | | | | | | | | |
| Chief of Police | 210 | Jul 1, 2024 | Annual | 190,000.00 | 289,087.70 | | | | | | | | | | | |
| Circulation Coordinator | M43 | Jul 1, 2021 | Annual | 47,962.41 | 50,390.51 | 51,650.27 | 52,941.53 | 54,265.07 | 55,621.70 | 57,012.24 | 58,437.54 | 59,898.48 | 61,395.94 | 62,930.84 | 64,755.16 | 66,374.07 |
| Circulation Coordinator | M43 | Jul 1, 2022 | Annual | 53,968.19 | 55,587.24 | 57,254.85 | 58,972.50 | 60,741.68 | 62,563.92 | 64,440.84 | 66,374.07 | 68,365.28 | | | | |
| Circulation Coordinator | M43 | Jul 1, 2023 | Annual | 55,587.23 | 57,254.85 | 58,972.49 | 60,741.67 | 62,563.93 | 64,440.84 | 66,374.06 | 68,365.29 | 70,416.24 | | | | |
| Circulation Coordinator | M43 | Jul 1, 2024 | Annual | 57,254.85 | 58,972.50 | 60,741.67 | 62,563.93 | 64,440.84 | 66,374.07 | 68,365.29 | 70,416.25 | 72,528.74 | | | | |

**CITY OF FOLSOM**
**POSITION CONTROL LISTING**
**SALARY SCHEDULE AS OF JULY 1, 2024**

| Job Title | Range | Effective Date | Time Base | Step 01 | Step 02 | Step 03 | Step 04 | Step 05 | Step 06 | Step 07 | Step 08 | Step 09 | Step 10 | Step 11 | Step 12 | Step 13 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| City Attorney | I75 | Jul 1, 2021 | Annual | 190,000.00 | 230,506.00 | | | | | | | | | | | |
| City Attorney | I75 | Jul 1, 2022 | Annual | 190,000.00 | 244,336.00 | | | | | | | | | | | |
| City Attorney | I75 | Jul 1, 2023 | Annual | 190,000.00 | 262,611.00 | | | | | | | | | | | |
| City Attorney | I75 | Jul 1, 2024 | Annual | 190,000.00 | 288,927.10 | | | | | | | | | | | |
| City Clerk | I75 | Jul 1, 2021 | Annual | 120,000.00 | 138,998.00 | | | | | | | | | | | |
| City Clerk | I75 | Jul 1, 2022 | Annual | 120,000.00 | 156,000.00 | | | | | | | | | | | |
| City Clerk | I75 | Jul 1, 2023 | Annual | 120,000.00 | 166,920.00 | | | | | | | | | | | |
| City Clerk | I75 | Jul 1, 2024 | Annual | 120,000.00 | 183,612.00 | | | | | | | | | | | |
| City Clerk Technician I | M41 | Jul 1, 2021 | Annual | 45,671.44 | 47,983.55 | 49,183.14 | 50,412.72 | 51,673.04 | 52,964.86 | 54,288.99 | 55,646.21 | 57,037.37 | 58,463.30 | 59,924.88 | 61,671.55 | 63,211.14 |
| City Clerk Technician I | M41 | Jul 1, 2022 | Annual | 51,396.44 | 52,938.34 | 54,526.49 | 56,162.28 | 57,847.16 | 59,582.56 | 61,370.05 | 63,211.15 | 65,107.48 | | | | |
| City Clerk Technician I | M41 | Jul 1, 2023 | Annual | 52,938.34 | 54,526.49 | 56,162.28 | 57,847.15 | 59,582.57 | 61,370.04 | 63,211.15 | 65,107.49 | 67,060.71 | | | | |
| City Clerk Technician I | M41 | Jul 1, 2024 | Annual | 54,526.49 | 56,162.28 | 57,847.15 | 59,582.56 | 61,370.04 | 63,211.14 | 65,107.48 | 67,060.70 | 69,072.52 | | | | |
| City Clerk Technician II (I/O) | M45 | Jul 1, 2021 | Annual | 50,359.47 | 52,908.92 | 54,231.64 | 55,587.43 | 56,977.12 | 58,401.55 | 59,861.59 | 61,358.13 | 62,892.08 | 64,464.38 | 66,075.99 | 67,982.32 | 69,681.88 |
| City Clerk Technician II (I/O) | M45 | Jul 1, 2022 | Annual | 56,657.75 | 58,357.48 | 60,108.20 | 61,911.45 | 63,768.79 | 65,681.85 | 67,652.32 | 69,681.88 | 71,772.34 | | | | |
| City Clerk Technician II (I/O) | M45 | Jul 1, 2023 | Annual | 58,357.48 | 60,108.21 | 61,911.45 | 63,768.79 | 65,681.86 | 67,652.31 | 69,681.89 | 71,772.34 | 73,925.51 | | | | |
| City Clerk Technician II (I/O) | M45 | Jul 1, 2024 | Annual | 60,108.20 | 61,911.45 | 63,768.79 | 65,681.85 | 67,652.31 | 69,681.88 | 71,772.33 | 73,925.50 | 76,143.27 | | | | |
| City Engineer | T17 | Jan 1, 2021 | Annual | 139,289.91 | 142,772.16 | 146,341.46 | 150,000.00 | 153,750.00 | 157,593.75 | 161,533.59 | 165,571.93 | | | | | |
| City Engineer | T17 | Jan 1, 2022 | Annual | 142,423.93 | 145,984.53 | 149,634.14 | 153,375.00 | 157,209.37 | 161,139.61 | 165,168.10 | 169,297.30 | | | | | |
| City Engineer | T17 | Jan 1, 2023 | Annual | 150,418.46 | 154,931.01 | 159,578.94 | 164,366.31 | 169,297.30 | 174,376.22 | | | | | | | |
| City Engineer | T17 | Jan 1, 2024 | Annual | 154,931.01 | 159,578.94 | 164,366.31 | 169,297.30 | 174,376.22 | 179,607.51 | | | | | | | |
| City Manager | 004 | Jan 1, 2021 | Annual | 251,125.00 | 251,125.00 | | | | | | | | | | | |
| City Manager | 004 | Jan 1, 2022 | Annual | 251,125.00 | 263,681.00 | | | | | | | | | | | |
| City Manager | 004 | Jan 1, 2023 | Annual | 263,681.25 | 290,050.00 | | | | | | | | | | | |
| City Manager | 004 | Jan 1, 2024 | Annual | 263,681.25 | 319,055.00 | | | | | | | | | | | |
| Code Enforcement Officer I | M51 | Jul 1, 2021 | Annual | 58,314.33 | 61,266.50 | 62,798.16 | 64,368.11 | 65,977.32 | 67,626.75 | 69,317.42 | 71,050.35 | 72,826.61 | 74,647.28 | 76,513.46 | 78,700.30 | 80,667.81 |
| Code Enforcement Officer I | M51 | Jul 1, 2022 | Annual | 65,590.31 | 67,558.02 | 69,584.76 | 71,672.30 | 73,822.47 | 76,037.14 | 78,318.26 | 80,667.81 | 83,087.84 | | | | |
| Code Enforcement Officer I | M51 | Jul 1, 2023 | Annual | 67,558.02 | 69,584.76 | 71,672.30 | 73,822.47 | 76,037.14 | 78,318.26 | 80,667.81 | 83,087.84 | 85,580.48 | | | | |
| Code Enforcement Officer I | M51 | Jul 1, 2024 | Annual | 69,584.76 | 71,672.30 | 73,822.47 | 76,037.14 | 78,318.26 | 80,667.81 | 83,087.84 | 85,580.47 | 88,147.89 | | | | |
| Code Enforcement Officer II | M53 | Jul 1, 2021 | Annual | 61,220.53 | 64,319.82 | 65,927.81 | 67,576.01 | 69,265.41 | 70,997.04 | 72,771.97 | 74,591.27 | 76,456.05 | 78,367.45 | 80,326.64 | 82,634.14 | 84,699.99 |
| Code Enforcement Officer II | M53 | Jul 1, 2022 | Annual | 68,868.85 | 70,934.92 | 73,062.96 | 75,254.85 | 77,512.50 | 79,837.86 | 82,233.01 | 84,700.00 | 87,241.00 | | | | |
| Code Enforcement Officer II | M53 | Jul 1, 2023 | Annual | 70,934.91 | 73,062.96 | 75,254.85 | 77,512.49 | 79,837.87 | 82,233.00 | 84,700.00 | 87,241.00 | 89,858.23 | | | | |
| Code Enforcement Officer II | M53 | Jul 1, 2024 | Annual | 73,064.00 | 75,255.92 | 77,513.60 | 79,839.01 | 82,234.18 | 84,701.20 | 87,242.24 | 89,859.51 | 92,555.29 | | | | |
| Code Enforcement Supervisor | T86 | Jan 1, 2021 | Annual | 82,931.30 | 87,129.70 | 89,307.95 | 91,540.65 | 93,829.16 | 96,174.89 | 98,579.26 | 101,043.75 | 103,569.84 | 106,159.08 | 108,813.06 | 111,533.39 | |
| Code Enforcement Supervisor | T86 | Jan 1, 2022 | Annual | 84,797.26 | 89,090.12 | 91,317.38 | 93,600.31 | 95,940.32 | 98,338.83 | 100,797.30 | 103,317.23 | 105,900.16 | 108,547.66 | 111,261.36 | 114,042.89 | |
| Code Enforcement Supervisor | T86 | Jan 1, 2023 | Annual | 92,727.31 | 95,509.12 | 98,374.40 | 101,325.63 | 104,365.40 | 107,496.36 | 110,721.25 | 114,042.89 | 117,464.18 | | | | |
| Code Enforcement Supervisor | T86 | Jan 1, 2024 | Annual | 95,509.12 | 98,374.40 | 101,325.63 | 104,365.40 | 107,496.36 | 110,721.25 | 114,042.89 | 117,464.18 | 120,988.10 | | | | |
| Code Enforcement Technician | M41 | Jul 1, 2021 | Annual | 45,671.44 | 47,983.55 | 49,183.14 | 50,412.72 | 51,673.04 | 52,964.86 | 54,288.99 | 55,646.21 | 57,037.37 | 58,463.30 | 59,924.88 | 61,671.55 | 63,211.14 |
| Code Enforcement Technician | M41 | Jul 1, 2022 | Annual | 51,396.44 | 52,938.34 | 54,526.49 | 56,162.28 | 57,847.16 | 59,582.56 | 61,370.05 | 63,211.15 | 65,107.48 | | | | |
| Code Enforcement Technician | M41 | Jul 1, 2023 | Annual | 52,938.34 | 54,526.49 | 56,162.28 | 57,847.15 | 59,582.57 | 61,370.04 | 63,211.15 | 65,107.49 | 67,060.71 | | | | |
| Code Enforcement Technician | M41 | Jul 1, 2024 | Annual | 54,526.49 | 56,162.28 | 57,847.15 | 59,582.56 | 61,370.04 | 63,211.14 | 65,107.48 | 67,060.70 | 69,072.52 | | | | |
| Communications & Marketing Specialist | M58 | Jul 1, 2021 | Annual | 69,154.16 | 72,655.09 | 74,471.47 | 76,333.26 | 78,241.59 | 80,197.63 | 82,202.57 | 84,257.63 | 86,364.08 | 88,523.18 | 90,736.26 | 93,352.09 | 95,685.89 |
| Communications & Marketing Specialist | M58 | Jul 1, 2022 | Annual | 77,801.38 | 80,135.42 | 82,539.48 | 85,015.67 | 87,566.14 | 90,193.12 | 92,898.92 | 95,685.89 | 98,556.47 | | | | |
| Communications & Marketing Specialist | M58 | Jul 1, 2023 | Annual | 80,135.42 | 82,539.48 | 85,015.67 | 87,566.14 | 90,193.12 | 92,898.92 | 95,685.89 | 98,556.46 | 101,513.16 | | | | |
| Communications & Marketing Specialist | M58 | Jul 1, 2024 | Annual | 82,539.49 | 85,015.67 | 87,566.14 | 90,193.13 | 92,898.92 | 95,685.89 | 98,556.46 | 101,513.16 | 104,558.55 | | | | |
| Communications Director | I26 | Jul 1, 2021 | Annual | 120,000.00 | 135,350.00 | | | | | | | | | | | |
| Communications Director | I26 | Jul 1, 2022 | Annual | 120,000.00 | 152,000.00 | | | | | | | | | | | |
| Communications Director | I26 | Jul 1, 2023 | Annual | 120,000.00 | 163,400.00 | | | | | | | | | | | |
| Communications Director | I26 | Jul 1, 2024 | Annual | 120,000.00 | 179,740.00 | | | | | | | | | | | |
| Communications Supervisor | 49D | Jan 1, 2021 | Annual | 74,608.93 | 78,339.37 | 80,297.85 | 82,305.30 | 84,362.94 | 86,472.01 | 88,633.81 | 90,894.35 | 93,166.72 | 95,495.89 | | | |
| Communications Supervisor | 49D | Jan 1, 2022 | Annual | 80,309.92 | 82,719.22 | 85,200.80 | 87,756.82 | 90,389.53 | 93,101.21 | 95,894.25 | 98,771.08 | 101,738.16 | | | | |
| Communications Supervisor | 49D | Jan 1, 2023 | Annual | 82,719.22 | 85,200.80 | 87,756.82 | 90,389.52 | 93,101.22 | 95,894.25 | 98,771.08 | 101,734.21 | 104,790.30 | | | | |
| Communications Supervisor | 49D | Jan 1, 2024 | Annual | 85,200.79 | 87,756.82 | 90,389.53 | 93,101.21 | 95,894.25 | 98,771.07 | 101,734.21 | 104,786.24 | 107,934.01 | | | | |
| Community & Cultural Svs Manager | T94 | Jan 1, 2021 | Annual | 101,043.74 | 106,159.08 | 108,813.05 | 111,533.38 | 114,321.72 | 117,179.76 | 120,109.25 | 123,111.98 | 126,189.78 | 129,344.53 | | | |
| Community & Cultural Svs Manager | T94 | Jan 1, 2022 | Annual | 103,317.23 | 108,547.66 | 111,261.35 | 114,042.88 | 116,893.95 | 119,816.30 | 122,811.71 | 125,882.00 | 129,029.05 | 132,254.78 | | | |
| Community & Cultural Svs Manager | T94 | Jan 1, 2023 | Annual | 107,535.24 | 110,761.30 | 114,084.13 | 117,506.66 | 121,031.86 | 124,662.81 | 128,402.70 | 132,254.78 | 136,222.42 | | | | |
| Community & Cultural Svs Manager | T94 | Jan 1, 2024 | Annual | 110,761.30 | 114,084.14 | 117,506.65 | 121,031.86 | 124,662.82 | 128,402.69 | 132,254.78 | 136,222.42 | 140,309.09 | | | | |
| Community Development Director | 230 | Jan 1, 2021 | Annual | 150,000.00 | 191,123.00 | | | | | | | | | | | |
| Community Development Director | 230 | Jan 1, 2022 | Annual | 150,000.00 | 198,768.00 | | | | | | | | | | | |
| Community Development Director | 230 | Jan 1, 2023 | Annual | 150,000.00 | 210,694.00 | | | | | | | | | | | |
| Community Development Director | 230 | Jan 1, 2024 | Annual | 150,000.00 | 231,763.40 | | | | | | | | | | | |

**CITY OF FOLSOM**
**POSITION CONTROL LISTING**
**SALARY SCHEDULE AS OF JULY 1, 2024**

| Job Title | Range | Effective Date | Time Base | Step 01 | Step 02 | Step 03 | Step 04 | Step 05 | Step 06 | Step 07 | Step 08 | Step 09 | Step 10 | Step 11 | Step 12 | Step 13 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Construction Inspector I | M51 | Jul 1, 2021 | Annual | 58,314.33 | 61,266.50 | 62,798.16 | 64,368.11 | 65,977.32 | 67,626.75 | 69,317.42 | 71,050.35 | 72,826.61 | 74,647.28 | 76,513.46 | 78,700.30 | 80,667.81 |
| Construction Inspector I | M51 | Jul 1, 2022 | Annual | 65,590.31 | 67,558.02 | 69,584.76 | 71,672.30 | 73,822.47 | 76,037.14 | 78,318.26 | 80,667.81 | 83,087.84 | | | | |
| Construction Inspector I | M51 | Jul 1, 2023 | Annual | 67,558.02 | 69,584.76 | 71,672.30 | 73,822.47 | 76,037.14 | 78,318.26 | 80,667.81 | 83,087.84 | 85,580.48 | | | | |
| Construction Inspector I | M51 | Jul 1, 2024 | Annual | 69,584.76 | 71,672.30 | 73,822.47 | 76,037.14 | 78,318.26 | 80,667.81 | 83,087.84 | 85,580.47 | 88,147.89 | | | | |
| Construction Inspector II | M53 | Jul 1, 2021 | Annual | 61,220.53 | 64,319.82 | 65,927.81 | 67,576.01 | 69,265.41 | 70,997.04 | 72,771.97 | 74,591.27 | 76,456.05 | 78,367.45 | 80,326.64 | 82,634.14 | 84,699.99 |
| Construction Inspector II | M53 | Jul 1, 2022 | Annual | 68,868.85 | 70,934.92 | 73,062.96 | 75,254.85 | 77,512.50 | 79,837.86 | 82,233.01 | 84,700.00 | 87,241.00 | | | | |
| Construction Inspector II | M53 | Jul 1, 2023 | Annual | 70,934.91 | 73,062.96 | 75,254.85 | 77,512.49 | 79,837.87 | 82,233.00 | 84,700.00 | 87,241.00 | 89,858.23 | | | | |
| Construction Inspector II | M53 | Jul 1, 2024 | Annual | 73,064.00 | 75,255.92 | 77,513.60 | 79,839.01 | 82,234.18 | 84,701.20 | 87,242.24 | 89,859.51 | 92,555.29 | | | | |
| Council Member | C01 | Jul 1, 2021 | Annual | 4,800.00 | 7,200.00 | | | | | | | | | | | |
| Council Member | C01 | Jul 1, 2022 | Annual | 4,800.00 | 7,200.00 | | | | | | | | | | | |
| Council Member | C01 | Jul 1, 2023 | Annual | 4,800.00 | 7,200.00 | | | | | | | | | | | |
| Council Member | C01 | Jul 1, 2024 | Annual | 4,800.00 | 7,200.00 | | | | | | | | | | | |
| Crime Analyst -A | 45P | Jan 1, 2021 | Annual | 72,970.43 | 76,664.87 | 80,545.86 | 84,624.41 | 88,908.29 | 93,408.51 | 95,744.16 | | | | | | |
| Crime Analyst -A | 45P | Jan 1, 2022 | Annual | 75,159.54 | 78,964.82 | 82,962.23 | 87,163.15 | 91,575.54 | 96,210.76 | 98,616.48 | | | | | | |
| Crime Analyst -A | 45P | Jan 1, 2023 | Annual | 77,414.33 | 81,333.76 | 85,451.10 | 89,778.04 | 94,322.81 | 99,097.09 | 101,574.98 | | | | | | |
| Crime Analyst -A | 45P | Jan 1, 2024 | Annual | 79,736.76 | 83,773.77 | 88,014.63 | 92,471.38 | 97,152.49 | 102,070.00 | 104,622.23 | | | | | | |
| Crime Analyst -B | 45P | Jan 1, 2021 | Annual | 71,191.09 | 72,970.43 | 74,795.02 | 76,664.87 | 78,582.18 | 80,545.86 | 82,560.30 | 84,624.41 | 86,739.31 | 88,908.29 | 91,130.25 | 93,408.51 | 95,744.16 |
| Crime Analyst -B | 45P | Jan 1, 2022 | Annual | 73,326.82 | 75,159.54 | 77,038.87 | 78,964.82 | 80,939.64 | 82,962.23 | 85,037.10 | 87,163.15 | 89,341.49 | 91,575.54 | 93,864.16 | 96,210.76 | 98,616.48 |
| Crime Analyst -B | 45P | Jan 1, 2023 | Annual | 75,526.63 | 77,414.33 | 79,350.04 | 81,333.76 | 83,367.83 | 85,451.10 | 87,588.22 | 89,778.04 | 92,021.73 | 94,322.81 | 96,680.08 | 99,097.09 | 101,574.98 |
| Crime Analyst -B | 45P | Jan 1, 2024 | Annual | 77,792.43 | 79,736.76 | 81,730.54 | 83,773.77 | 85,868.86 | 88,014.63 | 90,215.86 | 92,471.38 | 94,782.38 | 97,152.49 | 99,580.48 | 102,070.00 | 104,622.23 |
| Deputy City Clerk | X58 | Jul 1, 2021 | Annual | 69,154.16 | 72,655.09 | 74,471.47 | 76,333.26 | 78,241.59 | 80,197.63 | 82,202.57 | 84,257.63 | 86,364.08 | 88,523.18 | 90,736.26 | 93,352.09 | 95,685.89 |
| Deputy City Clerk | X58 | Jul 1, 2022 | Annual | 77,801.38 | 80,135.42 | 82,539.49 | 85,015.67 | 87,566.14 | 90,193.13 | 92,898.92 | 95,685.89 | 98,556.46 | | | | |
| Deputy City Clerk | X58 | Jul 1, 2023 | Annual | 80,135.42 | 82,539.49 | 85,015.67 | 87,566.14 | 90,193.13 | 92,898.92 | 95,685.89 | 98,556.46 | 101,513.16 | | | | |
| Deputy City Clerk | X58 | Jul 1, 2024 | Annual | 82,539.49 | 85,015.67 | 87,566.14 | 90,193.13 | 92,898.92 | 95,685.89 | 98,556.46 | 101,513.16 | 104,558.55 | | | | |
| Deputy Fire Marshal | T89 | Jan 1, 2021 | Annual | 89,307.94 | 93,829.16 | 96,174.88 | 98,579.26 | 101,043.74 | 103,569.83 | 106,159.08 | 108,813.05 | 111,533.38 | 114,321.72 | | | |
| Deputy Fire Marshal | T89 | Jan 1, 2022 | Annual | 91,317.37 | 95,940.31 | 98,338.82 | 100,797.29 | 103,317.22 | 105,900.15 | 108,547.66 | 111,261.35 | 114,042.88 | 116,893.95 | | | |
| Deputy Fire Marshal | T89 | Jan 1, 2023 | Annual | 95,045.48 | 97,896.85 | 100,833.75 | 103,858.76 | 106,974.53 | 110,183.76 | 113,489.28 | 116,893.95 | 120,400.77 | | | | |
| Deputy Fire Marshal | T89 | Jan 1, 2024 | Annual | 97,896.84 | 100,833.76 | 103,858.76 | 106,974.52 | 110,183.77 | 113,489.27 | 116,893.96 | 120,400.77 | 124,012.79 | | | | |
| Deputy Treasurer | X95 | Jul 1, 2021 | Annual | 105,900.15 | 111,261.35 | 114,042.88 | 116,893.95 | 119,816.31 | 122,811.71 | 125,882.00 | 129,029.05 | 132,254.78 | 135,561.15 | | | |
| Deputy Treasurer | X95 | Jul 1, 2022 | Annual | 110,223.62 | 113,530.33 | 116,936.24 | 120,444.33 | 124,057.66 | 127,779.38 | 131,612.77 | 135,561.15 | 139,627.98 | | | | |
| Deputy Treasurer | X95 | Jul 1, 2023 | Annual | 113,530.33 | 116,936.24 | 120,444.33 | 124,057.66 | 127,779.38 | 131,612.77 | 135,561.15 | 139,627.98 | 143,816.82 | | | | |
| Deputy Treasurer | X95 | Jul 1, 2024 | Annual | 116,936.24 | 120,444.33 | 124,057.66 | 127,779.38 | 131,612.77 | 135,561.15 | 139,627.98 | 143,816.82 | 148,131.33 | | | | |
| Director of Environment & Water Resources | 265 | Jul 1, 2021 | Annual | 150,000.00 | 183,794.00 | | | | | | | | | | | |
| Director of Environment & Water Resources | 265 | Jul 1, 2022 | Annual | 150,000.00 | 188,389.00 | | | | | | | | | | | |
| Director of Environment & Water Resources | 265 | Jul 1, 2023 | Annual | 150,000.00 | 214,699.00 | | | | | | | | | | | |
| Director of Environment & Water Resources | 265 | Jul 1, 2024 | Annual | 150,000.00 | 236,168.90 | | | | | | | | | | | |
| Disbursements Manager | X98 | Jul 1, 2023 | Annual | 122,259.75 | 125,927.54 | 129,705.36 | 133,596.53 | 137,604.42 | 141,732.55 | 145,984.53 | 150,364.07 | 154,874.99 | | | | |
| Disbursements Manager | X98 | Jul 1, 2024 | Annual | 125,927.54 | 129,705.36 | 133,596.53 | 137,604.42 | 141,732.55 | 145,984.53 | 150,364.07 | 154,874.99 | 159,521.24 | | | | |
| Disbursements Specialist | M53 | Jul 1, 2021 | Annual | 61,220.53 | 64,319.82 | 65,927.81 | 67,576.01 | 69,265.41 | 70,997.04 | 72,771.97 | 74,591.27 | 76,456.05 | 78,367.45 | 80,326.64 | 82,634.14 | 84,699.99 |
| Disbursements Specialist | M53 | Jul 1, 2022 | Annual | 68,868.85 | 70,934.92 | 73,062.96 | 75,254.85 | 77,512.50 | 79,837.86 | 82,233.01 | 84,700.00 | 87,241.00 | | | | |
| Disbursements Specialist | M53 | Jul 1, 2023 | Annual | 70,934.91 | 73,062.96 | 75,254.85 | 77,512.49 | 79,837.87 | 82,233.00 | 84,700.00 | 87,241.00 | 89,858.23 | | | | |
| Disbursements Specialist | M53 | Jul 1, 2024 | Annual | 73,064.00 | 75,255.92 | 77,513.60 | 79,839.01 | 82,234.18 | 84,701.20 | 87,242.24 | 89,859.51 | 92,555.29 | | | | |
| Disbursements Technician | M43 | Jul 1, 2021 | Annual | 47,962.41 | 50,390.51 | 51,650.27 | 52,941.53 | 54,265.07 | 55,621.70 | 57,012.24 | 58,437.54 | 59,898.48 | 61,395.94 | 62,930.84 | 64,755.16 | 66,374.07 |
| Disbursements Technician | M43 | Jul 1, 2022 | Annual | 53,968.19 | 55,587.24 | 57,254.85 | 58,972.50 | 60,741.68 | 62,563.92 | 64,440.84 | 66,374.07 | 68,365.28 | | | | |
| Disbursements Technician | M43 | Jul 1, 2023 | Annual | 55,587.23 | 57,254.85 | 58,972.49 | 60,741.67 | 62,563.93 | 64,440.84 | 66,374.06 | 68,365.29 | 70,416.24 | | | | |
| Disbursements Technician | M43 | Jul 1, 2024 | Annual | 57,254.85 | 58,972.50 | 60,741.67 | 62,563.93 | 64,440.84 | 66,374.07 | 68,365.29 | 70,416.25 | 72,528.74 | | | | |
| Dispatcher I | 36D | Jan 1, 2021 | Annual | 59,053.74 | | | | | | | | | | | | |
| Dispatcher I | 36D | Jan 1, 2022 | Annual | 61,120.62 | | | | | | | | | | | | |
| Dispatcher I | 36D | Jan 1, 2023 | Annual | 62,954.24 | | | | | | | | | | | | |
| Dispatcher I | 36D | Jan 1, 2024 | Annual | 64,842.87 | | | | | | | | | | | | |
| Dispatcher II | 38D | Jan 1, 2021 | Annual | 62,006.32 | 65,145.50 | 68,443.35 | 71,908.32 | 75,548.77 | 77,437.40 | 79,373.31 | 81,357.65 | 83,391.62 | 85,476.31 | | | |
| Dispatcher II | 38D | Jan 1, 2022 | Annual | 69,837.44 | 71,932.56 | 74,090.54 | 76,313.26 | 78,602.65 | 80,960.73 | 83,389.56 | 85,891.24 | 88,467.98 | | | | |
| Dispatcher II | 38D | Jan 1, 2023 | Annual | 71,932.56 | 74,090.54 | 76,313.26 | 78,602.66 | 80,960.73 | 83,389.55 | 85,891.25 | 88,467.98 | 91,122.02 | | | | |
| Dispatcher II | 38D | Jan 1, 2024 | Annual | 74,090.54 | 76,313.25 | 78,602.65 | 80,960.74 | 83,389.55 | 85,891.24 | 88,467.98 | 91,122.02 | 93,855.68 | | | | |
| Electrical & Instrument Technician | M63 | Jul 1, 2022 | Annual | 85,772.93 | 88,346.12 | 90,996.50 | 93,726.40 | 96,538.19 | 99,434.34 | 102,417.37 | 105,489.89 | 108,654.58 | | | | |
| Electrical & Instrument Technician | M63 | Jul 1, 2023 | Annual | 88,346.12 | 90,996.51 | 93,726.40 | 96,538.19 | 99,434.34 | 102,417.37 | 105,489.89 | 108,654.59 | 111,914.22 | | | | |
| Electrical & Instrument Technician | M63 | Jul 1, 2024 | Annual | 90,996.51 | 93,726.40 | 96,538.20 | 99,434.34 | 102,417.37 | 105,489.89 | 108,654.59 | 111,914.23 | 115,271.65 | | | | |

