



Agenda

City Council Regular and Joint City Council / Folsom Redevelopment Successor Agency / Folsom Public Financing Authority / Folsom Ranch Financing Authority / South of 50 Parking

City Council Chambers | 50 Natoma Street, Folsom CA 95630
May 24, 2022
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 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 and Joint City Council / Folsom Redevelopment Successor Agency / Folsom Public Financing Authority / Folsom Ranch Financing Authority / South of 50 Parking

**Folsom City Council Chambers
50 Natoma Street, Folsom, CA
www.folsom.ca.us**

Tuesday, May 24, 2022 6:30 PM

Kerri Howell, Mayor

*Rosario Rodriguez, Vice Mayor
YK Chalamcherla, Councilmember*

*Sarah Aquino, Councilmember
Mike Kozlowski, Councilmember*

REGULAR CITY COUNCIL AGENDA

Members of the public wishing to participate in this meeting via teleconference may participate either online or by telephone via WebEx.

Meeting Number: 2559 747 9417

Meeting Password: 05 24 2022

Join the meeting by WebEx online:

<https://cityoffolsom.my.webex.com/cityoffolsom.my/j.php?MTID=mb2487088b8343555280c811942ae212a>

To make a public comment using the WebEx online platform, please use the “raise hand” feature at the bottom center of the screen. Please make sure to enable audio controls once access has been given by the City Clerk to speak. Please wait to be called upon by the City Clerk.

Join the meeting by WebEx telephone: Dial 1-415-655-0001

*To make a public comment by phone, please press *3 to raise your hand. Please make sure to enable audio controls by pressing *6 once access has been given by the City Clerk to speak. Please wait to be called upon by the City Clerk.*

Verbal comments via virtual meeting must adhere to the principles of the three-minute speaking time permitted for public comment at City Council meetings.

CALL TO ORDER

ROLL CALL:

Councilmembers: Chalamcherla, Kozlowski, Rodriguez, Aquino, Howell

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

AGENDA UPDATE

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 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.

SCHEDULED PRESENTATIONS:

- [1.](#) Presentation by the Sacramento-Yolo Mosquito and Vector Control District
- [2.](#) Folsom Plan Area Semi-Annual Report

CONSENT CALENDAR:

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

- [3.](#) Ordinance No. 1326 - An Uncodified Ordinance of the City of Folsom Approving the Folsom Police Department's Military Equipment Use Policy in Compliance with Assembly Bill 481 (Second Reading and Adoption)
- [4.](#) Ordinance No. 1327 – An Uncodified Ordinance to Amend the Zoning Designation for a 7.24-acre Parcel (Lot 1) from M-L PD to R-4 PD and to Amend the Zoning Designation for a 4.68-acre Parcel (Lot 6) from BP PD to R-4 PD for the Folsom Corporate Center Apartments Project (Second Reading and Adoption)
- [5.](#) Resolution No. 10851 – A Resolution Authorizing the City Manager to Execute a Construction Agreement with B&M Builders, Inc. for the Iron Point Road Median Improvement Project, Project No. PW2102 and Appropriation of Funds
- [6.](#) Resolution No. 10852 – A Resolution Authorizing the City Manager to Execute an Amendment to the Design and Consulting Services Agreement with R.E.Y. Engineers, Inc. for the Natoma Street Drainage Phase 2 Project, Project No. PW1901
- [7.](#) Resolution No. 10853 – A Resolution Authorizing the City Manager to Execute a Construction Agreement with All Phase Construction, Inc. for the Natoma Street Drainage Improvement Project Phase 2, Project No. PW1901, State Project No. 5288(047) and Appropriation of Funds
- [8.](#) Resolution No. 10854 - A Resolution Authorizing Staff to Submit Active Transportation Program Grant Applications (Cycle 6) to the California Transportation Commission and the Sacramento Area Council of Governments for the Historic District Connectivity Project
- [9.](#) Resolution No. 10855 – A Resolution Authorizing Staff to Submit Active Transportation Program Grant Applications (Cycle 6) to the California Transportation Commission and the Sacramento Area Council of Governments for the Folsom-Placerville Rail Trail Project
- [10.](#) Resolution No. 10856 - A Resolution Authorizing the City Manager to Execute a Subdivision Improvement Agreement and Accept Offers of Dedication for the Mangini Ranch Phase 3 Village

No. 1 Subdivision, and Approval of the Final Map for the Mangini Ranch Phase 3 Village No. 1 Subdivision

- [11.](#) Resolution No. 10857 - A Resolution Authorizing the City Manager to Execute a Subdivision Improvement Agreement and Accept Offers of Dedication for the Mangini Ranch Phase 3 Village No. 4 Subdivision, and Approval of the Final Map for the Mangini Ranch Phase 3 Village No. 4 Subdivision
- [12.](#) Resolution No. 10858 - A Resolution Authorizing the City Manager to Execute a Subdivision Improvement Agreement and Accept Offers of Dedication for the Mangini Ranch Phase 3 Village No. 2 & 3 Subdivision, and Approval of the Final Map for the Mangini Ranch Phase 3 Village No. 2 & 3 Subdivision
- [13.](#) Resolution No. 10859 - A Resolution Authorizing the City Manager to Execute a Contract with MCM Roofing Inc. for the Folsom City Hall and Folsom Community Center Roof Repair Project
- [14.](#) Resolution No. 10860 - A Resolution Authorizing the City Manager to Execute a Construction Agreement with Cooper Oates Air Conditioning for the Folsom City Hall Boiler and HVAC Replacement Design-Build Project

PUBLIC HEARING:

- [15.](#) Resolution No. 10861 – A Resolution Adopting the City Manager’s Fiscal Year 2022-23 Operating and Capital Budgets for the City of Folsom, the Successor Agency, the Folsom Public Financing Authority, and the Folsom Ranch Financing Authority

CONVENE JOINT MEETING

JOINT MEETING AGENDA

JOINT CITY COUNCIL / FOLSOM REDEVELOPMENT SUCCESSOR AGENCY / FOLSOM PUBLIC FINANCING AUTHORITY / FOLSOM RANCH FINANCING AUTHORITY / SOUTH OF 50 PARKING AUTHORITY MEETING

ROLL CALL: Council / Board Members: Chalamcherla, Kozlowski, Rodriguez, Aquino, Howell

CONSENT CALENDAR:

- [16.](#) Approval of the March 22, 2022 Joint City Council / Redevelopment Successor Agency / Public Financing Authority / Folsom South of 50 Parking Authority / Folsom Ranch Financing Authority Meeting Minutes
- [17.](#) Receive and File the City of Folsom, the Folsom Redevelopment Successor Agency, the Folsom Public Financing Authority, the Folsom Ranch Financing Authority, and the South of 50 Parking Authority Monthly Investment Reports for the Month of March 2022

ADJOURNMENT

RECONVENE CITY COUNCIL MEETING

CITY MANAGER REPORTS:

COUNCIL COMMENTS:

ADJOURNMENT

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.

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.

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.

This page is intentionally left blank.



FOLSOM
DISTINCTIVE BY NATURE

Folsom City Council Staff Report



MEETING DATE:	5/24/2022
AGENDA SECTION:	Scheduled Presentations
SUBJECT:	Presentation by the Sacramento-Yolo Mosquito and Vector Control District
FROM:	City Clerk's Department

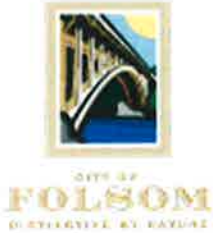
RECOMMENDATION / CITY COUNCIL ACTION

Staff recommends that the City Council receive an update from General Manager Gary Goodman, Sacramento-Yolo Mosquito and Vector Control District. No action is requested of the Council.

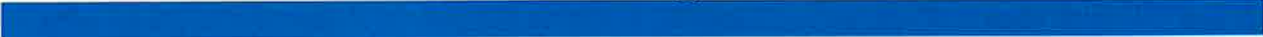
Submitted,

Christa Freemantle, CMC
City Clerk

This page is intentionally left blank.



Folsom City Council Staff Report



MEETING DATE:	5/24/2022
AGENDA SECTION:	Scheduled Presentations
SUBJECT:	Folsom Plan Area Semi-Annual Report
FROM:	Community Development Department

RECOMMENDATION / CITY COUNCIL ACTION

No action is requested of the City Council at this time.

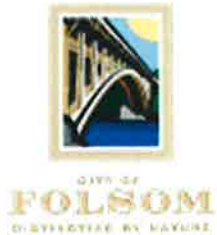
BACKGROUND / ISSUE

Community Development staff will provide an update on the planning, engineering and building activity in the Folsom Plan Area south of Highway 50 during the six month period from October 1, 2021 through March 31, 2022.

Submitted,

Pam Johns, Community Development Director

This page is intentionally left blank.



Folsom City Council Staff Report



MEETING DATE:	5/24/2022
AGENDA SECTION:	Consent Calendar
SUBJECT:	Ordinance No. 1326 - An Uncodified Ordinance of the City of Folsom Approving the Folsom Police Department’s Military Equipment Use Policy in compliance with Assembly Bill 481 (Second Reading and Adoption)
FROM:	Police Department

RECOMMENDATION / CITY COUNCIL ACTION

Introduction and first reading of Ordinance No. 1326 were held at the May 10, 2022, City Council meeting.

Staff recommends that the City Council approve the attached military equipment use policy by conduct the second reading of Ordinance No. 1326 –An Uncodified Ordinance of the City of Folsom Approving the Folsom Police Department’s Military Equipment Use Policy in accordance with Assembly Bill 481.

BACKGROUND / ISSUE

On September 30, 2021, Governor Gavin Newsom signed into law Assembly Bill 481, relating to the use of military equipment by law enforcement agencies.

Assembly Bill 481 (AB 481 or the Bill), codified at Government Code sections 7070 through 7075, requires a law enforcement agency (LEA) to obtain approval from the applicable governing body, via adoption of an ordinance approving a “military equipment” use policy, prior to the LEA, acquiring, using, or seeking funds for military equipment. AB 481 defines “military equipment” broadly and creates explicit parameters for the military equipment use policy it requires.

The Folsom Police Department (FPD) seeks City Council adoption of the attached ordinance approving the Military Equipment Use Policy – FPD Policy 707 (Exhibit A), in order to allow FPD to continue to use the vital equipment specified therein, as well as acquire one piece of new equipment.

POLICY / RULE

Assembly Bill 481 requires the following in summary:

- Law enforcement agencies must obtain approval from their governing body, by ordinance adopting a military equipment use policy, before engaging in specific actions related to the use or acquisition of military style equipment, including equipment that was acquired before January 1, 2022, when AB 481 went into effect.
- The proposed military equipment use policy must be available on the law enforcement agency's public website at least 30 days before the public meeting concerning the ordinance and the policy. If approved, the policy must remain publicly available on the website for as long as the military equipment is available for use.
- The proposed ordinance and military equipment use policy must be considered as an agenda item in open session at a regular meeting of the governing body, with the opportunity for public comment in accordance with the Brown Act.
- The governing body of a law enforcement agency shall only approve the military equipment use policy if it makes the specified determinations found in Government Code section 7071(d)(1). These findings are discussed in detail below.
- The governing body must review the ordinance and vote on whether to renew it at least annually. In deciding whether to renew the ordinance, the governing body must make specific determinations as described in Government Code section 7071(e)(2).
- The law enforcement agency must submit an annual report on military equipment funding, acquisition, and use to the governing body. The report must comply with the requirements of Government Code section 7072. The governing body must rely on the report in deciding whether to renew the ordinance and in making the specific determinations described in Government Code section 7071(e)(2). The annual report must be publicly available on the website for as long as the military equipment is available for use.
- Within 30 days of submitting and publicly releasing the annual report, the law enforcement agency must hold at least one well-publicized and conveniently located community engagement meeting, at which the general public may discuss and ask questions regarding the annual military equipment report and the law enforcement agency's funding, acquisition, or use of military equipment.

ANALYSIS

The legislative intent with Assembly Bill 481 was to have each jurisdiction's governing body be aware of and approve the use or acquisition of certain 'military' equipment described in California Government Code section 7070.

AB 481 defines "military equipment" broadly to include 15 categories of equipment. The term "military equipment", as used in AB 481, in fact does not necessarily indicate equipment that has been used by the military. Pursuant to AB 481, items deemed to be "military equipment" include, but are not limited to, unmanned aerial or ground vehicles (drones), armored vehicles, command and control vehicles, pepper balls, less lethal shotguns, less lethal 40mm projectile launchers, long range acoustic devices, and flashbangs.

Other items deemed to be "military equipment" via AB 481 include foundational equipment such as rifles.

The Folsom Police Department acquired and used "military equipment", as defined in AB 481, in accordance with applicable rules and regulations before January 1, 2022, when the new rules went into effect. State law now requires that the Department seek City Council approval, by an ordinance adopting a military equipment use policy, before it can use existing military equipment, acquire new military equipment, or collaborate with another law enforcement agency in the deployment of military equipment within the City of Folsom. The Department may continue to use any "military equipment" acquired before January 1, 2022, as long as it begins the approval process by May 1, 2022, and the Council adopts the ordinance approving the military equipment use policy within 180 days.

AB 481 contains specific requirements for the military equipment use policy itself. These include: a description of each type of military equipment, its capabilities, expected lifespan, product description from the manufacturer, and the quantity of each type of equipment; the purposes and authorized uses for each type of equipment; the fiscal impact; the rules that govern each authorized use; the training required before the equipment may be used by Department personnel; the mechanisms to ensure compliance with the policy; and the procedures by which members of the public may register complaints or concerns or ask questions about the equipment and its use. The attached policy contains all of the required information for the Department's existing equipment and for the one piece of new equipment to be acquired in 2022.

The proposed policy must be considered by the Council as an agenda item in open session at a regular meeting in accordance with the Brown Act, with an opportunity for public comment. The Council shall only approve the policy if it makes all of the following determinations pursuant to Government Code section 7071 (d)(1):

- A. The military equipment is necessary because there is no reasonable alternative that can achieve the same objective of officer and civilian safety.
- B. The proposed military equipment use policy will safeguard the public's welfare, safety, civil rights, and civil liberties.

- C. If purchasing the equipment, the equipment is reasonably cost effective compared to available alternatives that can achieve the same objective of officer and civilian safety.
- D. Prior military equipment use complied with the military equipment use policy that was in effect at the time, or if prior uses did not comply with the accompanying military equipment use policy, corrective action has been taken to remedy nonconforming uses and ensure future compliance.

All sworn officers with the Folsom Police Department are bound by a stringent set of laws, policies, and procedures which are in line with the public's welfare, safety, civil rights, and civil liberties. Similarly, all officers are trained in a variety of strategies and tactics which are in line with the laws, policies, and procedures in which we are bound, prior to the use or application of any 'military' equipment.

Items deemed to be "military equipment" by AB 481 are used as a component of overall best practices for LEAs throughout the country. These tools have been tested in the field, and are used by LEAs to enhance citizen safety and officer safety. Loss of these items would jeopardize the welfare of citizens and peace officers within the City of Folsom. For example, the rifles deemed to be "military equipment" allow peace officers to address lethal threats from a greater distance and with greater precision.

The Folsom Police Department is committed to using the most up to date tools and equipment to safeguard the citizens of Folsom. Many items deemed to be "military equipment" by AB 481 are in fact employed by the Folsom Police Department, and LEA's across the country, in order to specifically reduce risk to community members. These items provide peace officers with the ability to safely resolve volatile situations which otherwise might rise to the level of a lethal force encounter. To that end, the items at issue in this report, and accompanying Military Equipment Use Policy, also provide FPD's peace officers with vital tools that facilitate compliance with its stringent use of force policy.

AB 481 also includes a focus on transparency and public engagement. To that end, the proposed policy must be posted on the Department's website at least 30 days before the public hearing on the ordinance. If approved, the policy must be publicly available on the website for as long as the military equipment is available for use.

Similarly, AB 481 stated, 'The public has a right to know about any funding, acquisition, or use of military equipment by state or local government officials, as well as a right to participate in any government agency's decision to fund, acquire, or use such equipment.'

As such, the Police Department hosted a publicized community event on 3/31/2022 at the Folsom Police Department, to display and discuss the items applicable to this new law. The feedback of the event from the over 25 attendees was favorable, and the attendees supported the use of the equipment in order to keep the community safe.

ENVIRONMENTAL REVIEW

The California Environmental Quality Act (CEQA) does not apply to activities that will not result in a direct or reasonably foreseeable indirect physical change in the environment or to activities that are not otherwise considered a “project” as defined by Public Resources Code § 21065. (CEQA Guidelines § 15061(c)(3) and § 15378.) The Council’s decision regarding the military equipment use policy meets the above criteria and is not subject to CEQA. No environmental review is required.

FINANCIAL IMPACT

There is no direct financial impact caused by adoption of the ordinance or approval of the policy. The initial and ongoing financial impacts associated with each Type of existing Military Equipment are detailed in the policy. The financial impact of any new acquisition of Military Equipment approved by the Council through the policy is stated in the policy and will also be described in the contract and any staff report associated with acquisition of the specific piece of equipment.

ATTACHMENTS

1. Ordinance No. 1326 – An Uncodified Ordinance approving the Folsom Police Department’s Military Equipment Use Policy in accordance with Assembly Bill 481 (Second Reading and Adoption)

Submitted,

Richard Hillman, Chief of Police

ORDINANCE NO. 1326**AN UNCODIFIED ORDINANCE OF THE CITY OF FOLSOM APPROVING THE FOLSOM POLICE DEPARTMENT'S MILITARY EQUIPMENT USE POLICY IN COMPLIANCE WITH AB 481**

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

SECTION 1 PURPOSE

The purpose of this ordinance is to authorize the Folsom Police Department's acquisition and use of Military Equipment through approval of the attached Military Equipment Use Policy in accordance with AB 481 (Government Code sections 7070 through 7072.)

SECTION 2 POLICY

The proposed Military Equipment Use Policy is attached to this Ordinance as Exhibit A.

SECTION 3 FINDINGS

- A.** On September 30, 2021, Governor Gavin Newsom signed into law Assembly Bill 481, relating to the use of "military equipment" by law enforcement agencies.
- B.** Assembly Bill 481, codified at Government Code sections 7070 through 7075, requires law enforcement agencies to obtain approval from the applicable governing body, by an ordinance adopting a "military equipment" use policy, at a regular meeting held pursuant to open meeting laws, before taking certain actions related to the funding, acquisition, or use of "military equipment".
- C.** The term "military equipment" is defined in Government Code section 7070.
- D.** Assembly Bill 481 allows a law enforcement agency's governing body to approve the funding, acquisition, or use of "military equipment" within its jurisdiction only if it makes specified determinations.
- E.** Once approved, the Folsom Police Department's Military Equipment Use Policy will be contained in the Folsom Police Department's Policy Manual and identified as Policy 707- City Council Military Equipment Approval.
- F.** The proposed Military Equipment Use Policy was published on the Folsom Police Department's public website on March 25, 2022.
- G.** The proposed Military Equipment Use Policy was presented to City Council on May 10, 2022.

- H. The proposed Military Equipment Use Policy meets the requirements of Government Code section 7070, subdivision (d).

SECTION 4 DETERMINATIONS

Based on the information presented to the City Council at the public meeting on May 10, 2022, and the findings above, the City Council makes the following determinations:

1. The Military Equipment identified in the proposed Military Equipment Use Policy, attached hereto as Exhibit A, is necessary because there are no reasonable alternatives that can achieve the same objectives of officer and civilian safety.
2. The proposed Military Equipment Use Policy will safeguard the public's welfare, safety, civil rights, and civil liberties.
3. The piece of Military Equipment proposed to be purchased this year is reasonably cost effective compared to available alternatives that can achieve the same objectives of officer and civilian safety.
4. Prior Military Equipment use complied with applicable policies. The Folsom Police Department did not have a Military Equipment Use Policy in effect before the date of this ordinance, but the other applicable policies were followed.
5. The proposed Military Equipment Use Policy, attached hereto as Exhibit A, is approved and adopted.

SECTION 5 NO MANDATORY DUTY OF CARE

This Ordinance is not intended to and shall not be construed or given effect in a manner that imposes upon the City or any officer or employee thereof a mandatory duty of care toward persons or property within or without the City so as to provide a basis of civil liability for damages, except as otherwise imposed by law.

SECTION 6 SEVERABILITY

If any section, subsection, sentence, clause, or phrase in this Ordinance or the attached policy or any part thereof is for any reason held to be unconstitutional, invalid, or ineffective by any court of competent jurisdiction, such decision shall not affect the validity or effectiveness of the remaining portions of this Ordinance or the attached policy or any part thereof. The City Council declares that it would have passed each section irrespective of the fact that any one or more section, subsection, sentence, clause, or phrase be declared unconstitutional, invalid, or ineffective.

SECTION 7 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 May 10, 2022 and the second reading occurred at the regular meeting of the City Council on May 24, 2022.

On a motion by Council Member _____ seconded by Council Member _____, the foregoing ordinance was passed and adopted by the City Council of the City of Folsom, State of California, this 24th day of May 2022, by the following roll-call vote:

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

Kerri M. Howell, MAYOR

ATTEST:

Christa Freemantle, CITY CLERK

Military Equipment

707.1 PURPOSE AND SCOPE

The purpose of this policy is to provide guidelines for the approval, acquisition, and reporting requirements of military equipment (Government Code § 7070; Government Code § 7071; Government Code § 7072).

707.1.1 DEFINITIONS

Definitions related to this policy include (Government Code § 7070):

Military equipment – Includes but is not limited to the following:

- 1 Unmanned, remotely piloted, powered aerial or ground vehicles.
- 2 Mine-resistant ambush-protected (**MRAP**) vehicles or armored personnel carriers. Police versions of standard consumer vehicles are not Military Equipment.
- 3 High mobility multipurpose wheeled vehicles (HMMWV), two-and-one-half-ton trucks, five-ton trucks, or wheeled vehicles that have a breaching or entry apparatus attached. Unarmored all-terrain vehicles (ATVs) and motorized dirt bikes are not Military Equipment.
- 4 Tracked armored vehicles that provide ballistic protection to their occupants and use a tracked system instead of wheels for forward motion.
- 5 Command and control vehicles that are either built or modified to facilitate the operational control and direction of public safety units.
- 6 Weaponized aircraft, vessels, or vehicles of any kind.
- 7 Battering rams, slugs, and breaching apparatuses that are explosive in nature. This does not include a handheld, one-person ram. Items designed to remove a lock, such as bolt cutters, are not Military Equipment.
- 8 Firearms and ammunition of .50 caliber or greater, excluding standard-issue shotguns and standard-issue shotgun ammunition.
- 9 Specialized firearms and ammunition of less than .50 caliber, including firearms and accessories identified as assault weapons in Penal Code § 30510 and Penal Code § 30515, with the exception of standard-issue handguns and ammunition of less than .50 caliber.
- 10 Any firearm or firearm accessory that is designed to launch explosive projectiles.
- 11 Flashbang grenades, noise-flash diversionary devices, and explosive breaching tools.
- 12 Tear gas, pepper balls, and other munitions containing tear gas or OC, excluding standard, service-issued handheld pepper spray.
- 13 TASER® Shockwave, microwave weapons, water cannons, and long-range acoustic devices (LRADs).

Military Equipment

14 The following projectile launch platforms and their associated munitions: 40 mm projectile launchers, bean bag, rubber bullet, specialty impact munition (SIM) weapons, and any kinetic energy weapons and munitions.

15 Any other equipment as determined by the City Council to require additional oversight.

Type – Each item that shares the same manufacturer model number.

707.2 POLICY

It is the policy of the Folsom Police Department that members of this department comply with the provisions of Government Code § 7071 with respect to military equipment.

707.3 MILITARY EQUIPMENT COORDINATOR

The Chief of Police should designate a member of this department to act as the military equipment coordinator. The responsibilities of the military equipment coordinator include but are not limited to:

- (a) Acting as liaison to the City Council for matters related to the requirements of this Policy.
- (b) Identifying equipment that qualifies as Military Equipment, as defined in this Policy, whether the equipment is in the current possession of the Department or is equipment the Department intends to acquire.
- (c) Conducting an inventory of all Military Equipment, as defined in this Policy, at least annually.
- (d) Collaborating with any other law enforcement agency that may use Military Equipment within the jurisdiction of Folsom Police Department (Government Code § 7071).
- (e) Preparing for, scheduling, and coordinating the annual community engagement meeting, including:
 - 1. Publicizing the details of the meeting.
 - 2. Preparing for public questions regarding the Department's funding, acquisition, or use of Military Equipment.
- (f) Preparing the annual Military Equipment report Council and ensuring that the report is made available on the department website consistent with this Policy. (Government Code § 7072). Additionally, updating the ordinance, policy, and Military List as necessary.
- (g) Ensuring that this Policy is made available on the Department's website and that any newly proposed version of the Policy is also available on the website at least 30 days before any public hearing concerning the Policy or the associated ordinance.
- (h) Evaluating the procedures by which members of the public may register complaints or concerns or submit questions about the use of any Type of Military Equipment and updating those procedures as needed.

Military Equipment

- (i) Ensuring that the Department responds in a timely manner to each complaint, concern, or question about Military Equipment

707.4 MILITARY EQUIPMENT INVENTORY

Attached is a list of the Folsom Police Department's qualifying Military Equipment, including the following information (Government Code § 7070):

- (a) A description of each Type of Military Equipment, including:
 - 1. Quantity
 - 2. Capabilities
 - 3. Expected lifespan
 - 4. Product description from the manufacturer.
- (b) The purposes and authorized uses of each Type of Military Equipment
- (c) The fiscal impact of each Type of Military Equipment, including:
 - 1. Initial cost of obtaining the equipment
 - 2. Estimated annual cost of maintaining the equipment
- (d) Rules that govern each authorized use
- (e) Training that must be completed before any member of the Department is allowed to use each specific Type of Military Equipment

707.5 USE OF MILITARY EQUIPMENT

Military Equipment used by any member of this Department shall first be approved for use by the City Council. Once approved, Military Equipment must be used in accordance with all applicable Folsom Police Department policies and used only by those members trained and authorized for such use.