**CITY OF FOLSOM**
**POSITION CONTROL LISTING**
**SALARY SCHEDULE AS OF JULY 1, 2024**

| Job Title | Range | Effective Date | Time Base | Step 01 | Step 02 | Step 03 | Step 04 | Step 05 | Step 06 | Step 07 | Step 08 | Step 09 | Step 10 | Step 11 | Step 12 | Step 13 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Engineering Technician I | M51 | Jul 1, 2021 | Annual | 58,314.33 | 61,266.50 | 62,798.16 | 64,368.11 | 65,977.32 | 67,626.75 | 69,317.42 | 71,050.35 | 72,826.61 | 74,647.28 | 76,513.46 | 78,700.30 | 80,667.81 |
| Engineering Technician I | M51 | Jul 1, 2022 | Annual | 65,590.31 | 67,558.02 | 69,584.76 | 71,672.30 | 73,822.47 | 76,037.14 | 78,318.26 | 80,667.81 | 83,087.84 | | | | |
| Engineering Technician I | M51 | Jul 1, 2023 | Annual | 67,558.02 | 69,584.76 | 71,672.30 | 73,822.47 | 76,037.14 | 78,318.26 | 80,667.81 | 83,087.84 | 85,580.48 | | | | |
| Engineering Technician I | M51 | Jul 1, 2024 | Annual | 69,584.76 | 71,672.30 | 73,822.47 | 76,037.14 | 78,318.26 | 80,667.81 | 83,087.84 | 85,580.47 | 88,147.89 | | | | |
| Engineering Technician II | M53 | Jul 1, 2021 | Annual | 61,220.53 | 64,319.82 | 65,927.81 | 67,576.01 | 69,265.41 | 70,997.04 | 72,771.97 | 74,591.27 | 76,456.05 | 78,367.45 | 80,326.64 | 82,634.14 | 84,699.99 |
| Engineering Technician II | M53 | Jul 1, 2022 | Annual | 68,868.85 | 70,934.92 | 73,062.96 | 75,254.85 | 77,512.50 | 79,837.86 | 82,233.01 | 84,700.00 | 87,241.00 | | | | |
| Engineering Technician II | M53 | Jul 1, 2023 | Annual | 70,934.91 | 73,062.96 | 75,254.85 | 77,512.49 | 79,837.87 | 82,233.00 | 84,700.00 | 87,241.00 | 89,858.23 | | | | |
| Engineering Technician II | M53 | Jul 1, 2024 | Annual | 73,064.00 | 75,255.92 | 77,513.60 | 79,839.01 | 82,234.18 | 84,701.20 | 87,242.24 | 89,859.51 | 92,555.29 | | | | |
| Environmental Specialist I | M49 | Jul 1, 2021 | Annual | 55,535.46 | 58,346.95 | 59,805.62 | 61,300.76 | 62,833.28 | 64,404.11 | 66,014.21 | 67,664.57 | 69,356.18 | 71,090.09 | 72,867.34 | 74,954.91 | 76,828.80 |
| Environmental Specialist I | M49 | Jul 1, 2022 | Annual | 62,468.84 | 64,342.91 | 66,273.20 | 68,261.40 | 70,309.23 | 72,418.51 | 74,591.07 | 76,828.80 | 79,133.66 | | | | |
| Environmental Specialist I | M49 | Jul 1, 2023 | Annual | 64,342.91 | 66,273.19 | 68,261.39 | 70,309.24 | 72,418.51 | 74,591.06 | 76,828.80 | 79,133.67 | 81,507.67 | | | | |
| Environmental Specialist I | M49 | Jul 1, 2024 | Annual | 66,273.20 | 68,261.39 | 70,309.23 | 72,418.51 | 74,591.07 | 76,828.80 | 79,133.66 | 81,507.67 | 83,952.90 | | | | |
| Environmental Specialist II | M46 | Jul 1, 2021 | Annual | 51,589.84 | 54,201.58 | 55,556.62 | 56,945.53 | 58,369.17 | 59,828.40 | 61,324.11 | 62,857.21 | 64,428.64 | 66,039.36 | 67,690.34 | 69,654.82 | 71,396.19 |
| Environmental Specialist II | M46 | Jul 1, 2022 | Annual | 65,592.28 | 67,560.05 | 69,586.86 | 71,674.47 | 73,824.69 | 76,039.43 | 78,320.62 | 80,670.24 | 83,090.35 | | | | |
| Environmental Specialist II | M46 | Jul 1, 2023 | Annual | 67,560.05 | 69,586.85 | 71,674.46 | 73,824.70 | 76,039.43 | 78,320.62 | 80,670.24 | 83,090.35 | 85,583.06 | | | | |
| Environmental Specialist II | M46 | Jul 1, 2024 | Annual | 69,586.85 | 71,674.46 | 73,824.70 | 76,039.44 | 78,320.62 | 80,670.23 | 83,090.34 | 85,583.06 | 88,150.55 | | | | |
| Environmental Specialist Supervisor | T86 | Jan 1, 2021 | Annual | 82,931.30 | 87,129.70 | 89,307.95 | 91,540.65 | 93,829.16 | 96,174.89 | 98,579.26 | 101,043.75 | 103,569.84 | 106,159.08 | 108,813.06 | 111,533.39 | |
| Environmental Specialist Supervisor | T86 | Jan 1, 2022 | Annual | 84,797.26 | 89,090.12 | 91,317.38 | 93,600.31 | 95,940.32 | 98,338.83 | 100,797.30 | 103,317.23 | 105,900.16 | 108,547.66 | 111,261.36 | 114,042.89 | |
| Environmental Specialist Supervisor | T86 | Jan 1, 2023 | Annual | 92,727.31 | 95,509.12 | 98,374.40 | 101,325.63 | 104,365.40 | 107,496.36 | 110,721.25 | 114,042.89 | 117,464.18 | | | | |
| Environmental Specialist Supervisor | T86 | Jan 1, 2024 | Annual | 95,509.12 | 98,374.40 | 101,325.63 | 104,365.40 | 107,496.36 | 110,721.25 | 114,042.89 | 117,464.18 | 120,988.10 | | | | |
| Facilities Maintenance Manager | T94 | Jan 1, 2021 | Annual | 101,043.74 | 106,159.08 | 108,813.05 | 111,533.38 | 114,321.72 | 117,179.76 | 120,109.25 | 123,111.98 | 126,189.78 | 129,344.53 | | | |
| Facilities Maintenance Manager | T94 | Jan 1, 2022 | Annual | 103,317.23 | 108,547.66 | 111,261.35 | 114,042.88 | 116,893.95 | 119,816.30 | 122,811.71 | 125,882.00 | 129,029.05 | 132,254.78 | | | |
| Facilities Maintenance Manager | T94 | Jan 1, 2023 | Annual | 107,535.24 | 110,761.30 | 114,084.13 | 117,506.66 | 121,031.86 | 124,662.81 | 128,402.70 | 132,254.78 | 136,222.42 | | | | |
| Facilities Maintenance Manager | T94 | Jan 1, 2024 | Annual | 110,761.30 | 114,084.14 | 117,506.65 | 121,031.86 | 124,662.82 | 128,402.69 | 132,254.78 | 136,222.42 | 140,309.09 | | | | |
| Facilities Maintenance Supervisor | T86 | Jan 1, 2021 | Annual | 82,931.30 | 87,129.70 | 89,307.95 | 91,540.65 | 93,829.16 | 96,174.89 | 98,579.26 | 101,043.75 | 103,569.84 | 106,159.08 | 108,813.06 | 111,533.39 | |
| Facilities Maintenance Supervisor | T86 | Jan 1, 2022 | Annual | 84,797.26 | 89,090.12 | 91,317.38 | 93,600.31 | 95,940.32 | 98,338.83 | 100,797.30 | 103,317.23 | 105,900.16 | 108,547.66 | 111,261.36 | 114,042.89 | |
| Facilities Maintenance Supervisor | T91 | Jan 1, 2023 | Annual | 97,363.67 | 100,284.58 | 103,293.12 | 106,391.91 | 109,583.67 | 112,871.18 | 116,257.31 | 119,745.03 | 123,337.39 | | | | |
| Facilities Maintenance Supervisor | T91 | Jan 1, 2024 | Annual | 100,284.58 | 103,293.12 | 106,391.91 | 109,583.67 | 112,871.18 | 116,257.31 | 119,745.03 | 123,337.39 | 127,037.51 | | | | |
| Financial Analyst | X84 | Jul 1, 2021 | Annual | 80,711.25 | 84,797.26 | 86,917.19 | 89,090.12 | 91,317.37 | 93,600.31 | 95,940.32 | 98,338.82 | 100,797.29 | 103,317.23 | 105,900.16 | 108,547.66 | 88,872.84 |
| Financial Analyst | X84 | Jul 1, 2022 | Annual | 88,259.18 | 90,906.96 | 93,634.17 | 96,443.19 | 99,336.49 | 102,316.58 | 105,386.08 | 108,547.66 | 111,804.09 | | | | |
| Financial Analyst | X84 | Jul 1, 2023 | Annual | 90,906.96 | 93,634.17 | 96,443.19 | 99,336.49 | 102,316.58 | 105,386.08 | 108,547.66 | 111,804.09 | 115,158.21 | | | | |
| Financial Analyst | X84 | Jul 1, 2024 | Annual | 93,634.17 | 96,443.19 | 99,336.49 | 102,316.58 | 105,386.08 | 108,547.66 | 111,804.09 | 115,158.21 | 118,612.96 | | | | |
| Financial Services Manager | X14 | Jul 1, 2021 | Annual | 132,254.78 | 135,561.15 | 138,950.18 | 142,423.93 | 145,984.53 | 149,634.15 | 153,375.00 | 157,209.38 | | | | | |
| Financial Services Manager | X14 | Jul 1, 2022 | Annual | 131,660.38 | 135,610.19 | 139,678.49 | 143,868.85 | 148,184.91 | 152,630.46 | 157,209.38 | 161,925.66 | | | | | |
| Financial Services Manager | X14 | Jul 1, 2023 | Annual | 135,610.19 | 139,678.49 | 143,868.85 | 148,184.91 | 152,630.46 | 157,209.38 | 161,925.66 | 166,783.43 | | | | | |
| Financial Services Manager | X14 | Jul 1, 2024 | Annual | 139,678.49 | 143,868.85 | 148,184.91 | 152,630.46 | 157,209.38 | 161,925.66 | 166,783.43 | 171,786.93 | | | | | |
| Fire Battalion Chief | E92 | Jan 1, 2021 | Annual | 138,950.49 | 142,424.25 | 145,984.86 | 149,634.48 | 153,375.34 | 157,209.72 | 161,139.97 | 165,168.46 | | | | | |
| Fire Battalion Chief | E92 | Jan 1, 2022 | Annual | 142,424.25 | 145,984.86 | 149,634.48 | 153,375.34 | 157,209.72 | 161,139.96 | 165,168.47 | 169,297.67 | | | | | |
| Fire Battalion Chief | E92 | Jan 1, 2023 | Annual | 151,364.29 | 158,932.51 | 166,879.13 | 175,223.09 | 183,984.24 | | | | | | | | |
| Fire Battalion Chief | E92 | Jan 1, 2024 | Annual | 155,905.22 | 163,700.49 | 171,885.50 | 180,479.78 | 189,503.77 | | | | | | | | |
| Fire Captain | S4F | Jul 1, 2021 | Annual | 97,268.58 | 99,700.09 | 102,192.80 | 104,747.56 | 107,366.46 | 110,050.44 | 112,801.92 | 115,622.26 | 118,512.39 | | | | |
| Fire Captain | S4F | Jul 1, 2022 | Annual | 96,107.57 | 100,912.95 | 105,958.60 | 111,256.53 | 116,819.36 | 122,660.33 | 128,793.34 | | | | | | |
| Fire Captain | S4F | Jul 1, 2023 | Annual | 98,990.80 | 103,940.34 | 109,137.36 | 114,594.23 | 120,323.94 | 126,340.14 | 132,657.14 | | | | | | |
| Fire Captain | S4F | Jul 1, 2024 | Annual | 101,960.53 | 107,058.55 | 112,411.48 | 118,032.05 | 123,933.66 | 130,130.34 | 136,636.86 | | | | | | |
| Fire Chief | 221 | Jul 1, 2021 | Annual | 190,000.00 | 233,897.00 | | | | | | | | | | | |
| Fire Chief | 221 | Jul 1, 2022 | Annual | 190,000.00 | 247,931.00 | | | | | | | | | | | |
| Fire Chief | 221 | Jul 1, 2023 | Annual | 190,000.00 | 262,807.00 | | | | | | | | | | | |
| Fire Chief | 221 | Jul 1, 2024 | Annual | 190,000.00 | 289,087.00 | | | | | | | | | | | |
| Fire Division Chief | E93 | Jan 1, 2021 | Annual | 161,139.66 | 165,168.16 | 169,297.36 | 173,529.79 | 177,868.04 | 182,314.74 | 186,872.60 | | | | | | |
| Fire Division Chief | E93 | Jan 1, 2022 | Annual | 165,168.15 | 169,297.36 | 173,529.79 | 177,868.03 | 182,314.74 | 186,872.61 | 191,544.42 | | | | | | |
| Fire Division Chief | E93 | Jan 1, 2023 | Annual | 171,254.48 | 179,817.21 | 188,808.07 | 198,248.47 | 208,160.89 | | | | | | | | |
| Fire Division Chief | E93 | Jan 1, 2024 | Annual | 176,392.11 | 185,211.73 | 194,472.31 | 204,195.92 | 214,405.72 | | | | | | | | |
| Fire Engineer | 47F | Jul 1, 2021 | Annual | 83,771.64 | 85,865.66 | 88,012.52 | 90,213.03 | 92,468.25 | 94,779.86 | 97,149.42 | 99,578.41 | 102,067.66 | 104,619.49 | 107,234.61 | | |
| Fire Engineer | 47F | Jul 1, 2022 | Annual | 86,961.86 | 91,309.96 | 95,875.45 | 100,669.23 | 105,702.69 | 110,987.82 | 116,537.21 | | | | | | |
| Fire Engineer | 47F | Jul 1, 2023 | Annual | 89,570.72 | 94,049.25 | 98,751.72 | 103,689.30 | 108,873.77 | 114,317.46 | 120,033.33 | | | | | | |
| Fire Engineer | 47F | Jul 1, 2024 | Annual | 92,257.84 | 96,870.73 | 101,714.27 | 106,799.98 | 112,139.98 | 117,746.98 | 123,634.33 | | | | | | |
| Fire Prevention Officer | M51 | Jul 1, 2021 | Annual | 58,314.33 | 61,266.50 | 62,798.16 | 64,368.11 | 65,977.32 | 67,626.75 | 69,317.42 | 71,050.35 | 72,826.61 | 74,647.28 | 76,513.46 | 78,700.30 | 80,667.81 |
| Fire Prevention Officer | M51 | Jul 1, 2022 | Annual | 65,590.31 | 67,558.02 | 69,584.76 | 71,672.30 | 73,822.47 | 76,037.14 | 78,318.26 | 80,667.81 | 83,087.84 | | | | |
| Fire Prevention Officer | M51 | Jul 1, 2023 | Annual | 67,558.02 | 69,584.76 | 71,672.30 | 73,822.47 | 76,037.14 | 78,318.26 | 80,667.81 | 83,087.84 | 85,580.48 | | | | |
| Fire Prevention Officer | M51 | Jul 1, 2024 | Annual | 69,584.76 | 71,672.30 | 73,822.47 | 76,037.14 | 78,318.26 | 80,667.81 | 83,087.84 | 85,580.47 | 88,147.89 | | | | |

**CITY OF FOLSOM**
**POSITION CONTROL LISTING**
**SALARY SCHEDULE AS OF JULY 1, 2024**

| Job Title | Range | Effective Date | Time Base | Step 01 | Step 02 | Step 03 | Step 04 | Step 05 | Step 06 | Step 07 | Step 08 | Step 09 | Step 10 | Step 11 | Step 12 | Step 13 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Fire Protection Engineer | T89 | Jan 1, 2021 | Annual | 89,307.94 | 93,829.16 | 96,174.88 | 98,579.26 | 101,043.74 | 103,569.83 | 106,159.08 | 108,813.05 | 111,533.38 | 114,321.72 | | | |
| Fire Protection Engineer | T89 | Jan 1, 2022 | Annual | 91,317.37 | 95,940.31 | 98,338.82 | 100,797.29 | 103,317.22 | 105,900.15 | 108,547.66 | 111,261.35 | 114,042.88 | 116,893.95 | | | |
| Fire Protection Engineer | T89 | Jan 1, 2023 | Annual | 95,045.48 | 97,896.85 | 100,833.75 | 103,858.76 | 106,974.53 | 110,183.76 | 113,489.28 | 116,893.95 | 120,400.77 | | | | |
| Fire Protection Engineer | T89 | Jan 1, 2024 | Annual | 97,896.84 | 100,833.76 | 103,858.76 | 106,974.52 | 110,183.77 | 113,489.27 | 116,893.96 | 120,400.77 | 124,012.79 | | | | |
| Firefighter | 42F | Jul 1, 2021 | Annual | 68,124.06 | 72,211.51 | 74,017.21 | 75,867.15 | 77,764.14 | 79,708.30 | 81,700.66 | 83,743.23 | 85,836.74 | 87,982.75 | 90,182.42 | 95,108.32 | 97,485.95 |
| Firefighter | 42F | Jul 1, 2022 | Annual | 79,056.19 | 83,009.00 | 87,159.45 | 91,517.42 | 96,093.30 | 100,897.96 | 105,942.86 | | | | | | |
| Firefighter | 42F | Jul 1, 2023 | Annual | 81,427.88 | 85,499.27 | 89,774.24 | 94,262.95 | 98,976.10 | 103,924.90 | 109,121.14 | | | | | | |
| Firefighter | 42F | Jul 1, 2024 | Annual | 83,870.71 | 88,064.25 | 92,467.46 | 97,090.84 | 101,945.38 | 107,042.65 | 112,394.78 | | | | | | |
| GIS Specialist | M60 | Jul 1, 2021 | Annual | 72,611.91 | 76,287.89 | 78,195.09 | 80,149.97 | 82,153.72 | 84,207.56 | 86,312.75 | 88,470.57 | 90,682.33 | 92,949.39 | 95,273.12 | 98,016.15 | 100,466.56 |
| GIS Specialist | M60 | Jul 1, 2022 | Annual | 81,688.51 | 84,139.17 | 86,663.33 | 89,263.24 | 91,941.14 | 94,699.37 | 97,540.35 | 100,466.56 | 103,480.56 | | | | |
| GIS Specialist | M60 | Jul 1, 2023 | Annual | 84,139.16 | 86,663.34 | 89,263.23 | 91,941.14 | 94,699.37 | 97,540.36 | 100,466.56 | 103,480.56 | 106,584.97 | | | | |
| GIS Specialist | M60 | Jul 1, 2024 | Annual | 86,663.34 | 89,263.24 | 91,941.14 | 94,699.37 | 97,540.35 | 100,466.56 | 103,480.56 | 106,584.97 | 109,782.52 | | | | |
| GIS Technician I | M48 | Jul 1, 2021 | Annual | 54,201.26 | 56,945.20 | 58,368.83 | 59,828.05 | 61,323.75 | 62,856.85 | 64,428.27 | 66,038.97 | 67,689.95 | 69,382.20 | 71,116.75 | 73,158.65 | 74,987.62 |
| GIS Technician I | M48 | Jul 1, 2022 | Annual | 60,971.80 | 62,800.94 | 64,684.98 | 66,625.53 | 68,624.30 | 70,683.02 | 72,803.51 | 74,987.62 | 77,237.25 | | | | |
| GIS Technician I | M48 | Jul 1, 2023 | Annual | 62,800.95 | 64,684.97 | 66,625.53 | 68,624.30 | 70,683.02 | 72,803.51 | 74,987.62 | 77,237.24 | 79,554.37 | | | | |
| GIS Technician I | M48 | Jul 1, 2024 | Annual | 64,684.98 | 66,625.53 | 68,624.29 | 70,683.02 | 72,803.51 | 74,987.62 | 77,237.25 | 79,554.36 | 81,940.99 | | | | |
| GIS Technician II | M50 | Jul 1, 2021 | Annual | 56,893.10 | 59,773.31 | 61,267.65 | 62,799.34 | 64,369.32 | 65,978.55 | 67,628.02 | 69,318.72 | 71,051.69 | 72,827.98 | 74,648.68 | 76,792.25 | 78,712.06 |
| GIS Technician II | M50 | Jul 1, 2022 | Annual | 64,000.11 | 65,920.11 | 67,897.71 | 69,934.64 | 72,032.68 | 74,193.66 | 76,419.47 | 78,712.05 | 81,073.42 | | | | |
| GIS Technician II | M50 | Jul 1, 2023 | Annual | 65,920.11 | 67,897.72 | 69,934.64 | 72,032.68 | 74,193.66 | 76,419.47 | 78,712.05 | 81,073.42 | 83,505.62 | | | | |
| GIS Technician II | M50 | Jul 1, 2024 | Annual | 67,897.71 | 69,934.65 | 72,032.69 | 74,193.67 | 76,419.48 | 78,712.06 | 81,073.42 | 83,505.63 | 86,010.79 | | | | |
| Hazmat Coordinator | M55 | Jul 1, 2021 | Annual | 64,275.19 | 67,529.12 | 69,217.34 | 70,947.78 | 72,721.47 | 74,539.51 | 76,403.00 | 78,313.07 | 80,270.90 | 82,277.67 | 84,334.61 | 86,756.44 | 88,925.38 |
| Hazmat Coordinator | M55 | Jul 1, 2022 | Annual | 72,304.48 | 74,473.61 | 76,707.82 | 79,009.05 | 81,379.33 | 83,820.71 | 86,335.33 | 88,925.39 | 91,593.15 | | | | |
| Hazmat Coordinator | M55 | Jul 1, 2023 | Annual | 74,473.61 | 76,707.82 | 79,009.05 | 81,379.33 | 83,820.71 | 86,335.33 | 88,925.39 | 91,593.15 | 94,340.95 | | | | |
| Hazmat Coordinator | M55 | Jul 1, 2024 | Annual | 76,707.82 | 79,009.05 | 81,379.32 | 83,820.70 | 86,335.32 | 88,925.38 | 91,593.14 | 94,340.94 | 97,171.17 | | | | |
| Human Resources Director | E07 | Jul 1, 2021 | Annual | 150,000.00 | 150,000.00 | | | | | | | | | | | |
| Human Resources Director | E07 | Jul 1, 2022 | Annual | 150,000.00 | 150,000.00 | | | | | | | | | | | |
| Human Resources Director | E07 | Jul 1, 2023 | Annual | 150,000.00 | 161,250.00 | | | | | | | | | | | |
| Human Resources Director | E07 | Jul 1, 2024 | Annual | 150,000.00 | 177,375.00 | | | | | | | | | | | |
| Human Resources Technician I | W52 | Jul 1, 2021 | Annual | 59,735.65 | 62,722.43 | 64,290.49 | 65,897.76 | 67,545.20 | 69,233.83 | 70,964.68 | 72,738.79 | 74,557.26 | 76,421.20 | 78,331.73 | 80,631.93 | 82,647.73 |
| Human Resources Technician I | W52 | Jul 1, 2022 | Annual | 67,200.16 | 69,216.17 | 71,292.65 | 73,431.43 | 75,634.38 | 77,903.41 | 80,240.51 | 82,647.73 | 85,127.16 | | | | |
| Human Resources Technician I | W52 | Jul 1, 2023 | Annual | 69,216.17 | 71,292.65 | 73,431.43 | 75,634.38 | 77,903.41 | 80,240.51 | 82,647.73 | 85,127.16 | 87,680.97 | | | | |
| Human Resources Technician I | W52 | Jul 1, 2024 | Annual | 71,292.65 | 73,431.43 | 75,634.38 | 77,903.41 | 80,240.51 | 82,647.73 | 85,127.16 | 87,680.97 | 90,311.40 | | | | |
| Human Resources Technician II | W56 | Jul 1, 2004 | Annual | 78,603.08 | 80,961.17 | 83,390.01 | 85,891.71 | 88,468.46 | 91,122.52 | 93,856.19 | 96,671.88 | 99,572.03 | | | | |
| Human Resources Technician II | W56 | Jul 1, 2021 | Annual | 65,866.18 | 69,200.66 | 70,930.67 | 72,703.94 | 74,521.54 | 76,384.58 | 78,294.19 | 80,251.55 | 82,257.83 | 84,314.28 | 86,422.14 | 88,900.03 | 91,122.51 |
| Human Resources Technician II | W56 | Jul 1, 2022 | Annual | 74,090.95 | 76,313.67 | 78,603.08 | 80,961.17 | 83,390.01 | 85,891.71 | 88,468.46 | 91,122.51 | 93,856.20 | | | | |
| Human Resources Technician II | W56 | Jul 1, 2023 | Annual | 76,313.68 | 78,603.08 | 80,961.17 | 83,390.01 | 85,891.71 | 88,468.46 | 91,122.52 | 93,856.19 | 96,671.88 | | | | |
| Information Services Manager | T98 | Jan 1, 2021 | Annual | 111,533.38 | 117,179.76 | 120,109.25 | 123,111.98 | 126,189.78 | 129,344.53 | 132,578.14 | 135,892.59 | 139,289.91 | 142,772.16 | | | |
| Information Services Manager | T98 | Jan 1, 2022 | Annual | 114,042.88 | 119,816.30 | 122,811.71 | 125,882.00 | 129,029.05 | 132,254.78 | 135,561.15 | 138,950.18 | 142,423.93 | 145,984.53 | | | |
| Information Services Manager | T98 | Jan 1, 2023 | Annual | 118,698.78 | 122,259.75 | 125,927.54 | 129,705.36 | 133,596.53 | 137,604.42 | 141,732.55 | 145,984.53 | 150,364.07 | | | | |
| Information Services Manager | T98 | Jan 1, 2024 | Annual | 122,259.74 | 125,927.54 | 129,705.37 | 133,596.52 | 137,604.43 | 141,732.55 | 145,984.53 | 150,364.07 | 154,874.99 | | | | |
| Information Systems Analyst | M60 | Jul 1, 2021 | Annual | 72,611.91 | 76,287.89 | 78,195.09 | 80,149.97 | 82,153.72 | 84,207.56 | 86,312.75 | 88,470.57 | 90,682.33 | 92,949.39 | 95,273.12 | 98,016.15 | 100,466.56 |
| Information Systems Analyst | M60 | Jul 1, 2022 | Annual | 81,688.51 | 84,139.17 | 86,663.33 | 89,263.24 | 91,941.14 | 94,699.37 | 97,540.35 | 100,466.56 | 103,480.56 | | | | |
| Information Systems Analyst | M60 | Jul 1, 2023 | Annual | 84,139.16 | 86,663.34 | 89,263.23 | 91,941.14 | 94,699.37 | 97,540.36 | 100,466.56 | 103,480.56 | 106,584.97 | | | | |
| Information Systems Analyst | M60 | Jul 1, 2024 | Annual | 86,663.34 | 89,263.24 | 91,941.14 | 94,699.37 | 97,540.35 | 100,466.56 | 103,480.56 | 106,584.97 | 109,782.52 | | | | |
| Information Systems Technician | M55 | Jul 1, 2021 | Annual | 64,275.19 | 67,529.12 | 69,217.34 | 70,947.78 | 72,721.47 | 74,539.51 | 76,403.00 | 78,313.07 | 80,270.90 | 82,277.67 | 84,334.61 | 86,756.44 | 88,925.38 |
| Information Systems Technician | M55 | Jul 1, 2022 | Annual | 72,304.48 | 74,473.61 | 76,707.82 | 79,009.05 | 81,379.33 | 83,820.71 | 86,335.33 | 88,925.39 | 91,593.15 | | | | |
| Information Systems Technician | M55 | Jul 1, 2023 | Annual | 74,473.61 | 76,707.82 | 79,009.05 | 81,379.33 | 83,820.71 | 86,335.33 | 88,925.39 | 91,593.15 | 94,340.95 | | | | |
| Information Systems Technician | M55 | Jul 1, 2024 | Annual | 76,707.82 | 79,009.05 | 81,379.32 | 83,820.70 | 86,335.32 | 88,925.38 | 91,593.14 | 94,340.94 | 97,171.17 | | | | |
| Inventory Clerk | M37 | Jul 1, 2021 | Annual | 41,407.65 | 43,503.91 | 44,591.51 | 45,706.30 | 46,848.95 | 48,020.18 | 49,220.68 | 50,451.20 | 51,712.48 | 53,005.29 | 54,330.42 | 55,921.69 | 57,319.73 |
| Inventory Clerk | M37 | Jul 1, 2022 | Annual | 46,606.19 | 48,004.38 | 49,444.50 | 50,927.85 | 52,455.68 | 54,029.35 | 55,650.23 | 57,319.74 | 59,039.32 | | | | |
| Inventory Clerk | M37 | Jul 1, 2023 | Annual | 48,004.38 | 49,444.51 | 50,927.84 | 52,455.68 | 54,029.35 | 55,650.23 | 57,319.74 | 59,039.33 | 60,810.50 | | | | |
| Inventory Clerk | M37 | Jul 1, 2024 | Annual | 49,444.50 | 50,927.84 | 52,455.67 | 54,029.34 | 55,650.22 | 57,319.73 | 59,039.32 | 60,810.50 | 62,634.81 | | | | |
| Irrigation Systems Coordinator | M55 | Jul 1, 2021 | Annual | 64,275.19 | 67,529.12 | 69,217.34 | 70,947.78 | 72,721.47 | 74,539.51 | 76,403.00 | 78,313.07 | 80,270.90 | 82,277.67 | 84,334.61 | 86,756.44 | 88,925.38 |
| Irrigation Systems Coordinator | M55 | Jul 1, 2022 | Annual | 72,304.48 | 74,473.61 | 76,707.82 | 79,009.05 | 81,379.33 | 83,820.71 | 86,335.33 | 88,925.39 | 91,593.15 | | | | |
| Irrigation Systems Coordinator | M55 | Jul 1, 2023 | Annual | 74,473.61 | 76,707.82 | 79,009.05 | 81,379.33 | 83,820.71 | 86,335.33 | 88,925.39 | 91,593.15 | 94,340.95 | | | | |
| Irrigation Systems Coordinator | M55 | Jul 1, 2024 | Annual | 76,707.82 | 79,009.05 | 81,379.32 | 83,820.70 | 86,335.32 | 88,925.38 | 91,593.14 | 94,340.94 | 97,171.17 | | | | |
| L&L District Manager | T94 | Jan 1, 2021 | Annual | 101,043.74 | 106,159.08 | 108,813.05 | 111,533.38 | 114,321.72 | 117,179.76 | 120,109.25 | 123,111.98 | 126,189.78 | 129,344.53 | | | |
| L&L District Manager | T94 | Jan 1, 2022 | Annual | 103,317.23 | 108,547.66 | 111,261.35 | 114,042.88 | 116,893.95 | 119,816.30 | 122,811.71 | 125,882.00 | 129,029.05 | 132,254.78 | | | |
| L&L District Manager | T94 | Jan 1, 2023 | Annual | 107,535.24 | 110,761.30 | 114,084.13 | 117,506.66 | 121,031.86 | 124,662.81 | 128,402.70 | 132,254.78 | 136,222.42 | | | | |
| L&L District Manager | T94 | Jan 1, 2024 | Annual | 110,761.30 | 114,084.14 | 117,506.65 | 121,031.86 | 124,662.82 | 128,402.69 | 132,254.78 | 136,222.42 | 140,309.09 | | | | |

**CITY OF FOLSOM**
**POSITION CONTROL LISTING**
**SALARY SCHEDULE AS OF JULY 1, 2024**

| Job Title | Range | Effective Date | Time Base | Step 01 | Step 02 | Step 03 | Step 04 | Step 05 | Step 06 | Step 07 | Step 08 | Step 09 | Step 10 | Step 11 | Step 12 | Step 13 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Lead Plant Mechanic | M51 | Jul 1, 2021 | Annual | 58,314.33 | 61,266.50 | 62,798.16 | 64,368.11 | 65,977.32 | 67,626.75 | 69,317.42 | 71,050.35 | 72,826.61 | 74,647.28 | 76,513.46 | 78,700.30 | 80,667.81 |
| Lead Plant Mechanic | M52 | Jul 1, 2022 | Annual | 68,869.82 | 70,935.92 | 73,064.00 | 75,255.92 | 77,513.59 | 79,839.00 | 82,234.18 | 84,701.20 | 87,242.24 | | | | |
| Lead Plant Mechanic | M52 | Jul 1, 2023 | Annual | 70,935.92 | 73,064.00 | 75,255.92 | 77,513.60 | 79,839.00 | 82,234.17 | 84,701.20 | 87,242.23 | 89,859.50 | | | | |
| Lead Plant Mechanic | M52 | Jul 1, 2024 | Annual | 73,064.00 | 75,255.92 | 77,513.60 | 79,839.01 | 82,234.18 | 84,701.20 | 87,242.24 | 89,859.51 | 92,555.29 | | | | |
| Lead Senior Librarian | M56 | Jul 1, 2021 | Annual | 65,866.18 | 69,200.66 | 70,930.67 | 72,703.94 | 74,521.54 | 76,384.58 | 78,294.19 | 80,251.55 | 82,257.83 | 84,314.28 | 86,422.14 | 88,900.03 | 91,122.51 |
| Lead Senior Librarian | M56 | Jul 1, 2022 | Annual | 74,090.95 | 76,313.67 | 78,603.08 | 80,961.17 | 83,390.01 | 85,891.71 | 88,468.46 | 91,122.51 | 93,856.20 | | | | |
| Lead Senior Librarian | M56 | Jul 1, 2023 | Annual | 76,313.68 | 78,603.08 | 80,961.17 | 83,390.01 | 85,891.71 | 88,468.46 | 91,122.52 | 93,856.19 | 96,671.88 | | | | |
| Lead Senior Librarian | M56 | Jul 1, 2024 | Annual | 78,603.08 | 80,961.17 | 83,390.01 | 85,891.71 | 88,468.46 | 91,122.51 | 93,856.19 | 96,671.87 | 99,572.03 | | | | |
| Lead Senior Mechanic (Combined Shifts) | M56 | Jul 1, 2021 | Annual | 65,866.18 | 69,200.66 | 70,930.67 | 72,703.94 | 74,521.54 | 76,384.58 | 78,294.19 | 80,251.55 | 82,257.83 | 84,314.28 | 86,422.14 | 88,900.03 | 91,122.51 |
| Lead Senior Mechanic (Combined Shifts) | M59 | Jul 1, 2022 | Annual | 77,795.50 | 80,129.35 | 82,533.23 | 85,009.23 | 87,559.51 | 90,186.30 | 92,891.88 | 95,678.64 | 98,549.01 | | | | |
| Lead Senior Mechanic (Combined Shifts) | M59 | Jul 1, 2023 | Annual | 80,129.36 | 82,533.23 | 85,009.23 | 87,559.51 | 90,186.29 | 92,891.88 | 95,678.64 | 98,549.00 | 101,505.48 | | | | |
| Lead Senior Mechanic (Combined Shifts) | M59 | Jul 1, 2024 | Annual | 82,533.24 | 85,009.23 | 87,559.51 | 90,186.30 | 92,891.88 | 95,678.64 | 98,549.00 | 101,505.47 | 104,550.63 | | | | |
| Lead Senior Zookeeper | M56 | Jul 1, 2021 | Annual | 65,866.18 | 69,200.66 | 70,930.67 | 72,703.94 | 74,521.54 | 76,384.58 | 78,294.19 | 80,251.55 | 82,257.83 | 84,314.28 | 86,422.14 | 88,900.03 | 91,122.51 |
| Lead Senior Zookeeper | M56 | Jul 1, 2022 | Annual | 74,090.95 | 76,313.67 | 78,603.08 | 80,961.17 | 83,390.01 | 85,891.71 | 88,468.46 | 91,122.51 | 93,856.20 | | | | |
| Lead Senior Zookeeper | M56 | Jul 1, 2023 | Annual | 76,313.68 | 78,603.08 | 80,961.17 | 83,390.01 | 85,891.71 | 88,468.46 | 91,122.52 | 93,856.19 | 96,671.88 | | | | |
| Lead Senior Zookeeper | M56 | Jul 1, 2024 | Annual | 78,603.08 | 80,961.17 | 83,390.01 | 85,891.71 | 88,468.46 | 91,122.51 | 93,856.19 | 96,671.87 | 99,572.03 | | | | |
| Legal Analyst | E12 | Jul 1, 2021 | Annual | 65,000.00 | 75,870.00 | | | | | | | | | | | |
| Legal Analyst | E12 | Jul 1, 2022 | Annual | 65,000.00 | 79,664.00 | | | | | | | | | | | |
| Legal Analyst | E12 | Jul 1, 2023 | Annual | 65,000.00 | 84,444.00 | | | | | | | | | | | |
| Legal Analyst | E12 | Jul 1, 2024 | Annual | 65,000.00 | 92,888.00 | | | | | | | | | | | |
| Legal Secretary | E14 | Jul 1, 2021 | Annual | 65,000.00 | 74,825.00 | | | | | | | | | | | |
| Legal Secretary | E14 | Jul 1, 2022 | Annual | 65,000.00 | 78,566.00 | | | | | | | | | | | |
| Legal Secretary | E14 | Jul 1, 2023 | Annual | 65,000.00 | 83,280.00 | | | | | | | | | | | |
| Legal Secretary | E14 | Jul 1, 2024 | Annual | 65,000.00 | 91,608.00 | | | | | | | | | | | |
| Librarian | M49 | Jul 1, 2021 | Annual | 55,535.46 | 58,346.95 | 59,805.62 | 61,300.76 | 62,833.28 | 64,404.11 | 66,014.21 | 67,664.57 | 69,356.18 | 71,090.09 | 72,867.34 | 74,954.91 | 76,828.80 |
| Librarian | M49 | Jul 1, 2022 | Annual | 62,468.84 | 64,342.91 | 66,273.20 | 68,261.40 | 70,309.23 | 72,418.51 | 74,591.07 | 76,828.80 | 79,133.66 | | | | |
| Librarian | M49 | Jul 1, 2023 | Annual | 64,342.91 | 66,273.19 | 68,261.39 | 70,309.24 | 72,418.51 | 74,591.06 | 76,828.80 | 79,133.67 | 81,507.67 | | | | |
| Librarian | M49 | Jul 1, 2024 | Annual | 66,273.20 | 68,261.39 | 70,309.23 | 72,418.51 | 74,591.07 | 76,828.80 | 79,133.66 | 81,507.67 | 83,952.90 | | | | |
| Library Assistant | M31 | Jul 1, 2021 | Annual | 35,764.97 | 37,575.57 | 38,514.96 | 39,477.83 | 40,464.78 | 41,476.40 | 42,513.31 | 43,576.14 | 44,665.54 | 45,782.18 | 46,926.73 | 48,289.61 | 49,496.84 |
| Library Assistant | M31 | Jul 1, 2022 | Annual | 40,245.47 | 41,452.82 | 42,696.41 | 43,977.30 | 45,296.63 | 46,655.53 | 48,055.19 | 49,496.85 | 50,981.76 | | | | |
| Library Assistant | M31 | Jul 1, 2023 | Annual | 41,452.83 | 42,696.41 | 43,977.31 | 45,296.62 | 46,655.53 | 48,055.19 | 49,496.84 | 50,981.75 | 52,511.21 | | | | |
| Library Assistant | M31 | Jul 1, 2024 | Annual | 42,696.41 | 43,977.30 | 45,296.62 | 46,655.52 | 48,055.19 | 49,496.84 | 50,981.75 | 52,511.20 | 54,086.54 | | | | |
| Library Director | 290 | Jul 1, 2021 | Annual | 120,000.00 | 120,000.00 | | | | | | | | | | | |
| Library Director | 290 | Jul 1, 2022 | Annual | 120,000.00 | 120,000.00 | | | | | | | | | | | |
| Library Director | 290 | Jul 1, 2023 | Annual | 120,000.00 | 127,200.00 | | | | | | | | | | | |
| Library Director | 290 | Jul 1, 2024 | Annual | 120,000.00 | 139,920.00 | | | | | | | | | | | |
| Library Supervisor | T86 | Jan 1, 2021 | Annual | 82,931.30 | 87,129.70 | 89,307.95 | 91,540.65 | 93,829.16 | 96,174.89 | 98,579.26 | 101,043.75 | 103,569.84 | 106,159.08 | 108,813.06 | 111,533.39 | |
| Library Supervisor | T86 | Jan 1, 2022 | Annual | 84,797.26 | 89,090.12 | 91,317.38 | 93,600.31 | 95,940.32 | 98,338.83 | 100,797.30 | 103,317.23 | 105,900.16 | 108,547.66 | 111,261.36 | 114,042.89 | |
| Library Supervisor | T86 | Jan 1, 2023 | Annual | 92,727.31 | 95,509.12 | 98,374.40 | 101,325.63 | 104,365.40 | 107,496.36 | 110,721.25 | 114,042.89 | 117,464.18 | | | | |
| Library Supervisor | T86 | Jan 1, 2024 | Annual | 95,509.12 | 98,374.40 | 101,325.63 | 104,365.40 | 107,496.36 | 110,721.25 | 114,042.89 | 117,464.18 | 120,988.10 | | | | |
| Library Technician | M41 | Jul 1, 2021 | Annual | 45,671.44 | 47,983.55 | 49,183.14 | 50,412.72 | 51,673.04 | 52,964.86 | 54,288.99 | 55,646.21 | 57,037.37 | 58,463.30 | 59,924.88 | 61,671.55 | 63,211.14 |
| Library Technician | M41 | Jul 1, 2022 | Annual | 51,396.44 | 52,938.34 | 54,526.49 | 56,162.28 | 57,847.16 | 59,582.56 | 61,370.05 | 63,211.15 | 65,107.48 | | | | |
| Library Technician | M41 | Jul 1, 2023 | Annual | 52,938.34 | 54,526.49 | 56,162.28 | 57,847.15 | 59,582.57 | 61,370.04 | 63,211.15 | 65,107.49 | 67,060.71 | | | | |
| Library Technician | M41 | Jul 1, 2024 | Annual | 54,526.49 | 56,162.28 | 57,847.15 | 59,582.56 | 61,370.04 | 63,211.14 | 65,107.48 | 67,060.70 | 69,072.52 | | | | |
| Maintenance Specialist | M46 | Jul 1, 2022 | Annual | 65,592.28 | 67,560.05 | 69,586.86 | 71,674.47 | 73,824.69 | 76,039.43 | 78,320.62 | 80,670.24 | 83,090.35 | | | | |
| Maintenance Specialist | M46 | Jul 1, 2023 | Annual | 67,560.05 | 69,586.85 | 71,674.46 | 73,824.70 | 76,039.43 | 78,320.62 | 80,670.24 | 83,090.35 | 85,583.06 | | | | |
| Maintenance Specialist | M46 | Jul 1, 2024 | Annual | 69,586.85 | 71,674.46 | 73,824.70 | 76,039.44 | 78,320.62 | 80,670.23 | 83,090.34 | 85,583.06 | 88,150.55 | | | | |
| Maintenance Specialist | M49 | Jul 1, 2021 | Annual | 55,535.46 | 58,346.95 | 59,805.62 | 61,300.76 | 62,833.28 | 64,404.11 | 66,014.21 | 67,664.57 | 69,356.18 | 71,090.09 | 72,867.34 | 74,954.91 | 76,828.80 |
| Maintenance Supervisor | T86 | Jan 1, 2021 | Annual | 82,931.30 | 87,129.70 | 89,307.95 | 91,540.65 | 93,829.16 | 96,174.89 | 98,579.26 | 101,043.75 | 103,569.84 | 106,159.08 | 108,813.06 | 111,533.39 | |
| Maintenance Supervisor | T86 | Jan 1, 2022 | Annual | 84,797.26 | 89,090.12 | 91,317.38 | 93,600.31 | 95,940.32 | 98,338.83 | 100,797.30 | 103,317.23 | 105,900.16 | 108,547.66 | 111,261.36 | 114,042.89 | |
| Maintenance Supervisor | T91 | Jan 1, 2023 | Annual | 97,363.67 | 100,284.58 | 103,293.12 | 106,391.91 | 109,583.67 | 112,871.18 | 116,257.31 | 119,745.03 | 123,337.39 | | | | |
| Maintenance Supervisor | T91 | Jan 1, 2024 | Annual | 100,284.58 | 103,293.12 | 106,391.91 | 109,583.67 | 112,871.18 | 116,257.31 | 119,745.03 | 123,337.39 | 127,037.51 | | | | |
| Maintenance Worker I | M37 | Jul 1, 2021 | Annual | 41,407.65 | 43,503.91 | 44,591.51 | 45,706.30 | 46,848.95 | 48,020.18 | 49,220.68 | 50,451.20 | 51,712.48 | 53,005.29 | 54,330.42 | 55,921.69 | 57,319.73 |
| Maintenance Worker I | M38 | Jul 1, 2022 | Annual | 48,936.50 | 50,404.59 | 51,916.73 | 53,474.24 | 55,078.46 | 56,730.82 | 58,432.74 | 60,185.72 | 61,991.29 | | | | |
| Maintenance Worker I | M38 | Jul 1, 2023 | Annual | 50,404.60 | 51,916.73 | 53,474.23 | 55,078.46 | 56,730.81 | 58,432.74 | 60,185.72 | 61,991.30 | 63,851.03 | | | | |
| Maintenance Worker I | M38 | Jul 1, 2024 | Annual | 51,916.73 | 53,474.23 | 55,078.46 | 56,730.81 | 58,432.74 | 60,185.72 | 61,991.29 | 63,851.03 | 65,766.56 | | | | |
| Maintenance Worker II | M43 | Jul 1, 2021 | Annual | 47,962.41 | 50,390.51 | 51,650.27 | 52,941.53 | 54,265.07 | 55,621.70 | 57,012.24 | 58,437.54 | 59,898.48 | 61,395.94 | 62,930.84 | 64,755.16 | 66,374.07 |
| Maintenance Worker II | M44 | Jul 1, 2022 | Annual | 56,666.60 | 58,366.60 | 60,117.59 | 61,921.12 | 63,778.76 | 65,692.12 | 67,662.88 | 69,692.77 | 71,783.55 | | | | |
| Maintenance Worker II | M44 | Jul 1, 2023 | Annual | 58,366.60 | 60,117.60 | 61,921.12 | 63,778.75 | 65,692.12 | 67,662.88 | 69,692.77 | 71,783.55 | 73,937.05 | | | | |
| Maintenance Worker II | M44 | Jul 1, 2024 | Annual | 60,117.59 | 61,921.12 | 63,778.75 | 65,692.12 | 67,662.88 | 69,692.77 | 71,783.55 | 73,937.06 | 76,155.17 | | | | |