707.6 ACQUISITION OF NEW MILITARY EQUIPMENT

- (a) The acquisition of new Military Equipment shall be approved in advance by the City Council, in accordance with this Policy.
- (b) The Department is authorized to acquire additional stock of approved Military Equipment from other law enforcement agencies in the event of an emergency when approved in advance by the Chief of Police or authorized designee. If that occurs, the Department must obtain City Council approval as described in this Policy as soon as practicable.

Military Equipment

707.7 FUNDING FOR MILITARY EQUIPMENT

Funding for Military Equipment shall be approved in advance by the City Council, in accordance with the City of Folsom budget process, the procurement requirements of the Folsom Municipal Code, and this Policy.

707.8 APPROVAL BY CITY COUNCIL

- (a) The Chief of Police or the authorized designee shall obtain approval from the City Council for the acquisition and use of Military Equipment by way of an ordinance adopting the Military Equipment Use Policy. (Government Code § 7071.)
- (b) The City Council shall review the ordinance approving the Military Equipment Use Policy annually and vote on whether to renew the ordinance. (Government Code § 7071.)
- (c) As part of the initial and annual approval process, the Chief of Police or the authorized designee shall submit the proposed Military Equipment Use Policy to the City Council and make it available on the Department's website at least 30 days prior to any public hearing concerning the Military Equipment at issue (Government Code § 7071).
- (d) The ordinance approving the Military Equipment Use Policy must be adopted by the City Council before the Department engages in any of the following (Government Code § 7071):
 - 1. Requesting military equipment made available pursuant to 10 USC § 2576a.
 - 2. Seeking funds for military equipment, including but not limited to applying for a grant, soliciting or accepting private, local, state, or federal funds, in-kind donations, or other donations or transfers.
 - 3. Acquiring military equipment either permanently or temporarily, including by borrowing or leasing.
 - 4. Collaborating with another law enforcement agency in the deployment or other use of military equipment within the jurisdiction of this department.
 - 5. Using any new or existing military equipment for a purpose, in a manner, or by a person not previously approved by the governing body.
 - 6. Soliciting or responding to a proposal for, or entering into an agreement with, any other person or entity to seek funds for, apply to receive, acquire, use, or collaborate in the use of military equipment.
 - 7. Acquiring military equipment through any means not provided above.

707.9 PUBLIC AVAILABILITY OF POLICY

- (a) The Chief of Police or the authorized designee shall make any proposed Military Equipment Use Policy publicly available on the Department's website at least 30 days before any public hearing concerning the Military Equipment at issue. This includes any proposed changes to the Policy or the Military Equipment Inventory associated with the City Council's annual review of the ordinance. (Government Code § 7071.)

Folsom Police Department

Folsom PD Policy Manual

Military Equipment

- (b) The Chief of Police or the authorized designee shall make any Military Equipment Use Policy publicly available on the Department's website for as long as the Military Equipment is available for use. (Government Code § 7071.)

707.10 COORDINATION WITH OTHER LAW ENFORCEMENT AGENCIES

Military Equipment used by any other law enforcement agency that is providing mutual aid to or operating in conjunction with this Department or the City of Folsom in a law enforcement capacity, shall comply with the law enforcement agency's own Military Equipment use policy. Use of another law enforcement agency's Military Equipment by that agency in the City of Folsom is approved as long as the use complies with the other agency's Military Equipment use policy.

707.11 ANNUAL REPORT

- (a) Within one year after approval of the Military Equipment Use Policy, and annually thereafter, the Chief of Police or the authorized designee should submit to the City Council an annual Military Equipment report for each Type of approved Military Equipment. (Government Code § 7072).
- (b) The Chief of Police or the authorized designee should make each annual Military Equipment report publicly available on the Department's website for as long as the Military Equipment is available for use. (Government Code § 7072.)
- (c) The annual Military Equipment report shall include, at a minimum, all of the following information for the preceding calendar year for each Type of Military Equipment (Government Code § 7072):
 1. A summary of how the Military Equipment was used and the purpose of its use.
 2. A summary of any complaints or concerns received concerning the Military Equipment.
 3. The results of any internal audits, any information about violations of the Military Equipment Use Policy, and any actions taken in response.
 4. The total annual cost for each Type of Military Equipment, including acquisition, personnel, training, transportation, maintenance, storage, upgrade, and other ongoing costs, and from what source funds will be provided for the Military Equipment in the calendar year following submission of the annual Military Equipment report.
 5. The quantity possessed for each Type of Military Equipment.
 6. If the Department intends to acquire additional Military Equipment in the next year, the quantity sought for each Type of Military Equipment.

Military Equipment

707.12 REPLACEMENT OF EXISTING MILITARY EQUIPMENT

To maintain the quantity of each Type of Military Equipment included in the Military Equipment Inventory attached to this Policy, the Department is authorized to replace any approved Military Equipment without amending this Policy or the associated ordinance, if the Military Equipment is destroyed or rendered inoperable as a result of authorized use.

707.13 COMPLIANCE

Mechanisms to ensure compliance with the Military Equipment Use Policy include, but are not limited to, the following:

- (a) The Chief of Police shall be considered the ultimate authority for the content and adoption of the provisions of this Policy and shall ensure compliance with the Policy.
- (b) Each Division Commander will ensure that members under his/her command are aware of this Policy.
- (c) Each member will be required to acknowledge that he/she reviewed the Policy and shall seek clarification from an appropriate supervisor as needed.
- (d) The Training Officer is responsible for developing, reviewing, updating, and maintaining the Department's training plan so that required training is completed.
- (e) The Military Equipment Coordinator is responsible for compliance with specific components of the Policy as described above.
- (f) Violations of this Policy shall form the basis for departmental administrative action, training, or discipline consistent with the Policy Manual, the City of Folsom Personnel Rules and Regulations, and the applicable collective bargaining agreement.
- (g) This Policy shall not be construed to create a higher standard of care for civil or criminal liability against the City of Folsom or its employees.

707.14 COMMUNITY ENGAGEMENT

- (a) Within 30 days of submitting and publicly releasing the annual Military Equipment report, the Department shall hold at least one well-publicized and conveniently located community engagement meeting, at which the Department should discuss the annual Military Equipment report and respond to public questions regarding the report and the Department's funding, acquisition, or use of Military Equipment. (Government Code § 7072.)
- (b) Members of the public may register complaints or concerns or submit questions about the use of each specific Type of Military Equipment in any form, including in writing, by email sent to the following email address: FPDmilitaryequipment@folsom.ca.us, in person, by telephone at (916) 461-6400, at pre-determined community engagement meetings related to Military Equipment, or at any City Council meeting. Complaints related to the use of Military Equipment will be handled in accordance with FPD Policy 1019- Personnel Complaints.
- (c) The Department will ensure that each complaint, concern, or question receives a response in a timely manner. The Military Equipment Coordinator is specifically tasked

Military Equipment

with ensuring that each complaint, concern, or question receives a response in a timely manner.

DJI Matrice 210	
Description	Commercial UAS
Quantity	1
Capability	Fly, Hover, broadcast video, record video, Photography, FLIR, carry payload up to approx. 7.5lbs.
Life Span	UAS devices need to be upgraded as software becomes obsolete by vendors.
Manufacturer's Description	Commercial grade UAV equipped with a thermal imaging camera and a 30x zoom camera. 38 mins. maximum flight time. Has live stream capabilities.
Purpose	Provide Aerial Support for L.E. operations
Authorized Usage	Investigative Used by SWAT, Patrol, Search and Rescue to locate persons.
Costs	\$30,000 approx. \$2,000 anticipated yearly maintenance & battery cost
Required Training	32-hr Basic Pilots Course (or equivalent), FAA Remote Pilot Certificate (Part 107)
Authority for Authorized Use	Certificate of Authority issued by FAA - #2020-WSA-7949-COA, FAA Part 107 holder and completion of Department Training, Folsom Police Department Policy – Section 391

DJI Phantom 4 Pro	
Description	Commercial UAS
Quantity	1
Capability	Fly, Hover, broadcast video, record video, Photography
Life Span	UAS devices need to be upgraded as software becomes obsolete by vendors.
Manufacturer's Description	Commercial grade UAS equipped with UHD capable camera. Has live stream capability and 28 min. flight time.
Purpose	Provide Aerial Support for L.E. operations
Authorized Usage	Investigative Used by SWAT, Patrol, Search and Rescue to locate persons.
Costs	\$2,500 approx. \$300 anticipated yearly maintenance & battery cost
Required Training	32-hr Basic Pilots Course (or equivalent), FAA Remote Pilot Certificate (Part 107)

Authority for Authorized Use	Certificate of Authority issued by FAA - #2020-WSA-7949-COA, FAA Part 107 holder and completion of Department Training, Folsom Police Department Policy – Section 391
------------------------------	---

DJI Mavic 2 Enterprise	
Description	Commercial UAS
Quantity	3
Capability	Fly, Hover, broadcast video, record video, Photography, broadcast instant and/or prerecorded notifications.
Life Span	UAS devices need to be upgraded as software becomes obsolete by vendors.
Manufacturer's Description	Commercial grade UAS equipped with Single 4k colored camera with Zoom capabilities. Has live stream capability and 30 min. flight time.
Purpose	Provide Aerial Support for L.E. operations
Authorized Usage	Investigative Used by SWAT, Patrol, Search and Rescue to locate persons.
Costs	\$3,600 approx. \$400 anticipated yearly maintenance & battery cost
Required Training	32-hr Basic Pilots Course (or equivalent), FAA Remote Pilot Certificate (Part 107)
Authority for Authorized Use	Certificate of Authority issued by FAA - #2020-WSA-7949-COA, FAA Part 107 holder and completion of Department Training, Folsom Police Department Policy – Section 391

DJI Mavic 2 Zoom	
Description	Commercial UAS
Quantity	1
Capability	Fly, Hover, broadcast video, record video, Photography.
Life Span	UAS devices need to be upgraded as software becomes obsolete by vendors.
Manufacturer's Description	Commercial grade UAS equipped with Single 4k colored camera with Zoom capabilities. Has live stream capability and 30 min. flight time.
Purpose	Provide Aerial Support for L.E. operations

Authorized Usage	Investigative Used by SWAT, Patrol, Search and Rescue to locate persons.
Costs	\$1,500 approx. \$400 anticipated yearly maintenance & battery cost
Required Training	32-hr Basic Pilots Course (or equivalent), FAA Remote Pilot Certificate (Part 107)
Authority for Authorized Use	Certificate of Authority issued by FAA - #2020-WSA-7949-COA, FAA Part 107 holder and completion of Department Training, Folsom Police Department Policy – Section 391

DJI Mavic Mini 2	
Description	Commercial UAS
Quantity	2
Capability	Fly, Hover, broadcast video, record video, Photography, Interior flights
Life Span	UAS devices need to be upgraded as software becomes obsolete by vendors.
Manufacturer's Description	Commerical grade UAS equipped with Single 4k colored camera. Has live stream capability and 30 min. flight time.
Purpose	Provide Aerial Support for L.E. operations
Authorized Usage	Investigative Used by SWAT, Patrol, Search and Rescue to locate persons.
Costs	\$500 approx. \$80 anticipated yearly maintenance & battery cost
Required Training	32-hr Basic Pilots Course (or equivalent), FAA Remote Pilot Certificate (Part 107)
Authority for Authorized Use	Certificate of Authority issued by FAA - #2020-WSA-7949-COA, FAA Part 107 holder and completion of Department Training, Folsom Police Department Policy – Section 391

DJI Mavic Mini	
Description	Commercial UAS
Quantity	1
Capability	Fly, Hover, broadcast video, record video, Photography, Interior flights.

Life Span	UAS devices need to be upgraded as software becomes obsolete by vendors.
Manufacturer's Description	Commerical grade UAS equipped with Single 4k colored camera. Has live stream capability and 30 min. flight time.
Purpose	Provide Aerial Support for L.E. operations
Authorized Usage	Investigative Used by SWAT, Patrol, Search and Rescue to locate persons.
Costs	\$400 anticipanted yearly maintenance & battery cost
Required Training	32-hr Basic Pilots Course (or equivalent), FAA Remote Pilot Certificate (Part 107)
Authority for Authorized Use	Certificate of Authority issued by FAA - #2020-WSA-7949-COA, FAA Part 107 holder and completion of Department Training, Folsom Police Department Policy – Section 391

DJI Aeroscope (Regional Item)	
Description	Commercial UAS detection device
Quantity	1
Capability	Drone detection and identification platform.
Life Span	UAS devices need to be upgraded as software becomes obsolete by vendors.
Manufacturer's Description	Drone detection platform that identifies UAV communication links, gathering information such as flight status, paths, and other information in real-time.
Purpose	Identify and track commercial drones within secured or restricted areas
Authorized Usage	Provide airspace security over restricted areas or during specilized events
Costs	Unknown – obtained through UASI grant applied for by regional partners approx. \$400 anticipanted yearly maintenance & battery cost
Required Training	In house departmental training. No POST requirement.
Authority for Authorized Use	Completion of Department Training, Folsom Police Department Policy – Section 391

Blu-Link Streaming Box	
Description	Commerical streaming box
Quantity	1
Capability	Streams video in real-time HD video over a secure internet connection.
Life Span	3-5 years

Manufacturer's Description	Portable video streaming device to stream live HD video in real time over a secure Internet connection.
Purpose	Provide real-time video over a secure internet connection for situational awareness and scene assessment.
Authorized Usage	Completion of Department Training, Folsom Police Department Policy – Section 391
Costs	\$5,400 approx. \$50 anticipated yearly maintenance & battery cost
Required Training	In house departmental training. No POST requirement.
Authority for Authorized Use	Completion of Department Training, Folsom Police Department Policy – Section 391
Avatar III	
Description	Robotex INC Avatar III Robot
Quantity	1
Capability	The Avatar III Robot is a radio controlled robot on a track system of propulsion and is outfitted with Cameras, Speakers, and Microphones. The robot increases officers ability to conduct searches in high risk scenarios by providing video and audio into areas that may not be safe for officers to enter. In addition the cameras, speakers, and micorphones allow for 2 way communication between officers and subjects during critical incidents such as barricaded subjects, hostage situations, or suicidal subjects. The camera system provides additional safety for officers when placed in strategic positions to monitor doorways, hallways or access points. The Avatar III Robot is regulary used by the SWAT team during his risk search warrants, emergency calls, and during outside agency requests for assistance. The Crisis Negotiations Team (CNT) is also able to use the robot for direct communication during critical incidents when other forms of direct contact are unsuccessful.
Life Span	15 years

Manufacturer's Description	The AVATAR® enhances the capabilities of SWAT and tactical response teams by allowing them to inspect dangerous situations quickly and safely, there is no longer a need to send personnel in before you've had a chance to assess the situation. The AVATAR® saves lives by keeping first responders out of harm's way, and it does so at a fraction of the price of other robots. The AVATAR® Robots are regarded by tactical teams as a standard operational tool, like a firearm, vehicle, or piece of body armor. Departments across the United States and internationally are using the AVATAR® Robots
Purpose	To enhance safety for officers and subjects during high risk or critical Incidents.
Authorized Usage	Assisting in lawful searches and surveillance. Communications during critical incidents
Costs	\$26000 anticipated yearly maintenance & battery cost
Required Training	In house departmental training. No POST requirement.
Authority for Authorized Use	It is the policy of the FPD to utilize a robot only for official law enforcement purposes, and in a manner that respects the privacy of our community, pursuant to State and Federal law.

Lenco Bearcat G2	
Description	Armored personnel carrier
Quantity	1
Capability	The BearCat is a large mobile armored vehicle used to conduct rescues mission for both officers and the public, transport personnel and equipment, and provide security to the public.
Life Span	25 years
Manufacturer's Description	<p>The Lenco Bearcat is an armored vehicle built on a Ford F550 frame and is manufactured for law enforcement purposes. The purpose of the Bearcat armored vehicle is to provide ballistic protection to officers and citizens from gunfire. The armored vehicle stops rifle rated rounds including .50 caliber which is commercially available and beyond the protection level of shield and personal body armor possessed by the department.</p> <p>The Bearcat is often deployed several times a month by SWAT personnel while serving high risk search warrants or assisting other agency. It can be utilized by trained patrol personnel to rescue downed officers and citizens. The Bearcat has been struck by gunfire several times and protected the officers inside, behind it, and the community.</p> <p>Protecting officers allows them to contain the suspect and reduce the immediacy of the threat while communicating and de-escalating. Crisis Negotiations Team (CNT) members have operated from inside the armored vehicles during search warrant and SWAT callouts where they communicate with the suspect and attempt to de-escalate.</p>
Purpose	Regional asset and provides armored vehicle response to critical incidents.
Authorized Usage	To protect and safely transport Police personnel to active scenes. Provide security for officers and the public. It is used by the SWAT and officers.
Costs	\$275,000 approx. \$1,000 anticipated yearly maintenance cost
Required Training	All drivers/ operators shall attend formalized instruction and be trained in vehicle operations and practical driving instruction.

Authority for Authorized Use	Use is established under FPD Policy 705. It is the policy of the Department to utilize armored vehicles only for official law enforcement purposes, and pursuant to State and Federal law.
------------------------------	--

Mobile Command & Communications Unit (MCCU)	
Description	LDV Custom Specialty Vehicles Command Vehicle
Quantity	1
Capability	The MCCU can be utilized for SWAT/CINT and other critical incidents, preplanned large events, searching for missing persons, natural disasters, and community events
Life Span	20 years
Manufacturer's Description	The LDV Custom Specialty Vehicle is a mobile command center built on a 2006 Freightliner chassis and customized for law/fire command/communication purposes. The purpose of the LDV Mobile Command and Communication Unit (MCCU) is to provide an interior space for command staff to plan and organize responses to critical incidents and special events. The MCCU is specially equipped with an onboard dispatch center, a command area, and a radio interoperability system (RIOS) which allows radio communication between local, state, and federal law enforcement entities which currently operate under different radio systems/frequencies. The vehicle contains radios with varying frequencies including 800 megahertz, very high frequency (VHF), ultrahigh frequency (UHF), low band, and short-wave radio systems. The vehicle has internet capability and computer resources along with access to television channels allowing access to real time news/information. The vehicle is also equipped with a video downlink system allowing command staff to view live feeds from fire/law enforcement aircraft and UAS devices.
Purpose	To be used based on the specific circumstances of a given critical incident, large event, natural disaster or community event that is taking place.
Authorized Usage	Situations which the MCCU is authorized for use would include but not be limited to critical incidents, emergencies, and natural disasters.

Costs	\$750,000 \$15,000 anticipated yearly maintenance cost	approx.
Required Training	The MCCU operators will receive training in the overall operation of the vehicle to include set up and break down procedures, and skills training in the computer, dispatch, and radio systems. The drivers will receive training in the safe handling of the vehicle with the assistance of an experienced driver. Drivers will undergo California Department of Motor Vehicles commercial vehicle testing. This training will occur on a bi-monthly basis	
Authority for Authorized Use	It is the policy of the Department to use the MCCU for official fire and law enforcement purposes, and in accordance with California State law regarding operation of motor vehicles	

Colt M4 Carbine (11.5")	
Description	Enhanced Patrol Rifle
Quantity	14
Capability	These rifles fire an intermediate-power cartridge (.223) which is more powerful than a standard pistol but less powerful than a standard rifle. It's a short barreled rifle which allows SWAT Officers better control while inside of structures while still providing great accuracy.
Life Span	10-15 years
Manufacturer's Description	Built for the demanding use of those who protect our communities every day, the Colt Enhanced Patrol Rifle (EPR) is the next evolution in the world's most dependable, thoroughly field-tested patrol rifle. Featuring an extended handguard that accepts modular rail segments for mounting a wide variety of pro-grade optics, lighting, and ergonomics-enhancing accessories, as well as the highly durable Magpul® MBUS® Pro Series front and rear back up sights and B5 Bravo buttstock. The Colt EPR reestablishes the Colt AR-15® as the finest tool for local, regional, and national law enforcement agencies.
Purpose	The AR-15 can stop threats of great bodily injury or death at close and intermediate ranges. The AR-15 platform is capable of firing more accurately and quicker than a pistol while holding more rounds in the magazine and having better ballistic qualities.
Authorized Usage	To defend against an imminent threat of serious bodily injury or death. Used by SWAT
Costs	\$1,100 anticipated yearly maintenance cost
Required Training	Prior to using a rifle, officers must be certified by POST instructors in the operation of the rifle. Additionally, all members that operate any rifle are required to pass a range qualification once a year.
Authority for Authorized Use	Use is established under FPD Policy 300 and Policy 311. It is the policy of the FPD to utilize rifles only for official law enforcement purposes, and pursuant to State and Federal law regarding the use of force.

Accuracy International AT-.308

Description	Sniper Rifle
Quantity	4
Capability	This weapon shoots a heavier round. It is utilized when there is a potential need to engage a target further away than the capabilities of our issued rifles or to engage a target behind an intermediate barrier such as glass or metal. The weapon is often deployed in an overwatch capacity to protect the public during events such as the International Marathon.
Life Span	10-15 years
Manufacturer's Description	The AT (Accuracy Tactical) continues the legacy of the combat proven AW308 and takes the AW to new levels. The AIAT has a 20-inch quick change barrel and a folding stock. The AT is ideal for Law Enforcement and civilian users.
Purpose	The AIAT is an accurate rifle for precision shooting. These rifles are equipped with magnified optics and can be utilized to take precision shots at intermediate to long ranges. The .308 caliber bullet it shoots is also bigger and heavier than a typical .223 caliber bullet from an AR-15 which means it will penetrate barriers like glass with much less deflection.
Authorized Usage	To defend against an imminent threat of serious bodily injury or death. Used by SWAT
Costs	\$5,000 \$0 anticipated yearly maintenance cost
Required Training	Prior to using a rifle, officers must be certified by POST instructors in the operation of the rifle. Additionally, all members that operate any rifle are required to pass a range qualification once a year.
Authority for Authorized Use	Use is established under FPD Policy 300 and Policy 311. It is the policy of the FPD to utilize rifles only for official law enforcement purposes, and pursuant to State and Federal law regarding the use of force.

Benelli M3 Tactical Shotgun	
Description	SWAT Shotgun
Quantity	3

Capability	This is a 12-gauge semi-automatic pump shotgun used by SWAT officers. The semi-automatic capability reduces time between rounds versus a standard pump action shotgun. Not having to manipulate a fore-end gives SWAT officer the ability to get back on target faster increasing officer safety. The round is good for defeating barriers.
Life Span	10-15 years
Manufacturer's Description	Benelli's M3 Tactical Shotgun delivers fast cycling semi-auto fire with conventional loads or pump action for low energy loads. It is available in a 12 gauge, pistol grip model that satisfies a shooters need for both a semi-automatic and a pump action shotgun in one convertible weapon.
Purpose	SWAT
Authorized Usage	To defend against an imminent threat of serious bodily injury or death. Used by SWAT
Costs	\$800 \$0 anticipated yearly maintenance cost
Required Training	Prior to using a shotgun, officers must be certified by POST instructors in the operation of the rifle. Additionally, all members that operate any shotgun are required to pass a range qualification once a year.
Authority for Authorized Use	Use is established under FPD Policy 300 and Policy 311. It is the policy of the FPD to utilize shotguns only for official law enforcement purposes, and pursuant to State and Federal law regarding the use of force.

Colt (11.5-inch barrel) M4 Carbine – Enhanced Patrol Rifle

Description	Enhanced Patrol Rifle
Quantity	24
Capability	Equipped with optical sight systems and mounted flashlights, the short-barreled rifle (SBR) fires an intermediate-power cartridge (.223/5.56) which is more powerful than a standard pistol but less powerful than a standard rifle. The SBR gives police officers better maneuverability in and out of patrol vehicles and motorcycles. The SBR is ideal for close quarter deployments inside of structures and provides improved accuracy for long distance engagements.
Life Span	10-15 years

Manufacturer's Description	Built for the demanding use of those who protect our communities every day, the Colt Enhanced Patrol Rifle (EPR) is the next evolution in the world's most dependable, thoroughly field-tested patrol rifle. Featuring an extended handguard that accepts modular rail segments for mounting a wide variety of pro-grade optics, lighting, and ergonomics-enhancing accessories, as well as the highly durable Magpul® MBUS® Pro Series front and rear back up sights and B5 Bravo buttstock. The Colt EPR reestablishes the Colt AR-15® as the finest tool for local, regional, and national law enforcement agencies
Purpose	The AR-15 can stop threats of great bodily injury or death at close and intermediate ranges. The AR-15 platform is capable of firing more accurately and quicker than a pistol while holding more rounds in the magazine and having better ballistic qualities.
Authorized Usage	To defend against an imminent threat of serious bodily injury or death. Used by the Officers
Costs	\$1,190 anticipated yearly maintenance cost
Required Training	Prior to using a rifle, officers must be certified by POST instructors in the operation of the rifle. Additionally, all members that operate any rifle are required to pass a range qualification once a year.
Authority for Authorized Use	Use is established under FPD Policy 300 and Policy 311. It is the policy of the FPD to utilize rifles only for official law enforcement purposes, and pursuant to State and Federal law regarding the use of force.