**CITY OF FOLSOM**
**POSITION CONTROL LISTING**
**SALARY SCHEDULE AS OF JULY 1, 2024**

| Job Title | Range | Effective Date | Time Base | Step 01 | Step 02 | Step 03 | Step 04 | Step 05 | Step 06 | Step 07 | Step 08 | Step 09 | Step 10 | Step 11 | Step 12 | Step 13 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Management Analyst | T84 | Jan 1, 2021 | Annual | 78,935.21 | 82,931.30 | 85,004.59 | 87,129.70 | 89,307.94 | 91,540.64 | 93,829.16 | 96,174.89 | 98,579.26 | 101,043.74 | 103,569.84 | 106,159.08 | |
| Management Analyst | T84 | Jan 1, 2022 | Annual | 80,711.25 | 84,797.26 | 86,917.19 | 89,090.12 | 91,317.37 | 93,600.31 | 95,940.32 | 98,338.82 | 100,797.29 | 103,317.23 | 105,900.16 | 108,547.66 | |
| Management Analyst | T84 | Jan 1, 2023 | Annual | 88,259.18 | 90,906.96 | 93,634.17 | 96,443.19 | 99,336.49 | 102,316.58 | 105,386.08 | 108,547.66 | 111,804.09 | | | | |
| Management Analyst | T84 | Jan 1, 2024 | Annual | 90,906.96 | 93,634.17 | 96,443.19 | 99,336.49 | 102,316.58 | 105,386.08 | 108,547.66 | 111,804.09 | 115,158.21 | | | | |
| Management Analyst (Confidential) | X84 | Jul 1, 2021 | Annual | 80,711.25 | 84,797.26 | 86,917.19 | 89,090.12 | 91,317.37 | 93,600.31 | 95,940.32 | 98,338.82 | 100,797.29 | 103,317.23 | 105,900.16 | 108,547.66 | 88,872.84 |
| Management Analyst (Confidential) | X84 | Jul 1, 2022 | Annual | 88,259.18 | 90,906.96 | 93,634.17 | 96,443.19 | 99,336.49 | 102,316.58 | 105,386.08 | 108,547.66 | 111,804.09 | | | | |
| Management Analyst (Confidential) | X84 | Jul 1, 2023 | Annual | 90,906.96 | 93,634.17 | 96,443.19 | 99,336.49 | 102,316.58 | 105,386.08 | 108,547.66 | 111,804.09 | 115,158.21 | | | | |
| Management Analyst (Confidential) | X84 | Jul 1, 2024 | Annual | 93,634.17 | 96,443.19 | 99,336.49 | 102,316.58 | 105,386.08 | 108,547.66 | 111,804.09 | 115,158.21 | 118,612.96 | | | | |
| Marketing and Graphics Coordinator | M50 | Jul 1, 2021 | Annual | 56,893.10 | 59,773.31 | 61,267.65 | 62,799.34 | 64,369.32 | 65,978.55 | 67,628.02 | 69,318.72 | 71,051.69 | 72,827.98 | 74,648.68 | 76,792.25 | 78,712.06 |
| Marketing and Graphics Coordinator | M50 | Jul 1, 2022 | Annual | 64,000.11 | 65,920.11 | 67,897.71 | 69,934.64 | 72,032.68 | 74,193.66 | 76,419.47 | 78,712.05 | 81,073.42 | | | | |
| Marketing and Graphics Coordinator | M50 | Jul 1, 2023 | Annual | 65,920.11 | 67,897.72 | 69,934.64 | 72,032.68 | 74,193.66 | 76,419.47 | 78,712.05 | 81,073.42 | 83,505.62 | | | | |
| Marketing and Graphics Coordinator | M50 | Jul 1, 2024 | Annual | 67,897.71 | 69,934.65 | 72,032.69 | 74,193.67 | 76,419.48 | 78,712.06 | 81,073.42 | 83,505.63 | 86,010.79 | | | | |
| Marketing and Graphics Coordinator (I/O) | M55 | Jul 1, 2021 | Annual | 64,275.19 | 67,529.12 | 69,217.34 | 70,947.78 | 72,721.47 | 74,539.51 | 76,403.00 | 78,313.07 | 80,270.90 | 82,277.67 | 84,334.61 | 86,756.44 | 88,925.38 |
| Marketing and Graphics Coordinator (I/O) | M55 | Jul 1, 2022 | Annual | 72,304.48 | 74,473.61 | 76,707.82 | 79,009.05 | 81,379.33 | 83,820.71 | 86,335.33 | 88,925.39 | 91,593.15 | | | | |
| Marketing and Graphics Coordinator (I/O) | M55 | Jul 1, 2023 | Annual | 74,473.61 | 76,707.82 | 79,009.05 | 81,379.33 | 83,820.71 | 86,335.33 | 88,925.39 | 91,593.15 | 94,340.95 | | | | |
| Marketing and Graphics Coordinator (I/O) | M55 | Jul 1, 2024 | Annual | 76,707.82 | 79,009.05 | 81,379.32 | 83,820.70 | 86,335.32 | 88,925.38 | 91,593.14 | 94,340.94 | 97,171.17 | | | | |
| Mayor | C01 | Jul 1, 2021 | Annual | 4,800.00 | 8,400.00 | | | | | | | | | | | |
| Mayor | C01 | Jul 1, 2022 | Annual | 4,800.00 | 8,400.00 | | | | | | | | | | | |
| Mayor | C01 | Jul 1, 2023 | Annual | 4,800.00 | 8,400.00 | | | | | | | | | | | |
| Mayor | C01 | Jul 1, 2024 | Annual | 4,800.00 | 8,400.00 | | | | | | | | | | | |
| Mechanic II | M46 | Jul 1, 2022 | Annual | 65,592.28 | 67,560.05 | 69,586.86 | 71,674.47 | 73,824.69 | 76,039.43 | 78,320.62 | 80,670.24 | 83,090.35 | | | | |
| Mechanic II | M46 | Jul 1, 2023 | Annual | 67,560.05 | 69,586.85 | 71,674.46 | 73,824.70 | 76,039.43 | 78,320.62 | 80,670.24 | 83,090.35 | 85,583.06 | | | | |
| Mechanic II | M46 | Jul 1, 2024 | Annual | 69,586.85 | 71,674.46 | 73,824.70 | 76,039.44 | 78,320.62 | 80,670.23 | 83,090.34 | 85,583.06 | 88,150.55 | | | | |
| Mechanic II | M49 | Jul 1, 2021 | Annual | 55,535.46 | 58,346.95 | 59,805.62 | 61,300.76 | 62,833.28 | 64,404.11 | 66,014.21 | 67,664.57 | 69,356.18 | 71,090.09 | 72,867.34 | 74,954.91 | 76,828.80 |
| Office Assistant | M31 | Jul 1, 2021 | Annual | 35,764.97 | 37,575.57 | 38,514.96 | 39,477.83 | 40,464.78 | 41,476.40 | 42,513.31 | 43,576.14 | 44,665.54 | 45,782.18 | 46,926.73 | 48,289.61 | 49,496.84 |
| Office Assistant | M31 | Jul 1, 2022 | Annual | 40,245.47 | 41,452.82 | 42,696.41 | 43,977.30 | 45,296.63 | 46,655.53 | 48,055.19 | 49,496.85 | 50,981.76 | | | | |
| Office Assistant | M31 | Jul 1, 2023 | Annual | 41,452.83 | 42,696.41 | 43,977.31 | 45,296.62 | 46,655.53 | 48,055.19 | 49,496.84 | 50,981.75 | 52,511.21 | | | | |
| Office Assistant | M31 | Jul 1, 2024 | Annual | 42,696.41 | 43,977.30 | 45,296.62 | 46,655.52 | 48,055.19 | 49,496.84 | 50,981.75 | 52,511.20 | 54,086.54 | | | | |
| Park Planner I | M50 | Jul 1, 2021 | Annual | 56,893.10 | 59,773.31 | 61,267.65 | 62,799.34 | 64,369.32 | 65,978.55 | 67,628.02 | 69,318.72 | 71,051.69 | 72,827.98 | 74,648.68 | 76,792.25 | 78,712.06 |
| Park Planner I | M50 | Jul 1, 2022 | Annual | 64,000.11 | 65,920.11 | 67,897.71 | 69,934.64 | 72,032.68 | 74,193.66 | 76,419.47 | 78,712.05 | 81,073.42 | | | | |
| Park Planner I | M50 | Jul 1, 2023 | Annual | 65,920.11 | 67,897.72 | 69,934.64 | 72,032.68 | 74,193.66 | 76,419.47 | 78,712.05 | 81,073.42 | 83,505.62 | | | | |
| Park Planner I | M50 | Jul 1, 2024 | Annual | 67,897.71 | 69,934.65 | 72,032.69 | 74,193.67 | 76,419.48 | 78,712.06 | 81,073.42 | 83,505.63 | 86,010.79 | | | | |
| Park Planner II | M58 | Jul 1, 2021 | Annual | 69,154.16 | 72,655.09 | 74,471.47 | 76,333.26 | 78,241.59 | 80,197.63 | 82,202.57 | 84,257.63 | 86,364.08 | 88,523.18 | 90,736.26 | 93,352.09 | 95,685.89 |
| Park Planner II | M58 | Jul 1, 2022 | Annual | 77,801.38 | 80,135.42 | 82,539.48 | 85,015.67 | 87,566.14 | 90,193.12 | 92,898.92 | 95,685.89 | 98,556.47 | | | | |
| Park Planner II | M58 | Jul 1, 2023 | Annual | 80,135.42 | 82,539.48 | 85,015.67 | 87,566.14 | 90,193.12 | 92,898.92 | 95,685.89 | 98,556.46 | 101,513.16 | | | | |
| Park Planner II | M58 | Jul 1, 2024 | Annual | 82,539.49 | 85,015.67 | 87,566.14 | 90,193.13 | 92,898.92 | 95,685.89 | 98,556.46 | 101,513.16 | 104,558.55 | | | | |
| Park Planning Manager | T94 | Jan 1, 2021 | Annual | 101,043.74 | 106,159.08 | 108,813.05 | 111,533.38 | 114,321.72 | 117,179.76 | 120,109.25 | 123,111.98 | 126,189.78 | 129,344.53 | | | |
| Park Planning Manager | T94 | Jan 1, 2022 | Annual | 103,317.23 | 108,547.66 | 111,261.35 | 114,042.88 | 116,893.95 | 119,816.30 | 122,811.71 | 125,882.00 | 129,029.05 | 132,254.78 | | | |
| Park Planning Manager | T94 | Jan 1, 2023 | Annual | 107,535.24 | 110,761.30 | 114,084.13 | 117,506.66 | 121,031.86 | 124,662.81 | 128,402.70 | 132,254.78 | 136,222.42 | | | | |
| Park Planning Manager | T94 | Jan 1, 2024 | Annual | 110,761.30 | 114,084.14 | 117,506.65 | 121,031.86 | 124,662.82 | 128,402.69 | 132,254.78 | 136,222.42 | 140,309.09 | | | | |
| Parks & Recreation Director | E06 | Jan 1, 2021 | Annual | 150,000.00 | 163,898.00 | | | | | | | | | | | |
| Parks & Recreation Director | E06 | Jan 1, 2022 | Annual | 150,000.00 | 170,454.00 | | | | | | | | | | | |
| Parks & Recreation Director | E06 | Jan 1, 2023 | Annual | 150,000.00 | 179,000.00 | | | | | | | | | | | |
| Parks & Recreation Director | E06 | Jan 1, 2024 | Annual | 150,000.00 | 196,900.00 | | | | | | | | | | | |
| Payroll Specialist | W53 | Jul 1, 2021 | Annual | 61,220.53 | 64,319.82 | 65,927.81 | 67,576.01 | 69,265.41 | 70,997.04 | 72,771.97 | 74,591.27 | 76,456.05 | 78,367.45 | 80,326.64 | 82,634.14 | 84,699.99 |
| Payroll Specialist | W53 | Jul 1, 2022 | Annual | 68,868.85 | 70,934.92 | 73,062.96 | 75,254.85 | 77,512.50 | 79,837.86 | 82,233.01 | 84,700.00 | 87,241.00 | | | | |
| Payroll Specialist | W53 | Jul 1, 2023 | Annual | 70,934.91 | 73,062.96 | 75,254.85 | 77,512.49 | 79,837.87 | 82,233.00 | 84,700.00 | 87,241.00 | 89,858.23 | | | | |
| Payroll Specialist | W53 | Jul 1, 2024 | Annual | 73,062.96 | 75,254.85 | 77,512.49 | 79,837.87 | 82,233.00 | 84,700.00 | 87,241.00 | 89,858.23 | 92,553.97 | | | | |
| Payroll Technician | W46 | Jul 1, 2021 | Annual | 51,589.84 | 54,201.58 | 55,556.62 | 56,945.53 | 58,369.17 | 59,828.40 | 61,324.11 | 62,857.21 | 64,428.64 | 66,039.36 | 67,690.34 | 69,654.82 | 71,396.19 |
| Payroll Technician | W46 | Jul 1, 2022 | Annual | 58,051.64 | 59,793.19 | 61,586.98 | 63,434.59 | 65,337.63 | 67,297.76 | 69,316.69 | 71,396.19 | 73,538.08 | | | | |
| Payroll Technician | W46 | Jul 1, 2023 | Annual | 59,793.19 | 61,586.98 | 63,434.59 | 65,337.63 | 67,297.76 | 69,316.69 | 71,396.19 | 73,538.08 | 75,744.22 | | | | |
| Payroll Technician | W46 | Jul 1, 2024 | Annual | 61,586.98 | 63,434.59 | 65,337.63 | 67,297.76 | 69,316.69 | 71,396.19 | 73,538.08 | 75,744.22 | 78,016.55 | | | | |
| Plan Check Engineer | T89 | Jan 1, 2021 | Annual | 89,307.94 | 93,829.16 | 96,174.88 | 98,579.26 | 101,043.74 | 103,569.83 | 106,159.08 | 108,813.05 | 111,533.38 | 114,321.72 | | | |
| Plan Check Engineer | T89 | Jan 1, 2022 | Annual | 91,317.37 | 95,940.31 | 98,338.82 | 100,797.29 | 103,317.22 | 105,900.15 | 108,547.66 | 111,261.35 | 114,042.88 | 116,893.95 | | | |
| Plan Check Engineer | T89 | Jan 1, 2023 | Annual | 95,045.48 | 97,896.85 | 100,833.75 | 103,858.76 | 106,974.53 | 110,183.76 | 113,489.28 | 116,893.95 | 120,400.77 | | | | |
| Plan Check Engineer | T89 | Jan 1, 2024 | Annual | 97,896.84 | 100,833.76 | 103,858.76 | 106,974.52 | 110,183.77 | 113,489.27 | 116,893.96 | 120,400.77 | 124,012.79 | | | | |
| Planning Manager | T14 | Jan 1, 2021 | Annual | 129,344.53 | 132,578.14 | 135,892.59 | 139,289.91 | 142,772.16 | 146,341.46 | 150,000.00 | 153,750.00 | | | | | |
| Planning Manager | T14 | Jan 1, 2022 | Annual | 132,254.78 | 135,561.15 | 138,950.18 | 142,423.93 | 145,984.53 | 149,634.14 | 153,375.00 | 157,209.37 | | | | | |
| Planning Manager | T14 | Jan 1, 2023 | Annual | 139,678.49 | 143,868.85 | 148,184.91 | 152,630.46 | 157,209.37 | 161,925.65 | | | | | | | |
| Planning Manager | T14 | Jan 1, 2024 | Annual | 143,868.84 | 148,184.92 | 152,630.46 | 157,209.37 | 161,925.65 | 166,783.42 | | | | | | | |

**CITY OF FOLSOM**
**POSITION CONTROL LISTING**
**SALARY SCHEDULE AS OF JULY 1, 2024**

| Job Title | Range | Effective Date | Time Base | Step 01 | Step 02 | Step 03 | Step 04 | Step 05 | Step 06 | Step 07 | Step 08 | Step 09 | Step 10 | Step 11 | Step 12 | Step 13 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Planning Technician I | M41 | Jul 1, 2021 | Annual | 45,671.44 | 47,983.55 | 49,183.14 | 50,412.72 | 51,673.04 | 52,964.86 | 54,288.99 | 55,646.21 | 57,037.37 | 58,463.30 | 59,924.88 | 61,671.55 | 63,211.14 |
| Planning Technician I | M41 | Jul 1, 2022 | Annual | 51,396.44 | 52,938.34 | 54,526.49 | 56,162.28 | 57,847.16 | 59,582.56 | 61,370.05 | 63,211.15 | 65,107.48 | | | | |
| Planning Technician I | M41 | Jul 1, 2023 | Annual | 52,938.34 | 54,526.49 | 56,162.28 | 57,847.15 | 59,582.57 | 61,370.04 | 63,211.15 | 65,107.49 | 67,060.71 | | | | |
| Planning Technician I | M41 | Jul 1, 2024 | Annual | 54,526.49 | 56,162.28 | 57,847.15 | 59,582.56 | 61,370.04 | 63,211.14 | 65,107.48 | 67,060.70 | 69,072.52 | | | | |
| Planning Technician II | M45 | Jul 1, 2021 | Annual | 50,359.47 | 52,908.92 | 54,231.64 | 55,587.43 | 56,977.12 | 58,401.55 | 59,861.59 | 61,358.13 | 62,892.08 | 64,464.38 | 66,075.99 | 67,982.32 | 69,681.88 |
| Planning Technician II | M45 | Jul 1, 2022 | Annual | 56,657.75 | 58,357.48 | 60,108.20 | 61,911.45 | 63,768.79 | 65,681.85 | 67,652.32 | 69,681.88 | 71,772.34 | | | | |
| Planning Technician II | M45 | Jul 1, 2023 | Annual | 58,357.48 | 60,108.21 | 61,911.45 | 63,768.79 | 65,681.86 | 67,652.31 | 69,681.89 | 71,772.34 | 73,925.51 | | | | |
| Planning Technician II | M45 | Jul 1, 2024 | Annual | 60,108.20 | 61,911.45 | 63,768.79 | 65,681.85 | 67,652.31 | 69,681.88 | 71,772.33 | 73,925.50 | 76,143.27 | | | | |
| Police Comm Svcs Officer | 34P | Jan 1, 2021 | Annual | 51,879.09 | 54,473.05 | 55,834.88 | 57,230.74 | 58,661.51 | 60,128.05 | 61,631.25 | 63,172.04 | 64,751.33 | 66,370.12 | 68,029.37 | 69,730.10 | |
| Police Comm Svcs Officer | 34P | Jan 1, 2022 | Annual | 53,435.47 | 56,107.24 | 57,509.93 | 58,947.66 | 60,421.36 | 61,931.89 | 63,480.19 | 65,067.20 | 66,693.87 | 68,361.22 | 70,070.25 | 71,822.01 | |
| Police Comm Svcs Officer | 34P | Jan 1, 2023 | Annual | 55,038.53 | 57,790.46 | 59,235.22 | 60,716.09 | 62,234.00 | 63,789.85 | 65,384.60 | 67,019.22 | 68,694.69 | 70,412.06 | 72,172.36 | 73,976.67 | |
| Police Comm Svcs Officer | 34P | Jan 1, 2024 | Annual | 56,689.69 | 59,524.17 | 61,012.28 | 62,537.58 | 64,101.02 | 65,703.54 | 67,346.13 | 69,029.79 | 70,755.53 | 72,524.42 | 74,337.53 | 76,195.97 | |
| Police Commander | 91O | Jan 1, 2021 | Annual | 161,139.61 | 165,168.10 | 169,297.30 | 173,529.73 | 177,867.98 | 182,209.87 | 186,872.54 | | | | | | |
| Police Commander | 91O | Jan 1, 2022 | Annual | 166,779.50 | 170,948.98 | 175,222.71 | 179,603.27 | 184,093.36 | 188,587.22 | 193,413.08 | | | | | | |
| Police Commander | 91O | Feb 16, 2023 | Annual | 170,455.00 | 178,978.00 | 187,926.00 | 197,323.00 | 207,189.00 | | | | | | | | |
| Police Commander | 91O | Jan 1, 2024 | Annual | 175,568.65 | 184,347.34 | 193,563.78 | 203,242.69 | 213,404.67 | | | | | | | | |
| Police Corporal - A | 48P | Jan 1, 2021 | Annual | 78,340.58 | 82,306.44 | 86,472.49 | 90,850.25 | 95,449.15 | 100,280.72 | 102,113.78 | 104,666.86 | | | | | |
| Police Corporal - A | 48P | Jan 1, 2022 | Annual | 81,082.50 | 85,187.17 | 89,498.56 | 94,030.01 | 98,789.87 | 103,790.54 | 105,687.76 | 108,330.20 | | | | | |
| Police Corporal - A | 48P | Jan 1, 2023 | Annual | 83,514.98 | 87,742.79 | 92,183.52 | 96,850.91 | 101,753.57 | 106,904.26 | 108,858.39 | 111,580.11 | | | | | |
| Police Corporal - A | 48P | Jan 1, 2024 | Annual | 86,020.42 | 90,375.07 | 94,949.02 | 99,756.44 | 104,806.17 | 110,111.38 | 112,124.14 | 114,927.51 | | | | | |
| Police Corporal - B | 48P | Jan 1, 2021 | Annual | 86,472.49 | 88,634.65 | 90,904.75 | 93,176.95 | 95,449.15 | 97,835.59 | 100,280.72 | 102,113.78 | 104,666.86 | | | | |
| Police Corporal - B | 48P | Jan 1, 2022 | Annual | 85,516.86 | 88,082.36 | 90,724.84 | 93,446.58 | 96,249.98 | 99,137.48 | 102,111.60 | 105,174.95 | 108,330.20 | | | | |
| Police Corporal - B | 48P | Jan 1, 2023 | Annual | 88,082.37 | 90,724.83 | 93,446.59 | 96,249.98 | 99,137.48 | 102,111.60 | 105,174.95 | 108,330.20 | 111,580.11 | | | | |
| Police Corporal - B | 48P | Jan 1, 2024 | Annual | 90,724.84 | 93,446.58 | 96,249.98 | 99,137.48 | 102,111.60 | 105,174.95 | 108,330.20 | 111,580.10 | 114,927.51 | | | | |
| Police Lieutenant | 89A | Jan 1, 2021 | Annual | 138,950.21 | 142,423.97 | 145,984.57 | 149,634.19 | 153,375.04 | 157,209.42 | 161,139.65 | 165,168.14 | | | | | |
| Police Lieutenant | 89A | Jan 1, 2022 | Annual | 143,813.47 | 147,408.81 | 151,094.03 | 154,871.34 | 158,743.17 | 162,711.75 | 166,779.54 | 170,949.02 | | | | | |
| Police Lieutenant | 89A | Feb 1, 2023 | Annual | 149,643.00 | 153,480.00 | 157,415.00 | 161,452.00 | 165,592.00 | 169,838.00 | 174,192.00 | 178,659.00 | | | | | |
| Police Lieutenant | 89A | Feb 16, 2023 | Annual | 151,393.00 | 158,962.00 | 166,910.00 | 175,256.00 | 184,019.00 | | | | | | | | |
| Police Lieutenant | 89A | Jan 1, 2024 | Annual | 155,934.79 | 163,730.86 | 171,917.30 | 180,513.68 | 189,539.57 | | | | | | | | |
| Police Officer | 44P | Jan 1, 2021 | Annual | 74,303.44 | 76,160.61 | 78,064.94 | 80,016.43 | 82,017.18 | 84,067.19 | 86,168.55 | 88,323.37 | 90,531.64 | 92,794.41 | 95,503.65 | 97,891.13 | |
| Police Officer | 44P | Jan 1, 2022 | Annual | 79,980.83 | 82,380.26 | 84,851.66 | 87,397.21 | 90,019.13 | 92,719.70 | 95,501.29 | 98,366.33 | 101,317.32 | | | | |
| Police Officer | 44P | Jan 1, 2023 | Annual | 82,380.25 | 84,851.67 | 87,397.21 | 90,019.13 | 92,719.70 | 95,501.29 | 98,366.33 | 101,317.32 | 104,356.84 | | | | |
| Police Officer | 44P | Jan 1, 2024 | Annual | 84,851.66 | 87,397.22 | 90,019.13 | 92,719.70 | 95,501.30 | 98,366.33 | 101,317.32 | 104,356.84 | 107,487.54 | | | | |
| Police Officer Recruit | 42P | Jan 1, 2021 | Annual | 61,644.11 | | | | | | | | | | | | |
| Police Officer Recruit | 42P | Jan 1, 2022 | Annual | 63,493.44 | | | | | | | | | | | | |
| Police Officer Recruit | 42P | Jul 1, 2022 | Annual | 58,858.42 | | | | | | | | | | | | |
| Police Officer Recruit | 42P | Jul 1, 2023 | Annual | 60,624.17 | | | | | | | | | | | | |
| Police Pre-Service Officer | 41P | Jan 1, 2021 | Annual | 68,124.06 | | | | | | | | | | | | |
| Police Pre-Service Officer | 41P | Jan 1, 2022 | Annual | 70,508.40 | | | | | | | | | | | | |
| Police Pre-Service Officer | 41P | Jan 1, 2023 | Annual | 72,623.65 | | | | | | | | | | | | |
| Police Pre-Service Officer | 41P | Jan 1, 2024 | Annual | 74,802.36 | | | | | | | | | | | | |
| Police Records Clerk - A | 33P | Jan 1, 2021 | Annual | 45,652.70 | 47,940.86 | 50,321.34 | 52,849.36 | 55,488.23 | 58,262.65 | 59,719.22 | | | | | | |
| Police Records Clerk - A | 33P | Jan 1, 2022 | Annual | 47,022.28 | 49,379.09 | 51,830.98 | 54,434.84 | 57,152.88 | 60,010.53 | 61,510.80 | | | | | | |
| Police Records Clerk - A | 33P | Jan 1, 2023 | Annual | 48,432.95 | 50,860.46 | 53,385.91 | 56,067.88 | 58,867.47 | 61,810.85 | 63,356.12 | | | | | | |
| Police Records Clerk - A | 33P | Jan 1, 2024 | Annual | 49,885.94 | 52,386.28 | 54,987.48 | 57,749.92 | 60,633.49 | 63,665.17 | 65,256.80 | | | | | | |
| Police Records Clerk - B | 33P | Jan 1, 2021 | Annual | 45,325.85 | 46,459.01 | 47,620.48 | 48,810.99 | 50,031.25 | 51,282.03 | 52,564.09 | 53,878.19 | 55,225.14 | 56,605.78 | 58,020.92 | 58,262.65 | 59,719.22 |
| Police Records Clerk - B | 33P | Jan 1, 2022 | Annual | 46,685.63 | 47,852.78 | 49,049.09 | 50,275.31 | 51,532.19 | 52,820.49 | 54,141.01 | 55,494.53 | 56,881.89 | 58,303.96 | 59,761.55 | 60,010.53 | 61,510.80 |
| Police Records Clerk - B | 33P | Jan 1, 2023 | Annual | 48,086.20 | 49,288.36 | 50,520.57 | 51,783.57 | 53,078.16 | 54,405.11 | 55,765.24 | 57,159.37 | 58,588.35 | 60,053.07 | 61,554.39 | 61,810.85 | 63,356.12 |
| Police Records Clerk - B | 33P | Jan 1, 2024 | Annual | 49,528.78 | 50,767.01 | 52,036.18 | 53,337.08 | 54,670.50 | 56,037.26 | 57,438.20 | 58,874.15 | 60,346.00 | 61,854.67 | 63,401.02 | 63,665.17 | 65,256.80 |
| Police Records Clerk, Perm Part Time | 33P | Jan 1, 2021 | Annual | | | | | | | | | | | | | |
| Police Records Clerk, Perm Part Time | 33P | Jan 1, 2022 | Annual | | | | | | | | | | | | | |
| Police Records Clerk, Perm Part Time | 33P | Jan 1, 2023 | Annual | | | | | | | | | | | | | |
| Police Records Clerk, Perm Part Time | 33P | Jan 1, 2024 | Annual | | | | | | | | | | | | | |
| Police Records Supervisor - A | 51P | Jan 1, 2021 | Annual | 56,397.78 | 59,208.46 | 62,162.70 | 65,281.11 | 68,543.15 | 71,970.31 | 73,769.57 | | | | | | |
| Police Records Supervisor - A | 51P | Jan 1, 2022 | Annual | 58,089.72 | 60,984.71 | 64,027.59 | 67,239.54 | 70,599.45 | 74,129.41 | 75,982.65 | | | | | | |
| Police Records Supervisor - A | 51P | Jan 1, 2023 | Annual | 59,832.41 | 62,814.25 | 65,948.41 | 69,256.73 | 72,717.43 | 76,353.30 | 78,262.13 | | | | | | |
| Police Records Supervisor - A | 51P | Jan 1, 2024 | Annual | 61,627.38 | 64,698.68 | 67,926.87 | 71,334.43 | 74,898.95 | 78,643.90 | 80,610.00 | | | | | | |

**CITY OF FOLSOM**
**POSITION CONTROL LISTING**
**SALARY SCHEDULE AS OF JULY 1, 2024**

| Job Title | Range | Effective Date | Time Base | Step 01 | Step 02 | Step 03 | Step 04 | Step 05 | Step 06 | Step 07 | Step 08 | Step 09 | Step 10 | Step 11 | Step 12 | Step 13 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Police Records Supervisor - B | 51P | Jan 1, 2021 | Annual | 55,994.01 | 57,393.86 | 58,828.71 | 60,299.42 | 61,806.91 | 63,352.09 | 64,935.88 | 66,559.28 | 68,223.27 | 69,928.85 | 71,677.07 | 71,970.71 | 73,769.99 |
| Police Records Supervisor - B | 51P | Jan 1, 2022 | Annual | 57,673.83 | 59,115.68 | 60,593.57 | 62,108.40 | 63,661.11 | 65,252.65 | 66,883.95 | 68,556.06 | 70,269.97 | 72,026.71 | 73,827.38 | 74,129.84 | 75,983.09 |
| Police Records Supervisor - B | 51P | Jan 1, 2023 | Annual | 59,404.04 | 60,889.15 | 62,411.38 | 63,971.65 | 65,570.95 | 67,210.23 | 68,890.47 | 70,612.74 | 72,378.07 | 74,187.51 | 76,042.20 | 76,353.73 | 78,262.58 |
| Police Records Supervisor - B | 51P | Jan 1, 2024 | Annual | 61,186.16 | 62,715.82 | 64,283.72 | 65,890.80 | 67,538.08 | 69,226.54 | 70,957.19 | 72,731.13 | 74,549.41 | 76,413.14 | 78,323.47 | 78,644.34 | 80,610.46 |
| Police Sergeant - A | 54P | Jan 1, 2021 | Annual | 93,074.24 | 97,728.68 | 102,626.28 | 107,767.03 | 113,155.12 | 115,984.88 | 118,883.83 | | | | | | |
| Police Sergeant - A | 54P | Jan 1, 2022 | Annual | 96,331.84 | 101,149.19 | 106,218.20 | 111,538.87 | 117,115.54 | 120,044.36 | 123,044.76 | | | | | | |
| Police Sergeant - A | 54P | Jan 1, 2023 | Annual | 99,221.80 | 104,183.67 | 109,404.75 | 114,885.04 | 120,629.01 | 123,645.69 | 126,736.10 | | | | | | |
| Police Sergeant - A | 54P | Jan 1, 2024 | Annual | 102,198.45 | 107,309.18 | 112,686.89 | 118,331.59 | 124,247.88 | 127,355.06 | 130,538.19 | | | | | | |
| Police Sergeant - B | 54P | Jan 1, 2021 | Annual | 95,401.99 | 100,171.72 | 102,626.28 | 105,191.94 | 107,767.03 | 110,461.60 | 113,155.12 | 115,984.88 | 118,883.83 | | | | |
| Police Sergeant - B | 54P | Jan 1, 2022 | Annual | 97,132.67 | 100,046.65 | 103,048.05 | 106,139.49 | 109,323.68 | 112,603.39 | 115,981.49 | 119,460.93 | 123,044.76 | | | | |
| Police Sergeant - B | 54P | Jan 1, 2023 | Annual | 100,046.65 | 103,048.05 | 106,139.49 | 109,323.67 | 112,603.39 | 115,981.49 | 119,460.93 | 123,044.76 | 126,736.10 | | | | |
| Police Sergeant - B | 54P | Jan 1, 2024 | Annual | 103,048.05 | 106,139.49 | 109,323.68 | 112,603.38 | 115,981.49 | 119,460.94 | 123,044.76 | 126,736.10 | 130,538.19 | | | | |
| Police Volunteer Coordinator - A | 51P | Jan 1, 2021 | Annual | 56,397.78 | 59,208.46 | 62,162.70 | 65,281.11 | 68,543.15 | 71,970.31 | 73,769.57 | | | | | | |
| Police Volunteer Coordinator - A | 51P | Jan 1, 2022 | Annual | 58,089.72 | 60,984.71 | 64,027.59 | 67,239.54 | 70,599.45 | 74,129.41 | 75,982.65 | | | | | | |
| Police Volunteer Coordinator - A | 51P | Jan 1, 2023 | Annual | 59,832.41 | 62,814.25 | 65,948.41 | 69,256.73 | 72,717.43 | 76,353.30 | 78,262.13 | | | | | | |
| Police Volunteer Coordinator - A | 51P | Jan 1, 2024 | Annual | 61,627.38 | 64,698.68 | 67,926.87 | 71,334.43 | 74,898.95 | 78,643.90 | 80,609.99 | | | | | | |
| Police Volunteer Coordinator - B | 51P | Jan 1, 2021 | Annual | 55,994.01 | 57,393.86 | 58,828.71 | 60,299.42 | 61,806.91 | 63,352.09 | 64,935.88 | 66,559.28 | 68,223.27 | 69,928.85 | 71,677.07 | 71,970.71 | 73,769.99 |
| Police Volunteer Coordinator - B | 51P | Jan 1, 2022 | Annual | 57,673.83 | 59,115.68 | 60,593.57 | 62,108.40 | 63,661.11 | 65,252.65 | 66,883.95 | 68,556.06 | 70,269.97 | 72,026.71 | 73,827.38 | 74,129.84 | 75,983.09 |
| Police Volunteer Coordinator - B | 51P | Jan 1, 2023 | Annual | 59,404.04 | 60,889.15 | 62,411.38 | 63,971.65 | 65,570.95 | 67,210.23 | 68,890.47 | 70,612.74 | 72,378.07 | 74,187.51 | 76,042.20 | 76,353.73 | 78,262.58 |
| Police Volunteer Coordinator - B | 51P | Jan 1, 2024 | Annual | 61,186.16 | 62,715.82 | 64,283.72 | 65,890.80 | 67,538.08 | 69,226.54 | 70,957.19 | 72,731.13 | 74,549.41 | 76,413.14 | 78,323.47 | 78,644.34 | 80,610.46 |
| Principal Civil Engineer | T98 | Jan 1, 2021 | Annual | 111,533.38 | 117,179.76 | 120,109.25 | 123,111.98 | 126,189.78 | 129,344.53 | 132,578.14 | 135,892.59 | 139,289.91 | 142,772.16 | | | |
| Principal Civil Engineer | T98 | Jan 1, 2022 | Annual | 114,042.88 | 119,816.30 | 122,811.71 | 125,882.00 | 129,029.05 | 132,254.78 | 135,561.15 | 138,950.18 | 142,423.93 | 145,984.53 | | | |
| Principal Civil Engineer | T98 | Jan 1, 2023 | Annual | 118,698.78 | 122,259.75 | 125,927.54 | 129,705.36 | 133,596.53 | 137,604.42 | 141,732.55 | 145,984.53 | 150,364.07 | | | | |
| Principal Civil Engineer | T98 | Jan 1, 2024 | Annual | 122,259.74 | 125,927.54 | 129,705.37 | 133,596.52 | 137,604.43 | 141,732.55 | 145,984.53 | 150,364.07 | 154,874.99 | | | | |
| Principal Planner | T95 | Jan 1, 2021 | Annual | 103,569.83 | 108,813.05 | 111,533.38 | 114,321.72 | 117,179.76 | 120,109.25 | 123,111.98 | 126,189.78 | 129,344.53 | 132,578.14 | | | |
| Principal Planner | T95 | Jan 1, 2022 | Annual | 105,900.15 | 111,261.35 | 114,042.88 | 116,893.95 | 119,816.30 | 122,811.71 | 125,882.00 | 129,029.05 | 132,254.78 | 135,561.15 | | | |
| Principal Planner | T95 | Jan 1, 2023 | Annual | 110,223.62 | 113,530.33 | 116,936.24 | 120,444.33 | 124,057.66 | 127,779.38 | 131,612.77 | 135,561.15 | 139,627.98 | | | | |
| Principal Planner | T95 | Jan 1, 2024 | Annual | 113,530.33 | 116,936.24 | 120,444.33 | 124,057.66 | 127,779.39 | 131,612.76 | 135,561.15 | 139,627.98 | 143,816.82 | | | | |
| Process Improvement Specialist | M56 | Jul 1, 2021 | Annual | 65,866.18 | 69,200.66 | 70,930.67 | 72,703.94 | 74,521.54 | 76,384.58 | 78,294.19 | 80,251.55 | 82,257.83 | 84,314.28 | 86,422.14 | 88,900.03 | 91,122.51 |
| Process Improvement Specialist | M56 | Jul 1, 2022 | Annual | 74,090.95 | 76,313.67 | 78,603.08 | 80,961.17 | 83,390.01 | 85,891.71 | 88,468.46 | 91,122.51 | 93,856.20 | | | | |
| Process Improvement Specialist | M56 | Jul 1, 2023 | Annual | 76,313.68 | 78,603.08 | 80,961.17 | 83,390.01 | 85,891.71 | 88,468.46 | 91,122.52 | 93,856.19 | 96,671.88 | | | | |
| Process Improvement Specialist | M56 | Jul 1, 2024 | Annual | 78,603.08 | 80,961.17 | 83,390.01 | 85,891.71 | 88,468.46 | 91,122.51 | 93,856.19 | 96,671.87 | 99,572.03 | | | | |
| Property / Evidence Technician - A | 33P | Jan 1, 2021 | Annual | 45,652.70 | 47,940.86 | 50,321.34 | 52,849.36 | 55,488.23 | 58,262.65 | 59,719.22 | | | | | | |
| Property / Evidence Technician - A | 33P | Jan 1, 2022 | Annual | 47,022.28 | 49,379.09 | 51,830.98 | 54,434.84 | 57,152.88 | 60,010.53 | 61,510.80 | | | | | | |
| Property / Evidence Technician - A | 33P | Jan 1, 2023 | Annual | 48,432.95 | 50,860.46 | 53,385.91 | 56,067.88 | 58,867.47 | 61,810.85 | 63,356.12 | | | | | | |
| Property / Evidence Technician - A | 33P | Jan 1, 2024 | Annual | 49,885.94 | 52,386.28 | 54,987.48 | 57,749.92 | 60,633.49 | 63,665.17 | 65,256.80 | | | | | | |
| Property / Evidence Technician - B | 33P | Jan 1, 2021 | Annual | 45,325.85 | 46,459.01 | 47,620.48 | 48,810.99 | 50,031.25 | 51,282.03 | 52,564.09 | 53,878.19 | 55,225.14 | 56,605.78 | 58,020.92 | 58,262.65 | 59,719.22 |
| Property / Evidence Technician - B | 33P | Jan 1, 2022 | Annual | 46,685.63 | 47,852.78 | 49,049.09 | 50,275.31 | 51,532.19 | 52,820.49 | 54,141.01 | 55,494.53 | 56,881.89 | 58,303.96 | 59,761.55 | 60,010.53 | 61,510.80 |
| Property / Evidence Technician - B | 33P | Jan 1, 2023 | Annual | 48,086.20 | 49,288.36 | 50,520.57 | 51,783.57 | 53,078.16 | 54,405.11 | 55,765.24 | 57,159.37 | 58,588.35 | 60,053.07 | 61,554.39 | 61,810.85 | 63,356.12 |
| Property / Evidence Technician - B | 33P | Jan 1, 2024 | Annual | 49,528.78 | 50,767.01 | 52,036.18 | 53,337.08 | 54,670.50 | 56,037.26 | 57,438.20 | 58,874.15 | 60,346.00 | 61,854.67 | 63,401.02 | 63,665.17 | 65,256.80 |
| Public Works Director | 260 | Jan 1, 2021 | Annual | 150,000.00 | 174,300.00 | | | | | | | | | | | |
| Public Works Director | 260 | Jan 1, 2022 | Annual | 150,000.00 | 181,272.00 | | | | | | | | | | | |
| Public Works Director | 260 | Jan 1, 2023 | Annual | 150,000.00 | 192,148.00 | | | | | | | | | | | |
| Public Works Director | 260 | Jan 1, 2024 | Annual | 150,000.00 | 211,363.00 | | | | | | | | | | | |
| Public Works Section Manager | T98 | Jan 1, 2021 | Annual | 111,533.38 | 117,179.76 | 120,109.25 | 123,111.98 | 126,189.78 | 129,344.53 | 132,578.14 | 135,892.59 | 139,289.91 | 142,772.16 | | | |
| Public Works Section Manager | T98 | Jan 1, 2022 | Annual | 114,042.88 | 119,816.30 | 122,811.71 | 125,882.00 | 129,029.05 | 132,254.78 | 135,561.15 | 138,950.18 | 142,423.93 | 145,984.53 | | | |
| Public Works Section Manager | T98 | Jan 1, 2023 | Annual | 118,698.78 | 122,259.75 | 125,927.54 | 129,705.36 | 133,596.53 | 137,604.42 | 141,732.55 | 145,984.53 | 150,364.07 | | | | |
| Public Works Section Manager | T98 | Jan 1, 2024 | Annual | 122,259.74 | 125,927.54 | 129,705.37 | 133,596.52 | 137,604.43 | 141,732.55 | 145,984.53 | 150,364.07 | 154,874.99 | | | | |
| Public Works Section Manager - Engineer | T14 | Jan 1, 2021 | Annual | 129,344.53 | 132,578.14 | 135,892.59 | 139,289.91 | 142,772.16 | 146,341.46 | 150,000.00 | 153,750.00 | | | | | |
| Public Works Section Manager - Engineer | T14 | Jan 1, 2022 | Annual | 132,254.78 | 135,561.15 | 138,950.18 | 142,423.93 | 145,984.53 | 149,634.14 | 153,375.00 | 157,209.37 | | | | | |
| Public Works Section Manager - Engineer | T14 | Jan 1, 2023 | Annual | 139,678.49 | 143,868.85 | 148,184.91 | 152,630.46 | 157,209.37 | 161,925.65 | | | | | | | |
| Public Works Section Manager - Engineer | T14 | Jan 1, 2024 | Annual | 143,868.84 | 148,184.92 | 152,630.46 | 157,209.37 | 161,925.65 | 166,783.42 | | | | | | | |
| Recreation Coordinator I | M43 | Jul 1, 2021 | Annual | 47,962.41 | 50,390.51 | 51,650.27 | 52,941.53 | 54,265.07 | 55,621.70 | 57,012.24 | 58,437.54 | 59,898.48 | 61,395.94 | 62,930.84 | 64,755.16 | 66,374.07 |
| Recreation Coordinator I | M43 | Jul 1, 2022 | Annual | 53,968.19 | 55,587.24 | 57,254.85 | 58,972.50 | 60,741.68 | 62,563.92 | 64,440.84 | 66,374.07 | 68,365.28 | | | | |
| Recreation Coordinator I | M43 | Jul 1, 2023 | Annual | 55,587.23 | 57,254.85 | 58,972.49 | 60,741.67 | 62,563.93 | 64,440.84 | 66,374.06 | 68,365.29 | 70,416.24 | | | | |
| Recreation Coordinator I | M43 | Jul 1, 2024 | Annual | 57,254.85 | 58,972.50 | 60,741.67 | 62,563.93 | 64,440.84 | 66,374.07 | 68,365.29 | 70,416.25 | 72,528.74 | | | | |
| Recreation Coordinator II | M51 | Jul 1, 2021 | Annual | 58,314.33 | 61,266.50 | 62,798.16 | 64,368.11 | 65,977.32 | 67,626.75 | 69,317.42 | 71,050.35 | 72,826.61 | 74,647.28 | 76,513.46 | 78,700.30 | 80,667.81 |
| Recreation Coordinator II | M51 | Jul 1, 2022 | Annual | 65,590.31 | 67,558.02 | 69,584.76 | 71,672.30 | 73,822.47 | 76,037.14 | 78,318.26 | 80,667.81 | 83,087.84 | | | | |
| Recreation Coordinator II | M51 | Jul 1, 2023 | Annual | 67,558.02 | 69,584.76 | 71,672.30 | 73,822.47 | 76,037.14 | 78,318.26 | 80,667.81 | 83,087.84 | 85,580.48 | | | | |
| Recreation Coordinator II | M51 | Jul 1, 2024 | Annual | 69,584.76 | 71,672.30 | 73,822.47 | 76,037.14 | 78,318.26 | 80,667.81 | 83,087.84 | 85,580.47 | 88,147.89 | | | | |