Colt (16-inch barrel) M4 Carbine AR-15	
Description	Patrol Rifle
Quantity	22
Capability	Equipped with optical sight systems and mounted flashlights, these rifles fire an intermediate-power cartridge (.223/5.56) cartridge which is more powerful than a standard pistol but less powerful than a standard rifle. Provides improved accuracy for long distance engagements.
Life Span	10-15 years

Manufacturer's Description	The civilian model 6920 is the civilian version of the current Colt M4 Carbine used by our modern military war fighters. Throughout the world today Colt's reliability, performance and accuracy provide our armed Forces with the confidence required to accomplish any mission, and this rifle can do the same for you. Colt's 6920 series shares many of the same features as it's combat-proven brother the Colt M4. From the forged aluminum upper and lower receivers, to the chrome lined barrel, even through the gas operated semi automatic firing system. Don't settle for imitations, buy the real thing, buy a Colt
Purpose	The AR-15 can stop threats of great bodily injury or death at close and intermediate ranges. The AR-15 platform is capable of firing more accurately and quicker than a pistol while holding more rounds in the magazine and having better ballistic qualities.
Authorized Usage	To defend against an imminent threat of serious bodily injury or death. Used by the Officers
Costs	\$940 anticipated yearly maintenance cost
Required Training	Prior to using a rifle, officers must be certified by POST instructors in the operation of the rifle. Additionally, all members that operate any rifle are required to pass a range qualification once a year.
Authority for Authorized Use	Use is established under FPD Policy 300 and Policy 311. It is the policy of the FPD to utilize rifles only for official law enforcement purposes, and pursuant to State and Federal law regarding the use of force.

Black Hills Gold .308 Winchester 180 Nosler AccuBond	
Description	Specialized ammunition
Quantity	700 rounds
Capability	Penetrate Intermediate Barriers, Residential windows/Automotive Glass
Life Span	Indefinite

Manufacturer's Description	This round is loaded with a high quality Nosler AccuBond bullet for excellent down range performance. Through a proprietary bonding process that eliminates voids in the bullet core, AccuBond marries Nosler's traditional copper-alloy jacket with its special lead-alloy core. The result is a bullet that flies true, penetrates deep, won't cause extensive barrel fouling, and will retain 60-70% of its weight. The white polymer tip helps protect against deformation while initiating expansion upon impact. This round is used to penetrate intermediate barriers, residential windows, and automotive glass at 2,500 feet per second.
Purpose	To defend against an imminent threat of serious bodily injury or death. Used by SWAT
Authorized Usage	To defend against an imminent threat of serious bodily injury or death. Used by SWAT
Costs	\$45 approx. \$0 anticipated yearly maintenance cost
Required Training	Sworn members utilizing specialized ammunitions are trained by POST certified firearms instructors.
Authority for Authorized Use	Use is established under the FPD Policy 300, and Policy 311. It is the policy of the FPD to utilize specialized ammunition only for official law enforcement purposes, and pursuant to State and Federal law regarding the use of force.

Hornaday .308 Winchester Tap 168 grain ELD Match Tap Precision	
Description	Specialized ammunition
Quantity	7,600 rounds
Capability	Precision Round, Limited Penetration
Life Span	Indefinite
Manufacturer's Description	Hornady .308 Winchester Tap 168 grain ELD Match Tap Precision bullet with Heat Shield tip delivers the excellent terminal performance TAP Precision is known for, but features a resilient, heat resistant polymer tip that improves the ballistic coefficient, resulting in higher impact velocities, less drop, less wind drift, and more energy on target. The round has a muzzle velocity of 2,672 feet per second.
Purpose	Precision round with limited Penetration

Authorized Usage	To defend against an imminent threat of serious bodily injury or death. Used by SWAT
Costs	\$45 approx. \$0 anticipated yearly maintenance cost
Required Training	Sworn members utilizing specialized ammunitions are trained by POST certified firearms instructors.
Authority for Authorized Use	Use is established under the FPD Policy 300, and Policy 311. It is the policy of the FPD to utilize specialized ammunition only for official law enforcement purposes, and pursuant to State and Federal law regarding the use of force.

Defense Technology Ferret 37mm CS 1192	
Description	Tear Gas
Quantity	5
Capability	Can be launched via the 37mm single launcher
Life Span	5 years
Manufacturer's Description	The Ferret® 37 mm CS Round is a frangible projectile filled with chemical agent. Upon impacting the barrier, the nose cone ruptures and instantaneously delivers the .16 oz. agent payload inside a structure. The munitions is 4.8 in. by 1.5 in. and travels at 650fps within an effective range of 50 yards.
Purpose	To safely resolve critical situations such as violent civil unrest and highrisk tactical operations
Authorized Usage	De-escalation tool not likely to inflict serious injury Used by SWAT
Costs	\$40 anticipated yearly maintenance cost
Required Training	Sworn members utilizing chemical agents are trained by POST certified chemical agent instructors.
Authority for Authorized Use	Use is established under the FPD Policy 300, subsection 308.4. It is the policy of the FPD to utilize chemical agents only for official law enforcement purposes, and pursuant to State and Federal law regarding the use of force.

Defense Technology Ferret 37mm OC 1160	
Description	Tear Gas
Quantity	8
Capability	Can be launched via the 37mm single launcher
Life Span	5 years
Manufacturer's Description	The Ferret® 37 mm OC Round is a frangible projectile filled with chemical agent. Upon impacting the barrier, the nose cone ruptures and instantaneously delivers the .16 oz. agent payload inside a structure. These munitions are 4.8 in. by 1.5 in. and travels at 650fps within an effective range of 50 yards.
Purpose	To safely resolve critical situations such as violent civil unrest and high-risk tactical operations

Authorized Usage	De-escalation tool not likely to inflict serious injury Used by SWAT
Costs	\$40 anticipated yearly maintenance cost
Required Training	Sworn members utilizing chemical agents are trained by POST certified chemical agent instructors.
Authority for Authorized Use	Use is established under the FPD Policy 300, subsection 308.4. It is the policy of the FPD to utilize chemical agents only for official law enforcement purposes, and pursuant to State and Federal law regarding the use of force.

Combined Tactical Systems 37mm Riot CS Powder Muzzle Blast

Description	Tear Gas
Quantity	1
Capability	Can be launched via the 37mm single launcher
Life Span	5 years
Manufacturer's Description	A cartridge designed to blast irritant powder directly from the muzzle toward a hostile crowd or individual. These muzzle munitions are designed with a "dual-rim" enabling the operator to chamber the round in both 37MM and 40MM Launchers. However, only 37MM will deliver optimum performance as stated in this specification sheet.
Purpose	To safely resolve critical situations such as violent civil unrest and high-risk tactical operations
Authorized Usage	De-escalation tool not likely to inflict serious injury Used by SWAT
Costs	\$40 anticipated yearly maintenance cost
Required Training	Sworn members utilizing chemical agents are trained by POST certified chemical agent instructors.
Authority for Authorized Use	Use is established under the FPD Policy 300, subsection 308.4. It is the policy of the FPD to utilize chemical agents only for official law enforcement purposes, and pursuant to State and Federal law regarding the use of force.

Combined Tactical Systems 2430 CS/ 12-gauge barricade

Description	Tear Gas
Quantity	9
Capability	Can be launched via a 12 gauge shotgun
Life Span	5 years
Manufacturer's Description	Liquid filled, non-burning, fin-stabilized rounds designed to penetrate light to intermediate barriers such as windows and hollow core doors. The projectiles break upon impact and deliver agent payloads of powder or liquid throughout the adjacent target area.
Purpose	To safely resolve critical situations such as violent civil unrest and high-risk tactical operations
Authorized Usage	De-escalation tool not likely to inflict serious injury Used by SWAT
Costs	\$8 \$0 anticipated yearly maintenance cost
Required Training	Sworn members utilizing chemical agents are trained by POST certified chemical agent instructors.
Authority for Authorized Use	Use is established under the FPD Policy 300, subsection 308.4. It is the policy of the FPD to utilize chemical agents only for official law enforcement purposes, and pursuant to State and Federal law regarding the use of force.

Combined Tactical Systems 2440- 12-gauge OC powder

Description	Tear Gas
Quantity	5
Capability	Can be launched via a 12 gauge shotgun
Life Span	5 years
Manufacturer's Description	OC Liquid filled, non-burning, fin-stabilized rounds designed to penetrate light to intermediate barriers such as windows and hollow core doors. The projectiles break upon impact and deliver agent payloads of OC powder throughout the adjacent target area.
Purpose	To safely resolve critical situations such as violent civil unrest and high-risk tactical operations

Authorized Usage	De-escalation tool not likely to inflict serious injury Used by SWAT
Costs	\$8 anticipated yearly maintenance cost
Required Training	Sworn members utilizing chemical agents are trained by POST certified chemical agent instructors.
Authority for Authorized Use	Use is established under the FPD Policy 300, subsection 308.4. It is the policy of the FPD to utilize chemical agents only for official law enforcement purposes, and pursuant to State and Federal law regarding the use of force.

Defense Technology Ferret 40mm liquid barricade penetrator round, OC 2260	
Description	Tear Gas
Quantity	10
Capability	Can be launched via a 40mm launcher.
Life Span	5 years
Manufacturer's Description	The Ferret® 40mm Round is non-burning and suitable for indoor use. Used primarily by tactical teams, it is designed to penetrate barriers, such as windows, hollow core doors, wallboard and thin plywood. Upon impacting the barrier, the nose cone ruptures and instantaneously delivers a small chemical payload inside of a structure or vehicle. In a tactical deployment situation, the 40mm Ferret is primarily used to dislodge barricaded subjects from confined areas. Its purpose is to minimize the risks to all parties through pain compliance, temporary discomfort and/or incapacitation of potentially violent or dangerous subjects.
Purpose	To safely resolve critical situations such as violent civil unrest and high-risk tactical operations
Authorized Usage	De-escalation tool not likely to inflict serious injury Used by SWAT
Costs	\$10 anticipated yearly maintenance cost
Required Training	Sworn members utilizing chemical agents are trained by POST certified chemical agent instructors.

Authority for Authorized Use	Use is established under the FPD Policy 300, subsection 308.4. It is the policy of the FPD to utilize chemical agents only for official law enforcement purposes, and pursuant to State and Federal law regarding the use of force.
------------------------------	---

Defense Technology Ferret 40 mm powder barricade round, CS 2292	
Description	Tear Gas
Quantity	16
Capability	Can be launched via a 40mm launcher.
Life Span	5 years
Manufacturer's Description	The Ferret® 40 mm Barricade Penetrating Round is filled with a CS powder chemical agent. It is a frangible projectile that is spin stabilized utilizing barrel rifling. It is non-burning and designed to penetrate barriers. Primarily used to dislodge barricaded subjects, it can also be used for area denial. Primarily used by tactical teams, it is designed to penetrate barriers, such as windows, hollow core doors, wallboard and thin plywood. Upon impact the nose ruptures and instantaneously delivers the agent payload inside a structure or vehicle.
Purpose	To safely resolve critical situations such as violent civil unrest and high-risk tactical operations
Authorized Usage	De-escalation tool not likely to inflict serious injury Used by SWAT
Costs	\$10 anticipated yearly maintenance cost \$0
Required Training	Sworn members utilizing chemical agents are trained by POST certified chemical agent instructors.
Authority for Authorized Use	Use is established under the FPD Policy 300, subsection 308.4. It is the policy of the FPD to utilize chemical agents only for official law enforcement purposes, and pursuant to State and Federal law regarding the use of force.

Defense Technology Ferret 40 mm liquid barricade penetrator round, CS 2262	
Description	Tear Gas
Quantity	10
Capability	Can be launched via a 40mm launcher.

Life Span	5 years	
Manufacturer's Description	The Ferret® 40mm Round is non-burning and suitable for indoor use. Used primarily by tactical teams, it is designed to penetrate barriers, such as windows, hollow core doors, wallboard and thin plywood. Upon impacting the barrier, the nose cone ruptures and instantaneously delivers a small chemical payload inside of a structure or vehicle. In a tactical deployment situation, the 40mm Ferret is primarily used to dislodge barricaded subjects from confined areas. Its purpose is to minimize the risks to all parties through pain compliance, temporary discomfort and/or incapacitation of potentially violent or dangerous subjects.	
Purpose	To safely resolve critical situations such as violent civil unrest and high-risk tactical operations	
Authorized Usage	De-escalation tool not likely to inflict serious injury Used by SWAT	
Costs	\$10 anticipated yearly maintenance cost	\$0
Required Training	Sworn members utilizing chemical agents are trained by POST certified chemical agent instructors.	
Authority for Authorized Use	Use is established under the FPD Policy 300, subsection 308.4. It is the policy of the FPD to utilize chemical agents only for official law enforcement purposes, and pursuant to State and Federal law regarding the use of force.	

Defense Technology Ferret 40 mm powder barricade round, OC 2290	
Description	Tear Gas
Quantity	11
Capability	Can be launched via a 40mm launcher.
Life Span	5 years

Manufacturer's Description	The Ferret® 40 mm Barricade Penetrating Round is filled with an OC powder chemical agent. It is a frangible projectile that is spin stabilized utilizing barrel rifling. It is non-burning and designed to penetrate barriers. Primarily used to dislodge barricaded subjects, it can also be used for area denial. Primarily used by tactical teams, it is designed to penetrate barriers, such as windows, hollow core doors, wallboard and thin plywood. Upon impact the nose ruptures and instantaneously delivers the agent payload inside a structure or vehicle.
Purpose	To safely resolve critical situations such as violent civil unrest and high-risk tactical operations
Authorized Usage	De-escalation tool not likely to inflict serious injury Used by SWAT
Costs	\$10 \$0 anticipated yearly maintenance cost
Required Training	Sworn members utilizing chemical agents are trained by POST certified chemical agent instructors.
Authority for Authorized Use	Use is established under the FPD Policy 300, subsection 308.4. It is the policy of the FPD to utilize chemical agents only for official law enforcement purposes, and pursuant to State and Federal law regarding the use of force.

Defense Technology Triple-chaser separating canister, CS 1026

Description	Tear Gas
Quantity	10
Capability	Can be hand thrown, launched, or placed into a munitions Pole
Life Span	5 years
Manufacturer's Description	The Triple-Chaser® CS consists of three separate canisters pressed together with separating charges between each. When deployed, the canisters separate and land approximately 20 feet apart allowing increased area coverage in a short period of time. This grenade can be hand thrown or launched from a fired delivery system. The grenade is 6.5 in. by 2.7 in. and holds an approximately 3.2 oz. of active agent payload. It has an approximate burn time of 20-30 seconds.
Purpose	To safely resolve critical situations such as violent civil unrest and high-risk tactical operations

Authorized Usage	De-escalation tool not likely to inflict serious injury Used by SWAT
Costs	\$32 anticipated yearly maintenance cost
Required Training	Sworn members utilizing chemical agents are trained by POST certified chemical agent instructors.
Authority for Authorized Use	Use is established under the FPD Policy 300, subsection 308.4. It is the policy of the FPD to utilize chemical agents only for official law enforcement purposes, and pursuant to State and Federal law regarding the use of force.

Defense Technology Ferret 12-gauge liquid barricade round, CS 3012	
Description	Tear Gas
Quantity	10
Capability	Can be launched via a 12 gauge shotgun
Life Span	5 years
Manufacturer's Description	The Ferret® 12-Gauge Liquid CS non pyrotechnical properties also eliminate the fire hazard common with other products. The Ferret round is available with either liquid or powder carriers for the agent. These munitions are a 2.5 in. 12-Gauge round deploying .025 oz. of active agent.
Purpose	To safely resolve critical situations such as violent civil unrest and high-risk tactical operations
Authorized Usage	De-escalation tool not likely to inflict serious injury Used by SWAT
Costs	\$10 anticipated yearly maintenance cost
Required Training	Sworn members utilizing chemical agents are trained by POST certified chemical agent instructors.
Authority for Authorized Use	Use is established under the FPD Policy 300, subsection 308.4. It is the policy of the FPD to utilize chemical agents only for official law enforcement purposes, and pursuant to State and Federal law regarding the use of force.

Defense Technology Ferret 12-gauge powder barricade round, CS 3092	
Description	Tear Gas

Quantity	10
Capability	Can be launched via a 12 gauge shotgun
Life Span	5 years
Manufacturer's Description	The Ferret® 12-Gauge Powder CS non pyrotechnic properties also eliminate the fire hazard common with other products. The Ferret round is available with either liquid or powder carriers for the agent. The powder carrier improves barricade penetration potential.
Purpose	To safely resolve critical situations such as violent civil unrest and high-risk tactical operations
Authorized Usage	De-escalation tool not likely to inflict serious injury Used by SWAT
Costs	\$10 anticipated yearly maintenance cost
Required Training	Sworn members utilizing chemical agents are trained by POST certified chemical agent instructors.
Authority for Authorized Use	Use is established under the FPD Policy 300, subsection 308.4. It is the policy of the FPD to utilize chemical agents only for official law enforcement purposes, and pursuant to State and Federal law regarding the use of force.

Defense Technology Ferret 12-gauge powder barricade round, OC 3090	
Description	Tear Gas
Quantity	10
Capability	Can be launched via a 12 gauge shotgun
Life Span	5 years
Manufacturer's Description	The Ferret® 12-Gauge Powder OC non pyrotechnical properties also eliminate the fire hazard common with other products. The Ferret® round is available with either liquid or powder carriers for the agent. These munitions are a 2.5 in. 12-Gauge round deploying .002 oz. of active agent.
Purpose	To safely resolve critical situations such as violent civil unrest and high-risk tactical operations
Authorized Usage	De-escalation tool not likely to inflict serious injury Used by SWAT

Costs	\$8 anticipated yearly maintenance cost	\$0
Required Training	Sworn members utilizing chemical agents are trained by POST certified chemical agent instructors.	
Authority for Authorized Use	Use is established under the FPD Policy 300, subsection 308.4. It is the policy of the FPD to utilize chemical agents only for official law enforcement purposes, and pursuant to State and Federal law regarding the use of force.	

Defense Technology Ferret 12-gauge liquid barricade round, OC 3010		
Description	Tear Gas	
Quantity	10	
Capability	Can be launched via a 12 gauge shotgun	
Life Span	5 years	
Manufacturer's Description	The Ferret® 12-Gauge Liquid OC non pyrotechnical properties also eliminate the fire hazard common with other products. The Ferret round is available with either liquid or powder carriers for the agent. These munitions are a 2.5 in. 12-Gauge round deploying .015 oz. of active agent.	
Purpose	To safely resolve critical situations such as violent civil unrest and high-risk tactical operations	
Authorized Usage	De-escalation tool not likely to inflict serious injury Used by SWAT	
Costs	\$10 anticipated yearly maintenance cost	\$0
Required Training	Sworn members utilizing chemical agents are trained by POST certified chemical agent instructors.	
Authority for Authorized Use	Use is established under the FPD Policy 300, subsection 308.4. It is the policy of the FPD to utilize chemical agents only for official law enforcement purposes, and pursuant to State and Federal law regarding the use of force.	

Defense Technology 12-gauge barricade projectile, CS 23		
Description	Tear Gas	
Quantity	10	
Capability	Can be launched via a 12 gauge shotgun	

Life Span	5 years
Manufacturer's Description	
Purpose	To safely resolve critical situations such as violent civil unrest and high-risk tactical operations
Authorized Usage	De-escalation tool not likely to inflict serious injury Used by SWAT
Costs	\$10 anticipated yearly maintenance cost
Required Training	Sworn members utilizing chemical agents are trained by POST certified chemical agent instructors.
Authority for Authorized Use	Use is established under the FPD Policy 300, subsection 308.4. It is the policy of the FPD to utilize chemical agents only for official law enforcement purposes, and pursuant to State and Federal law regarding the use of force.

Smith & Wesson 12-gauge barricade projectile, CS	
Description	Tear Gas
Quantity	4
Capability	Can be launched via a 12 gauge shotgun
Life Span	5 years
Manufacturer's Description	Non-pyrotechnical 12-Gauge barricade round with a small CS charge.
Purpose	To safely resolve critical situations such as violent civil unrest and high-risk tactical operations
Authorized Usage	De-escalation tool not likely to inflict serious injury Used by SWAT
Costs	\$10 anticipated yearly maintenance cost
Required Training	Sworn members utilizing chemical agents are trained by POST certified chemical agent instructors.
Authority for Authorized Use	Use is established under the FPD Policy 300, subsection 308.4. It is the policy of the FPD to utilize chemical agents only for official law enforcement purposes, and pursuant to State and Federal law regarding the use of force.

Defense Technology Aerosol OC/CS grenade 1050

Description	Tear Gas	
Quantity	3	
Capability	Can be hand thrown, launched, or placed into a munitions Pole	
Life Span	5 years	
Manufacturer's Description	Designed for indoor use, this grenade contains no CFCs, is not a fire hazard and requires minimal decontamination by comparison to smoke, powders, or liquids. The Aerosol Grenade is most commonly used in tactical situations by Law Enforcement and Corrections and was designed with indoor operations in mind when a non fire-producing delivery system is desired. It is most effective when used in confined areas and close to the target area. Used to minimize the risks to all parties through pain compliance, temporary discomfort and/or incapacitation of potentially violent or dangerous subjects. The Aerosol Grenade is ideal for cell extractions or barricade situations where the use of pyrotechnic, powder, or liquid devices is not practical or desired. The OC and CS combination provide sufficient effects in confined areas of up to 1,500 square feet. The Aerosol Grenade is not recommended for outdoor use.	
Purpose	To safely resolve critical situations such as violent civil unrest and high-risk tactical operations	
Authorized Usage	De-escalation tool not likely to inflict serious injury Used by SWAT	
Costs	\$35 anticipated yearly maintenance cost	\$0
Required Training	Sworn members utilizing chemical agents are trained by POST certified chemical agent instructors.	
Authority for Authorized Use	Use is established under the FPD Policy 300, subsection 308.4. It is the policy of the FPD to utilize chemical agents only for official law enforcement purposes, and pursuant to State and Federal law regarding the use of force.	

Defense Technology Spede-Heat continuous discharge chemical grenade, OC 1070

Description	Tear Gas
Quantity	8
Capability	Can be hand thrown, launched, or placed into a munitions Pole
Life Span	5 years

Manufacturer's Description	The Spede-Heat™ OC Grenade is a high volume, continuous burn it expels its payload in approximately 20-40 seconds. The payload is discharged through four gas ports on top of the canister, three on the side and one on the bottom. This launchable grenade is 6.12 in. by 2.62 in. and holds approximately 1.09 oz. of active agent.
Purpose	To safely resolve critical situations such as violent civil unrest and high-risk tactical operations
Authorized Usage	De-escalation tool not likely to inflict serious injury Used by SWAT
Costs	\$ \$0 anticipated yearly maintenance cost
Required Training	Sworn members utilizing chemical agents are trained by POST certified chemical agent instructors.
Authority for Authorized Use	Use is established under the FPD Policy 300, subsection 308.4. It is the policy of the FPD to utilize chemical agents only for official law enforcement purposes, and pursuant to State and Federal law regarding the use of force.

Defense Technology Riot control continuous discharge grenade, OC 1080	
Description	Tear Gas
Quantity	5
Capability	Can be hand thrown, launched, or placed into a munitions Pole
Life Span	5 years
Manufacturer's Description	The Riot Control OC Grenade is designed specifically for outdoor use in crowd control situations with a high volume continuous burn that expels its payload in approximately 20-40 seconds through four gas ports located on the top of the canister. This grenade can be used to conceal tactical movement or to route a crowd. The volume of smoke and agent is vast and obtrusive. This launchable grenade is 6.0 in. by 2.35 in. and holds approximately 0.88 oz. of active agent.
Purpose	To safely resolve critical situations such as violent civil unrest and high-risk tactical operations
Authorized Usage	De-escalation tool not likely to inflict serious injury Used by SWAT

Costs	\$35 anticipated yearly maintenance cost	\$0
Required Training	Sworn members utilizing chemical agents are trained by POST certified chemical agent instructors.	
Authority for Authorized Use	Use is established under the FPD Policy 300, subsection 308.4. It is the policy of the FPD to utilize chemical agents only for official law enforcement purposes, and pursuant to State and Federal law regarding the use of force.	

Defense Technology Instantaneous blast CS grenade 1042		
Description	Tear Gas	
Quantity	4	
Capability	Can be hand thrown, launched, or placed into a munitions Pole	
Life Span	5 years	
Manufacturer's Description	The Instantaneous Blast CS Grenade is designed for indoor or outdoor use; this grenade's powder is expelled upon initiation of a small internal detonator that has sufficient force to split the canister at six machined grooves on the outside surface. this device is well suited for affecting numerous subjects grouped within a contained portion of a prison yard or area, using wind to the advantage. This 6.12 in. by 2.62 in. grenade will deliver approximately 1.5 oz. of active agent.	
Purpose	To safely resolve critical situations such as violent civil unrest and high-risk tactical operations	
Authorized Usage	De-escalation tool not likely to inflict serious injury Used by SWAT	
Costs	\$35 anticipated yearly maintenance cost	\$0
Required Training	Sworn members utilizing chemical agents are trained by POST certified chemical agent instructors.	
Authority for Authorized Use	Use is established under the FPD Policy 300, subsection 308.4. It is the policy of the FPD to utilize chemical agents only for official law enforcement purposes, and pursuant to State and Federal law regarding the use of force.	

Defense Technology Spede-Heat continuous discharge chemical grenade, CS 1072		
Description	Tear Gas	

Quantity	4
Capability	Can be hand thrown, launched, or placed into a munitions Pole
Life Span	5 years
Manufacturer's Description	The Spede-Heat™ CS Grenade is a high volume, continuous burn it expels its payload in approximately 20-40 seconds. The payload is discharged through four gas ports on top of the canister, three on the side and one on the bottom. This launchable grenade is 6.12 in. by 2.62 in. and holds approximately 2.9 oz. of active agent.
Purpose	To safely resolve critical situations such as violent civil unrest and high-risk tactical operations
Authorized Usage	De-escalation tool not likely to inflict serious injury Used by SWAT
Costs	\$35 anticipated yearly maintenance cost
Required Training	Sworn members utilizing chemical agents are trained by POST certified chemical agent instructors.
Authority for Authorized Use	Use is established under the FPD Policy 300, subsection 308.4. It is the policy of the FPD to utilize chemical agents only for official law enforcement purposes, and pursuant to State and Federal law regarding the use of force.

Defense Technology Flameless tri-chamber CS grenade 1032

Description	Tear Gas
Quantity	2
Capability	Can be hand thrown, launched, or placed into a munitions Pole
Life Span	5 years

Manufacturer's Description	The design of the Tri-Chamber Flameless CS Grenade allows the contents to burn within an internal can and disperse the agent safely with reduced risk of fire. The grenade is designed primarily for indoor tactical situations to detect and/or dislodge a barricaded subject. This grenade will deliver approximately .70 oz. of agent during its 20-25 seconds burn time. The Tri-Chamber Flameless Grenade can be used in crowd control as well as tactical deployment situations by Law Enforcement and Corrections, but was designed with the barricade situation in mind. Its applications in tactical situations are primarily to detect and/or dislodge barricaded subjects. The purpose of the Tri-Chamber Flameless Grenade is to minimize the risks to all parties through pain compliance, temporary discomfort, and/or incapacitation of potentially violent or dangerous subjects. The Tri-Chamber Flameless Grenade provides the option of delivering a pyrotechnic chemical device indoors, maximizing the chemicals' effectiveness via heat and vaporization, while minimizing or negating the chance of fire to the structure.
Purpose	To safely resolve critical situations such as violent civil unrest and high-risk tactical operations
Authorized Usage	De-escalation tool not likely to inflict serious injury Used by SWAT
Costs	\$35 anticipated yearly maintenance cost
Required Training	Sworn members utilizing chemical agents are trained by POST certified chemical agent instructors.
Authority for Authorized Use	Use is established under the FPD Policy 300, subsection 308.4. It is the policy of the FPD to utilize chemical agents only for official law enforcement purposes, and pursuant to State and Federal law regarding the use of force.

Defense Technology Flameless tri-chamber OC grenade 1030	
Description	Tear Gas
Quantity	3
Capability	Can be hand thrown, launched, or placed into a munitions Pole
Life Span	5 years

Manufacturer's Description	Designed for law enforcement and corrections, the OC Flameless Tri-Chamber Pyrotechnic Grenade combines the effectiveness of Oleoresin Capsicum (OC) as an incapacitating agent with the flexible delivery methods, range and area coverage of pyrotechnic munitions. The OC Flameless Tri-Chamber Grenade can be used in crowd control, or barricade situations, as a less lethal solution to incapacitate subjects through temporary respiratory discomfort, while reducing or negating the chance of fire to structures. The Tri-Chamber Flameless Grenade can be used in crowd control as well as tactical deployment situations by Law Enforcement and Corrections, but was designed with the barricade situation in mind. Its applications in tactical situations are primarily to detect and/or dislodge barricaded subjects. The purpose of the Tri-Chamber Flameless Grenade is to minimize the risks to all parties through pain compliance, temporary discomfort, and/or incapacitation of potentially violent or dangerous subjects. The Tri-Chamber Flameless Grenade provides the option of delivering a pyrotechnic chemical device indoors, maximizing the chemicals' effectiveness via heat and vaporization, while minimizing or negating the chance of fire to the structure.
Purpose	To safely resolve critical situations such as violent civil unrest and high-risk tactical operations
Authorized Usage	De-escalation tool not likely to inflict serious injury Used by SWAT
Costs	\$35 anticipated yearly maintenance cost
Required Training	Sworn members utilizing chemical agents are trained by POST certified chemical agent instructors.
Authority for Authorized Use	Use is established under the FPD Policy 300, subsection 308.4. It is the policy of the FPD to utilize chemical agents only for official law enforcement purposes, and pursuant to State and Federal law regarding the use of force.

Defense Technology Riot control continuous discharge grenade, CS 1082

Description	Tear Gas
Quantity	14
Capability	Can be hand thrown, launched, or placed into a munitions Pole
Life Span	5 years

Manufacturer's Description	The Riot Control CS Grenade is designed specifically for outdoor use in crowd control situations with a high volume continuous burn that expels its payload in approximately 20-40 seconds through four gas ports located on the top of the canister. This grenade can be used to conceal tactical movement or to route a crowd. The volume of smoke and agent is vast and obtrusive. This launchable grenade is 6.0 in. by 2.35 in. and holds approximately 2.7 oz. of active agent.
Purpose	To safely resolve critical situations such as violent civil unrest and high-risk tactical operations
Authorized Usage	De-escalation tool not likely to inflict serious injury Used by SWAT
Costs	\$35 \$0 anticipated yearly maintenance cost
Required Training	Sworn members utilizing chemical agents are trained by POST certified chemical agent instructors.
Authority for Authorized Use	Use is established under the FPD Policy 300, subsection 308.4. It is the policy of the FPD to utilize chemical agents only for official law enforcement purposes, and pursuant to State and Federal law regarding the use of force.

Defense Technology Pocket tactical grenade, CS 1016	
Description	Tear Gas
Quantity	11
Capability	Can be hand thrown, launched, or placed into a munitions Pole
Life Span	5 years
Manufacturer's Description	The Pocket Tactical CS Grenade is small, and lightweight. The 0.9 oz. of active agent will burn approximately 20-40 seconds. At 4.75 in. by 1.4 inches in size, it easily fits in most tactical pouches. This is a launchable grenade; however it is normally used as a signaling or covering device. Though this device is slightly over four inches in length, it produces a smoke cloud so fast it appears to be an enveloping screen produced by a full size tactical grenade.
Purpose	To safely resolve critical situations such as violent civil unrest and high-risk tactical operations
Authorized Usage	De-escalation tool not likely to inflict serious injury Used by SWAT

Costs	\$35 anticipated yearly maintenance cost	\$0
Required Training	Sworn members utilizing chemical agents are trained by POST certified chemical agent instructors.	
Authority for Authorized Use	Use is established under the FPD Policy 300, subsection 308.4. It is the policy of the FPD to utilize chemical agents only for official law enforcement purposes, and pursuant to State and Federal law regarding the use of force.	

Defense Technology Pocket tactical grenade, OC 1019		
Description	Tear Gas	
Quantity	15	
Capability	Can be hand thrown, launched, or placed into a munitions Pole	
Life Span	5 years	
Manufacturer's Description	The Pocket Tactical OC Grenade is a quick burning, reduced volume, continuous discharge grenade. Pelletized chemical agent is discharged through one (1) gas port located on the bottom of the canister. The Pocket Tactical Grenade is a small, lightweight, easily carried device that provides a medium volume of chemical agent or smoke for certain situations. It was designed with the tactical team in mind for distraction, concealment, rescue, or signaling. The pocket grenade is not specifically intended as a crowd management device; however, it can be used in chemical configurations in conjunction with larger smoke canisters to "piggy back" chemical agent into a predominately smoke environment. This device should be deployed utilizing wind advantage.	
Purpose	To safely resolve critical situations such as violent civil unrest and high-risk tactical operations	
Authorized Usage	De-escalation tool not likely to inflict serious injury Used by SWAT	
Costs	\$35 anticipated yearly maintenance cost	\$0
Required Training	Sworn members utilizing chemical agents are trained by POST certified chemical agent instructors.	

Authority for Authorized Use	Use is established under the FPD Policy 300, subsection 308.4. It is the policy of the FPD to utilize chemical agents only for official law enforcement purposes, and pursuant to State and Federal law regarding the use of force.
------------------------------	---

Defense Technology Muzzle blast 40 mm round, OC 6040

Description	Tear Gas
Quantity	10
Capability	Can be launched via a 40mm launcher
Life Span	5 years
Manufacturer's Description	The 40 mm Muzzle Blast OC Round is widely used as a crowd management tool for the immediate and close deployment of chemical agent. It can also be employed in tactical operations such as barricaded subjects for area denial, area contamination, and a means of contaminating crawl spaces and attics. As a pain compliance round it is an excellent device for deploying chemical-laden OC powder at close ranges for indoor or outdoor operations. It has a maximum effective range of 30 feet /9.1 meters.
Purpose	To safely resolve critical situations such as violent civil unrest and high-risk tactical operations
Authorized Usage	De-escalation tool not likely to inflict serious injury Used by SWAT
Costs	\$35 \$0 anticipated yearly maintenance cost
Required Training	Sworn members utilizing chemical agents are trained by POST certified chemical agent instructors.
Authority for Authorized Use	Use is established under the FPD Policy 300, subsection 308.4. It is the policy of the FPD to utilize chemical agents only for official law enforcement purposes, and pursuant to State and Federal law regarding the use of force.

Defense Technology Muzzle blast 40 mm round, CS 6042

Description	Tear Gas
Quantity	16
Capability	Can be launched via a 40mm launcher
Life Span	5 years

Manufacturer's Description	The 40 mm Muzzle Blast CS Round is widely used as a crowd management tool for the immediate and close deployment. It can also be employed in tactical operations such as barricaded subjects, room clearing, area denial, and for small space contamination, and a means of contaminating crawl spaces and attics. As a pain compliance round it is an excellent device for deploying chemical-laden CS powder at close ranges for indoor or outdoor operations. The cloud of agent is very effective in filling holes in dispersals lines or engaging crowds at close distances.
Purpose	To safely resolve critical situations such as violent civil unrest and high-risk tactical operations
Authorized Usage	De-escalation tool not likely to inflict serious injury Used by SWAT
Costs	\$35 anticipated yearly maintenance cost
Required Training	Sworn members utilizing chemical agents are trained by POST certified chemical agent instructors.
Authority for Authorized Use	Use is established under the FPD Policy 300, subsection 308.4. It is the policy of the FPD to utilize chemical agents only for official law enforcement purposes, and pursuant to State and Federal law regarding the use of force.

Defense Technology Smoke Maximum HC Smoke 1083	
Description	Smoke
Quantity	10
Capability	Can be hand thrown, launched, or placed into a munitions Pole
Life Span	5 years
Manufacturer's Description	The Military-Style Maximum Smoke Grenade comes from the Defense Technology® #3 smoke grenade. It is a slow burning, high volume, continuous discharge grenade designed for outdoor use in crowd management situations. Emits grey-white smoke only for approximately 1.5 to 2 minutes.
Purpose	To safely resolve critical situations such as violent civil unrest and high-risk tactical operations
Authorized Usage	

Costs	\$38 anticipated yearly maintenance cost	\$0
Required Training	Sworn members utilizing chemical agents are trained by POST certified chemical agent instructors.	
Authority for Authorized Use	Use is established under the FPD Policy 300, subsection 308.4. It is the policy of the FPD to utilize chemical agents only for official law enforcement purposes, and pursuant to State and Federal law regarding the use of force.	

Defense Technology Triple-Chaser separating canister, SAF-Smoke 1027		
Description	Smoke	
Quantity	10	
Capability	Can be hand thrown, launched, or placed into a munitions Pole	
Life Span	5 years	
Manufacturer's Description	The Triple-Chaser® Saf-Smoke™ consists three separate canisters pressed together with separating charges between each. When deployed, the canisters separate and land approximately 20 feet apart allowing increased area coverage in a short period of time. This grenade can be hand thrown or launched from a fired delivery system and is an effective way to quickly deploy a wide blanket of agent. The grenade is 6.5 in. by 2.7 in. and delivers Saf-Smoke™. It has an approximate burn time of 20 seconds.	
Purpose	To safely resolve critical situations such as violent civil unrest and high-risk tactical operations	
Authorized Usage	De-escalation tool not likely to inflict serious injury Used by SWAT	
Costs	\$38 anticipated yearly maintenance cost	\$0
Required Training	Sworn members utilizing chemical agents are trained by POST certified chemical agent instructors.	
Authority for Authorized Use	Use is established under the FPD Policy 300, subsection 308.4. It is the policy of the FPD to utilize chemical agents only for official law enforcement purposes, and pursuant to State and Federal law regarding the use of force.	

Defense Technology 8933 Low Roll Distraction Device	
Description	Diversionsary Device (Flash Bang)
Quantity	35
Capability	This intermediate less lethal specialty munition allows for light sound diversion during tactical operations which allows for tactical advantage during high-risk situations.
Life Span	Reusable 25 times
Manufacturer's Description	The Non-Reloadable Distraction Device® unit incorporates an M201A1 type fuze with hex design gun steel body. This is compact version of the 8933 Low Roll® body Distraction Device is the newest version of the first reusable non-bursting canister that limits movement and rolling once deployed. The compact Distraction Device fits safely in your hand and packs all the power of the full-size Distraction Device. This is a smaller, lighter device with the same output.
Purpose	To safely resolve critical situations during high-risk tactical operations.
Authorized Usage	De-escalation tool not likely to inflict serious injury Used by SWAT
Costs	\$30 \$0 anticipated yearly maintenance cost
Required Training	Prior to use, officers must attend inhouse training conducted by POST certified instructors or attend POST certified training.
Authority for Authorized Use	Use is established under FPD Policy 300. It is the policy of the FPD to utilize diversion devices only for official law enforcement purposes, and pursuant to State and Federal law regarding the use of force.

Defense Technology 8908CI Command Initiated Distraction Device	
Description	Diversionsary Device (Flash Bang)
Quantity	8
Capability	This intermediate less lethal specialty munition allows for light sound diversion during tactical operations which allows for tactical advantage during high-risk situations.
Life Span	One time use

Manufacturer's Description	The Command Initiated Reload can be initiated on command from a remote point alleviating initiation delay when instantaneous results are desired. It is ideal for operations utilizing bang poles, deterring retreat and achieving space denial from predetermined areas. 12" of thermo tubing is included with the reload. Some assembly and accessories are required.
Purpose	To safely resolve critical situations during high-risk tactical operations.
Authorized Usage	De-escalation tool not likely to inflict serious injury Used by SWAT
Costs	\$35 anticipated yearly maintenance cost
Required Training	Prior to use, officers must attend inhouse training conducted by POST certified instructors or attend POST certified training.
Authority for Authorized Use	Use is established under FPD Policy 300. It is the policy of the FPD to utilize diversion devices only for official law enforcement purposes, and pursuant to State and Federal law regarding the use of force.

Remington 870 Pump Action Shotgun – Less Lethal	
Description	Less Lethal Shotgun
Quantity	10
Capability	Deploying 12 gauge less lethal flexible baton munitions (Super sock)
Life Span	15-20 years
Manufacturer's Description	The Remington 870 barrel has a fixed cylinder choke for optimum performance with buckshot and slugs at close range. A myriad of aftermarket Remington 870 accessories enables owners to customize the 870 Express for specific purposes. 870 Remington is a receiver milled from a solid billet of steel for maximum strength, and twin action bars
Purpose	Deploys 12 gauge less lethal flexible baton (Super sock) as impact munitions.
Authorized Usage	De-escalation tool not likely to inflict serious injury Used by SWAT and Patrol.
Costs	\$500 \$50 anticipated yearly maintenance cost
Required Training	Sworn members utilizing less lethal shotguns are trained by POST certified instructors for 2 hours.
Authority for Authorized Use	Use is established under the FPD Policy 300, subsection 308.4. It is the policy of the FPD to utilize impact munitions only for official law enforcement purposes, and pursuant to State and Federal law regarding the use of force.

Defense Technology 37MM Tactical Single Launcher	
Description	37 MM Projectile Launcher
Quantity	2
Capability	Deploying 40mm less lethal impact projectiles and 40mm chemical agent rounds
Life Span	25 years
Manufacturer's Description	The 37LMTS is a tactical 37mm single shot launcher. The Ambidextrous Lateral Sling Mount (LSM) and QD mounting systems allow both a single and two point sling attachment. The 37LMTS will fire standard 37/38mm Less Lethal ammunition, up to 8 inches in cartridge length. The Picatinny Rail Mounting System will accept a wide array of enhanced optics/sighting systems.

Purpose	Deploying 40mm less lethal impact projectiles and 40mm chemical agent rounds
Authorized Usage	De-escalation tool not likely to inflict serious injury Used by SWAT
Costs	\$300 \$0 anticipated yearly maintenance cost
Required Training	Sworn members utilizing munitions launchers are trained by POST certified chemical agent instructors and POST certified less lethal instructors.
Authority for Authorized Use	Use is established under the FPD Policy 300, subsection 308.4, and Policy 311. It is the policy of the FPD to utilize projectile launchers only for official law enforcement purposes, and pursuant to State and Federal law regarding the use of force.

Defense Technology 1440 40MM Tactical 4-Shot Launcher

Description	40 MM Projectile Launcher
Quantity	2
Capability	Deploying 40mm less lethal impact projectiles and 40mm chemical agent rounds
Life Span	15 years
Manufacturer's Description	Designed for riot and tactical situations, the Defense Technology® 1440 40mm Tactical 4-Shot Launcher is low-profile and lightweight, providing multi-shot capability in an easy to carry launcher. It features the Rogers Super Stoc™ expandable gun stock, an adjustable Picatinny mounted front grip, and a unique direct-drive system to advance the magazine cylinder.
Purpose	Deploying 40mm less lethal impact projectiles and 40mm chemical agent rounds
Authorized Usage	De-escalation tool not likely to inflict serious injury Used by SWAT
Costs	\$300 \$0 anticipated yearly maintenance cost
Required Training	Sworn members utilizing munitions launchers are trained by POST certified chemical agents instructors and POST certified less lethal instructors.
Authority for Authorized Use	Use is established under the FPD Policy 300, subsection 308.4, and Policy 311. It is the policy of the FPD to utilize projectile launchers only for official law enforcement purposes, and pursuant to State and Federal law regarding the use of force.

Penn Arms L637-1 37MM Projectile Launcher	
Description	37 MM Projectile Launcher
Quantity	1
Capability	Deploying 37mm less lethal impact projectiles
Life Span	25 years
Manufacturer's Description	A spring-advance magazine drum launcher with a six-shot capacity and a smooth barrel.
Purpose	Deploying 37mm less lethal impact projectiles
Authorized Usage	De-escalation tool not likely to inflict serious injury. Used by SWAT and patrol
Costs	\$300 \$0 anticipated yearly maintenance cost
Required Training	Sworn members utilizing munitions launchers are trained by POST certified chemical agents instructors and POST certified less lethal instructors.
Authority for Authorized Use	Use is established under the FPD Policy 300, subsection 308.4, and Policy 311. It is the policy of the FPD to utilize projectile launchers only for official law enforcement purposes, and pursuant to State and Federal law regarding the use of force.

Sage KO1/S Impact Baton 37MM Projectile	
Description	37 MM Projectile
Quantity	17
Capability	37mm launcher
Life Span	25 years
Manufacturer's Description	The KO1 is a direct fire modular impact baton round that is designed to be used in situations where kinetic energy is preferred for the incapacitation of hostile and/or non-compliant individuals.
Purpose	To safely resolve critical situations such as high-risk tactical operations. These are necessary because there is no reasonable alternative that can achieve the same objective of officer and civilian safety/will safeguard the public's welfare, safety, civil rights, and civil liberties.
Authorized Usage	De-escalation tool not likely to inflict serious injury. Used by SWAT and patrol.

Costs	\$30 anticipated yearly maintenance cost	\$0
Required Training	Sworn members utilizing munitions launchers are trained by POST certified chemical agents instructors and POST certified less lethal instructors.	
Authority for Authorized Use	Use is established under the FPD Policy 300, subsection 308.4. It is the policy of the FPD to utilize impact munitions only for official law enforcement purposes, and pursuant to State and Federal law regarding the use of force.	

Sage K03OC/S OC Impact Baton 37MM Projectile		
Description	37 MM Projectile	
Quantity	6	
Capability	37mm launcher	
Life Span	25 years	
Manufacturer's Description	The KO3 is a direct fire crush nose chemical impact baton round that is designed to be used in situations where a combination of kinetic energy and chemical agents is preferred for the incapacitation of hostile and/or non-compliant individuals.	
Purpose	To safely resolve critical situations such as high-risk tactical operations. These are necessary because there is no reasonable alternative that can achieve the same objective of officer and civilian safety/will safeguard the public's welfare, safety, civil rights, and civil liberties.	
Authorized Usage	De-escalation tool not likely to inflict serious injury. Used by SWAT and patrol.	
Costs	\$30 anticipated yearly maintenance cost	\$0
Required Training	Sworn members utilizing munitions launchers are trained by POST certified chemical agents instructors and POST certified less lethal instructors.	
Authority for Authorized Use	Use is established under the FPD Policy 300, subsection 308.4. It is the policy of the FPD to utilize impact munitions only for official law enforcement purposes, and pursuant to State and Federal law regarding the use of force.	

Winchester Lake Erie Chemical Launcher Attachment		
Description	12 Gauge Projectile Launcher	
Quantity	1	

Capability	These launching cups attach to 12 gauge less lethal shotguns and allow us to launch canisters of chemical agents or smoke.
Life Span	25 years
Manufacturer's Description	
Purpose	These launching cups attach to 12 gauge less lethal shotguns and allow us to launch canisters of chemical agents or smoke.
Authorized Usage	De-escalation tool not likely to inflict serious injury. Used by SWAT.
Costs	\$500 anticipated yearly maintenance cost
Required Training	Sworn members utilizing munitions launchers are trained by POST certified chemical agents instructors and POST certified less lethal instructors.
Authority for Authorized Use	Use is established under the FPD Policy 300, subsection 308.4. It is the policy of the FPD to utilize impact munitions only for official law enforcement purposes, and pursuant to State and Federal law regarding the use of force.

Defense Technology 1370 12-Gauge TkO/ Launching Cup	
Description	12 Gauge Projectile Launcher
Quantity	1
Capability	These launching cups attach to 12 gauge less lethal shotguns and allow us to launch canisters of chemical agents or smoke.
Life Span	25 years
Manufacturer's Description	The launching cup will project the Pocket Tactical Grenade beyond the normal throwing distance. This will extended the ability and safety of the officers involved. Removable shotgun forend to ensure proper stand-off when using breaching rounds.
Purpose	To limit the escalation of conflict where employment of lethal force is prohibited or undesirable.
Authorized Usage	De-escalation tool not likely to inflict serious injury. Used by SWAT.
Costs	\$40 anticipated yearly maintenance cost
Required Training	Sworn members utilizing munitions launchers are trained by POST certified chemical agents instructors and POST certified less lethal instructors.

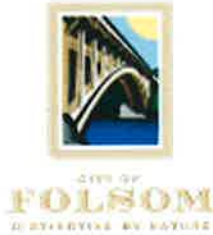
Authority for Authorized Use	Use is established under the FPD Policy 300, subsection 308.4. It is the policy of the FPD to utilize impact munitions only for official law enforcement purposes, and pursuant to State and Federal law regarding the use of force.
------------------------------	--

Defense Technology Drag Stabilized 12 gauge Bean Bag Round- 3027	
Description	Less lethal munitions
Quantity	120 rounds
Capability	This intermediate less lethal specialty munition allows for direct impact from a minimum range and a maximum effective range of 75ft
Life Span	Indefinite
Manufacturer's Description	The Drag Stabilized™ 12-Gauge Round is a translucent 12-Gauge shell loaded with a 40-Gram tear shaped bag made from a cotton and ballistic material blend and filled with #9 shot. This design utilizes four stabilizing tails and utilizes smokeless powder as the propellant. The 12-Gauge Drag Stabilized Round has secured its place as the Law Enforcement Communities' number one choice for specialty impact munitions. This round has a velocity of 270 fps with a maximum effective range of 75 feet.
Purpose	To safely resolve critical situations such as crowd control during riotous situations and high-risk tactical operations. These are necessary because there is no reasonable alternative that can achieve the same objective of officer and civilian safety/will safeguard the public's welfare, safety, civil rights, and civil liberties.
Authorized Usage	De-escalation tool not likely to inflict serious injury. Used by SWAT and patrol.
Costs	\$5 anticipated yearly maintenance cost
Required Training	Sworn members utilizing munitions launchers are trained by POST certified less lethal instructors.
Authority for Authorized Use	Use is established under the FPD Policy 300, subsection 308.7, and Policy 311. It is the policy of the FPD to utilize less lethal munition only for official law enforcement purposes, and pursuant to State and Federal law regarding the use of force.

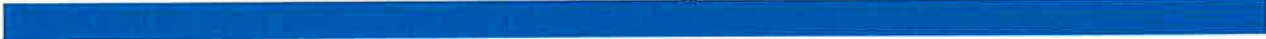
Long Range Acoustic Device (LRAD)	
Description	American Tech Cord 500
Quantity	1
Capability	Used to send messages over long range
Life Span	25 years
Manufacturer's Description	LRAD systems deliver live or recorded voice messages with exceptional clarity for any operational scenario. Optimized to the primary range of hearing, LRAD's Advanced Driver and Waveguide Technology ensure every broadcast is clearly heard and understood, even above crowd, engine, and background noise.
Purpose	Device used for public announcements.
Authorized Usage	Any critical situation to make public announcements: Critical incidents, civil unrest, search and rescue, public safety.
Costs	\$1,000 anticipated yearly maintenance cost
Required Training	All operators receive training prior to operating the LRAD in the field.
Authority for Authorized Use	Use is established under FPD Policy 312. It is the policy of the FPD to utilize the LRAD only for official law enforcement purposes, and pursuant to State and Federal law.