**CITY OF FOLSOM**
**POSITION CONTROL LISTING**
**SALARY SCHEDULE AS OF JULY 1, 2024**

| Job Title | Range | Effective Date | Time Base | Step 01 | Step 02 | Step 03 | Step 04 | Step 05 | Step 06 | Step 07 | Step 08 | Step 09 | Step 10 | Step 11 | Step 12 | Step 13 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Recreation Manager | T94 | Jan 1, 2021 | Annual | 101,043.74 | 106,159.08 | 108,813.05 | 111,533.38 | 114,321.72 | 117,179.76 | 120,109.25 | 123,111.98 | 126,189.78 | 129,344.53 | | | |
| Recreation Manager | T94 | Jan 1, 2022 | Annual | 103,317.23 | 108,547.66 | 111,261.35 | 114,042.88 | 116,893.95 | 119,816.30 | 122,811.71 | 125,882.00 | 129,029.05 | 132,254.78 | | | |
| Recreation Manager | T94 | Jan 1, 2023 | Annual | 107,535.24 | 110,761.30 | 114,084.13 | 117,506.66 | 121,031.86 | 124,662.81 | 128,402.70 | 132,254.78 | 136,222.42 | | | | |
| Recreation Manager | T94 | Jan 1, 2024 | Annual | 110,761.30 | 114,084.14 | 117,506.65 | 121,031.86 | 124,662.82 | 128,402.69 | 132,254.78 | 136,222.42 | 140,309.09 | | | | |
| Recreation Supervisor | T86 | Jan 1, 2021 | Annual | 82,931.30 | 87,129.70 | 89,307.95 | 91,540.65 | 93,829.16 | 96,174.89 | 98,579.26 | 101,043.75 | 103,569.84 | 106,159.08 | 108,813.06 | 111,533.39 | |
| Recreation Supervisor | T86 | Jan 1, 2022 | Annual | 84,797.26 | 89,090.12 | 91,317.38 | 93,600.31 | 95,940.32 | 98,338.83 | 100,797.30 | 103,317.23 | 105,900.16 | 108,547.66 | 111,261.36 | 114,042.89 | |
| Recreation Supervisor | T86 | Jan 1, 2023 | Annual | 92,727.31 | 95,509.12 | 98,374.40 | 101,325.63 | 104,365.40 | 107,496.36 | 110,721.25 | 114,042.89 | 117,464.18 | | | | |
| Recreation Supervisor | T86 | Jan 1, 2024 | Annual | 95,509.12 | 98,374.40 | 101,325.63 | 104,365.40 | 107,496.36 | 110,721.25 | 114,042.89 | 117,464.18 | 120,988.10 | | | | |
| Refuse Driver | M43 | Jul 1, 2021 | Annual | 47,962.41 | 50,390.51 | 51,650.27 | 52,941.53 | 54,265.07 | 55,621.70 | 57,012.24 | 58,437.54 | 59,898.48 | 61,395.94 | 62,930.84 | 64,755.16 | 66,374.07 |
| Refuse Driver | M44 | Jul 1, 2022 | Annual | 56,666.60 | 58,366.60 | 60,117.59 | 61,921.12 | 63,778.76 | 65,692.12 | 67,662.88 | 69,692.77 | 71,783.55 | | | | |
| Refuse Driver | M44 | Jul 1, 2023 | Annual | 58,366.60 | 60,117.60 | 61,921.12 | 63,778.75 | 65,692.12 | 67,662.88 | 69,692.77 | 71,783.55 | 73,937.05 | | | | |
| Refuse Driver | M44 | Jul 1, 2024 | Annual | 60,117.59 | 61,921.12 | 63,778.75 | 65,692.12 | 67,662.88 | 69,692.77 | 71,783.55 | 73,937.06 | 76,155.17 | | | | |
| Revenue Services Supervisor | X86 | Jul 1, 2021 | Annual | 84,797.26 | 89,090.12 | 91,317.38 | 93,600.31 | 95,940.32 | 98,338.83 | 100,797.30 | 103,317.23 | 105,900.16 | 108,547.66 | 111,261.36 | 114,042.89 | |
| Revenue Services Supervisor | X86 | Jul 1, 2022 | Annual | 92,727.31 | 95,509.12 | 98,374.40 | 101,325.63 | 104,365.40 | 107,496.36 | 110,721.25 | 114,042.89 | 117,464.18 | | | | |
| Revenue Services Supervisor | X86 | Jul 1, 2023 | Annual | 95,509.12 | 98,374.40 | 101,325.63 | 104,365.40 | 107,496.36 | 110,721.25 | 114,042.89 | 117,464.18 | 120,988.10 | | | | |
| Revenue Services Supervisor | X86 | Jul 1, 2024 | Annual | 98,374.40 | 101,325.63 | 104,365.40 | 107,496.36 | 110,721.25 | 114,042.89 | 117,464.18 | 120,988.10 | 124,617.74 | | | | |
| Revenue Technician II | M43 | Jul 1, 2021 | Annual | 47,962.41 | 50,390.51 | 51,650.27 | 52,941.53 | 54,265.07 | 55,621.70 | 57,012.24 | 58,437.54 | 59,898.48 | 61,395.94 | 62,930.84 | 64,755.16 | 66,374.07 |
| Revenue Technician II | M43 | Jul 1, 2022 | Annual | 53,968.19 | 55,587.24 | 57,254.85 | 58,972.50 | 60,741.68 | 62,563.92 | 64,440.84 | 66,374.07 | 68,365.28 | | | | |
| Revenue Technician II | M43 | Jul 1, 2023 | Annual | 55,587.23 | 57,254.85 | 58,972.49 | 60,741.67 | 62,563.93 | 64,440.84 | 66,374.06 | 68,365.29 | 70,416.24 | | | | |
| Revenue Technician II | M43 | Jul 1, 2024 | Annual | 57,254.85 | 58,972.50 | 60,741.67 | 62,563.93 | 64,440.84 | 66,374.07 | 68,365.29 | 70,416.25 | 72,528.74 | | | | |
| Senior Building Inspector | M58 | Jul 1, 2021 | Annual | 69,154.16 | 72,655.09 | 74,471.47 | 76,333.26 | 78,241.59 | 80,197.63 | 82,202.57 | 84,257.63 | 86,364.08 | 88,523.18 | 90,736.26 | 93,352.09 | 95,685.89 |
| Senior Building Inspector | M58 | Jul 1, 2022 | Annual | 77,801.38 | 80,135.42 | 82,539.48 | 85,015.67 | 87,566.14 | 90,193.12 | 92,898.92 | 95,685.89 | 98,556.47 | | | | |
| Senior Building Inspector | M58 | Jul 1, 2023 | Annual | 80,135.42 | 82,539.48 | 85,015.67 | 87,566.14 | 90,193.12 | 92,898.92 | 95,685.89 | 98,556.46 | 101,513.16 | | | | |
| Senior Building Inspector | M58 | Jul 1, 2024 | Annual | 82,539.49 | 85,015.67 | 87,566.14 | 90,193.13 | 92,898.92 | 95,685.89 | 98,556.46 | 101,513.16 | 104,558.55 | | | | |
| Senior Building Tradesworker | M51 | Jul 1, 2021 | Annual | 58,314.33 | 61,266.50 | 62,798.16 | 64,368.11 | 65,977.32 | 67,626.75 | 69,317.42 | 71,050.35 | 72,826.61 | 74,647.28 | 76,513.46 | 78,700.30 | 80,667.81 |
| Senior Building Tradesworker | M51 | Jul 1, 2022 | Annual | 65,590.31 | 67,558.02 | 69,584.76 | 71,672.30 | 73,822.47 | 76,037.14 | 78,318.26 | 80,667.81 | 83,087.84 | | | | |
| Senior Building Tradesworker | M51 | Jul 1, 2023 | Annual | 67,558.02 | 69,584.76 | 71,672.30 | 73,822.47 | 76,037.14 | 78,318.26 | 80,667.81 | 83,087.84 | 85,580.48 | | | | |
| Senior Building Tradesworker | M51 | Jul 1, 2024 | Annual | 69,584.76 | 71,672.30 | 73,822.47 | 76,037.14 | 78,318.26 | 80,667.81 | 83,087.84 | 85,580.47 | 88,147.89 | | | | |
| Senior Civil Engineer | T95 | Jan 1, 2021 | Annual | 103,569.83 | 108,813.05 | 111,533.38 | 114,321.72 | 117,179.76 | 120,109.25 | 123,111.98 | 126,189.78 | 129,344.53 | 132,578.14 | | | |
| Senior Civil Engineer | T95 | Jan 1, 2022 | Annual | 105,900.15 | 111,261.35 | 114,042.88 | 116,893.95 | 119,816.30 | 122,811.71 | 125,882.00 | 129,029.05 | 132,254.78 | 135,561.15 | | | |
| Senior Civil Engineer | T95 | Jan 1, 2023 | Annual | 110,223.62 | 113,530.33 | 116,936.24 | 120,444.33 | 124,057.66 | 127,779.38 | 131,612.77 | 135,561.15 | 139,627.98 | | | | |
| Senior Civil Engineer | T95 | Jan 1, 2024 | Annual | 113,530.33 | 116,936.24 | 120,444.33 | 124,057.66 | 127,779.39 | 131,612.76 | 135,561.15 | 139,627.98 | 143,816.82 | | | | |
| Senior Communications & Marketing Specialist | M60 | Jul 1, 2021 | Annual | 72,611.91 | 76,287.89 | 78,195.09 | 80,149.97 | 82,153.72 | 84,207.56 | 86,312.75 | 88,470.57 | 90,682.33 | 92,949.39 | 95,273.12 | 98,016.15 | 100,466.56 |
| Senior Communications & Marketing Specialist | M60 | Jul 1, 2022 | Annual | 81,688.51 | 84,139.17 | 86,663.33 | 89,263.24 | 91,941.14 | 94,699.37 | 97,540.35 | 100,466.56 | 103,480.56 | | | | |
| Senior Communications & Marketing Specialist | M60 | Jul 1, 2023 | Annual | 84,139.16 | 86,663.34 | 89,263.23 | 91,941.14 | 94,699.37 | 97,540.36 | 100,466.56 | 103,480.56 | 106,584.97 | | | | |
| Senior Communications & Marketing Specialist | M60 | Jul 1, 2024 | Annual | 86,663.34 | 89,263.24 | 91,941.14 | 94,699.37 | 97,540.35 | 100,466.56 | 103,480.56 | 106,584.97 | 109,782.52 | | | | |
| Senior Construction Inspector | M55 | Jul 1, 2021 | Annual | 64,275.19 | 67,529.12 | 69,217.34 | 70,947.78 | 72,721.47 | 74,539.51 | 76,403.00 | 78,313.07 | 80,270.90 | 82,277.67 | 84,334.61 | 86,756.44 | 88,925.38 |
| Senior Construction Inspector | M55 | Jul 1, 2022 | Annual | 72,304.48 | 74,473.61 | 76,707.82 | 79,009.05 | 81,379.33 | 83,820.71 | 86,335.33 | 88,925.39 | 91,593.15 | | | | |
| Senior Construction Inspector | M55 | Jul 1, 2023 | Annual | 74,473.61 | 76,707.82 | 79,009.05 | 81,379.33 | 83,820.71 | 86,335.33 | 88,925.39 | 91,593.15 | 94,340.95 | | | | |
| Senior Construction Inspector | M55 | Jul 1, 2024 | Annual | 76,707.82 | 79,009.05 | 81,379.32 | 83,820.70 | 86,335.32 | 88,925.38 | 91,593.14 | 94,340.94 | 97,171.17 | | | | |
| Senior Environmental Specialist | M55 | Jul 1, 2021 | Annual | 64,275.19 | 67,529.12 | 69,217.34 | 70,947.78 | 72,721.47 | 74,539.51 | 76,403.00 | 78,313.07 | 80,270.90 | 82,277.67 | 84,334.61 | 86,756.44 | 88,925.38 |
| Senior Environmental Specialist | M55 | Jul 1, 2022 | Annual | 72,304.48 | 74,473.61 | 76,707.82 | 79,009.05 | 81,379.33 | 83,820.71 | 86,335.33 | 88,925.39 | 91,593.15 | | | | |
| Senior Environmental Specialist | M55 | Jul 1, 2023 | Annual | 74,473.61 | 76,707.82 | 79,009.05 | 81,379.33 | 83,820.71 | 86,335.33 | 88,925.39 | 91,593.15 | 94,340.95 | | | | |
| Senior Environmental Specialist | M55 | Jul 1, 2024 | Annual | 76,707.82 | 79,009.05 | 81,379.32 | 83,820.70 | 86,335.32 | 88,925.38 | 91,593.14 | 94,340.94 | 97,171.17 | | | | |
| Senior Equipment Mechanic | M51 | Jul 1, 2021 | Annual | 58,314.33 | 61,266.50 | 62,798.16 | 64,368.11 | 65,977.32 | 67,626.75 | 69,317.42 | 71,050.35 | 72,826.61 | 74,647.28 | 76,513.46 | 78,700.30 | 80,667.81 |
| Senior Equipment Mechanic | M52 | Jul 1, 2022 | Annual | 68,869.82 | 70,935.92 | 73,064.00 | 75,255.92 | 77,513.59 | 79,839.00 | 82,234.18 | 84,701.20 | 87,242.24 | | | | |
| Senior Equipment Mechanic | M52 | Jul 1, 2023 | Annual | 70,935.92 | 73,064.00 | 75,255.92 | 77,513.60 | 79,839.00 | 82,234.17 | 84,701.20 | 87,242.23 | 89,859.50 | | | | |
| Senior Equipment Mechanic | M52 | Jul 1, 2024 | Annual | 73,064.00 | 75,255.92 | 77,513.60 | 79,839.01 | 82,234.18 | 84,701.20 | 87,242.24 | 89,859.51 | 92,555.29 | | | | |
| Senior Financial Analyst | X94 | Jul 1, 2021 | Annual | 103,317.23 | 108,547.66 | 111,261.35 | 114,042.88 | 116,893.95 | 119,816.30 | 122,811.71 | 125,882.00 | 129,029.05 | 132,254.78 | | | |
| Senior Financial Analyst | X94 | Jul 1, 2022 | Annual | 107,535.24 | 110,761.30 | 114,084.13 | 117,506.66 | 121,031.86 | 124,662.81 | 128,402.70 | 132,254.78 | 136,222.42 | | | | |
| Senior Financial Analyst | X94 | Jul 1, 2023 | Annual | 110,761.30 | 114,084.13 | 117,506.66 | 121,031.86 | 124,662.81 | 128,402.70 | 132,254.78 | 136,222.42 | 140,309.10 | | | | |
| Senior Financial Analyst | X94 | Jul 1, 2024 | Annual | 114,084.13 | 117,506.66 | 121,031.86 | 124,662.81 | 128,402.70 | 132,254.78 | 136,222.42 | 140,309.10 | 144,518.37 | | | | |
| Senior Librarian | M51 | Jul 1, 2021 | Annual | 58,314.33 | 61,266.50 | 62,798.16 | 64,368.11 | 65,977.32 | 67,626.75 | 69,317.42 | 71,050.35 | 72,826.61 | 74,647.28 | 76,513.46 | 78,700.30 | 80,667.81 |
| Senior Librarian | M51 | Jul 1, 2022 | Annual | 65,590.31 | 67,558.02 | 69,584.76 | 71,672.30 | 73,822.47 | 76,037.14 | 78,318.26 | 80,667.81 | 83,087.84 | | | | |
| Senior Librarian | M51 | Jul 1, 2023 | Annual | 67,558.02 | 69,584.76 | 71,672.30 | 73,822.47 | 76,037.14 | 78,318.26 | 80,667.81 | 83,087.84 | 85,580.48 | | | | |
| Senior Librarian | M51 | Jul 1, 2024 | Annual | 69,584.76 | 71,672.30 | 73,822.47 | 76,037.14 | 78,318.26 | 80,667.81 | 83,087.84 | 85,580.47 | 88,147.89 | | | | |
| Senior Maintenance Worker | M51 | Jul 1, 2021 | Annual | 58,314.33 | 61,266.50 | 62,798.16 | 64,368.11 | 65,977.32 | 67,626.75 | 69,317.42 | 71,050.35 | 72,826.61 | 74,647.28 | 76,513.46 | 78,700.30 | 80,667.81 |
| Senior Maintenance Worker | M52 | Jul 1, 2022 | Annual | 68,869.82 | 70,935.92 | 73,064.00 | 75,255.92 | 77,513.59 | 79,839.00 | 82,234.18 | 84,701.20 | 87,242.24 | | | | |
| Senior Maintenance Worker | M52 | Jul 1, 2023 | Annual | 70,935.92 | 73,064.00 | 75,255.92 | 77,513.60 | 79,839.00 | 82,234.17 | 84,701.20 | 87,242.23 | 89,859.50 | | | | |
| Senior Maintenance Worker | M52 | Jul 1, 2024 | Annual | 73,064.00 | 75,255.92 | 77,513.60 | 79,839.01 | 82,234.18 | 84,701.20 | 87,242.24 | 89,859.51 | 92,555.29 | | | | |

**CITY OF FOLSOM**
**POSITION CONTROL LISTING**
**SALARY SCHEDULE AS OF JULY 1, 2024**

| Job Title | Range | Effective Date | Time Base | Step 01 | Step 02 | Step 03 | Step 04 | Step 05 | Step 06 | Step 07 | Step 08 | Step 09 | Step 10 | Step 11 | Step 12 | Step 13 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Senior Management Analyst | T94 | Jan 1, 2021 | Annual | 101,043.74 | 106,159.08 | 108,813.05 | 111,533.38 | 114,321.72 | 117,179.76 | 120,109.25 | 123,111.98 | 126,189.78 | 129,344.53 | | | |
| Senior Management Analyst | T94 | Jan 1, 2022 | Annual | 103,317.23 | 108,547.66 | 111,261.35 | 114,042.88 | 116,893.95 | 119,816.30 | 122,811.71 | 125,882.00 | 129,029.05 | 132,254.78 | | | |
| Senior Management Analyst | T94 | Jan 1, 2023 | Annual | 107,535.24 | 110,761.30 | 114,084.13 | 117,506.66 | 121,031.86 | 124,662.81 | 128,402.70 | 132,254.78 | 136,222.42 | | | | |
| Senior Management Analyst | T94 | Jan 1, 2024 | Annual | 110,761.30 | 114,084.14 | 117,506.65 | 121,031.86 | 124,662.82 | 128,402.69 | 132,254.78 | 136,222.42 | 140,309.09 | | | | |
| Senior Management Analyst (Confidential) | X94 | Jul 1, 2021 | Annual | 103,317.23 | 108,547.66 | 111,261.35 | 114,042.88 | 116,893.95 | 119,816.30 | 122,811.71 | 125,882.00 | 129,029.05 | 132,254.78 | | | |
| Senior Management Analyst (Confidential) | X94 | Jul 1, 2022 | Annual | 107,535.24 | 110,761.30 | 114,084.13 | 117,506.66 | 121,031.86 | 124,662.81 | 128,402.70 | 132,254.78 | 136,222.42 | | | | |
| Senior Management Analyst (Confidential) | X94 | Jul 1, 2023 | Annual | 110,761.30 | 114,084.13 | 117,506.66 | 121,031.86 | 124,662.81 | 128,402.70 | 132,254.78 | 136,222.42 | 140,309.10 | | | | |
| Senior Management Analyst (Confidential) | X94 | Jul 1, 2024 | Annual | 114,084.13 | 117,506.66 | 121,031.86 | 124,662.81 | 128,402.70 | 132,254.78 | 136,222.42 | 140,309.10 | 144,518.37 | | | | |
| Senior Office Assistant | M41 | Jul 1, 2021 | Annual | 45,671.44 | 47,983.55 | 49,183.14 | 50,412.72 | 51,673.04 | 52,964.86 | 54,288.99 | 55,646.21 | 57,037.37 | 58,463.30 | 59,924.88 | 61,671.55 | 63,211.14 |
| Senior Office Assistant | M41 | Jul 1, 2022 | Annual | 51,396.44 | 52,938.34 | 54,526.49 | 56,162.28 | 57,847.16 | 59,582.56 | 61,370.05 | 63,211.15 | 65,107.48 | | | | |
| Senior Office Assistant | M41 | Jul 1, 2023 | Annual | 52,938.34 | 54,526.49 | 56,162.28 | 57,847.15 | 59,582.57 | 61,370.04 | 63,211.15 | 65,107.49 | 67,060.71 | | | | |
| Senior Office Assistant | M41 | Jul 1, 2024 | Annual | 54,526.49 | 56,162.28 | 57,847.15 | 59,582.56 | 61,370.04 | 63,211.14 | 65,107.48 | 67,060.70 | 69,072.52 | | | | |
| Senior Office Assistant (I/O) | M43 | Jul 1, 2021 | Annual | 47,962.41 | 50,390.51 | 51,650.27 | 52,941.53 | 54,265.07 | 55,621.70 | 57,012.24 | 58,437.54 | 59,898.48 | 61,395.94 | 62,930.84 | 64,755.16 | 66,374.07 |
| Senior Office Assistant (I/O) | M43 | Jul 1, 2022 | Annual | 53,968.19 | 55,587.24 | 57,254.85 | 58,972.50 | 60,741.68 | 62,563.92 | 64,440.84 | 66,374.07 | 68,365.28 | | | | |
| Senior Office Assistant (I/O) | M43 | Jul 1, 2023 | Annual | 55,587.23 | 57,254.85 | 58,972.49 | 60,741.67 | 62,563.93 | 64,440.84 | 66,374.06 | 68,365.29 | 70,416.24 | | | | |
| Senior Office Assistant (I/O) | M43 | Jul 1, 2024 | Annual | 57,254.85 | 58,972.50 | 60,741.67 | 62,563.93 | 64,440.84 | 66,374.07 | 68,365.29 | 70,416.25 | 72,528.74 | | | | |
| Senior Park Panner | T86 | Jan 1, 2021 | Annual | 82,931.30 | 87,129.70 | 89,307.95 | 91,540.65 | 93,829.16 | 96,174.89 | 98,579.26 | 101,043.75 | 103,569.84 | 106,159.08 | 108,813.06 | 111,533.39 | |
| Senior Park Panner | T86 | Jan 1, 2022 | Annual | 84,797.26 | 89,090.12 | 91,317.38 | 93,600.31 | 95,940.32 | 98,338.83 | 100,797.30 | 103,317.23 | 105,900.16 | 108,547.66 | 111,261.36 | 114,042.89 | |
| Senior Park Panner | T86 | Jan 1, 2023 | Annual | 92,727.31 | 95,509.12 | 98,374.40 | 101,325.63 | 104,365.40 | 107,496.36 | 110,721.25 | 114,042.89 | 117,464.18 | | | | |
| Senior Park Panner | T86 | Jan 1, 2024 | Annual | 95,509.12 | 98,374.40 | 101,325.63 | 104,365.40 | 107,496.36 | 110,721.25 | 114,042.89 | 117,464.18 | 120,988.10 | | | | |
| Senior Planner | T86 | Jan 1, 2021 | Annual | 82,931.30 | 87,129.70 | 89,307.95 | 91,540.65 | 93,829.16 | 96,174.89 | 98,579.26 | 101,043.75 | 103,569.84 | 106,159.08 | 108,813.06 | 111,533.39 | |
| Senior Planner | T86 | Jan 1, 2022 | Annual | 84,797.26 | 89,090.12 | 91,317.38 | 93,600.31 | 95,940.32 | 98,338.83 | 100,797.30 | 103,317.23 | 105,900.16 | 108,547.66 | 111,261.36 | 114,042.89 | |
| Senior Planner | T86 | Jan 1, 2023 | Annual | 92,727.31 | 95,509.12 | 98,374.40 | 101,325.63 | 104,365.40 | 107,496.36 | 110,721.25 | 114,042.89 | 117,464.18 | | | | |
| Senior Planner | T86 | Jan 1, 2024 | Annual | 95,509.12 | 98,374.40 | 101,325.63 | 104,365.40 | 107,496.36 | 110,721.25 | 114,042.89 | 117,464.18 | 120,988.10 | | | | |
| Senior Police Records Clerk - A | 40P | Jan 1, 2021 | Annual | 51,222.34 | 53,783.50 | 56,473.06 | 59,296.74 | 62,261.56 | 65,374.63 | 67,008.99 | | | | | | |
| Senior Police Records Clerk - A | 40P | Jan 1, 2022 | Annual | 52,759.01 | 55,397.00 | 58,167.25 | 61,075.64 | 64,129.40 | 67,335.87 | 69,019.26 | | | | | | |
| Senior Police Records Clerk - A | 40P | Jan 1, 2023 | Annual | 54,341.78 | 57,058.91 | 59,912.26 | 62,907.91 | 66,053.29 | 69,355.94 | 71,089.83 | | | | | | |
| Senior Police Records Clerk - A | 40P | Jan 1, 2024 | Annual | 55,972.03 | 58,770.68 | 61,709.63 | 64,795.14 | 68,034.88 | 71,436.62 | 73,222.53 | | | | | | |
| Senior Police Records Clerk - B | 40P | Jan 1, 2021 | Annual | 48,433.93 | 49,644.77 | 50,885.89 | 52,158.04 | 53,461.99 | 54,798.55 | 56,168.49 | 57,572.71 | 59,012.04 | 60,487.33 | 61,999.52 | 62,820.90 | 64,391.43 |
| Senior Police Records Clerk - B | 40P | Jan 1, 2022 | Annual | 49,886.95 | 51,134.11 | 52,412.46 | 53,722.78 | 55,065.85 | 56,442.50 | 57,853.54 | 59,299.90 | 60,782.40 | 62,301.95 | 63,859.51 | 64,705.52 | 66,323.17 |
| Senior Police Records Clerk - B | 40P | Jan 1, 2023 | Annual | 51,383.56 | 52,668.14 | 53,984.84 | 55,334.46 | 56,717.83 | 58,135.78 | 59,589.15 | 61,078.89 | 62,605.87 | 64,171.01 | 65,775.29 | 66,646.69 | 68,312.87 |
| Senior Police Records Clerk - B | 40P | Jan 1, 2024 | Annual | 52,925.07 | 54,248.18 | 55,604.38 | 56,994.49 | 58,419.36 | 59,879.85 | 61,376.82 | 62,911.26 | 64,484.05 | 66,096.14 | 67,748.55 | 68,646.09 | 70,362.25 |
| Senior Recreation Coordinator | M55 | Jul 1, 2021 | Annual | 64,275.19 | 67,529.12 | 69,217.34 | 70,947.78 | 72,721.47 | 74,539.51 | 76,403.00 | 78,313.07 | 80,270.90 | 82,277.67 | 84,334.61 | 86,756.44 | 88,925.38 |
| Senior Recreation Coordinator | M55 | Jul 1, 2022 | Annual | 72,304.48 | 74,473.61 | 76,707.82 | 79,009.05 | 81,379.33 | 83,820.71 | 86,335.33 | 88,925.39 | 91,593.15 | | | | |
| Senior Recreation Coordinator | M55 | Jul 1, 2023 | Annual | 74,473.61 | 76,707.82 | 79,009.05 | 81,379.33 | 83,820.71 | 86,335.33 | 88,925.39 | 91,593.15 | 94,340.95 | | | | |
| Senior Recreation Coordinator | M55 | Jul 1, 2024 | Annual | 76,707.82 | 79,009.05 | 81,379.32 | 83,820.70 | 86,335.32 | 88,925.38 | 91,593.14 | 94,340.94 | 97,171.17 | | | | |
| Senior Revenue Technician | M48 | Jul 1, 2021 | Annual | 54,201.26 | 56,945.20 | 58,368.83 | 59,828.05 | 61,323.75 | 62,856.85 | 64,428.27 | 66,038.97 | 67,689.95 | 69,382.20 | 71,116.75 | 73,158.65 | 74,987.62 |
| Senior Revenue Technician | M48 | Jul 1, 2022 | Annual | 60,971.80 | 62,800.94 | 64,684.98 | 66,625.53 | 68,624.30 | 70,683.02 | 72,803.51 | 74,987.62 | 77,237.25 | | | | |
| Senior Revenue Technician | M48 | Jul 1, 2023 | Annual | 62,800.95 | 64,684.97 | 66,625.53 | 68,624.30 | 70,683.02 | 72,803.51 | 74,987.62 | 77,237.24 | 79,554.37 | | | | |
| Senior Revenue Technician | M48 | Jul 1, 2024 | Annual | 64,684.98 | 66,625.53 | 68,624.29 | 70,683.02 | 72,803.51 | 74,987.62 | 77,237.25 | 79,554.36 | 81,940.99 | | | | |
| Senior Traffic Control & Light | M55 | Jul 1, 2021 | Annual | 64,275.19 | 67,529.12 | 69,217.34 | 70,947.78 | 72,721.47 | 74,539.51 | 76,403.00 | 78,313.07 | 80,270.90 | 82,277.67 | 84,334.61 | 86,756.44 | 88,925.38 |
| Senior Traffic Control & Light | M55 | Jul 1, 2022 | Annual | 72,304.48 | 74,473.61 | 76,707.82 | 79,009.05 | 81,379.33 | 83,820.71 | 86,335.33 | 88,925.39 | 91,593.15 | | | | |
| Senior Traffic Control & Light | M55 | Jul 1, 2023 | Annual | 74,473.61 | 76,707.82 | 79,009.05 | 81,379.33 | 83,820.71 | 86,335.33 | 88,925.39 | 91,593.15 | 94,340.95 | | | | |
| Senior Traffic Control & Light | M55 | Jul 1, 2024 | Annual | 76,707.82 | 79,009.05 | 81,379.32 | 83,820.70 | 86,335.32 | 88,925.38 | 91,593.14 | 94,340.94 | 97,171.17 | | | | |
| Senior Traffic Signal Technician | M55 | Jul 1, 2021 | Annual | 64,275.19 | 67,529.12 | 69,217.34 | 70,947.78 | 72,721.47 | 74,539.51 | 76,403.00 | 78,313.07 | 80,270.90 | 82,277.67 | 84,334.61 | 86,756.44 | 88,925.38 |
| Senior Traffic Signal Technician | M57 | Jul 1, 2022 | Annual | 75,919.70 | 78,197.30 | 80,543.21 | 82,959.51 | 85,448.30 | 88,011.75 | 90,652.10 | 93,371.66 | 96,172.81 | | | | |
| Senior Traffic Signal Technician | M57 | Jul 1, 2023 | Annual | 78,197.29 | 80,543.21 | 82,959.51 | 85,448.29 | 88,011.75 | 90,652.10 | 93,371.66 | 96,172.81 | 99,057.99 | | | | |
| Senior Traffic Signal Technician | M57 | Jul 1, 2024 | Annual | 80,543.21 | 82,959.51 | 85,448.30 | 88,011.74 | 90,652.10 | 93,371.66 | 96,172.81 | 99,057.99 | 102,029.73 | | | | |
| Senior Trails Planner | T86 | Jan 1, 2021 | Annual | 82,931.30 | 87,129.70 | 89,307.95 | 91,540.65 | 93,829.16 | 96,174.89 | 98,579.26 | 101,043.75 | 103,569.84 | 106,159.08 | 108,813.06 | 111,533.39 | |
| Senior Trails Planner | T86 | Jan 1, 2022 | Annual | 84,797.26 | 89,090.12 | 91,317.38 | 93,600.31 | 95,940.32 | 98,338.83 | 100,797.30 | 103,317.23 | 105,900.16 | 108,547.66 | 111,261.36 | 114,042.89 | |
| Senior Trails Planner | T86 | Jan 1, 2023 | Annual | 92,727.31 | 95,509.12 | 98,374.40 | 101,325.63 | 104,365.40 | 107,496.36 | 110,721.25 | 114,042.89 | 117,464.18 | | | | |
| Senior Trails Planner | T86 | Jan 1, 2024 | Annual | 95,509.12 | 98,374.40 | 101,325.63 | 104,365.40 | 107,496.36 | 110,721.25 | 114,042.89 | 117,464.18 | 120,988.10 | | | | |
| Senior Wastewater Collection Technician | M58 | Jul 1, 2021 | Annual | 69,154.16 | 72,655.09 | 74,471.47 | 76,333.26 | 78,241.59 | 80,197.63 | 82,202.57 | 84,257.63 | 86,364.08 | 88,523.18 | 90,736.26 | 93,352.09 | 95,685.89 |
| Senior Wastewater Collection Technician | M58 | Jul 1, 2022 | Annual | 77,801.38 | 80,135.42 | 82,539.48 | 85,015.67 | 87,566.14 | 90,193.12 | 92,898.92 | 95,685.89 | 98,556.47 | | | | |
| Senior Wastewater Collection Technician | M58 | Jul 1, 2023 | Annual | 80,135.42 | 82,539.48 | 85,015.67 | 87,566.14 | 90,193.12 | 92,898.92 | 95,685.89 | 98,556.46 | 101,513.16 | | | | |
| Senior Wastewater Collection Technician | M58 | Jul 1, 2024 | Annual | 82,539.49 | 85,015.67 | 87,566.14 | 90,193.13 | 92,898.92 | 95,685.89 | 98,556.46 | 101,513.16 | 104,558.55 | | | | |
| Senior Water Treatment Plant Operator | M55 | Jul 1, 2021 | Annual | 64,275.19 | 67,529.12 | 69,217.34 | 70,947.78 | 72,721.47 | 74,539.51 | 76,403.00 | 78,313.07 | 80,270.90 | 82,277.67 | 84,334.61 | 86,756.44 | 88,925.38 |
| Senior Water Treatment Plant Operator | M55 | Jul 1, 2022 | Annual | 72,304.48 | 74,473.61 | 76,707.82 | 79,009.05 | 81,379.33 | 83,820.71 | 86,335.33 | 88,925.39 | 91,593.15 | | | | |
| Senior Water Treatment Plant Operator | M55 | Jul 1, 2023 | Annual | 74,473.61 | 76,707.82 | 79,009.05 | 81,379.33 | 83,820.71 | 86,335.33 | 88,925.39 | 91,593.15 | 94,340.95 | | | | |
| Senior Water Treatment Plant Operator | M55 | Jul 1, 2024 | Annual | 76,707.82 | 79,009.05 | 81,379.32 | 83,820.70 | 86,335.32 | 88,925.38 | 91,593.14 | 94,340.94 | 97,171.17 | | | | |