Meridian Rapid Defense Group Archer 1200	
Description	Anti-vehicle Barrier
Quantity	16 barriers, 1 trailer, 2 haulers
Capability	<p>The Archer 1200 Anti-Vehicle Barrier is a portable barrier which can protect closed areas from vehicle-ramming attacks. These barriers replace wooden, and water filled barricades during special events and are easily deployed when there is an increase in the level of threat to a specific location or crowded area. They allow for pedestrians to move between them but can stop vehicles from entering closed areas. These barriers will be used during special events and critical incidents where pedestrian safety is a concern.</p> <p>The Folsom Police Department has applied for a grant to obtain 16 barriers but have not taken possession yet.</p>
Life Span	10 years
Manufacturer's Description	An unanchored, "drop-and-stop" barrier for a VSM (Vehicle Safety Mitigation) solution deployment on any surface. Archer 1200 barriers has the shortest stopping distance in its class, modular design, no heavy equipment required for deployment
Purpose	To be used based on the specific circumstances of a given critical incident, large event, natural disaster or community event that is taking place.
Authorized Usage	Authorized for use would include but not be limited to critical incidents, emergencies, and community events.
Costs	<p>\$150,000 approx.</p> <p>\$0 anticipated yearly maintenance cost</p>
Required Training	All officers deploying the vehicle barriers will receive training on how to properly load, unload, move, and deploy the barriers in the field.
Authority for Authorized Use	It will be the policy of the Department to use the vehicle barriers for official law enforcement purposes including road closures, and special events

This page is intentionally left blank.



Folsom City Council Staff Report



MEETING DATE:	5/24/2022
AGENDA SECTION:	Consent Calendar
SUBJECT:	Folsom Corporate Center Apartments – South Side of Iron Point Road, East of the Intersection of Iron Point Road and Oak Avenue Parkway (PN 21-120) i. Ordinance No. 1327 - An Uncodified Ordinance to Amend the Zoning Designation for a 7.24-acre Parcel (Lot 1) from M-L PD to R-4 PD and to Amend the Zoning Designation for a 4.68-acre Parcel (Lot 6) from BP PD to R-4 PD for the Folsom Corporate Center Apartments Project (Second Reading and Adoption)
FROM:	Community Development Department

RECOMMENDATION / CITY COUNCIL ACTION

Move to Adopt Ordinance No. 1327 - An Uncodified Ordinance to Amend the Zoning Designation for a 7.24-acre Parcel (Lot 1) from M-L PD to R-4 PD and to Amend the Zoning Designation for a 4.68-acre Parcel (Lot 6) from BP PD to R-4 PD for the Folsom Corporate Center Apartments Project (Second Reading and Adoption)

BACKGROUND / ISSUE

On April 6, 2022, the Planning Commission held a public hearing to consider the Folsom Corporate Center Apartments project including a request for approval of a General Plan Amendment, Rezone, and Planned Development Permit and a request for adoption of a Mitigation Negative Declaration. At this meeting, the Commission discussed a number of items associated with the proposed project including land use impacts, regional housing needs and affordability, traffic impacts, pedestrian connectivity, vehicle parking, and oak tree preservation and mitigation. Ultimately, the Commission voted 4-1-0 (2 Commissioners absent) to recommend to the City Council approval of the project as proposed, subject to findings and conditions.

On May 10, 2022, the City Council reviewed a proposal from Cole Partners for approval of a General Plan Amendment, Rezone, and Planned Development Permit for development of a 253-unit market-rate apartment community on two parcels (Lot 1: 7.24-acre parcel and Lot 6: 4.68-acre parcel) within the Folsom Corporate Center, which is generally located on the south side of Iron Point Road, east of the intersection of Iron Point Road and Oak Avenue Parkway. At the aforementioned meeting, the Council discussed a number of topics including traffic, access, circulation, median improvements, and recreational amenities. The City Council expressed their support for the proposed project and voted (4-0-1-0) to adopt a Mitigated Negative Declaration and to approve a General Plan Amendment and Planned Development Permit for the Folsom Corporate Center Apartments project. In addition, the first reading and introduction of an Ordinance (Ordinance No. 1327) to amend the zoning designation of the subject parcels associated with the Folsom Corporate Center Apartments project was conducted at the May 10, 2022 City Council meeting.

The applicant is requesting approval of a Rezone to change the zoning designation for Lot 1 from M-L PD (Limited Manufacturing, Planned Development District) to General Apartment, Planned Development District (R-4 PD) and to change the zoning designation of Lot 6 from BP PD (Business and Professional, Planned Development District) to General Apartment, Planned Development District (R-4 PD) for the Folsom Corporate Center Apartments project.

POLICY / RULE

The Folsom Municipal Code (FMC) requires that applications for Rezones be forwarded to the City Council for final action. City Council actions regarding Rezones are covered under Section 17.68.050 of the Folsom Municipal Code.

ANALYSIS

As noted above, the applicant is requesting approval of Rezone to allow for development of a 253-unit apartment community. The proposed Rezone would change the zoning designation for Lot 1 from M-L PD (Limited Manufacturing, Planned Development District) to General Apartment, Planned Development District (R-4 PD) and change the zoning designation of Lot 6 from BP PD (Business and Professional, Planned Development District) to General Apartment, Planned Development District (R-4 PD).

Rezone

The Folsom Corporate Center Apartments project is comprised of two separate parcels, Lot 1, which is 7.24-acres in size and Lot 6, which is 4.68-acres in size. Lot 1 currently has a Zoning designation of M-L PD (Limited Manufacturing, Planned Development District), while Lot 6 has a zoning designation of BP PD (Business and Professional, Planned Development District). As shown on Attachment 2, the proposed project includes a request to change the zoning designation for Lot 1 from M-L PD (Limited Manufacturing, Planned Development District) to R-4 PD (General Apartment, Planned Development District) and to change the zoning designation of Lot 6 from BP PD (Business and Professional, Planned Development District)

to R-4 PD (General Apartment, Planned Development District). With approval of the proposed Rezone, the entire project site will have a Zoning designation of R-4 PD.

The project is consistent with the proposed zoning designations, as multi-family apartments are identified as a permitted land use within the Folsom Municipal Code (FMC, Section 17.18.020 Permitted Uses). The proposed project also includes a density of 21.2 dwelling units per acre, is consistent with the allowable density range (20-30 dwelling units per acre) established by the General Plan for Multi-Family High Density (Table LU-1: Residential Designations). In addition, the proposed project meets the development requirements established by the Folsom Municipal Code (FMC, Chapter 17.18, General Apartment District) and the Folsom Corporate Center Planned Development Guidelines with some minor modifications.

In reviewing the proposed Rezone, staff took into consideration community benefits that the proposed apartment project will provide relative to the supply of new housing units. City staff also considered the changes in the region's office and housing markets over the past 10 to 15 years. According to the California Department of Housing and Community Development (HUD), the state of California is facing a severe shortage with regard to housing supply, with some estimates indicating a shortfall of up to 3.5 million housing units. The housing shortage has a number of significant negative effects including but not limited to causing housing prices to rise which limits affordability, and increasing the homeless population in communities. The benefit of the proposed project is that it will increase the City's housing supply by providing 253 new market-rate rental units along the Iron Point Road corridor in close proximity to jobs and services in that area of the City.

Cole Partners, who is the original developer of the 900,000-square-foot Folsom Corporate Center, described efforts to bring new medical and office uses to the Folsom area over the last two decades. Since inception of the Corporate Center in 2000, the development has attracted prominent medical and office companies including Kaiser Permanente, Micron, and SAFE Credit Union. However, the applicant describes changing regional market dynamics over the last decade (changes in technology, acceptable of telecommuting, etc.) with the interest in housing projects far outpacing the demand for new office development. It has been more than 12 years since any new major office buildings (Waste Connections/SAFE Credit Union and Numonyx/Micron) were constructed within the Corporate Center. Notably, these two office buildings are the last privately developed larger suburban office buildings completed not only in Folsom, but along the Highway 50 corridor. While the office market dynamic has changed in a negative way, the regional demand for housing (single-family and multi-family) continues to remain extremely strong, especially in Folsom with a range of multi-family projects (Alder Creek Apartments, Avenida Senior Apartments, Mangini Ranch Apartments, Scholar Way Apartments, etc.) being approved recently. Based on these factors, staff has determined that the proposed changes in land use and zoning are warranted.

Land Use Compatibility

In evaluating the Rezone, staff also took into consideration the compatibility of the proposed project relative to existing land uses in the project area. The proposed project is located on two undeveloped parcels within the Folsom Corporate Center. The project site is bounded by Iron Point Road to the north with single-family residential development (Broadstone Unit. No. 2) and multi-family residential development (Sherwood Apartments) beyond, U.S. Highway 50 to the south with undeveloped properties within the Folsom Plan Area beyond, multi-family development (Revel Senior Living and CountryHouse Memory Care) to the west with future Oak Avenue Parkway extension and commercial development beyond, and commercial development to the east with East Bidwell Street Beyond.

The most prominent land uses in the immediate project area are professional office-related and include SAFE Credit Union, Micron, Kaiser Permanente, and HDR. Residential land uses in close proximity to the site include the Broadstone Unit No. 2 Subdivision (approximately 150 feet to the north across Iron Point Road), Sherwood Apartments (approximately 400 feet to the northeast across Iron Point Road), and Revel Senior Living Apartments (approximately 500 feet to the west). Medical-office related land uses in the project vicinity include the aforementioned Kaiser Permanente Medical Office facility and the Kaiser Permanente Surgery Center. The nearest retail commercial development (Folsom Gateway Shopping Center, which was also developed by a Cole-related entity) is located approximately 1,200 feet to the east of the project site. Additional retail commercial development is located north of Iron Point Road (Palladio at Broadstone), approximately 3,100 feet east of the project site. Both retail commercial developments include grocery stores and a variety of retail shops.

As described above, the project site is situated in a unique location that includes a wide array of land uses including professional offices, medical offices, retail shopping, multi-family apartments, single-family residences, and a memory care facility. As mentioned within the project description, the Folsom Corporate Center Apartments project is a market-rate apartment community providing living opportunities for residents within 253 apartment units. Given the residential nature of the proposed use, staff has determined that the proposed project will be complimentary to the existing multi-family and single-family residential land uses located in the immediate project vicinity. In addition, taking into account the basic needs of the apartment residents, staff has determined that the proposed project is well-situated to take advantage of the numerous goods (grocery stores, restaurants, and retail shops) and services (medical offices) and job opportunities that are located within walking distance of the site.

FINANCIAL IMPACT

No financial impact is anticipated with approval of the Folsom Corporate Center Apartments project as the project will be subject to all applicable development impact fees.

ENVIRONMENTAL REVIEW

On May 10, 2022, the City Council adopted a Mitigated Negative Declaration and Mitigation Monitoring and Reporting Program for the Folsom Corporate Center Apartments project in accordance with the California Environmental Quality Act (CEQA).

ATTACHMENTS

1. Ordinance No. 1327 - An Uncodified Ordinance to Amend the Zoning Designation for a 7.24-acre Parcel (Lot 1) from M-L PD to R-4 PD and to Amend the Zoning Designation for a 4.68-acre Parcel (Lot 6) from BP PD to R-4 PD for the Folsom Corporate Center Apartments Project (Second Reading and Adoption)
2. Rezone Exhibits, dated November 16, 2021

Submitted,



PAM JOHNS
Community Development Director

Attachment 1

Ordinance No. 1327 - An Uncodified Ordinance to Amend the Zoning Designation for a 7.24-acre Parcel (Lot 1) from M-L PD to R-4 PD and to Amend the Zoning Designation for a 4.68-acre Parcel (Lot 6) from BP PD to R-4 PD for the Folsom Corporate Center Apartments Project (Second Reading and Adoption)

ORDINANCE NO. 1327

AN UNCODIFIED ORDINANCE TO AMEND THE ZONING DESIGNATION FOR A 7.24-ACRE PARCEL (LOT 1) FROM M-L PD TO R-4 PD AND TO AMEND THE ZONING DESIGNATION FOR A 4.68-ACRE PARCEL (LOT 6) FROM BP PD TO R-4 PD FOR THE FOLSOM CORPORATE CENTER APARTMENTS PROJECT

WHEREAS, the proposed Folsom Corporate Center Apartments project consists of the development of a 253-unit market-rate apartment community on an 11.92-acre site located within the Folsom Corporate Center; and

WHEREAS, the Planning Commission, at its regular meeting on April 6, 2022, considered the proposed rezone of two parcels associated with the Folsom Corporate Center Apartments project and determined that the proposed rezone was appropriate given the existing residential and commercial land uses in the project vicinity; and

WHEREAS, all notices have been given at the time and in the manner required by State Law and the Folsom Municipal Code.

NOW, THEREFORE, the City Council of the City of Folsom hereby does ordain as follows:

- A. A certain property, a 7.24-acre parcel (APN: 072-3120-023), located at 2275 Iron Point Road, is proposed for rezoning, from M-L PD (Limited Industrial, Planned Development District) to R-4 PD (General Apartment, Planned Development District) and a certain property, a 4.68-acre area (APN: 072-3120-026), located at 2275 Iron Point Road, is proposed for rezoning, from BP PD (Business and Professional, Planned Development District) to R-4 PD (General Apartment, Planned Development District); and
- B. The proposed rezoning is consistent with the objectives, goals and policies of the Folsom General Plan; and
- C. A duly noticed public hearing was held before the Planning Commission on April 6, 2022; and
- D. A Mitigated Negative Declaration has been prepared for the project in accordance with the California Environmental Quality Act. The Negative Declaration and the Initial Study are incorporated herein by reference; and
- E. Notice of hearing before the City Council has been given in the form and in the manner required by State statute and Folsom City Code.

SECTION 2. CHANGE OF ZONING MAP DESIGNATION

The Zoning Map designation for the subject parcels are hereby amended from M-L PD (Limited Manufacturing, Planned Development District) to BP PD (Business and Professional, Planned Development District) and BP PD (Business and Professional, Planned Development District) to R-4 PD (General Apartment, Planned Development District) as set forth on Exhibit A.

SECTION 3. SEVERABILITY

If any section, subsection, sentence, clause, or phrase in this Ordinance or any part thereof is for any reason held to be unconstitutional, invalid, or ineffective by any court of competent jurisdiction, such decision shall not affect the validity or effectiveness of the remaining portions of this Ordinance or any part thereof. The City Council declares that it would have passed each section irrespective of the fact that any one or more section, subsection, sentence, clause, or phrase be declared unconstitutional, invalid, or ineffective.

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 May 10, 2022, and the second reading occurred at the regular meeting of the City Council on May 24, 2022.

On a motion by Mayor _____, seconded by _____ the foregoing ordinance was passed and adopted by the City Council of the City of Folsom, State of California, this 24th day of May, 2022 by the following vote, to wit:

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

Kerri M. Howell, MAYOR

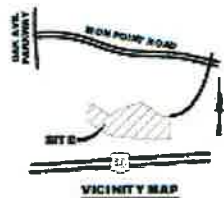
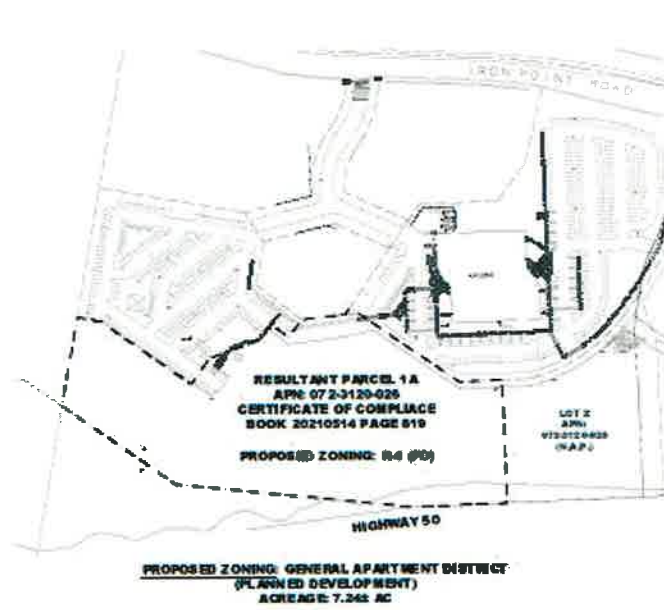
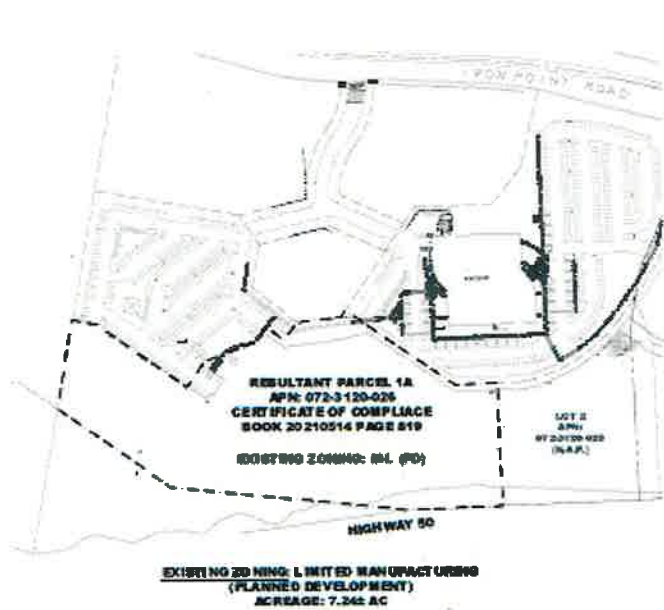
ATTEST:

Christa Freemantle, CITY CLERK

Exhibit A

Rezone Exhibits

Rezone Exhibit (Lot 1)



OWNER/APPLICANT:
 FOLSON, CA
 40' WIDE
 10' WIDE
 10' WIDE
 10' WIDE

ENGINEER:
 10' WIDE
 10' WIDE
 10' WIDE
 10' WIDE



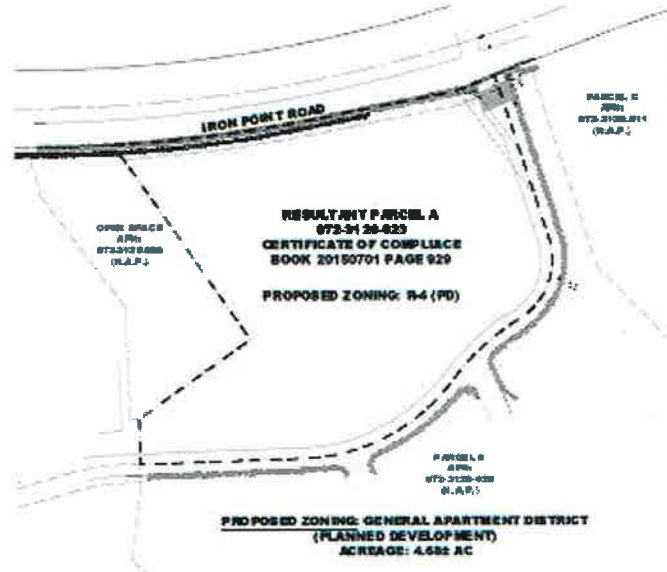
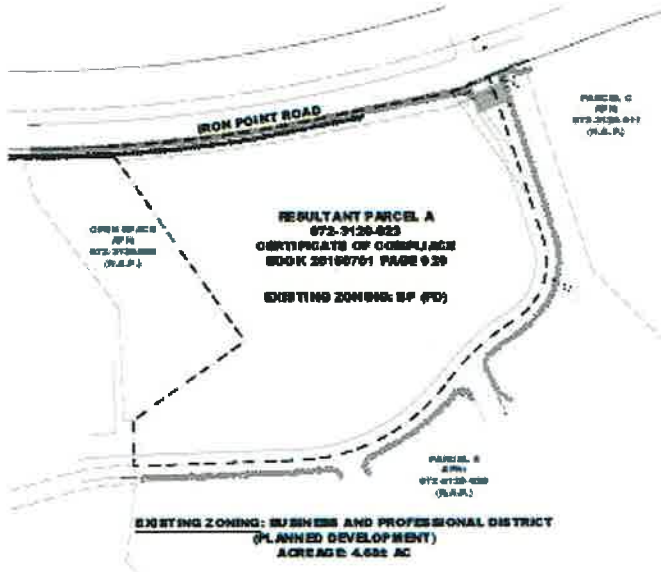
REZONE EXHIBIT **RZ**
IRON POINT ROAD APARTMENTS - LOT 1
 FOLSOM, CA



The drawings described are illustrations of concepts and design intent only and are subject to change based upon final design, construction, applicable codes, standards, and MEP design requirements, and permit fees and charges. © 2019 BSB Design, Inc.

NOVEMBER 18, 2021 | MR200920.00

Rezone Exhibit (Lot 6)



OWNER/APPLICANT:
 FOLSON, CA
 95630-1234
 TEL: 916-123-4567
 FAX: 916-123-4568

ENGINEER:
 BSB ENGINEERING
 1234 MAIN ST
 FOLSOM, CA 95630
 TEL: 916-123-4567
 FAX: 916-123-4568



REZONE EXHIBIT **RZ**

IRON POINT ROAD APARTMENTS - LOT 6
 FOLSOM, CA

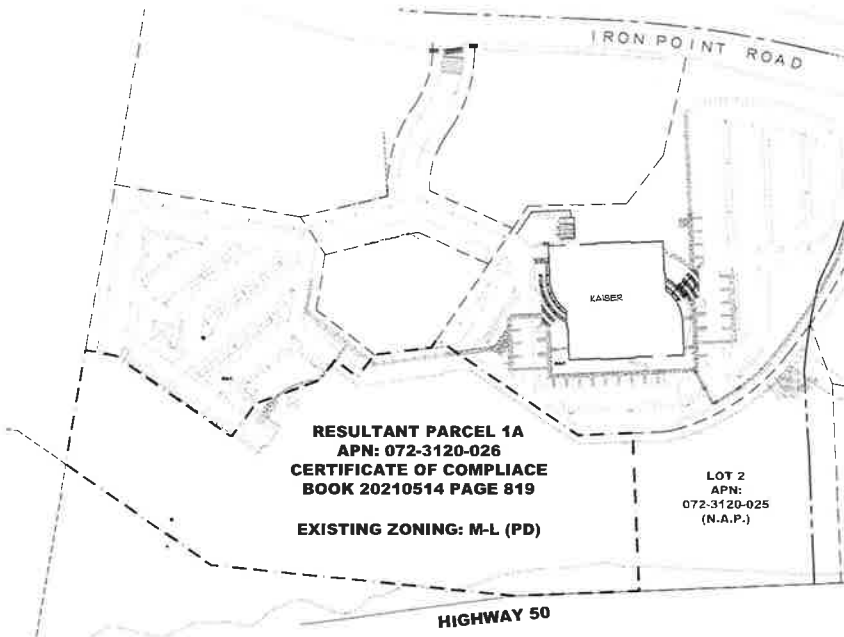


This drawing, prepared as indicated, is intended to show the general location of the site and is not to be used for any other purpose. It is not a site plan and does not show the exact location of the site. It is not a site plan and does not show the exact location of the site. It is not a site plan and does not show the exact location of the site.

NOVEMBER 18, 2021 | MR 200320.00

Attachment 2

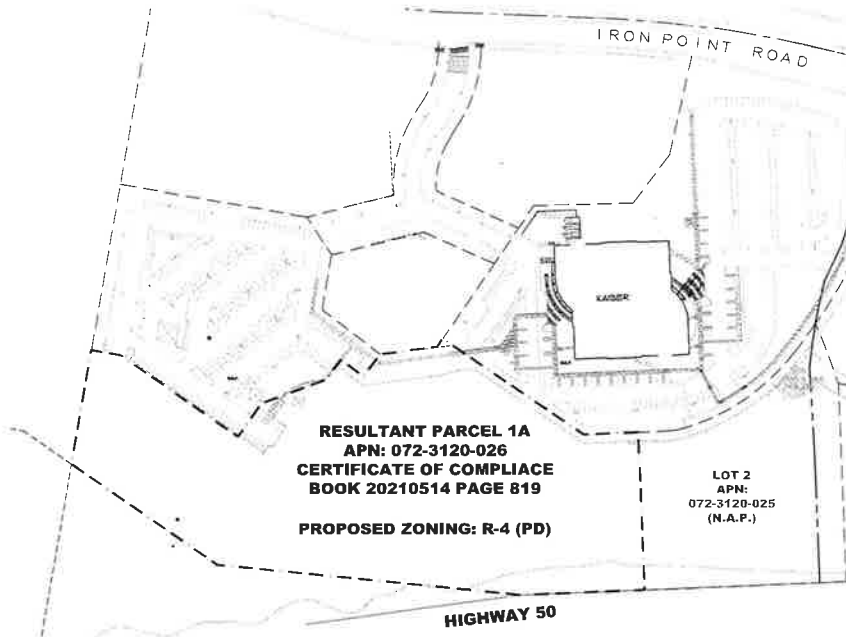
Rezone Exhibits
Dated November 16, 2021



RESULTANT PARCEL 1A
APN: 072-3120-026
CERTIFICATE OF COMPLIANCE
BOOK 20210514 PAGE 819
EXISTING ZONING: M-L (PD)

LOT 2
APN:
072-3120-025
(N.A.P.)

EXISTING ZONING: LIMITED MANUFACTURING
(PLANNED DEVELOPMENT)
ACREAGE: 7.24± AC



RESULTANT PARCEL 1A
APN: 072-3120-026
CERTIFICATE OF COMPLIANCE
BOOK 20210514 PAGE 819
PROPOSED ZONING: R-4 (PD)

LOT 2
APN:
072-3120-025
(N.A.P.)

PROPOSED ZONING: GENERAL APARTMENT DISTRICT
(PLANNED DEVELOPMENT)
ACREAGE: 7.24± AC



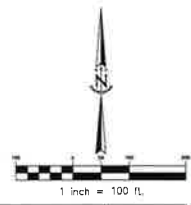
VICINITY MAP

OWNER/APPLICANT:

FCC 50, LLC
 2484 NATOMAS PARK DRIVE, SUITE 101
 SACRAMENTO, CA 95833
 ATTN: ROB COLE
 PHONE: (916)273-4020
 RCOLE@COLEPARTNERS.COM

ENGINEER:

RSC ENGINEERING, INC.
 1420 ROCKY RIDGE DRIVE, SUITE 150
 ROSEVILLE, CA 95661
 ATTN: TIFFANY WILSON
 PHONE: (916)788-2884



RSC ENGINEERING
 1420 Rocky Ridge Drive, Suite 150
 Roseville, CA 95661
 PHONE: (916) 788-2884 Fax: (916) 788-4498

GRUPE

COLE PARTNERS
 DEVELOPMENT COMPANY

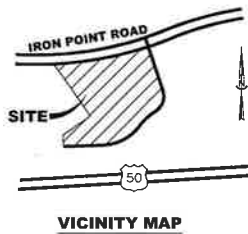
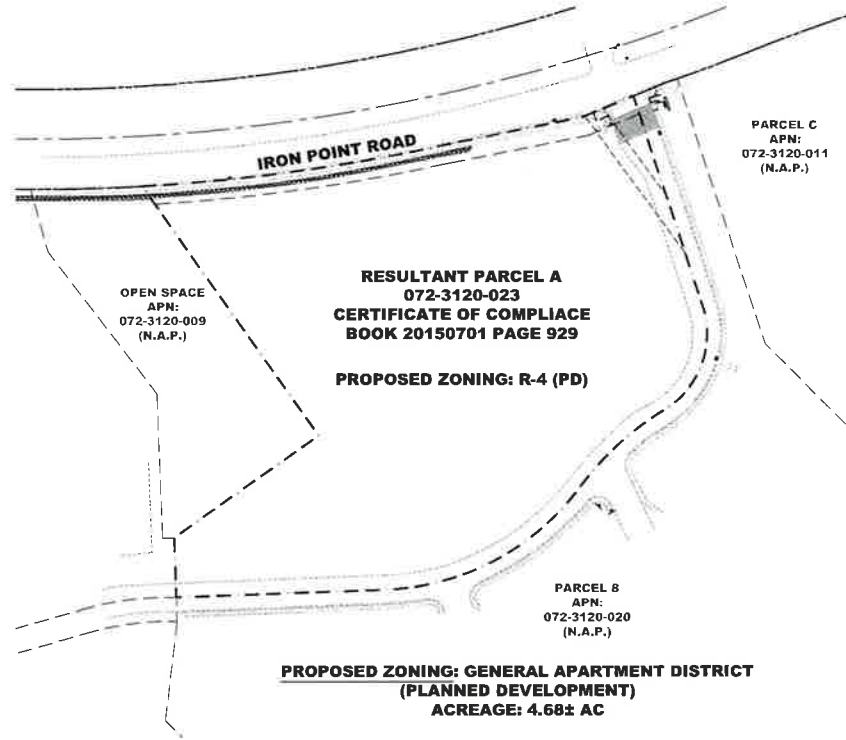
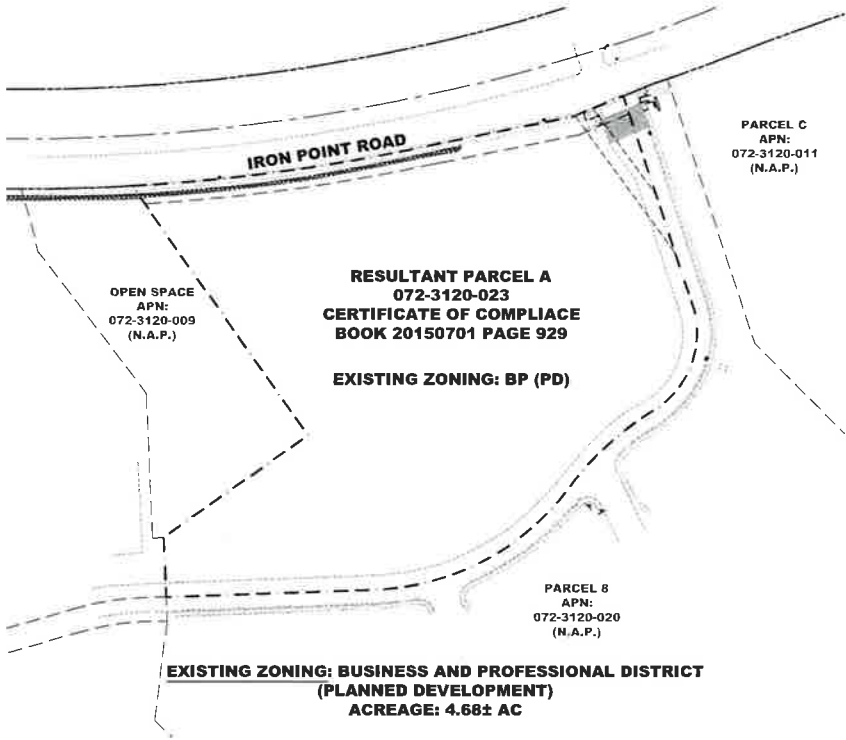
The drawings presented are illustrative of character and design intent only and are subject to change based upon final design considerations for applicable codes, structural, and MEP design requirements, and plan/field plan changes. © 2019 BSB Design, Inc.

REZONE EXHIBIT **RZ**

IRON POINT ROAD APARTMENTS - LOT 1
 FOLSOM, CA.

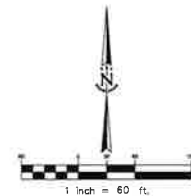
BSB
 DESIGN
 BSBDESIGN.COM

NOVEMBER 16, 2021 | MR200320.00



OWNER/APPLICANT:
FCC 50, LLC
2484 NATOMAS PARK DRIVE, SUITE 101
SACRAMENTO, CA 95833
ATTN: ROB COLE
PHONE: (916)273-4020
RCOLE@COLEPARTNERS.COM

ENGINEER:
RSC ENGINEERING, INC.
1420 ROCKY RIDGE DRIVE, SUITE 150
ROSEVILLE, CA 95661
ATTN: TIFFANY WILSON
PHONE: (916)788-2884



REZONE EXHIBIT **RZ**

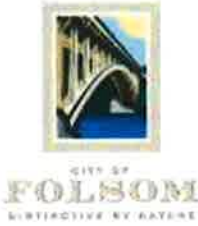
IRON POINT ROAD APARTMENTS - LOT 6
FOLSOM, CA.

NOVEMBER 16, 2021 | MR200320.00

GRUPE

COLE PARTNERS
DEVELOPMENT COMPANY

The drawings presented are illustrative of character and design intent only, and are subject to change based upon final design considerations (i.e. applicable codes, structural, and MEP design requirements, unit plan / floor plan changes, etc.) © 2019 BSB Design, Inc.



Folsom City Council Staff Report



MEETING DATE:	5/24/2022
AGENDA SECTION:	Consent Calendar
SUBJECT:	Resolution No. 10851 – A Resolution Authorizing the City Manager to Execute a Construction Agreement with B&M Builders, Inc. for the Iron Point Road Median Improvement Project, Project No. PW2102 and Appropriation of Funds
FROM:	Public Works Department

RECOMMENDATION / CITY COUNCIL ACTION

The Public Works Department recommends that the City Council pass and adopt Resolution No. 10851 – A Resolution Authorizing the City Manager to Execute a Construction Agreement with B&M Builders, Inc. for the Iron Point Road Median Improvement Project, Project No. PW2102 and Appropriation of Funds.

BACKGROUND / ISSUE

The Iron Point Road Median Improvement Project was an element of the Folsom Gateway and Median Project. The Folsom Gateway and Median Project design was completed and approved in December 2014. The project was put on hold due to drought conditions and uncertainty of improvements needed for the Folsom Plan Area that might conflict with the Gateway and Median Project improvements. State funding previously awarded by the Sacramento Transportation Authority and California Transportation Commission in the amount of \$123,000 for the East Bidwell Widening Project was reallocated to the Iron Point Road Median Improvement Project by City Council Resolution No. 10629, authorizing an agreement with Caltrans for Project Supplement Agreement No. 0000000X30. The Agreement was fully executed on September 24, 2021 and assigned Caltrans Project No. STPL 5288(048).

The improvements to the Iron Point Median between Willard Drive and the west entrance to Intel include the completion of curbs and landscaping for the two medians. Native oak trees and drought tolerant plants will be used for the landscaping.

POLICY / RULE

Section 2.36.080 of the Folsom Municipal Code states, in part, that contracts for supplies, equipment, services, and construction with an estimated value of \$66,141 or greater shall be awarded by the City Council.

ANALYSIS

Public Works staff prepared the bid package, and the project was publicly advertised on April 7, 2022. On May 5, 2022, the Public Works Department received the following bids:

1. B&M Builders, Inc.	\$ 576,105.50
2. Dutch Construction, Inc.	\$ 625,439.00
3. Central Valley Engineering & Asphalt, Inc.	\$ 687,496.00

The Engineer’s Estimate for this project was \$370,000. Staff estimated the project utilizing bid prices from similar work that occurred in 2021. The cost of goods and services, particularly oil prices, has dramatically increased since that time, resulting in higher-than-expected bid prices. The Public Works Department has found the bids to be in order and recommends that the contract be awarded to the low bidder; B&M Builders, Inc. Staff will use the City’s standard agreement in a form acceptable to the City Attorney.

FINANCIAL IMPACT

The Iron Point Road Median Improvement Project was included in the Fiscal Year 2021-22 budget for \$410,000 utilizing Transportation Improvement Funds (Fund 446). An appropriation for the additional amount needed for the contract is being requested from Measure A Fund (Fund 276), Facilities Augmentation Fund (Fund 537), and SB-1 LPP funds that will replace some of the Transportation Improvement Funds (Fund 446) which requires a 100% match of local funds as follows:

SB-1 LPP	\$123,000
Local Match (Fund 446)	\$123,000
Transportation Improvement Fund (Fund 446)	\$164,000
Measure A (Fund 276)	\$146,000
Facilities Augmentation Fund (Fund 537)	<u>\$ 88,000</u>
Total Project Funding	\$644,000
Transportation Improvement Fund (Fund 446)	\$287,000

The total project budget amount of \$644,000 includes a 10% contingency for this contract as well as construction design support services.


ENVIRONMENTAL REVIEW

This project is an improvement of existing infrastructure and has been determined to be Categorically Exempt by California Environmental Quality Act (CEQA) Section 15304 (a) (b) (f).

ATTACHMENT

Resolution No. 10851 – A Resolution Authorizing the City Manager to Execute a Construction Agreement with B&M Builders, Inc. for the Iron Point Road Median Improvement Project, Project No. PW2102 and Appropriation of Funds

Submitted,



Mark Rackovan, PUBLIC WORKS DIRECTOR

RESOLUTION NO. 10851**A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE A CONSTRUCTION AGREEMENT WITH B&M BUILDERS, INC. FOR THE IRON POINT ROAD MEDIAN IMPROVEMENT PROJECT, PROJECT NO. PW2102 AND APPROPRIATION OF FUNDS**

WHEREAS, the City of Folsom desires to make improvements to existing medians on Iron Point Road; and

WHEREAS, the Iron Point Road Median Improvement Project is included in the Fiscal Year 2021-22 budget; and

WHEREAS, the project was publicly advertised on April 7, 2022 and on May 5, 2022 three bids were received, with B&M Builders, Inc. being the lowest, responsible, responsive bidder; and

WHEREAS, the City of Folsom is programmed to receive Senate Bill 1 funding and is eligible for state reimbursement; and

WHEREAS, the City of Folsom has previously executed Master Agreement No. 00461S for State-Funded Projects with the State of California Department of Transportation in order to receive the funding; and

WHEREAS, the City of Folsom has executed a Program Supplement for State Project No. 5288(048), City Project No. PW2102 upon approval at the June California Transportation Commission Meeting; and

WHEREAS, the matching funds for Senate Bill 1 LPP Funding will utilize Transportation Improvement Funds (Fund 446) at a 1 to 1 ratio for the required local match; and

WHEREAS, state reimbursements received will be deposited to the Transportation Improvement Fund (Fund 446); and

WHEREAS, an additional appropriation will be required for the project in the amount of \$234,000; and

WHEREAS, staff is requesting the additional appropriation be added to the Measure A Fund (Fund 276) \$146,000 and the Facilities Augmentation Fund (Fund 537) \$88,000, for a total project budget of \$644,000; 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 Construction Agreement with B&M Builders, Inc. for the Iron Point Road Median Improvement Project, Project No. PW2102.

NOW, THEREFORE BE IT FURTHER RESOLVED that the Finance Director is authorized to make the following appropriations for the Iron Point Road Median Improvement Project, Project No. PW2102:

- 1. \$88,000 from Facilities Augmentation Fund (Fund 537)
- 2. \$164,000 from Measure A Fund (Fund 276)

PASSED AND ADOPTED this 24th day of May 2022, by the following roll-call vote:

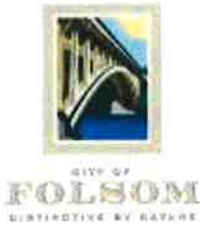
AYES: Councilmember(s):
NOES: Councilmember(s):
ABSENT: Councilmember(s):
ABSTAIN: Councilmember(s):

Kerri M. Howell, MAYOR

ATTEST:

Christa Freemantle, CITY CLERK

This page is intentionally left blank.



Folsom City Council Staff Report



MEETING DATE:	5/24/2022
AGENDA SECTION:	Consent Calendar
SUBJECT:	Resolution No. 10852 – A Resolution Authorizing the City Manager to Execute an Amendment to the Design and Consulting Services Agreement with R.E.Y. Engineers, Inc. for the Natoma Street Drainage Phase 2 Project, Project No. PW1901
FROM:	Public Works Department

RECOMMENDATION / CITY COUNCIL ACTION

The Public Works Department recommends that the City Council pass and adopt Resolution No. 10852 – A Resolution Authorizing the City Manager to Execute an Amendment to the Design and Consulting Services Agreement with R.E.Y. Engineers, Inc. for the Natoma Street Drainage Phase 2 Project, Project No. PW1901.

BACKGROUND / ISSUE

In early 2017, the City identified a collapsed segment of the storm drain system that flowed adjacent to Natoma Street between Bridge Street and Scott Street. The alignment of this drainage system weaved in and out of private property with very few access points for maintenance. In September of 2017 City Council authorized construction to realign the storm drain system to keep it within public right of way as much as possible. Construction was completed on that project in April 2018.

During the design phase of the initial project, field investigations identified additional pipe offsets and corrosion issues with downstream segments of the storm drain system between Scott Street and Riley Street. Additional deficiencies include the existing pipe alignment on private property and a lack of access points for necessary inspections and maintenance. The City developed the Natoma Street Drainage Phase 2 project to continue making improvements to the storm drain system to ensure it functions as designed. The initial scope of work authorized by City Council in May of 2020 consisted of an alternatives analysis considering

hydraulic capacity, environmental impacts, construction cost, construction duration, and impacts on the public. In January 2021, City Council authorized a contract amendment with R.E.Y. Engineers to complete the final design and bid document preparation. The final design was completed in February 2022 and the project was advertised for construction in April 2022 with construction slated to begin in the Summer of 2022.

The project will install approximately 900 linear feet of new storm drain pipe, abandon and remove existing failing storm drain pipe, add new standard manholes, drain inlets, and an outfall structure.

POLICY / RULE

Section 2.36.080 of the Folsom Municipal Code states, in part, that contracts for supplies, equipment, services, and construction with an estimated value of \$66,141 or greater shall be awarded by the City Council.

ANALYSIS

The City originally solicited a scope and fee from R.E.Y. Engineers, Inc. for the alternatives analysis phase of the project as one of the engineering firms from the Public Works Department's qualifications-based short list. R.E.Y. Engineers, Inc. has provided a scope and fee to provide as needed design support services during construction. Staff has reviewed the scope and fee schedule and has determined that the proposed services and fees are consistent with the work anticipated to be necessary for a construction project of this size.

FINANCIAL IMPACT

The contract amendment with R.E.Y. Engineers would be authorized for a not-to-exceed amount of \$55,995. The current project budget is \$1,000,000 and there is sufficient project budget available for this agreement.

ENVIRONMENTAL REVIEW

As part of the design phase, it was determined that the construction of this project can be done under a Categorical Exemption classification of the CEQA Guidelines. The CEQA Notice of Exemption was filed with the County in March 2021, and no further environmental analysis is required.

ATTACHMENT

Resolution No. 10852 – A Resolution Authorizing the City Manager to Execute an Amendment to the Design and Consulting Services Agreement with R.E.Y. Engineers, Inc. for the Natoma Street Drainage Phase 2 Project, Project No. PW1901

Submitted,



Mark Rackovan, PUBLIC WORKS DIRECTOR

RESOLUTION NO. 10852

A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE AN AMENDMENT TO THE DESIGN AND CONSULTING SERVICES AGREEMENT WITH R.E.Y. ENGINEERS, INC. FOR THE NATOMA STREET DRAINAGE PHASE 2 PROJECT, PROJECT NO. PW1901

WHEREAS, the City of Folsom desires to continue rehabilitation of the existing drainage system in the Natomas Street area; and

WHEREAS, the Natoma Street Drainage Improvement Project Phase 2 is included in Fiscal Year 2021-22 Capital Improvement Plan; and

WHEREAS, City staff previously selected R.E.Y. Engineers, Inc. from the Public Works Department’s qualifications-based short list to provide engineering design services; and

WHEREAS, R.E.Y. Engineers will provide the as-needed design support services during construction for a not-to-exceed amount of \$55,995; and

WHEREAS, there is budget appropriated and available for this agreement; 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 Amendment to the Design and Consulting Services Agreement with R.E.Y. Engineers, Inc. for the Natoma Street Drainage Phase 2 Project, Project No. PW1901.

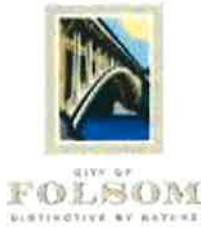
PASSED AND ADOPTED this 24th day of May 2022, by the following roll-call vote:

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

Kerri M. Howell, MAYOR

ATTEST:

Christa Freemantle, CITY CLERK



Folsom City Council Staff Report

MEETING DATE:	5/24/2022
AGENDA SECTION:	Consent Calendar
SUBJECT:	Resolution No. 10853 – A Resolution Authorizing the City Manager to Execute a Construction Agreement with All Phase Construction, Inc. for the Natoma Street Drainage Improvement Project Phase 2, Project No. PW1901, State Project No. 5288(047) and Appropriation of Funds
FROM:	Public Works Department

RECOMMENDATION / CITY COUNCIL ACTION

The Public Works Department recommends that the City Council pass and adopt Resolution No. 10853 – A Resolution Authorizing the City Manager to Execute a Construction Agreement with All Phase Construction, Inc. for the Natoma Street Drainage Improvement Project Phase 2, Project No. PW1901, State Project No. 5288(047) and Appropriation of Funds.

BACKGROUND / ISSUE

In early 2017, the City identified a collapsed segment of the storm drain system that flowed adjacent to Natoma Street between Bridge Street and Scott Street. The alignment of this drainage system weaved in and out of private property with very few access points for maintenance. In September of 2017 City Council authorized construction to realign the storm drain system to keep it within public right of way as much as possible. Construction was completed on that project in April 2018.

During the design phase of the initial project, field investigations identified additional pipe offsets and corrosion issues with downstream segments of the storm drain system between Scott Street and Riley Street. Additional deficiencies include the existing pipe alignment on private property and a lack of access points for necessary inspections and maintenance. The City developed the Natoma Street Drainage Improvement Project Phase 2 to continue making improvements to the storm drain system to ensure it functions as designed. The initial scope of work authorized by City Council in May of 2020 consisted of an alternatives analysis

considering hydraulic capacity, environmental impacts, construction cost, construction duration, and impacts to the public. In January 2021, City Council authorized a contract to complete final design and bid document preparation. The final design was completed in February 2022 and the project was advertised for construction in April 2022 with construction slated to begin in the Summer of 2022.

The project will install approximately 900 linear feet of new storm drain pipe, abandon and remove existing failing storm drain pipe, and add new standard manholes, drain inlets, and an outfall structure.

POLICY / RULE

Section 2.36.080 of the Folsom Municipal Code states, in part, that contracts for supplies, equipment, services, and construction with an estimated value of \$66,141 or greater shall be awarded by the City Council.

ANALYSIS

Public Works staff prepared the bid package and the project was publicly advertised on March 29, 2022. On April 26, 2022, the Public Works Department received one bid as follows:

1. All Phase Construction, Inc.	\$ 1,430,914.00
---------------------------------	-----------------

The Engineer’s Estimate for this project was \$1,150,000. The Public Works Department has reviewed the bid package and found the bid to be in order. Although the bid received exceeds the original engineer’s estimate, that is largely due to the current bidding climate and the increased cost of goods and services resulting in higher-than-expected bid prices. Given the need for the project, the Public Works Department recommends that the contract be awarded to All Phase Construction, Inc.

Staff will use the City’s standard agreement in a form acceptable to the City Attorney.

FINANCIAL IMPACT

The contract with All Phase Construction, Inc. would be authorized for \$1,430,914 with the project budgeted for \$1,574,005, which includes a ten percent contingency amount of \$143,091 for potential change orders.

The Natoma Street Drainage Improvement Project Phase 2 was included in the Fiscal Year 2021-22 Capital Improvement Plan with a project budget of \$1,000,000 utilizing Measure A (Fund 276), SB-1 RMRA (Fund 235) and Gas Tax (Fund 247) funds. There are current expenditures for this project totaling approximately \$240,000, the remaining project budget would be approximately \$760,000. The City also received an SB-1 LPP Grant in the amount of \$380,000 to be utilized for this project. The SB-1 LPP grant has been accepted, but will need to be appropriated to this project. The shortfall between the low bid and the budgeted

amount, staff is requesting to be appropriated utilizing the Drainage Impact Fund (Fund 448) in the amount of \$500,000. This is not an additional appropriation in Fund 448, but staff is requesting to move the appropriation originally programmed for the Willow Creek Estates Storm Drain Lining Project, Project No. PW1906, to the Natoma Street Drainage Project. The requested appropriation of \$500,000 includes \$444,005 for the construction contract and \$55,995 for the design and support services contract. Construction of the next phase of the Willow Creek Estates Storm Drain Lining Project will be deferred to a future year.

The funding summary for construction is as follows:

SB-1 LPP	\$380,000
Local Match, Measure A (Fund 276)	\$500,000
SB-1 RMRA (Fund 235)	\$250,000
Drainage Impact Fund (Fund 448)	\$500,000
Gas Tax (Fund 247)	\$250,000
 Total Project Funding	 \$1,880,000

This total project funding amount will cover the construction contract, including a 10% contingency, as well as design support during construction from the design engineer. The project budget will increase to \$1,880,000.

ENVIRONMENTAL REVIEW

As part of the design phase, it was determined that construction of this project can be done under a Categorical Exemption classification of the CEQA Guidelines. The CEQA Notice of Exemption was filed with the County in March 2021, and no further environmental analysis is required.

ATTACHMENT

Resolution No. 10853 – A Resolution Authorizing the City Manager to Execute a Construction Agreement with All Phase Construction, Inc. for the Natoma Street Drainage Improvement Project Phase 2, Project No. PW1901, State Project No. 5288(047) and Appropriation of Funds

Submitted,



Mark Rackovan, PUBLIC WORKS DIRECTOR

RESOLUTION NO. 10853**A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE A CONSTRUCTION AGREEMENT WITH ALL PHASE CONSTRUCTION, INC. FOR THE NATOMA STREET DRAINAGE IMPROVEMENT PROJECT PHASE 2, PROJECT NO. PW1901, STATE PROJECT NO. 5288(047) AND APPROPRIATION OF FUNDS**

WHEREAS, the City of Folsom desires to continue rehabilitation of the existing drainage system in the Natoma Street area; and

WHEREAS, the Natoma Street Drainage Improvement Project Phase 2 is included in Fiscal Year 2021-22 Capital Improvement Plan (CIP); and

WHEREAS, the project was publicly advertised on March 29, 2022, and on April 26, 2022, one bid was received from All Phase Construction, Inc. with an amount of \$1,430,914; and

WHEREAS, a contingency in the amount of \$143,091 (10%) will be included in the project budget amount; and

WHEREAS, an appropriation in the amount of \$500,000 is requested and will be moved from the Willow Creek Estate Storm Drain Lining Project, Project No. PW1906; and

WHEREAS, the City of Folsom is programmed to receive Senate Bill-1 LPP Funding, and is eligible for state reimbursement in the amount of \$380,000; and

WHEREAS, the grant amount of \$380,000 will need to be appropriated to the Road Maintenance and Rehabilitation Act Fund (RMRA) (Fund 235), and also to this project; and

WHEREAS, the City of Folsom has previously executed Master Agreement No. 00461S for State-Funded Projects with the State of California Department of Transportation in order to receive the funding; and

WHEREAS, the City of Folsom has executed a Program Supplement for State Project No. 5288(047), City Project No. PW1901 upon approval at the June California Transportation Commission Meeting; and

WHEREAS, the matching funds for SB-1 LPP Funding will utilize Measure A funds (Fund 276) at a 1 to 1 ratio; and

WHEREAS, state reimbursements received will be credited to the Measure A Fund (Fund 276); 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 Construction Agreement with All Phase Construction, Inc. for the Natoma Street Drainage Improvement Project Phase 2, Project No. PW1901, State Project No. 5288(047), in the amount of \$1,430,914, with a contingency amount of \$143,091.