**CITY OF FOLSOM**
**POSITION CONTROL LISTING**
**SALARY SCHEDULE AS OF JULY 1, 2024**

| Job Title | Range | Effective Date | Time Base | Step 01 | Step 02 | Step 03 | Step 04 | Step 05 | Step 06 | Step 07 | Step 08 | Step 09 | Step 10 | Step 11 | Step 12 | Step 13 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Senior Water Utility Worker | M58 | Jul 1, 2021 | Annual | 69,154.16 | 72,655.09 | 74,471.47 | 76,333.26 | 78,241.59 | 80,197.63 | 82,202.57 | 84,257.63 | 86,364.08 | 88,523.18 | 90,736.26 | 93,352.09 | 95,685.89 |
| Senior Water Utility Worker | M58 | Jul 1, 2022 | Annual | 77,801.38 | 80,135.42 | 82,539.48 | 85,015.67 | 87,566.14 | 90,193.12 | 92,898.92 | 95,685.89 | 98,556.47 | | | | |
| Senior Water Utility Worker | M58 | Jul 1, 2023 | Annual | 80,135.42 | 82,539.48 | 85,015.67 | 87,566.14 | 90,193.12 | 92,898.92 | 95,685.89 | 98,556.46 | 101,513.16 | | | | |
| Senior Water Utility Worker | M58 | Jul 1, 2024 | Annual | 82,539.49 | 85,015.67 | 87,566.14 | 90,193.13 | 92,898.92 | 95,685.89 | 98,556.46 | 101,513.16 | 104,558.55 | | | | |
| Solid Waste Manager | T94 | Jan 1, 2021 | Annual | 101,043.74 | 106,159.08 | 108,813.05 | 111,533.38 | 114,321.72 | 117,179.76 | 120,109.25 | 123,111.98 | 126,189.78 | 129,344.53 | | | |
| Solid Waste Manager | T94 | Jan 1, 2022 | Annual | 103,317.23 | 108,547.66 | 111,261.35 | 114,042.88 | 116,893.95 | 119,816.30 | 122,811.71 | 125,882.00 | 129,029.05 | 132,254.78 | | | |
| Solid Waste Manager | T94 | Jan 1, 2023 | Annual | 107,535.24 | 110,761.30 | 114,084.13 | 117,506.66 | 121,031.86 | 124,662.81 | 128,402.70 | 132,254.78 | 136,222.42 | | | | |
| Solid Waste Manager | T94 | Jan 1, 2024 | Annual | 110,761.30 | 114,084.14 | 117,506.65 | 121,031.86 | 124,662.82 | 128,402.69 | 132,254.78 | 136,222.42 | 140,309.09 | | | | |
| Solid Waste Supervisor | T86 | Jan 1, 2021 | Annual | 82,931.30 | 87,129.70 | 89,307.95 | 91,540.65 | 93,829.16 | 96,174.89 | 98,579.26 | 101,043.75 | 103,569.84 | 106,159.08 | 108,813.06 | 111,533.39 | |
| Solid Waste Supervisor | T86 | Jan 1, 2022 | Annual | 84,797.26 | 89,090.12 | 91,317.38 | 93,600.31 | 95,940.32 | 98,338.83 | 100,797.30 | 103,317.23 | 105,900.16 | 108,547.66 | 111,261.36 | 114,042.89 | |
| Solid Waste Supervisor | T91 | Jan 1, 2023 | Annual | 97,363.67 | 100,284.58 | 103,293.12 | 106,391.91 | 109,583.67 | 112,871.18 | 116,257.31 | 119,745.03 | 123,337.39 | | | | |
| Solid Waste Supervisor | T91 | Jan 1, 2024 | Annual | 100,284.58 | 103,293.12 | 106,391.91 | 109,583.67 | 112,871.18 | 116,257.31 | 119,745.03 | 123,337.39 | 127,037.51 | | | | |
| Streets Operations Manager | T94 | Jan 1, 2021 | Annual | 101,043.74 | 106,159.08 | 108,813.05 | 111,533.38 | 114,321.72 | 117,179.76 | 120,109.25 | 123,111.98 | 126,189.78 | 129,344.53 | | | |
| Streets Operations Manager | T94 | Jan 1, 2022 | Annual | 103,317.23 | 108,547.66 | 111,261.35 | 114,042.88 | 116,893.95 | 119,816.30 | 122,811.71 | 125,882.00 | 129,029.05 | 132,254.78 | | | |
| Streets Operations Manager | T94 | Jan 1, 2023 | Annual | 107,535.24 | 110,761.30 | 114,084.13 | 117,506.66 | 121,031.86 | 124,662.81 | 128,402.70 | 132,254.78 | 136,222.42 | | | | |
| Streets Operations Manager | T94 | Jan 1, 2024 | Annual | 110,761.30 | 114,084.14 | 117,506.65 | 121,031.86 | 124,662.82 | 128,402.69 | 132,254.78 | 136,222.42 | 140,309.09 | | | | |
| Streets Operations Supervisor | T86 | Jan 1, 2021 | Annual | 82,931.30 | 87,129.70 | 89,307.95 | 91,540.65 | 93,829.16 | 96,174.89 | 98,579.26 | 101,043.75 | 103,569.84 | 106,159.08 | 108,813.06 | 111,533.39 | |
| Streets Operations Supervisor | T86 | Jan 1, 2022 | Annual | 84,797.26 | 89,090.12 | 91,317.38 | 93,600.31 | 95,940.32 | 98,338.83 | 100,797.30 | 103,317.23 | 105,900.16 | 108,547.66 | 111,261.36 | 114,042.89 | |
| Streets Operations Supervisor | T91 | Jan 1, 2023 | Annual | 97,363.67 | 100,284.58 | 103,293.12 | 106,391.91 | 109,583.67 | 112,871.18 | 116,257.31 | 119,745.03 | 123,337.39 | | | | |
| Streets Operations Supervisor | T91 | Jan 1, 2024 | Annual | 100,284.58 | 103,293.12 | 106,391.91 | 109,583.67 | 112,871.18 | 116,257.31 | 119,745.03 | 123,337.39 | 127,037.51 | | | | |
| Traffic Control & Lighting Technician I | M51 | Jul 1, 2021 | Annual | 58,314.33 | 61,266.50 | 62,798.16 | 64,368.11 | 65,977.32 | 67,626.75 | 69,317.42 | 71,050.35 | 72,826.61 | 74,647.28 | 76,513.46 | 78,700.30 | 80,667.81 |
| Traffic Control & Lighting Technician I | M52 | Jul 1, 2022 | Annual | 68,869.82 | 70,935.92 | 73,064.00 | 75,255.92 | 77,513.59 | 79,839.00 | 82,234.18 | 84,701.20 | 87,242.24 | | | | |
| Traffic Control & Lighting Technician I | M52 | Jul 1, 2023 | Annual | 70,935.92 | 73,064.00 | 75,255.92 | 77,513.60 | 79,839.00 | 82,234.17 | 84,701.20 | 87,242.23 | 89,859.50 | | | | |
| Traffic Control & Lighting Technician I | M52 | Jul 1, 2024 | Annual | 73,064.00 | 75,255.92 | 77,513.60 | 79,839.01 | 82,234.18 | 84,701.20 | 87,242.24 | 89,859.51 | 92,555.29 | | | | |
| Traffic Control & Lighting Technician II | M53 | Jul 1, 2021 | Annual | 61,220.53 | 64,319.82 | 65,927.81 | 67,576.01 | 69,265.41 | 70,997.04 | 72,771.97 | 74,591.27 | 76,456.05 | 78,367.45 | 80,326.64 | 82,634.14 | 84,699.99 |
| Traffic Control & Lighting Technician II | M54 | Jul 1, 2022 | Annual | 72,312.29 | 74,481.66 | 76,716.11 | 79,017.59 | 81,388.12 | 83,829.76 | 86,344.66 | 88,935.00 | 91,603.05 | | | | |
| Traffic Control & Lighting Technician II | M54 | Jul 1, 2023 | Annual | 74,481.66 | 76,716.11 | 79,017.59 | 81,388.12 | 83,829.76 | 86,344.65 | 88,935.00 | 91,603.05 | 94,351.14 | | | | |
| Traffic Control & Lighting Technician II | M54 | Jul 1, 2024 | Annual | 76,716.11 | 79,017.60 | 81,388.12 | 83,829.77 | 86,344.66 | 88,935.00 | 91,603.05 | 94,351.14 | 97,181.68 | | | | |
| Traffic Control Device Technician | M49 | Jul 1, 2021 | Annual | 55,535.46 | 58,346.95 | 59,805.62 | 61,300.76 | 62,833.28 | 64,404.11 | 66,014.21 | 67,664.57 | 69,356.18 | 71,090.09 | 72,867.34 | 74,954.91 | 76,828.80 |
| Traffic Control Device Technician | M49 | Jul 1, 2022 | Annual | 62,468.84 | 64,342.91 | 66,273.20 | 68,261.40 | 70,309.23 | 72,418.51 | 74,591.07 | 76,828.80 | 79,133.66 | | | | |
| Traffic Control Device Technician | M49 | Jul 1, 2023 | Annual | 64,342.91 | 66,273.19 | 68,261.39 | 70,309.24 | 72,418.51 | 74,591.06 | 76,828.80 | 79,133.67 | 81,507.67 | | | | |
| Traffic Control Device Technician | M49 | Jul 1, 2024 | Annual | 66,273.20 | 68,261.39 | 70,309.23 | 72,418.51 | 74,591.07 | 76,828.80 | 79,133.66 | 81,507.67 | 83,952.90 | | | | |
| Traffic Control/Lighting Supervisor | T86 | Jan 1, 2021 | Annual | 82,931.30 | 87,129.70 | 89,307.95 | 91,540.65 | 93,829.16 | 96,174.89 | 98,579.26 | 101,043.75 | 103,569.84 | 106,159.08 | 108,813.06 | 111,533.39 | |
| Traffic Control/Lighting Supervisor | T86 | Jan 1, 2022 | Annual | 84,797.26 | 89,090.12 | 91,317.38 | 93,600.31 | 95,940.32 | 98,338.83 | 100,797.30 | 103,317.23 | 105,900.16 | 108,547.66 | 111,261.36 | 114,042.89 | |
| Traffic Control/Lighting Supervisor | T86 | Jan 1, 2023 | Annual | 92,727.31 | 95,509.12 | 98,374.40 | 101,325.63 | 104,365.40 | 107,496.36 | 110,721.25 | 114,042.89 | 117,464.18 | | | | |
| Traffic Control/Lighting Supervisor | T86 | Jan 1, 2024 | Annual | 95,509.12 | 98,374.40 | 101,325.63 | 104,365.40 | 107,496.36 | 110,721.25 | 114,042.89 | 117,464.18 | 120,988.10 | | | | |
| Urban Forester | T84 | Jan 1, 2023 | Annual | 88,259.18 | 90,906.96 | 93,634.17 | 96,443.19 | 99,336.49 | 102,316.58 | 105,386.08 | 108,547.66 | 111,804.09 | | | | |
| Urban Forester | T84 | Jan 1, 2024 | Annual | 90,906.96 | 93,634.17 | 96,443.19 | 99,336.49 | 102,316.58 | 105,386.08 | 108,547.66 | 111,804.09 | 115,158.21 | | | | |
| Utilities Manager | T94 | Jan 1, 2021 | Annual | 101,043.74 | 106,159.08 | 108,813.05 | 111,533.38 | 114,321.72 | 117,179.76 | 120,109.25 | 123,111.98 | 126,189.78 | 129,344.53 | | | |
| Utilities Manager | T94 | Jan 1, 2022 | Annual | 103,317.23 | 108,547.66 | 111,261.35 | 114,042.88 | 116,893.95 | 119,816.30 | 122,811.71 | 125,882.00 | 129,029.05 | 132,254.78 | | | |
| Utilities Manager | T94 | Jan 1, 2023 | Annual | 107,535.24 | 110,761.30 | 114,084.13 | 117,506.66 | 121,031.86 | 124,662.81 | 128,402.70 | 132,254.78 | 136,222.42 | | | | |
| Utilities Manager | T94 | Jan 1, 2024 | Annual | 110,761.30 | 114,084.14 | 117,506.65 | 121,031.86 | 124,662.82 | 128,402.69 | 132,254.78 | 136,222.42 | 140,309.09 | | | | |
| Utilities Technician | M49 | Jul 1, 2021 | Annual | 55,535.46 | 58,346.95 | 59,805.62 | 61,300.76 | 62,833.28 | 64,404.11 | 66,014.21 | 67,664.57 | 69,356.18 | 71,090.09 | 72,867.34 | 74,954.91 | 76,828.80 |
| Utilities Technician | M49 | Jul 1, 2022 | Annual | 62,468.84 | 64,342.91 | 66,273.20 | 68,261.40 | 70,309.23 | 72,418.51 | 74,591.07 | 76,828.80 | 79,133.66 | | | | |
| Utilities Technician | M49 | Jul 1, 2023 | Annual | 64,342.91 | 66,273.19 | 68,261.39 | 70,309.24 | 72,418.51 | 74,591.06 | 76,828.80 | 79,133.67 | 81,507.67 | | | | |
| Utilities Technician | M49 | Jul 1, 2024 | Annual | 66,273.20 | 68,261.39 | 70,309.23 | 72,418.51 | 74,591.07 | 76,828.80 | 79,133.66 | 81,507.67 | 83,952.90 | | | | |
| Utility Maintenance Supervisor | T86 | Jan 1, 2021 | Annual | 82,931.30 | 87,129.70 | 89,307.95 | 91,540.65 | 93,829.16 | 96,174.89 | 98,579.26 | 101,043.75 | 103,569.84 | 106,159.08 | 108,813.06 | 111,533.39 | |
| Utility Maintenance Supervisor | T86 | Jan 1, 2022 | Annual | 84,797.26 | 89,090.12 | 91,317.38 | 93,600.31 | 95,940.32 | 98,338.83 | 100,797.30 | 103,317.23 | 105,900.16 | 108,547.66 | 111,261.36 | 114,042.89 | |
| Utility Maintenance Supervisor | T91 | Jan 1, 2023 | Annual | 97,363.67 | 100,284.58 | 103,293.12 | 106,391.91 | 109,583.67 | 112,871.18 | 116,257.31 | 119,745.03 | 123,337.39 | | | | |
| Utility Maintenance Supervisor | T91 | Jan 1, 2024 | Annual | 100,284.58 | 103,293.12 | 106,391.91 | 109,583.67 | 112,871.18 | 116,257.31 | 119,745.03 | 123,337.39 | 127,037.51 | | | | |
| Utility Manager - Engineer | T16 | Jul 1, 2023 | Annual | 146,749.71 | 151,152.20 | 155,686.77 | 160,357.37 | 165,168.10 | 170,123.14 | | | | | | | |
| Utility Manager - Engineer | T16 | Jul 1, 2024 | Annual | 151,152.20 | 155,686.77 | 160,357.37 | 165,168.09 | 170,123.14 | 175,226.83 | | | | | | | |
| Vice Mayor | C01 | Jan 1, 2021 | Annual | 4,800.00 | 7,200.00 | | | | | | | | | | | |
| Vice Mayor | C01 | Jan 1, 2022 | Annual | 4,800.00 | 7,200.00 | | | | | | | | | | | |
| Vice Mayor | C01 | Jan 1, 2023 | Annual | 4,800.00 | 7,200.00 | | | | | | | | | | | |
| Vice Mayor | C01 | Jan 1, 2024 | Annual | 4,800.00 | 7,200.00 | | | | | | | | | | | |
| Wastewater Collection Supervisor | T86 | Jan 1, 2021 | Annual | 82,931.30 | 87,129.70 | 89,307.95 | 91,540.65 | 93,829.16 | 96,174.89 | 98,579.26 | 101,043.75 | 103,569.84 | 106,159.08 | 108,813.06 | 111,533.39 | |
| Wastewater Collection Supervisor | T86 | Jan 1, 2022 | Annual | 84,797.26 | 89,090.12 | 91,317.38 | 93,600.31 | 95,940.32 | 98,338.83 | 100,797.30 | 103,317.23 | 105,900.16 | 108,547.66 | 111,261.36 | 114,042.89 | |
| Wastewater Collection Supervisor | T91 | Jan 1, 2023 | Annual | 97,363.67 | 100,284.58 | 103,293.12 | 106,391.91 | 109,583.67 | 112,871.18 | 116,257.31 | 119,745.03 | 123,337.39 | | | | |
| Wastewater Collection Supervisor | T91 | Jan 1, 2024 | Annual | 100,284.58 | 103,293.12 | 106,391.91 | 109,583.67 | 112,871.18 | 116,257.31 | 119,745.03 | 123,337.39 | 127,037.51 | | | | |