NOW, THEREFORE BE IT FURTHER RESOLVED that the Finance Director is authorized to appropriate \$500,000 from the Willow Creek Estates Storm Drain Lining Project, Project No. PW1906 from the Drainage Impact Fund (Fund 448) to the Natoma Street Drainage Improvement Project Phase 2, Project No. PW1901, State Project No. 5288(047).

NOW, THEREFORE BE IT FURTHER RESOLVED that the Finance Director is authorized to appropriate \$380,000 to the RMRA Fund (Fund 235) to be utilized for the Natoma Storm Drain Project, for a total project budget of \$1,880,000.

PASSED AND ADOPTED this 24th day of May 2022, by the following roll-call vote:

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

Kerri M. Howell, MAYOR

ATTEST:

Christa Freemantle, CITY CLERK

This page is intentionally left blank.



FOLSOM
DISTINGUISHED BY DIVERSITY

Folsom City Council Staff Report



MEETING DATE:	5/24/2022
AGENDA SECTION:	Consent Calendar
SUBJECT:	Resolution No. 10854 - A Resolution Authorizing Staff to Submit Active Transportation Program Grant Applications (Cycle 6) to the California Transportation Commission and the Sacramento Area Council of Governments for the Historic District Connectivity Project
FROM:	Public Works Department

RECOMMENDATION / CITY COUNCIL ACTION

The Public Works Department recommends that the City Council pass and adopt Resolution No. 10854 - A Resolution Authorizing Staff to Submit Active Transportation Program Grant Applications (Cycle 6) to the California Transportation Commission and the Sacramento Area Council of Governments for the Historic District Connectivity Project.

BACKGROUND / ISSUE

The Historic District Connectivity Project is a Safe Routes to School Project that would construct pedestrian and bicycle facilities on Riley Street between Sutter Street and Bidwell Street, and on Dean Way between Coloma Street and School Street.

There are two separate Active Transportation Program (ATP) grant opportunities that staff are interested in pursuing for the Historic District Connectivity Project. The State ATP program is being administered by the California Transportation Commission and the Regional ATP program is being administered by the Sacramento Area Council of Governments (SACOG).

The State ATP applications will be reviewed first and if the Historic District Connectivity Project is successful in receiving State funding, it will not be eligible for Regional ATP funding. If the project does not get selected for State ATP funding, it would still be eligible for regional ATP funding.

POLICY / RULE

The City Council adopted Resolution No. 10405 Amending Financial Policies of the City of Folsom regarding grant administration on April 14, 2020. Section D – Intergovernmental Revenues, Paragraph A – Grant Applications states, “Grant application shall be the responsibility of the department seeking the grant. Grant applications which require an expenditure of funds by the City of less than or equal to the City Manager contract authority amount may be approved by the City Manager prior to submittal to the grantor. All other grant applications, including any requiring an ongoing commitment of resources or staff, shall be reviewed and approved by the City Council prior to submittal. In circumstances where it is not possible for the City Council to approve the grant application prior to submittal, the City Manager may approve the application subject to the City Council ratification as soon as practicable to do so.

Requests to the City Council or the City Manager for approval of a grant application shall identify anticipated long-term maintenance and/or renovation costs, required City matching funds, and additional personnel that may be needed if the grant is awarded for a capital project. With respect to grants for staffing, the source of funds for long-term staffing after the expiration of the grant shall also be identified in the request for approval of the grant application.

All grant applications on behalf of the City shall be reviewed by the Finance Director before submittal to the City Council or the grantor.”

ANALYSIS

Public Works staff has reviewed both of the ATP applications and has found them to be complete and accurate for submittal.

FINANCIAL IMPACT

The ATP Grant scoring guidelines give additional points for applications that propose to provide project leveraging funds based on the following sliding scale:

Points	Amount Leveraged
1 Point	At least 1% to 5% of total project cost
2 Points	More than 5% to less than 10% of total project cost
3 Points	More than 10% to 15% of total project cost
4 Points	More than 15% to 20% of total project cost
5 Points	More than 20% of total project cost

Folsom traditionally does not receive points awarded for being a disadvantaged community, and therefore is proposing to apply for these grant opportunities committing to providing 20% of the project leveraging funds in order to increase the chance of receiving a grant award.

Once either of the project grant applications are awarded, staff will return to Council to identify the source of the additional funds that will be required and accept the grant if approved.

ENVIRONMENTAL REVIEW

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

ATTACHMENT

Resolution No. 10854 -

A Resolution Authorizing Staff to Submit Active Transportation Program Grant Applications (Cycle 6) to the California Transportation Commission and the Sacramento Area Council of Governments for the Historic District Connectivity Project

Submitted,

Handwritten signature in blue ink, appearing to read "Mark Rackovan" followed by "FOR" in a separate word.

Mark Rackovan, PUBLIC WORKS DIRECTOR

RESOLUTION NO. 10854

A RESOLUTION AUTHORIZING STAFF TO SUBMIT ACTIVE TRANSPORTATION PROGRAM GRANT APPLICATIONS (CYCLE 6) TO THE CALIFORNIA TRANSPORTATION COMMISSION AND THE SACRAMENTO AREA COUNCIL OF GOVERNMENTS FOR THE HISTORIC DISTRICT CONNECTIVITY PROJECT

WHEREAS, the California Transportation Commission (CTC) is the state agency responsible for allocating the State Active Transportation Program (ATP) Grant funds; and

WHEREAS, the Sacramento Area Council of Governments (SACOG) is the metropolitan planning organization responsible for allocating the regional ATP funds; and

WHEREAS, the CTC and SACOG have issued separate calls for applications for ATP funding opportunities; and

WHEREAS, based on ATP funding criteria it has been determined that the Historic District Connectivity Project, which would install pedestrian and bicycle facilities on Riley Street between Sutter Street and Bidwell Street, and on Dean Way between Coloma Street and School Street, is the most likely candidate to receive this type of funding; and

WHEREAS, the City of Folsom will only be eligible to receive one of these grant opportunities; and

WHEREAS, if the project is awarded grant funding, staff will return to Council for approval of the source of the leveraging funding, which is tentatively identified as Transportation Improvement Fund (Fund 446); and

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Folsom Authorizes Staff to Submit Active Transportation Program Grant Applications to the California Transportation Commission and the Sacramento Area Council of Governments for the Historic District Connectivity Project.

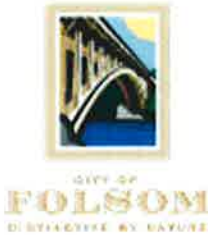
PASSED AND ADOPTED this 24th day of May 2022, by the following roll-call vote:

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

Kerri M. Howell, MAYOR

ATTEST:

Christa Freemantle, CITY CLERK



Folsom City Council Staff Report



MEETING DATE:	5/24/2022
AGENDA SECTION:	Consent Calendar
SUBJECT:	Resolution No. 10855 – A Resolution Authorizing Staff to Submit Active Transportation Program Grant Applications (Cycle 6) to the California Transportation Commission and the Sacramento Area Council of Governments for the Folsom-Placerville Rail Trail Project
FROM:	Parks and Recreation Department

RECOMMENDATION / CITY COUNCIL ACTION

Staff recommends the City Council approve Resolution No. 10855 – A Resolution Authorizing Staff to Submit Active Transportation Program Grant Applications (Cycle 6) to the California Transportation Commission and the Sacramento Area Council of Governments for the Folsom-Placerville Rail Trail Project.

BACKGROUND / ISSUE

The City of Folsom Bikeway Master Plan (adopted by City Council in 2007) and the City of Folsom Draft Active Transportation Plan (Final ATP to be adopted by City Council June 2022) identifies a Class I bike trail, referred to as the Folsom-Placerville Rail Trail, extending from the Humbug-Willow Creek Trail near Mercy Hospital to White Rock Road. There are eventual plans to extend the trail to the City of Placerville. The ultimate alignment would provide 30 miles of connectivity between and through Sacramento and El Dorado counties.

The proposed project, should we receive the grant funding, would provide Class I Trail improvements for bicycles and pedestrians for approximately 1.25 miles from Humbug-Willow Creek Trail, which is between Creekside Drive and Oak Avenue Parkway on the west, to Iron Point Road on the east. Most of the proposed project would parallel East Bidwell Street along the Southern Pacific Placerville Branch right-of-way and would be within the existing Sacramento-Placerville Transportation Corridor (SPTC) Joint Powers Authority (JPA).

In June 2015, Parks and Recreation Department staff prepared and submitted a grant application to the Regional Active Transportation Funding Program in the amount of

\$1,048,036 to provide the necessary funds for design and construction of the Folsom Placerville Rail Trail. On December 3, 2015, the Sacramento Area Council of Governments Board approved the City's proposal for the full amount of the grant request. The City Council at the March 8, 2016 meeting approved the grant award acceptance for the Folsom/Placerville Rail Trail Project. In March 2017, the City Council awarded a contract to Kimley-Horn and Associates to prepare the environmental analysis and design/engineering plans (up to 30% complete) for the Folsom Placerville Rail Trail Project.

Parks and Recreation Department staff is requesting approval from City Council to apply for Caltrans Active Transportation Program (Cycle 6) and the Sacramento Area Council of Governments Grant funds. The objective in applying for the grants is to seek the remaining funding needed to complete the design/engineering and fund construction of the rail trail project.

POLICY / RULE

The California Department of Transportation requires the applicant's governing body to certify by resolution the approval of the application before submission and commitment of matching funds.

ANALYSIS

The Folsom-Placerville Rail Trail project is estimated to be approximately 1.25-miles in length and will be constructed within the JPA corridor. The trail will be 12-feet wide with shoulders and will connect with an existing segment of the Folsom Placerville Rail Trail that extends from Scholar Way to Broadstone Parkway.

East Bidwell Street experiences heavy traffic volumes and cyclists and pedestrians currently have very limited facilities to move within this corridor. This new trail would provide a facility physically separated from East Bidwell Street, providing direct connections to the many destinations along the East Bidwell Street corridor, specifically Folsom Lake College and businesses along the corridor. The proposed project is consistent with the Draft Active Transportation Plan (Final ATP to be adopted by City Council June 2022), SACOG Final Regional Trail Network (adopted April 2022), and East Bidwell Street Complete Streets Corridor Plan (adopted by City Council in February 2015).

FINANCIAL IMPACT

The total grant funding being requested is \$1,700,000. There is no required local match for this project's grant application because it is considered a Small Infrastructure project per the Active Transportation Program Guidelines. However, leveraging local matching funds is looked on favorably for the project's application. The total match proposed for this project would be \$300,000, or 15% of the total grant funding request. The total project funding from this grant would be \$2,000,000 (\$1,700,000 + \$300,000). If the grant is awarded the total project budget would increase from \$1,233,838 to \$3,233,838, which would be enough funds to complete design and construction of the Folsom-Placerville Rail Trail.

Staff recommends that the City designate \$300,000 in matching funds to be divided between Transportation Demand Management Fund (Fund 248) and Transportation System Management Fund (Fund 206). These funds would not need to be appropriated until Fiscal Year 2023-2024 and based on the current balance and projections through Fiscal Year 2022-23; Funds 248 and 206 will have sufficient funds for the required match.

ENVIRONMENTAL REVIEW

The California Environmental Quality Act (CEQA) only applies to projects that have the potential for causing a significant effect on the environment. The requested action is not considered a project under CEQA pursuant to Section 15061(b)(3).

ATTACHMENT

Resolution No. 10855 – A Resolution Authorizing Staff to Submit Active Transportation Program Grant Applications (Cycle 6) to the California Transportation Commission and the Sacramento Area Council of Governments for the Folsom-Placerville Rail Trail Project

Submitted,

Lorraine Poggione,
Parks and Recreation Department Director

ATTACHMENT 1
Resolution No. 10855

RESOLUTION NO. 10855

A RESOLUTION AUTHORIZING STAFF TO SUBMIT ACTIVE TRANSPORTATION PROGRAM GRANT APPLICATIONS (CYCLE 6) TO THE CALIFORNIA TRANSPORTATION COMMISSION AND THE SACRAMENTO AREA COUNCIL OF GOVERNMENTS FOR THE FOLSOM-PLACERVILLE RAIL TRAIL PROJECT

WHEREAS, in March 2022, the California Department of Transportation (Caltrans) released a Request for Project Applications for the Active Transportation Program (Cycle 6) Grants; and

WHEREAS, the Active Transportation Program (ATP) is funded from various federal and state funds; and

WHEREAS, the City of Folsom proposes to apply for funds to complete design and fund construction of the Folsom-Placerville Rail Trail Project; and

WHEREAS, the total grant funding requested is \$1,700,000 for a total project budget of \$2,000,000 (\$1,700,000 + \$300,000 city match); and

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

1. Approves the filing of an application for the Caltrans Active Transportation Program.
2. Certifies that said applicant has or will have available prior to commencement of any work on the project included in this application, sufficient funds to operate and maintain the project.
3. Appoints the Parks and Recreation Department Director, as agent of the City of Folsom to conduct all negotiations, execute and submit all documents, including, but not limited to applications, agreements, amendments, payment requests, which may be necessary for the completion of the aforementioned project.
4. Approves the use of grant matching funds in the amount of \$300,000 to be utilized from the Transportation Demand Management Fund (Fund 248) and Transportation System Management Fund (Fund 206).

PASSED AND ADOPTED this 24th day of May 2022, by the following roll-call vote:

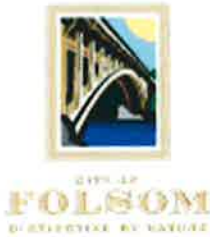
AYES: Councilmember(s):
NOES: Councilmember(s):
ABSENT: Councilmember(s):
ABSTAIN: Councilmember(s):

Kerri M. Howell, MAYOR

ATTEST:

Christa Freemantle, CITY CLERK

This page is intentionally left blank.



Folsom City Council Staff Report

MEETING DATE:	5/24/2022
AGENDA SECTION:	Consent Calendar
SUBJECT:	Resolution No. 10856 – A Resolution Authorizing the City Manager to Execute a Subdivision Improvement Agreement and Accept Offers of Dedication for the Mangini Ranch Phase 3 Village No. 1 Subdivision, and Approval of the Final Map for the Mangini Ranch Phase 3 Village No. 1 Subdivision
FROM:	Community Development Department

RECOMMENDATION / CITY COUNCIL ACTION

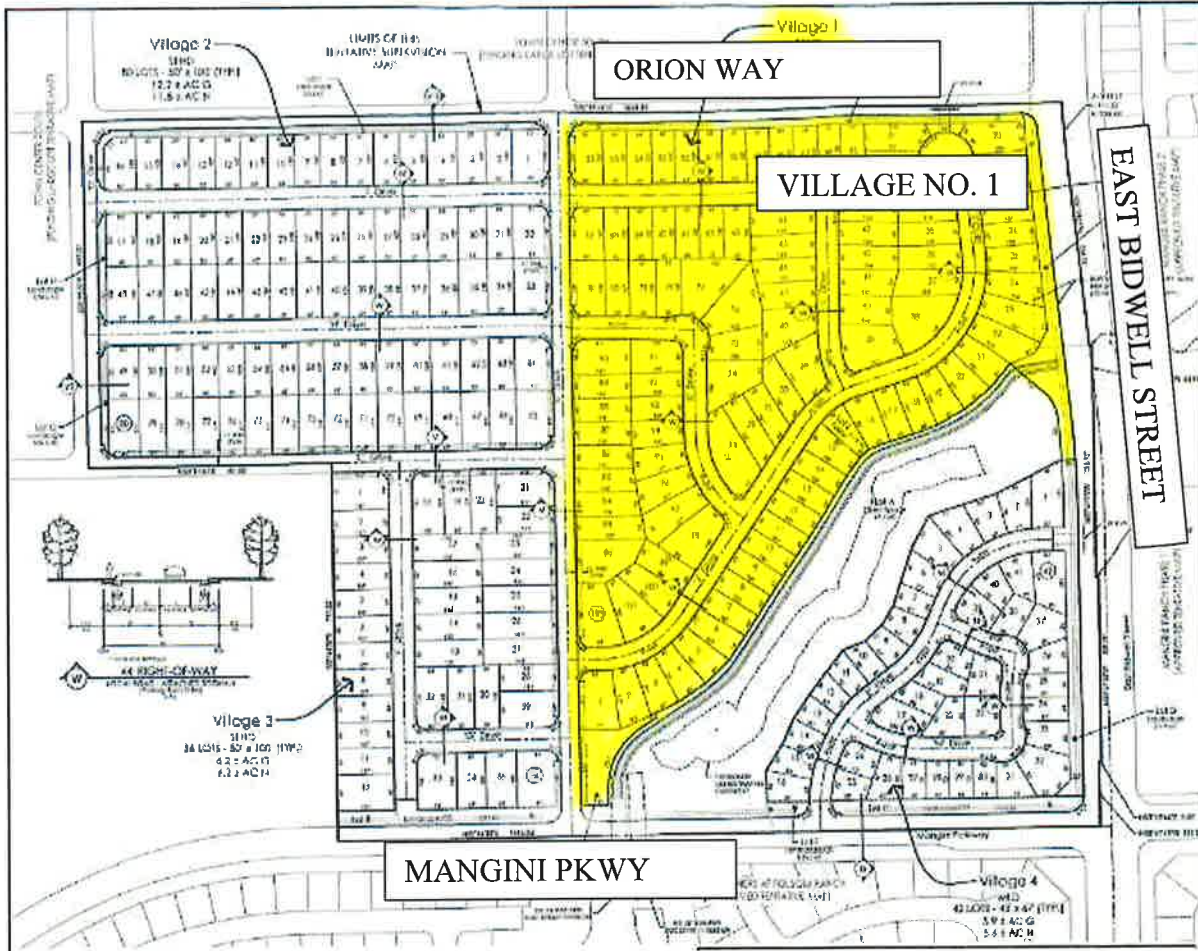
Staff recommends that the City Council move to adopt:

Resolution No. 10856 – A Resolution Authorizing the City Manager to Execute a Subdivision Improvement Agreement and Accept Offers of Dedication for the Mangini Ranch Phase 3 Village No. 1 Subdivision, and Approval of the Final Map for the Mangini Ranch Phase 3 Village No. 1 Subdivision.

BACKGROUND / ISSUE

The Vesting Tentative Subdivision Map (VTSM) for the Mangini Ranch Phase 3 Village No. 1 Subdivision was approved by the City Council on June 22, 2021.

The action for consideration by the City Council is the approval of the Final Map and Subdivision Improvement Agreement for the Mangini Ranch Phase 3 Village No. 1 Subdivision. The Final Map for the Mangini Ranch Phase 3 Village No. 1 Subdivision will create a total of 102 single-family high density (SFHD) residential lots. With the approval of the Final Map, the subdivision process for this project will be complete.



The Mangini Ranch Phase 3 Village No. 1 Subdivision is located on the west side of East Bidwell Street north 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 Mangini Ranch Phase 3 Village No. 1 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 Mangini Ranch Phase 3 Village No. 1 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

The City, as lead agency, determined that the proposed land use, as well as other changes proposed by the Applicant, do not differ from the development scenario described in the Final EIR/EIS for the adopted FPASP. The California Environmental Quality Act (CEQA) provides that residential Projects which are consistent with an approved Specific Plan for which an EIR was prepared are exempt from a requirement to prepare additional environmental analysis. CEQA Guidelines section 15182 (c) provides specific criteria to determine whether this exemption applies. The City has reviewed the analysis and concurs that the Project is exempt from additional environmental review as provided in CEQA Guidelines 15182 (c).

ATTACHMENTS

1. Resolution No. 10856 - A Resolution Authorizing the City Manager to Execute a Subdivision Improvement Agreement and Accept Offers of Dedication for the Mangini Ranch Phase 3 Village No. 1 Subdivision, and Approval of the Final Map for the Mangini Ranch Phase 3 Village No. 1 Subdivision
2. Mangini Ranch Phase 3 Village No. 1 Subdivision Improvement Agreement
3. Mangini Ranch Phase 3 Village No. 1 Subdivision Final Map
4. Mangini Ranch Phase 3 Village No. 1 Vesting Tentative Subdivision Map
5. Table of Conditions of Approval for the Mangini Ranch Phase 3 Village No. 1 Vesting Tentative Subdivision Map

Submitted,



PAM JOHNS
Community Development Director

ATTACHMENT 1

RESOLUTION NO. 10856 - A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE A SUBDIVISION IMPROVEMENT AGREEMENT AND ACCEPT OFFERS OF DEDICATION FOR THE MANGINI RANCH PHASE 3 VILLAGE NO. 1 SUBDIVISION, AND APPROVAL OF THE FINAL MAP FOR THE MANGINI RANCH PHASE 3 VILLAGE NO. 1 SUBDIVISION

RESOLUTION NO. 10856

A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE A SUBDIVISION IMPROVEMENT AGREEMENT AND ACCEPT OFFERS OF DEDICATION FOR THE MANGINI RANCH PHASE 3 VILLAGE NO. 1 SUBDIVISION, AND APPROVAL OF THE FINAL MAP FOR THE MANGINI RANCH PHASE 3 VILLAGE NO. 1 SUBDIVISION

WHEREAS, the Final Map for the Mangini Ranch Phase 3 Village No. 1 subdivision has been reviewed and approved by the City Engineer 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 Mangini Ranch Phase 3 Village No. 1 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 Mangini Ranch Phase 3 Village No. 1 subdivision.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Folsom that the Final Map for the Mangini Ranch Phase 3 Village No. 1 subdivision is hereby approved.

BE IT FURTHER RESOLVED that the City Manager is hereby authorized to execute the Subdivision Improvement Agreement with TCS Improvement Company, L.L.C. in a form acceptable to the City Attorney and accept the offers of dedication for the Mangini Ranch Phase 3 Village No. 1 subdivision.

PASSED AND ADOPTED this 24th day of May 2022, by the following roll-call vote:

AYES: Councilmember(s)

NOES: Councilmember(s)

ABSENT: Councilmember(s)

ABSTAIN: Councilmember(s)

Kerri M. Howell, MAYOR

ATTEST:

Christa Freemantle, CITY CLERK

ATTACHMENT 2

MANGINI RANCH PHASE 3 VILLAGE NO. 1 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 _____, 2022, by and between the City of Folsom, hereinafter referred to as "City", and TCS Improvement Company, L.L.C., a California Limited Liability Company 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 **Mangini Ranch Phase 3 Village. No. 1**, 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 **SIX MILLION FORTY-TWO THOUSAND THREE HUNDRED TWENTY AND 00/100 DOLLARS (\$6,042,320.00)**.
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 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 **SIX MILLION FORTY-TWO THOUSAND THREE HUNDRED TWENTY AND 00/100 DOLLARS (\$6,042,320.00)**, 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 Subdivider under this Agreement, conditioned upon the faithful performance of this Agreement; and

- b. Separate improvement security in the sum of **SIX MILLION FORTY-TWO THOUSAND THREE HUNDRED TWENTY AND 00/100 DOLLARS (\$6,042,320.00)**, 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 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 its 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:

**TCS Improvement Company, L.L.C.
4370 Town Center Blvd., Suite 100
El Dorado Hills, CA 95742
ATTN; William B. Bunce, President**

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

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

**TCS Improvement Company, L.L.C.,
A California Limited Liability Company**

BY: _____

Print Name: _____

Title: _____

DATE _____

CITY OF FOLSOM, a Municipal Corporation

Elaine Andersen
CITY MANAGER

DATE _____

ATTEST:

Christa Freemantle
CITY CLERK

DATE _____

APPROVED AS TO CONTENT:

Pam Johns
COMMUNITY DEVELOPMENT DIRECTOR

DATE _____

APPROVED AS TO FORM:

Steven Wang
CITY ATTORNEY

DATE _____

**NOTICE: SIGNATURE(S) ON BEHALF OF "SUBDIVIDER" MUST BE NOTARIZED
Certificate of Acknowledgement pursuant to Civil Code, Section 1189, must be attached.
SUBDIVISION AGREEMENT – Mangini Ranch Phase 3 Village No. 1**

5/2/2022



FOLSOM PLAN AREA
Bond Estimate Summary
for
Mangini Ranch - Phase 3 - Village 1

		<u>Total Cost</u>	<u>Cost to Complete</u>
Mangini Ranch - Phase 3 - Village 1	\$	6,071,890	\$ 6,042,320
<hr/>			
Subtotal	\$	6,071,890	\$ 6,042,320
TOTAL Costs	\$	6,071,890	\$ 6,042,320

FOLSOM PLAN AREA
 Bond Estimate for
 Mangini Ranch - Phase 3 - Village 1 Improvement Plans