**CITY OF FOLSOM**
**POSITION CONTROL LISTING**
**SALARY SCHEDULE AS OF JULY 1, 2024**

| Job Title | Range | Effective Date | Time Base | Step 01 | Step 02 | Step 03 | Step 04 | Step 05 | Step 06 | Step 07 | Step 08 | Step 09 | Step 10 | Step 11 | Step 12 | Step 13 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Wastewater Collection Technician I | M45 | Jul 1, 2021 | Annual | 50,359.47 | 52,908.92 | 54,231.64 | 55,587.43 | 56,977.12 | 58,401.55 | 59,861.59 | 61,358.13 | 62,892.08 | 64,464.38 | 66,075.99 | 67,982.32 | 69,681.88 |
| Wastewater Collection Technician I | M45 | Jul 1, 2022 | Annual | 56,657.75 | 58,357.48 | 60,108.20 | 61,911.45 | 63,768.79 | 65,681.85 | 67,652.32 | 69,681.88 | 71,772.34 | | | | |
| Wastewater Collection Technician I | M45 | Jul 1, 2023 | Annual | 58,357.48 | 60,108.21 | 61,911.45 | 63,768.79 | 65,681.86 | 67,652.31 | 69,681.89 | 71,772.34 | 73,925.51 | | | | |
| Wastewater Collection Technician I | M45 | Jul 1, 2024 | Annual | 60,108.20 | 61,911.45 | 63,768.79 | 65,681.85 | 67,652.31 | 69,681.88 | 71,772.33 | 73,925.50 | 76,143.27 | | | | |
| Wastewater Collection Technician II | M51 | Jul 1, 2021 | Annual | 58,314.33 | 61,266.50 | 62,798.16 | 64,368.11 | 65,977.32 | 67,626.75 | 69,317.42 | 71,050.35 | 72,826.61 | 74,647.28 | 76,513.46 | 78,700.30 | 80,667.81 |
| Wastewater Collection Technician II | M51 | Jul 1, 2022 | Annual | 65,590.31 | 67,558.02 | 69,584.76 | 71,672.30 | 73,822.47 | 76,037.14 | 78,318.26 | 80,667.81 | 83,087.84 | | | | |
| Wastewater Collection Technician II | M51 | Jul 1, 2023 | Annual | 67,558.02 | 69,584.76 | 71,672.30 | 73,822.47 | 76,037.14 | 78,318.26 | 80,667.81 | 83,087.84 | 85,580.48 | | | | |
| Wastewater Collection Technician II | M51 | Jul 1, 2024 | Annual | 69,584.76 | 71,672.30 | 73,822.47 | 76,037.14 | 78,318.26 | 80,667.81 | 83,087.84 | 85,580.47 | 88,147.89 | | | | |
| Wastewater Collection Technician III | M55 | Jul 1, 2021 | Annual | 64,275.19 | 67,529.12 | 69,217.34 | 70,947.78 | 72,721.47 | 74,539.51 | 76,403.00 | 78,313.07 | 80,270.90 | 82,277.67 | 84,334.61 | 86,756.44 | 88,925.38 |
| Wastewater Collection Technician III | M55 | Jul 1, 2022 | Annual | 72,304.48 | 74,473.61 | 76,707.82 | 79,009.05 | 81,379.33 | 83,820.71 | 86,335.33 | 88,925.39 | 91,593.15 | | | | |
| Wastewater Collection Technician III | M55 | Jul 1, 2023 | Annual | 74,473.61 | 76,707.82 | 79,009.05 | 81,379.33 | 83,820.71 | 86,335.33 | 88,925.39 | 91,593.15 | 94,340.95 | | | | |
| Wastewater Collection Technician III | M55 | Jul 1, 2024 | Annual | 76,707.82 | 79,009.05 | 81,379.32 | 83,820.70 | 86,335.32 | 88,925.38 | 91,593.14 | 94,340.94 | 97,171.17 | | | | |
| Water Distribution Chief Operator | M58 | Jul 1, 2021 | Annual | 69,154.16 | 72,655.09 | 74,471.47 | 76,333.26 | 78,241.59 | 80,197.63 | 82,202.57 | 84,257.63 | 86,364.08 | 88,523.18 | 90,736.26 | 93,352.09 | 95,685.89 |
| Water Distribution Chief Operator | M58 | Jul 1, 2022 | Annual | 77,801.38 | 80,135.42 | 82,539.48 | 85,015.67 | 87,566.14 | 90,193.12 | 92,898.92 | 95,685.89 | 98,556.47 | | | | |
| Water Distribution Chief Operator | M58 | Jul 1, 2023 | Annual | 80,135.42 | 82,539.48 | 85,015.67 | 87,566.14 | 90,193.12 | 92,898.92 | 95,685.89 | 98,556.46 | 101,513.16 | | | | |
| Water Distribution Chief Operator | M58 | Jul 1, 2024 | Annual | 82,539.49 | 85,015.67 | 87,566.14 | 90,193.13 | 92,898.92 | 95,685.89 | 98,556.46 | 101,513.16 | 104,558.55 | | | | |
| Water Distribution Operator I | M45 | Jul 1, 2021 | Annual | 50,359.47 | 52,908.92 | 54,231.64 | 55,587.43 | 56,977.12 | 58,401.55 | 59,861.59 | 61,358.13 | 62,892.08 | 64,464.38 | 66,075.99 | 67,982.32 | 69,681.88 |
| Water Distribution Operator I | M45 | Jul 1, 2022 | Annual | 56,657.75 | 58,357.48 | 60,108.20 | 61,911.45 | 63,768.79 | 65,681.85 | 67,652.32 | 69,681.88 | 71,772.34 | | | | |
| Water Distribution Operator I | M45 | Jul 1, 2023 | Annual | 58,357.48 | 60,108.21 | 61,911.45 | 63,768.79 | 65,681.86 | 67,652.31 | 69,681.89 | 71,772.34 | 73,925.51 | | | | |
| Water Distribution Operator I | M45 | Jul 1, 2024 | Annual | 60,108.20 | 61,911.45 | 63,768.79 | 65,681.85 | 67,652.31 | 69,681.88 | 71,772.33 | 73,925.50 | 76,143.27 | | | | |
| Water Distribution Operator II | M51 | Jul 1, 2021 | Annual | 58,314.33 | 61,266.50 | 62,798.16 | 64,368.11 | 65,977.32 | 67,626.75 | 69,317.42 | 71,050.35 | 72,826.61 | 74,647.28 | 76,513.46 | 78,700.30 | 80,667.81 |
| Water Distribution Operator II | M51 | Jul 1, 2022 | Annual | 65,590.31 | 67,558.02 | 69,584.76 | 71,672.30 | 73,822.47 | 76,037.14 | 78,318.26 | 80,667.81 | 83,087.84 | | | | |
| Water Distribution Operator II | M51 | Jul 1, 2023 | Annual | 67,558.02 | 69,584.76 | 71,672.30 | 73,822.47 | 76,037.14 | 78,318.26 | 80,667.81 | 83,087.84 | 85,580.48 | | | | |
| Water Distribution Operator II | M51 | Jul 1, 2024 | Annual | 69,584.76 | 71,672.30 | 73,822.47 | 76,037.14 | 78,318.26 | 80,667.81 | 83,087.84 | 85,580.47 | 88,147.89 | | | | |
| Water Distribution Operator III | M55 | Jul 1, 2021 | Annual | 64,275.19 | 67,529.12 | 69,217.34 | 70,947.78 | 72,721.47 | 74,539.51 | 76,403.00 | 78,313.07 | 80,270.90 | 82,277.67 | 84,334.61 | 86,756.44 | 88,925.38 |
| Water Distribution Operator III | M55 | Jul 1, 2022 | Annual | 72,304.48 | 74,473.61 | 76,707.82 | 79,009.05 | 81,379.33 | 83,820.71 | 86,335.33 | 88,925.39 | 91,593.15 | | | | |
| Water Distribution Operator III | M55 | Jul 1, 2023 | Annual | 74,473.61 | 76,707.82 | 79,009.05 | 81,379.33 | 83,820.71 | 86,335.33 | 88,925.39 | 91,593.15 | 94,340.95 | | | | |
| Water Distribution Operator III | M55 | Jul 1, 2024 | Annual | 76,707.82 | 79,009.05 | 81,379.32 | 83,820.70 | 86,335.32 | 88,925.38 | 91,593.14 | 94,340.94 | 97,171.17 | | | | |
| Water Distribution Supervisor | T86 | Jan 1, 2021 | Annual | 82,931.30 | 87,129.70 | 89,307.95 | 91,540.65 | 93,829.16 | 96,174.89 | 98,579.26 | 101,043.75 | 103,569.84 | 106,159.08 | 108,813.06 | 111,533.39 | |
| Water Distribution Supervisor | T86 | Jan 1, 2022 | Annual | 84,797.26 | 89,090.12 | 91,317.38 | 93,600.31 | 95,940.32 | 98,338.83 | 100,797.30 | 103,317.23 | 105,900.16 | 108,547.66 | 111,261.36 | 114,042.89 | |
| Water Distribution Supervisor | T91 | Jan 1, 2023 | Annual | 97,363.67 | 100,284.58 | 103,293.12 | 106,391.91 | 109,583.67 | 112,871.18 | 116,257.31 | 119,745.03 | 123,337.39 | | | | |
| Water Distribution Supervisor | T91 | Jan 1, 2024 | Annual | 100,284.58 | 103,293.12 | 106,391.91 | 109,583.67 | 112,871.18 | 116,257.31 | 119,745.03 | 123,337.39 | 127,037.51 | | | | |
| Water Management Coordinator | M60 | Jul 1, 2021 | Annual | 72,611.91 | 76,287.89 | 78,195.09 | 80,149.97 | 82,153.72 | 84,207.56 | 86,312.75 | 88,470.57 | 90,682.33 | 92,949.39 | 95,273.12 | 98,016.15 | 100,466.56 |
| Water Management Coordinator | M60 | Jul 1, 2022 | Annual | 81,688.51 | 84,139.17 | 86,663.33 | 89,263.24 | 91,941.14 | 94,699.37 | 97,540.35 | 100,466.56 | 103,480.56 | | | | |
| Water Management Coordinator | M60 | Jul 1, 2023 | Annual | 84,139.16 | 86,663.34 | 89,263.23 | 91,941.14 | 94,699.37 | 97,540.36 | 100,466.56 | 103,480.56 | 106,584.97 | | | | |
| Water Management Coordinator | M60 | Jul 1, 2024 | Annual | 86,663.34 | 89,263.24 | 91,941.14 | 94,699.37 | 97,540.35 | 100,466.56 | 103,480.56 | 106,584.97 | 109,782.52 | | | | |
| Water Management Specialist | M49 | Jul 1, 2021 | Annual | 55,535.46 | 58,346.95 | 59,805.62 | 61,300.76 | 62,833.28 | 64,404.11 | 66,014.21 | 67,664.57 | 69,356.18 | 71,090.09 | 72,867.34 | 74,954.91 | 76,828.80 |
| Water Management Specialist | M49 | Jul 1, 2022 | Annual | 62,468.84 | 64,342.91 | 66,273.20 | 68,261.40 | 70,309.23 | 72,418.51 | 74,591.07 | 76,828.80 | 79,133.66 | | | | |
| Water Management Specialist | M49 | Jul 1, 2023 | Annual | 64,342.91 | 66,273.19 | 68,261.39 | 70,309.24 | 72,418.51 | 74,591.06 | 76,828.80 | 79,133.67 | 81,507.67 | | | | |
| Water Management Specialist | M49 | Jul 1, 2024 | Annual | 66,273.20 | 68,261.39 | 70,309.23 | 72,418.51 | 74,591.07 | 76,828.80 | 79,133.66 | 81,507.67 | 83,952.90 | | | | |
| Water Quality Technician | M55 | Jul 1, 2021 | Annual | 64,275.19 | 67,529.12 | 69,217.34 | 70,947.78 | 72,721.47 | 74,539.51 | 76,403.00 | 78,313.07 | 80,270.90 | 82,277.67 | 84,334.61 | 86,756.44 | 88,925.38 |
| Water Quality Technician | M55 | Jul 1, 2022 | Annual | 72,304.48 | 74,473.61 | 76,707.82 | 79,009.05 | 81,379.33 | 83,820.71 | 86,335.33 | 88,925.39 | 91,593.15 | | | | |
| Water Quality Technician | M55 | Jul 1, 2023 | Annual | 74,473.61 | 76,707.82 | 79,009.05 | 81,379.33 | 83,820.71 | 86,335.33 | 88,925.39 | 91,593.15 | 94,340.95 | | | | |
| Water Quality Technician | M55 | Jul 1, 2024 | Annual | 76,707.82 | 79,009.05 | 81,379.32 | 83,820.70 | 86,335.32 | 88,925.38 | 91,593.14 | 94,340.94 | 97,171.17 | | | | |
| Water Treatment Plant Chief Operator (Non-Shift) | M58 | Jul 1, 2021 | Annual | 69,154.16 | 72,655.09 | 74,471.47 | 76,333.26 | 78,241.59 | 80,197.63 | 82,202.57 | 84,257.63 | 86,364.08 | 88,523.18 | 90,736.26 | 93,352.09 | 95,685.89 |
| Water Treatment Plant Chief Operator (Non-Shift) | M58 | Jul 1, 2022 | Annual | 77,801.38 | 80,135.42 | 82,539.48 | 85,015.67 | 87,566.14 | 90,193.12 | 92,898.92 | 95,685.89 | 98,556.47 | | | | |
| Water Treatment Plant Chief Operator (Non-Shift) | M58 | Jul 1, 2023 | Annual | 80,135.42 | 82,539.48 | 85,015.67 | 87,566.14 | 90,193.12 | 92,898.92 | 95,685.89 | 98,556.46 | 101,513.16 | | | | |
| Water Treatment Plant Chief Operator (Non-Shift) | M58 | Jul 1, 2024 | Annual | 82,539.49 | 85,015.67 | 87,566.14 | 90,193.13 | 92,898.92 | 95,685.89 | 98,556.46 | 101,513.16 | 104,558.55 | | | | |
| Water Treatment Plant Chief Operator (Shift) | M60 | Jul 1, 2021 | Annual | 72,611.91 | 76,287.89 | 78,195.09 | 80,149.97 | 82,153.72 | 84,207.56 | 86,312.75 | 88,470.57 | 90,682.33 | 92,949.39 | 95,273.12 | 98,016.15 | 100,466.56 |
| Water Treatment Plant Chief Operator (Shift) | M60 | Jul 1, 2022 | Annual | 81,688.51 | 84,139.17 | 86,663.33 | 89,263.24 | 91,941.14 | 94,699.37 | 97,540.35 | 100,466.56 | 103,480.56 | | | | |
| Water Treatment Plant Chief Operator (Shift) | M60 | Jul 1, 2023 | Annual | 84,139.16 | 86,663.34 | 89,263.23 | 91,941.14 | 94,699.37 | 97,540.36 | 100,466.56 | 103,480.56 | 106,584.97 | | | | |
| Water Treatment Plant Chief Operator (Shift) | M60 | Jul 1, 2024 | Annual | 86,663.34 | 89,263.24 | 91,941.14 | 94,699.37 | 97,540.35 | 100,466.56 | 103,480.56 | 106,584.97 | 109,782.52 | | | | |
| Water Treatment Plant Mechanic | M49 | Jul 1, 2021 | Annual | 55,535.46 | 58,346.95 | 59,805.62 | 61,300.76 | 62,833.28 | 64,404.11 | 66,014.21 | 67,664.57 | 69,356.18 | 71,090.09 | 72,867.34 | 74,954.91 | 76,828.80 |
| Water Treatment Plant Mechanic | M49 | Jul 1, 2022 | Annual | 62,468.84 | 64,342.91 | 66,273.20 | 68,261.40 | 70,309.23 | 72,418.51 | 74,591.07 | 76,828.80 | 79,133.66 | | | | |
| Water Treatment Plant Mechanic | M49 | Jul 1, 2023 | Annual | 64,342.91 | 66,273.19 | 68,261.39 | 70,309.24 | 72,418.51 | 74,591.06 | 76,828.80 | 79,133.67 | 81,507.67 | | | | |
| Water Treatment Plant Mechanic | M49 | Jul 1, 2024 | Annual | 66,273.20 | 68,261.39 | 70,309.23 | 72,418.51 | 74,591.07 | 76,828.80 | 79,133.66 | 81,507.67 | 83,952.90 | | | | |
| Water Treatment Plant Operator I | M45 | Jul 1, 2021 | Annual | 50,359.47 | 52,908.92 | 54,231.64 | 55,587.43 | 56,977.12 | 58,401.55 | 59,861.59 | 61,358.13 | 62,892.08 | 64,464.38 | 66,075.99 | 67,982.32 | 69,681.88 |
| Water Treatment Plant Operator I | M45 | Jul 1, 2022 | Annual | 56,657.75 | 58,357.48 | 60,108.20 | 61,911.45 | 63,768.79 | 65,681.85 | 67,652.32 | 69,681.88 | 71,772.34 | | | | |
| Water Treatment Plant Operator I | M45 | Jul 1, 2023 | Annual | 58,357.48 | 60,108.21 | 61,911.45 | 63,768.79 | 65,681.86 | 67,652.31 | 69,681.89 | 71,772.34 | 73,925.51 | | | | |
| Water Treatment Plant Operator I | M45 | Jul 1, 2024 | Annual | 60,108.20 | 61,911.45 | 63,768.79 | 65,681.85 | 67,652.31 | 69,681.88 | 71,772.33 | 73,925.50 | 76,143.27 | | | | |

**CITY OF FOLSOM**
**POSITION CONTROL LISTING**
**SALARY SCHEDULE AS OF JULY 1, 2024**

| Job Title | Range | Effective Date | Time Base | Step 01 | Step 02 | Step 03 | Step 04 | Step 05 | Step 06 | Step 07 | Step 08 | Step 09 | Step 10 | Step 11 | Step 12 | Step 13 |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Water Treatment Plant Operator II | M51 | Jul 1, 2021 | Annual | 58,314.33 | 61,266.50 | 62,798.16 | 64,368.11 | 65,977.32 | 67,626.75 | 69,317.42 | 71,050.35 | 72,826.61 | 74,647.28 | 76,513.46 | 78,700.30 | 80,667.81 |
| Water Treatment Plant Operator II | M51 | Jul 1, 2022 | Annual | 65,590.31 | 67,558.02 | 69,584.76 | 71,672.30 | 73,822.47 | 76,037.14 | 78,318.26 | 80,667.81 | 83,087.84 | | | | |
| Water Treatment Plant Operator II | M51 | Jul 1, 2023 | Annual | 67,558.02 | 69,584.76 | 71,672.30 | 73,822.47 | 76,037.14 | 78,318.26 | 80,667.81 | 83,087.84 | 85,580.48 | | | | |
| Water Treatment Plant Operator II | M51 | Jul 1, 2024 | Annual | 69,584.76 | 71,672.30 | 73,822.47 | 76,037.14 | 78,318.26 | 80,667.81 | 83,087.84 | 85,580.47 | 88,147.89 | | | | |
| Water Treatment Plant Operator III | M55 | Jul 1, 2021 | Annual | 64,275.19 | 67,529.12 | 69,217.34 | 70,947.78 | 72,721.47 | 74,539.51 | 76,403.00 | 78,313.07 | 80,270.90 | 82,277.67 | 84,334.61 | 86,756.44 | 88,925.38 |
| Water Treatment Plant Operator III | M55 | Jul 1, 2022 | Annual | 72,304.48 | 74,473.61 | 76,707.82 | 79,009.05 | 81,379.33 | 83,820.71 | 86,335.33 | 88,925.39 | 91,593.15 | | | | |
| Water Treatment Plant Operator III | M55 | Jul 1, 2023 | Annual | 74,473.61 | 76,707.82 | 79,009.05 | 81,379.33 | 83,820.71 | 86,335.33 | 88,925.39 | 91,593.15 | 94,340.95 | | | | |
| Water Treatment Plant Operator III | M55 | Jul 1, 2024 | Annual | 76,707.82 | 79,009.05 | 81,379.32 | 83,820.70 | 86,335.32 | 88,925.38 | 91,593.14 | 94,340.94 | 97,171.17 | | | | |
| Water Treatment Plant Supervisor | T86 | Jan 1, 2021 | Annual | 82,931.30 | 87,129.70 | 89,307.95 | 91,540.65 | 93,829.16 | 96,174.89 | 98,579.26 | 101,043.75 | 103,569.84 | 106,159.08 | 108,813.06 | 111,533.39 | |
| Water Treatment Plant Supervisor | T86 | Jan 1, 2022 | Annual | 84,797.26 | 89,090.12 | 91,317.38 | 93,600.31 | 95,940.32 | 98,338.83 | 100,797.30 | 103,317.23 | 105,900.16 | 108,547.66 | 111,261.36 | 114,042.89 | |
| Water Treatment Plant Supervisor | T91 | Jan 1, 2023 | Annual | 97,363.67 | 100,284.58 | 103,293.12 | 106,391.91 | 109,583.67 | 112,871.18 | 116,257.31 | 119,745.03 | 123,337.39 | | | | |
| Water Treatment Plant Supervisor | T91 | Jan 1, 2024 | Annual | 100,284.58 | 103,293.12 | 106,391.91 | 109,583.67 | 112,871.18 | 116,257.31 | 119,745.03 | 123,337.39 | 127,037.51 | | | | |
| Water Utility Worker I | M45 | Jul 1, 2021 | Annual | 50,359.47 | 52,908.92 | 54,231.64 | 55,587.43 | 56,977.12 | 58,401.55 | 59,861.59 | 61,358.13 | 62,892.08 | 64,464.38 | 66,075.99 | 67,982.32 | 69,681.88 |
| Water Utility Worker I | M45 | Jul 1, 2022 | Annual | 56,657.75 | 58,357.48 | 60,108.20 | 61,911.45 | 63,768.79 | 65,681.85 | 67,652.32 | 69,681.88 | 71,772.34 | | | | |
| Water Utility Worker I | M45 | Jul 1, 2023 | Annual | 58,357.48 | 60,108.21 | 61,911.45 | 63,768.79 | 65,681.86 | 67,652.31 | 69,681.89 | 71,772.34 | 73,925.51 | | | | |
| Water Utility Worker I | M45 | Jul 1, 2024 | Annual | 60,108.20 | 61,911.45 | 63,768.79 | 65,681.85 | 67,652.31 | 69,681.88 | 71,772.33 | 73,925.50 | 76,143.27 | | | | |
| Water Utility Worker II | M51 | Jul 1, 2021 | Annual | 58,314.33 | 61,266.50 | 62,798.16 | 64,368.11 | 65,977.32 | 67,626.75 | 69,317.42 | 71,050.35 | 72,826.61 | 74,647.28 | 76,513.46 | 78,700.30 | 80,667.81 |
| Water Utility Worker II | M51 | Jul 1, 2022 | Annual | 65,590.31 | 67,558.02 | 69,584.76 | 71,672.30 | 73,822.47 | 76,037.14 | 78,318.26 | 80,667.81 | 83,087.84 | | | | |
| Water Utility Worker II | M51 | Jul 1, 2023 | Annual | 67,558.02 | 69,584.76 | 71,672.30 | 73,822.47 | 76,037.14 | 78,318.26 | 80,667.81 | 83,087.84 | 85,580.48 | | | | |
| Water Utility Worker II | M51 | Jul 1, 2024 | Annual | 69,584.76 | 71,672.30 | 73,822.47 | 76,037.14 | 78,318.26 | 80,667.81 | 83,087.84 | 85,580.47 | 88,147.89 | | | | |
| Water Utility Worker III | M55 | Jul 1, 2021 | Annual | 64,275.19 | 67,529.12 | 69,217.34 | 70,947.78 | 72,721.47 | 74,539.51 | 76,403.00 | 78,313.07 | 80,270.90 | 82,277.67 | 84,334.61 | 86,756.44 | 88,925.38 |
| Water Utility Worker III | M55 | Jul 1, 2022 | Annual | 72,304.48 | 74,473.61 | 76,707.82 | 79,009.05 | 81,379.33 | 83,820.71 | 86,335.33 | 88,925.39 | 91,593.15 | | | | |
| Water Utility Worker III | M55 | Jul 1, 2023 | Annual | 74,473.61 | 76,707.82 | 79,009.05 | 81,379.33 | 83,820.71 | 86,335.33 | 88,925.39 | 91,593.15 | 94,340.95 | | | | |
| Water Utility Worker III | M55 | Jul 1, 2024 | Annual | 76,707.82 | 79,009.05 | 81,379.32 | 83,820.70 | 86,335.32 | 88,925.38 | 91,593.14 | 94,340.94 | 97,171.17 | | | | |
| Zoo Manager | T94 | Jan 1, 2021 | Annual | 101,043.74 | 106,159.08 | 108,813.05 | 111,533.38 | 114,321.72 | 117,179.76 | 120,109.25 | 123,111.98 | 126,189.78 | 129,344.53 | | | |
| Zoo Manager | T94 | Jan 1, 2022 | Annual | 103,317.23 | 108,547.66 | 111,261.35 | 114,042.88 | 116,893.95 | 119,816.30 | 122,811.71 | 125,882.00 | 129,029.05 | 132,254.78 | | | |
| Zoo Manager | T94 | Jan 1, 2023 | Annual | 107,535.24 | 110,761.30 | 114,084.13 | 117,506.66 | 121,031.86 | 124,662.81 | 128,402.70 | 132,254.78 | 136,222.42 | | | | |
| Zoo Manager | T94 | Jan 1, 2024 | Annual | 110,761.30 | 114,084.14 | 117,506.65 | 121,031.86 | 124,662.82 | 128,402.69 | 132,254.78 | 136,222.42 | 140,309.09 | | | | |
| Zoo Supervisor | T86 | Jan 1, 2021 | Annual | 82,931.30 | 87,129.70 | 89,307.95 | 91,540.65 | 93,829.16 | 96,174.89 | 98,579.26 | 101,043.75 | 103,569.84 | 106,159.08 | 108,813.06 | 111,533.39 | |
| Zoo Supervisor | T86 | Jan 1, 2022 | Annual | 84,797.26 | 89,090.12 | 91,317.38 | 93,600.31 | 95,940.32 | 98,338.83 | 100,797.30 | 103,317.23 | 105,900.16 | 108,547.66 | 111,261.36 | 114,042.89 | |
| Zoo Supervisor | T86 | Jan 1, 2023 | Annual | 92,727.31 | 95,509.12 | 98,374.40 | 101,325.63 | 104,365.40 | 107,496.36 | 110,721.25 | 114,042.89 | 117,464.18 | | | | |
| Zoo Supervisor | T86 | Jan 1, 2024 | Annual | 95,509.12 | 98,374.40 | 101,325.63 | 104,365.40 | 107,496.36 | 110,721.25 | 114,042.89 | 117,464.18 | 120,988.10 | | | | |
| Zookeeper I | M37 | Jul 1, 2021 | Annual | 41,407.65 | 43,503.91 | 44,591.51 | 45,706.30 | 46,848.95 | 48,020.18 | 49,220.68 | 50,451.20 | 51,712.48 | 53,005.29 | 54,330.42 | 55,921.69 | 57,319.73 |
| Zookeeper I | M37 | Jul 1, 2022 | Annual | 46,606.19 | 48,004.38 | 49,444.50 | 50,927.85 | 52,455.68 | 54,029.35 | 55,650.23 | 57,319.74 | 59,039.32 | | | | |
| Zookeeper I | M37 | Jul 1, 2023 | Annual | 48,004.38 | 49,444.51 | 50,927.84 | 52,455.68 | 54,029.35 | 55,650.23 | 57,319.74 | 59,039.33 | 60,810.50 | | | | |
| Zookeeper I | M37 | Jul 1, 2024 | Annual | 49,444.50 | 50,927.84 | 52,455.67 | 54,029.34 | 55,650.22 | 57,319.73 | 59,039.32 | 60,810.50 | 62,634.81 | | | | |
| Zookeeper II | M43 | Jul 1, 2021 | Annual | 47,962.41 | 50,390.51 | 51,650.27 | 52,941.53 | 54,265.07 | 55,621.70 | 57,012.24 | 58,437.54 | 59,898.48 | 61,395.94 | 62,930.84 | 64,755.16 | 66,374.07 |
| Zookeeper II | M43 | Jul 1, 2022 | Annual | 53,968.19 | 55,587.24 | 57,254.85 | 58,972.50 | 60,741.68 | 62,563.92 | 64,440.84 | 66,374.07 | 68,365.28 | | | | |
| Zookeeper II | M43 | Jul 1, 2023 | Annual | 55,587.23 | 57,254.85 | 58,972.49 | 60,741.67 | 62,563.93 | 64,440.84 | 66,374.06 | 68,365.29 | 70,416.24 | | | | |
| Zookeeper II | M43 | Jul 1, 2024 | Annual | 57,254.85 | 58,972.50 | 60,741.67 | 62,563.93 | 64,440.84 | 66,374.07 | 68,365.29 | 70,416.25 | 72,528.74 | | | | |