Item No.	Quantity	Unit	Description	Unit Price	Total	% Complete	Cost to Complete
Site Preparation & Earthwork							
1	22.4	AC	Clearing & Grubbing	\$ 200.00	\$ 4,480.00	100%	\$ -
2	22.4	AC	Erosion Control	\$ 1,000.00	\$ 22,400.00	100%	\$ -
Subtotal Grading & Site Prep					\$ 26,880.00		\$ -
Sanitary Sewer System							
1	3,325	LF	8" Sanitary Sewer, PVC SDR 26	\$ 70.00	\$ 232,750.00	0%	\$ 232,750.00
2	910	LF	6" Sanitary Sewer, PVC SDR 26	\$ 50.00	\$ 45,500.00	0%	\$ 45,500.00
3	20	EA	48" Standard Sanitary Sewer MH	\$ 4,500.00	\$ 90,000.00	0%	\$ 90,000.00
4	1	EA	Connection to Existing Sewer Main	\$ 500.00	\$ 500.00	0%	\$ 500.00
5	111	EA	4" Sanitary Sewer Service	\$ 1,000.00	\$ 111,000.00	0%	\$ 111,000.00
Subtotal Sanitary Sewer					\$ 479,750.00		\$ 479,750.00
Storm Drain System							
1	3,017	LF	12" Storm Drain, RCP CL III	\$ 45.00	\$ 135,765.00	0%	\$ 135,765.00
2	363	LF	15" Storm Drain, RCP CL III	\$ 55.00	\$ 19,965.00	0%	\$ 19,965.00
3	529	LF	18" Storm Drain, RCP CL III	\$ 60.00	\$ 31,740.00	0%	\$ 31,740.00
4	522	LF	24" Storm Drain, RCP CL III	\$ 65.00	\$ 33,930.00	0%	\$ 33,930.00
5	675	LF	30" Storm Drain, RCP CL III	\$ 70.00	\$ 47,250.00	0%	\$ 47,250.00
6	145	LF	36" Storm Drain, RCP CL III	\$ 80.00	\$ 11,600.00	0%	\$ 11,600.00
7	136	LF	42" Storm Drain, RCP CL III	\$ 90.00	\$ 12,240.00	0%	\$ 12,240.00
8	28	EA	48" Standard Storm Drain Manhole	\$ 5,000.00	\$ 140,000.00	0%	\$ 140,000.00
9	7	EA	60" Standard Storm Drain Manhole	\$ 7,000.00	\$ 49,000.00	0%	\$ 49,000.00
10	5	EA	72" Standard Storm Drain Manhole	\$ 9,000.00	\$ 45,000.00	0%	\$ 45,000.00
11	2	EA	Type 'F' Drainage Inlet	\$ 2,000.00	\$ 4,000.00	0%	\$ 4,000.00
12	38	EA	Modified Type 'B' Drainage Inlet	\$ 3,500.00	\$ 133,000.00	0%	\$ 133,000.00
13	13	EA	Type GOL-7 (On Grade) Drainage Inlet	\$ 4,500.00	\$ 58,500.00	0%	\$ 58,500.00
14	1	EA	Connect to Existing Storm Drain Main	\$ 500.00	\$ 500.00	0%	\$ 500.00
Subtotal Storm Drain					\$ 722,490.00		\$ 722,490.00
Potable Water Distribution System							
1	3,248	LF	8" Water Main, PVC C900 CL 200	\$ 55.00	\$ 178,640.00	0%	\$ 178,640.00
2	14	EA	8" Gate Valve	\$ 2,000.00	\$ 28,000.00	0%	\$ 28,000.00
3	1	EA	Remove 4" Blow-Off Valve & Connect	\$ 500.00	\$ 500.00	0%	\$ 500.00
4	12	EA	Fire Hydrant Assembly (6" Lead & Appurtenances)	\$ 5,000.00	\$ 60,000.00	0%	\$ 60,000.00
5	111	EA	1" Water Service	\$ 1,000.00	\$ 111,000.00	0%	\$ 111,000.00
6	2	EA	2" Air & Vacuum Release Valve	\$ 3,500.00	\$ 7,000.00	0%	\$ 7,000.00
7	1	EA	Water Sampling Station	\$ 500.00	\$ 500.00	0%	\$ 500.00
8	6	EA	4" Blow-Off Valve & Box	\$ 2,500.00	\$ 15,000.00	0%	\$ 15,000.00
9	20	EA	12" Butterfly Valve	\$ 2,500.00	\$ 50,000.00	0%	\$ 50,000.00
10	2,365	LF	12" Water Main, PVC C900 CL 200	\$ 70.00	\$ 165,550.00	0%	\$ 165,550.00
Subtotal Potable Water					\$ 616,190.00		\$ 616,190.00
Non-Potable Water Distribution System							
1	48	LF	12" Non-Water Main, PVC C900 CL 200	\$ 55.00	\$ 2,640.00	0%	\$ 2,640.00
Subtotal Non-Potable Water					\$ 2,640.00		\$ 2,640.00



FOLSOM PLAN AREA
 Bond Estimate for
 Mangini Ranch - Phase 3 - Village 1 Improvement Plans

Item No.	Quantity	Unit	Description	Unit Price	Total	% Complete	Cost to Complete
Concrete							
1	3,446	LF	Modified Type 2 Vertical Curb & Gutter (w/ 6" AB)	\$ 20.00	\$ 68,920.00	0%	\$ 68,920.00
2	51,865	SF	Sidewalk (6" PCC/ 6" AB)	\$ 6.00	\$ 311,190.00	0%	\$ 311,190.00
3	11	EA	Concrete Survey Monument	\$ 300.00	\$ 3,300.00	0%	\$ 3,300.00
4	8,220	LF	Modified Type 1 Rolled Curb & Gutter (w/ 6" AB)	\$ 20.00	\$ 164,400.00	0%	\$ 164,400.00
5	3,078	LF	Modified Type 5 Median Curb	\$ 30.00	\$ 92,340.00	0%	\$ 92,340.00
6	27	EA	Sidewalk Curb Ramp	\$ 2,500.00	\$ 67,500.00	0%	\$ 67,500.00
Subtotal Concrete					\$ 707,650.00		\$ 707,650.00
Streetwork							
1	5,610	Ton	Asphalt Concrete (Type 'B')	\$ 80.00	\$ 448,800.00	0%	\$ 448,800.00
2	12,684	Ton	Aggregate Base (Class 2)	\$ 20.00	\$ 253,680.00	0%	\$ 253,680.00
3	536	SF	Pavement Markings	\$ 5.00	\$ 2,680.00	0%	\$ 2,680.00
4	108	LF	12" White Stripe Limit Line (Stop Sign)	\$ 2.00	\$ 216.00	0%	\$ 216.00
5	5	EA	Stop Sign (R1-1) On Existing Post/ Pole	\$ 300.00	\$ 1,500.00	0%	\$ 1,500.00
6	6	EA	Street Name Sign On Post	\$ 500.00	\$ 3,000.00	0%	\$ 3,000.00
7	11	EA	Miscellaneous Signs	\$ 300.00	\$ 3,300.00	0%	\$ 3,300.00
8	970	LF	Fiber Optic Conduit & Pullwire	\$ 12.00	\$ 11,640.00	0%	\$ 11,640.00
9	1	EA	Streetlight Service Point	\$ 10,500.00	\$ 10,500.00	0%	\$ 10,500.00
10	29	EA	LED Streetlight (including conduit, wiring & appurtenances)	\$ 11,600.00	\$ 336,400.00	0%	\$ 336,400.00
11	111	LOT	Joint Trench	\$ 8,000.00	\$ 888,000.00	0%	\$ 888,000.00
12	1	EA	Remove and Relocate Sign Post	\$ 400.00	\$ 400.00	0%	\$ 400.00
13	41,884	SF	Demo Existing Pavement	\$ 2.00	\$ 83,768.00	0%	\$ 83,768.00
14	216	LF	Street Barricade	\$ 60.00	\$ 12,960.00	0%	\$ 12,960.00
15	1,576	LF	6" Solid Bike Lane Stripe (DTL 39)	\$ 1.00	\$ 1,576.00	0%	\$ 1,576.00
16	557	LF	6" Dashed Bike Lane Stripe (DTL 39A)	\$ 1.00	\$ 557.00	0%	\$ 557.00
17	1,855	LF	6" Channelizing Stripe (DTL 38)	\$ 1.20	\$ 2,226.00	0%	\$ 2,226.00
18	3,641	LF	4-4" Median Island Lines (DTL 28)	\$ 2.50	\$ 9,102.50	0%	\$ 9,102.50
19	1,323	LF	8" Channelizing Line (DTL 38A)	\$ 1.50	\$ 1,984.50	0%	\$ 1,984.50
Subtotal Streetwork					\$ 2,072,290.00		\$ 2,072,290.00
Landscaping & Sound Walls							
1	54,551	SF	Landscaping	\$ 10.00	\$ 545,510.00	0%	\$ 545,510.00
2	730	LF	6' Sound Wall	\$ 210.00	\$ 153,300.00	0%	\$ 153,300.00
3	690	LF	8' Sound Wall	\$ 280.00	\$ 193,200.00	0%	\$ 193,200.00
Subtotal Landscaping & Sound Walls					\$ 892,010.00		\$ 892,010.00



FOLSOM PLAN AREA
 Bond Estimate for
 Mangini Ranch - Phase 3 - Village 1 Improvement Plans

Item No.	Quantity	Unit	Description	Unit Price	Total	% Complete	Cost to Complete
			TOTAL Subdivision Improvements		\$ 5,519,900.00		\$ 5,493,020.00
			Contingency	10%	\$ 551,990.00		\$ 549,300.00
			Total Bond Estimate		\$ 6,071,890.00		\$ 6,042,320.00

<u>Summary</u>	Total Cost	Cost to Complete
Site Preparation & Earthwork	\$ 26,880.00	\$ -
Sewer	\$ 479,750.00	\$ 479,750.00
Storm Drain	\$ 722,490.00	\$ 722,490.00
Potable Water	\$ 616,190.00	\$ 616,190.00
Non-Potable Water	\$ 2,640.00	\$ 2,640.00
Concrete	\$ 707,650.00	\$ 707,650.00
Streetwork	\$ 2,072,290.00	\$ 2,072,290.00
Landscaping & Sound Walls	\$ 892,010.00	\$ 892,010.00
Contingency	\$ 551,990.00	\$ 549,300.00
TOTALS	\$ 6,071,890.00	\$ 6,042,320.00

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 **TCS Improvement Company, L.L.C., a California Limited Liability Company**, (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 _____ 2022, and identified as the **Mangini Ranch Phase 3 Village No. 1 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 **SIX MILLION FORTY-TWO THOUSAND THREE HUNDRED TWENTY AND 00/100 DOLLARS (\$6,042,320.00)**, 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 _____, 2022.

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 **TCS Improvement Company, L.L.C., a Delaware Limited Liability Company** (hereinafter designated as "Principal"), have entered into an agreement whereby principal agrees to install and complete certain designated public improvements, which said agreement, dated _____ 2022, and identified as the **Mangini Ranch Phase 3 Village No. 1 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 **SIX MILLION FORTY-TWO THOUSAND THREE HUNDRED TWENTY AND 00/100 DOLLARS (\$6,042,320.00)** 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 _____, 2022.

BY _____
(PRINCIPAL)

BY _____
(PRINCIPAL)

BY _____
(SURETY)

(ADDRESS)

(CITY, STATE, ZIP)

(TELEPHONE)

APPROVED AS TO FORM

CITY ATTORNEY

ATTACHMENT 3

MANGINI RANCH PHASE 3 VILLAGE NO. 1 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 "MANGINI RANCH PHASE 3 VILLAGE 1" AND THE CONSENT FROM NO OTHER PERSON IS NECESSARY, AND WE CONSENT TO THE PREPARATION AND RECORDATION OF THIS FINAL MAP AND DO HEREBY DEDICATE AS PUBLIC RIGHTS OF WAY, AND AS PUBLIC UTILITY EASEMENTS, EAST BIDWELL STREET, MANGINI PARKWAY, DISCOVERY DRIVE, ORION WAY, APOLLO DRIVE, MASCON DRIVE, ARTEMIS DRIVE AND APOLLO COURT.

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 THOSE STRIPS OF LAND SHOWN HEREON AND DESIGNATED "PUBLIC UTILITY EASEMENT" (P.U.E.)
2. A PUBLIC EASEMENT FOR PEDESTRIAN ACCESS ON, OVER AND ACROSS THOSE STRIPS OF LAND SHOWN HEREON AND DESIGNATED "PEDESTRIAN ACCESS EASEMENT" (P.A.E.)
3. A PUBLIC EASEMENT AND RIGHT OF WAY FOR THE INSTALLATION, REPAIR, REMOVAL OR REPLACEMENT OF LANDSCAPING TOGETHER WITH ANY AND ALL APPURTENANCES PERTAINING THERETO ON, OVER, UNDER, ACROSS AND ABOVE THOSE STRIPS OF LANDS SHOWN HEREON AND DESIGNATED "LANDSCAPE EASEMENT" (L.E.)
4. 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 A PORTION OF LOT J SHOWN HEREON AND DESIGNATED "EMERGENCY VEHICLE ACCESS EASEMENT" (E.V.A.).
5. PUBLIC EASEMENT FOR CONSTRUCTION AND MAINTAINING CENTRALIZED MAIL DELIVERY BOXES, PEDESTALS AND SLABS, TOGETHER WITH ANY AND ALL APPURTENANCES THERETO INCLUDING PEDESTRIAN ACCESS FOR DELIVERY AND RECEIPT OF MAIL ON, OVER, AND ACROSS STRIPS OF LAND FIVE (5) FEET IN WIDTH CONTIGUOUS TO ALL RIGHTS OF WAY.

TCS IMPROVEMENT COMPANY, LLC
A CALIFORNIA LIMITED LIABILITY COMPANY

BY:
NAME: WILLIAM B. BUNCE
TITLE: PRESIDENT

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.

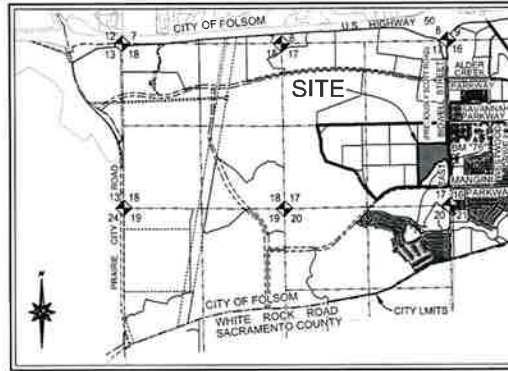
STATE OF CALIFORNIA
COUNTY OF
ON BEFORE ME, A NOTARY PUBLIC

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:



VICINITY MAP
N.T.S.

NAV D88 BENCHMARK-CITY OF FOLSOM

BENCHMARK '76' ELEVATION = 391.25 NAVD88

BRASS DISK STAMPED 'CITY OF FOLSOM BM '76' ON THE NORTH-WEST CORNER OF THE CONCRETE DRAINAGE STRUCTURE. LOCATION OF SITE IS APPROXIMATELY 900 FEET NORTH OF THE INTERSECTION OF MANGINI PARKWAY AND E. BIDWELL STREET ON THE EAST SIDE OF E. BIDWELL STREET AT THE NORTH-WEST CORNER OF A DETENTION BASIN. APPROXIMATE LATITUDE: N38° 37' 51.71" LONGITUDE: W121° 06' 49.49"

THE ELEVATION OF 391.25 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.

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 FOLSOM REAL ESTATE SOUTH, LLC, A DELAWARE LIMITED LIABILITY COMPANY AND TCS IMPROVEMENT COMPANY, LLC, A DELAWARE LIMITED LIABILITY COMPANY IN JANUARY 2021. I HEREBY STATE THAT THIS FINAL MAP SUBSTANTIALLY CONFORMS TO THE CONDITIONALLY APPROVED TENTATIVE MAP; THAT THE MONUMENTS WILL BE OF THE CHARACTER AND WILL OCCUPY THE POSITIONS AS INDICATED AND WILL BE SET BY DECEMBER 31, 2024; AND THAT SAID MONUMENTS WILL BE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED.

MACKAY & SOMPS CIVIL ENGINEERS, INC.



Preliminary
FOR REVIEW PURPOSES ONLY
05/05/2022

PAUL FERGUSON, JR.
P.L.S 9265 EXP. 03-31-2024
DATE:

CITY ENGINEER'S STATEMENT

I HEREBY STATE THAT I HAVE EXAMINED THIS FINAL MAP OF "MANGINI RANCH PHASE 3 VILLAGE 1" 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.

STEVEN R. KRAHN, RCE 49291
CITY ENGINEER
CITY OF FOLSOM
LICENSE EXPIRES: 9/30/2022

DATE:

CITY SURVEYOR'S STATEMENT

I HEREBY STATE THAT I HAVE EXAMINED THIS FINAL MAP OF "MANGINI RANCH PHASE 3 VILLAGE 1" AND I AM SATISFIED THAT SAID MAP IS TECHNICALLY CORRECT.

GERALD A. YOUNG, L.S. 3852
CITY SURVEYOR
LICENSE EXPIRES: 6/30/2022

DATE:

CITY CLERK'S STATEMENT

I HEREBY STATE THAT THE CITY COUNCIL OF THE CITY OF FOLSOM HAS APPROVED THIS FINAL MAP OF "MANGINI RANCH PHASE 3 VILLAGE 1", AND HAS ACCEPTED, ON BEHALF OF THE PUBLIC, SUBJECT TO IMPROVEMENTS, ALL RIGHTS OF WAY AND 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 2022, 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. IN FILE IN THIS OFFICE.

DONNA ALLRED
SACRAMENTO COUNTY RECORDER
STATE OF CALIFORNIA
DOCUMENT NO:

BY: DEPUTY FEE: \$

(PN 20-254)

**MANGINI RANCH
PHASE 3 VILLAGE 1**

A SUBDIVISION OF LOT 1 OF THAT CERTAIN FINAL MAP TITLED "MANGINI RANCH PHASE 3 LARGE LOT" FILED FOR RECORD OCTOBER 8, 2021 IN BOOK 432 OF MAPS, AT PAGE 2, SACRAMENTO COUNTY RECORDS, BEING A PORTION OF SECTION 17, TOWNSHIP 9 NORTH, RANGE 8 EAST, MOUNT DIABLO MERIDIAN

CITY OF FOLSOM • SACRAMENTO COUNTY • CALIFORNIA



MAY 2022

SHEET 1 OF 7

SEE SHEET 2 FOR BENEFICIARY'S STATEMENT AND ACKNOWLEDGEMENT

BENEFICIARY'S STATEMENT

TAYLOR MORRISON OF CALIFORNIA, LLC, A CALIFORNIA LIMITED LIABILITY COMPANY, AS BENEFICIARY UNDER DEED OF TRUST RECORDED OCTOBER 15, 2021, IN DOCUMENT NO. 202110151284, OFFICIAL RECORDS OF SACRAMENTO COUNTY, HEREBY CONSENTS TO THE RECORDATION OF THIS MAP AND THE SUBDIVISION OF THE LANDS SHOWN HEREON.

NAME: _____ DATE: _____
 TITLE: _____

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 CAPACITIE(S), 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

- ALL CURVE DIMENSIONS ARE RADIUS, ARC LENGTH AND DELTA. 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.
- THIS FINAL MAP CONTAINS 19,108± ACRES OF LAND GROSS CONSISTING OF 102 RESIDENTIAL LOTS AND 4 LETTERED LOTS.
- A GEOTECHNICAL ENGINEERING STUDY REPORT WAS PREPARED BY YOUNGDAHL CONSULTING GROUP, INC DATED: DECEMBER 16, 2020 PROJECT NO. E17053 088.
- ALL FRONT LOT CORNERS WILL BE SET WITH A 1" DIAMETER BRASS DISC STAMPED "LS 9265" IN THE SIDEWALK WITH A 1.00 FOOT OFFSET ON THE SIDE PROPERTY LINE EXTENDED (SEE DETAIL THIS SHEET), UNLESS SHOWN OTHERWISE.
- REAR CORNERS WILL BE SET AS FOLLOWS (UNLESS SHOWN OTHERWISE)
 - FOR LOTS 1-20, 23-30, LOT L, 33-43, 51-59, 63-67, 71-73, 75-77, 78-82, 87-94 AND 99-102 AND COMMON LINES OF 2021, 22/23, 43/44, 70/71/74, 83/84/86/97, WILL BE SET WITH A 5/8" REBAR AND PLASTIC CAP STAMPED "LS 9265".
 - FOR LOTS 46-55, 61-62 AND COMMON LINES OF 31/32, 32/33, 45/46, 55/56, 60/61, 62/63, 67/68, 69/70, 77/78, 84/85, 86/88, 89/87, 94/95, 95/96, 97/98, WILL BE SET WITH A 4.00 FOOT OFFSET ON THE SIDE LOT LINE WITH A 5/8" REBAR AND PLASTIC CAP STAMPED "LS 9265" (SEE DETAIL THIS SHEET).
 - FOR COMMON LINES OF LOTS 21/22, 30/LOT F LOT J, 31/LOT J, 31/45, 33/45, 34/44, 68/70/74/75, 76/78, 82/83/79/8, WHICH FALL WITHIN A MASONRY SOUND/RETAINING WALL, WILL BE SET WITH A 3/4" BRASS TAG STAMPED "LS 9265" ON THE FACE OF WALL 2.00 FOOT ABOVE GROUND OR ON TOP OF THE WALL.
- PROPERTY SUBJECT TO SCHOOL FACILITIES IMPROVEMENT DISTRICT NO. 3 PER 20060707 O.R. 0662.
- PROPERTY SUBJECT TO COMMUNITY FACILITIES DISTRICT 2013-1 (WATER FACILITIES AND SUPPLY) PER 20131230 O.R. 0311.
- PROPERTY SUBJECT TO COMMUNITY FACILITIES DISTRICT NO. 17 (WILLOW HILL PIPELINE) PER 20150224 O.R. 0424 AND 20150325 O.R. 0533.
- PROPERTY SUBJECT TO COMMUNITY FACILITIES DISTRICT NO. 18 (FOLSOM PLAN AREA - WIDE IMPROVEMENTS AND SERVICES) PER 20151030 O.R. 0243 AND DN 201811160465.
- PROPERTY SUBJECT TO COMMUNITY FACILITIES DISTRICT NO. 23 (FOLSOM RANCH) IMPROVEMENT AREA NO. 4 PER DN 202006061612.
- PROPERTY SUBJECT TO THE TERMS AND PROVISIONS CONTAINED IN THOSE DOCUMENTS ENTITLED "TIER 1 DEVELOPMENT AGREEMENT" PER 20110803 O.R. 0422, "ASSIGNMENT AND ASSUMPTION AGREEMENT RELATIVE TO THE FOLSOM SOUTH SPECIFIC PLAN TIER 1 DEVELOPMENT AGREEMENT" PER 20121012 O.R. 1353, 1357 AND DOCUMENTS DECLARING MODIFICATIONS THEREOF PER 20140715 O.R. 344, 428 AND PER 20161129 O.R. 0380, 381, 382, "PARTIAL ASSIGNMENT AND ASSUMPTION AGREEMENT RELATIVE TO THE FOLSOM SOUTH SPECIFIC PLAN AMENDED AND RESTATED TIER 1 DEVELOPMENT AGREEMENT" PER 20170417 O.R. 0660, DN 202110151261, AND DN 202110180538.
- PROPERTY SUBJECT TO "WATER SUPPLY AND FACILITIES FINANCING PLAN AND AGREEMENT BETWEEN THE CITY OF FOLSOM AND CERTAIN LANDOWNERS IN THE FOLSOM PLAN AREA" PER 20130124 O.R. 1382, AMENDED JUNE 3, 2014 PER 20140603 O.R. 0959, AMENDED JUNE 3, 2014 PER 20140603 O.R. 950.
- PROPERTY SUBJECT TO PERPETUAL, NONEXCLUSIVE EASEMENT FOR AVIGATION AND INCIDENTAL PURPOSES IN FAVOR OF COUNTY OF SACRAMENTO AND CITY OF FOLSOM PER 20140715 O.R. 0380 AND 0427.
- LOTS F, J, K AND L AS SHOWN PER THIS MAP ARE TO BE DEEDED TO THE CITY OF FOLSOM EITHER CONCURRENT OR FOLLOWING THE RECORDATION OF THIS MAP BY SEPARATE DOCUMENT.
- PROPERTY SUBJECT TO ANY IMPLIED RIGHTS THAT MAY EXIST FOR ALDER CREEK AND OTHER UNNAMED WATER COURSES OVER THOSE PORTIONS OF SAID LAND THAT LIE WITHIN THE LINES OF ANY CREEK AND TO ANY CHANGES IN THE BOUNDARY LINE OF SAID CREEK AND WATER COURSES AS THEY NOW EXIST BY NATURAL CAUSES AS DISCLOSED ON ASSESSOR PLAT BOOK 72, PAGE 6.
- PROPERTY SUBJECT TO THE COVENANTS, CONDITIONS, RESTRICTIONS AND AGREEMENTS AS DESCRIBED IN THAT CERTAIN GRANT DEED 20020912 O.R. 0262 AND RE-RECORDED IN THAT CERTAIN GRANT DEED 20070509 O.R. 0525.
- FOUND SECTION AND QUARTER CORNERS SHOWN AND DESTROYED BY CONSTRUCTION WILL BE REPLACED AFTER IMPROVEMENTS ARE COMPLETED.
- PROPERTY WILL BE SUBJECT TO THE COVENANTS, CONDITIONS, AND RESTRICTIONS TO BE RECORDED BY SEPARATE DOCUMENT AT A LATER DATE.
- THE EASEMENTS & IRREVOCABLE OFFERS OF DEDICATION LISTED BELOW, NOT SHOWN HEREON, ARE HEREBY ABANDONED PER SECTION 66434(G) OF THE GOVERNMENT CODE:
 - THOSE PORTIONS OF ORION WAY, DISCOVERY WAY, MANGINI PARKWAY AND EAST BIDWELL STREET RIGHTS OF WAY LYING WITHIN LOT 1 AS SHOWN AND DEPICTED IN 432 B.M. 2 AND NOT SHOWN HEREON. (NEW RIGHT OF WAY DEDICATED WITH THIS MAP)
 - THE P.A.E. LYING WITHIN LOT 1 AS SHOWN AND DEPICTED IN 432 B.M. 2 AND NOT SHOWN HEREON. (NEW P.U.E., P.A.E. AND L.E. DEDICATED WITH THIS MAP)
 - THE P.U.E. LYING WITHIN LOT 1 AS SHOWN AND DEPICTED IN 432 B.M. 2 AND NOT SHOWN HEREON. (NEW RIGHT OF WAY DEDICATED WITH THIS MAP)

BASIS OF BEARINGS

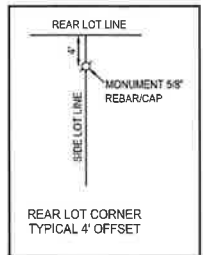
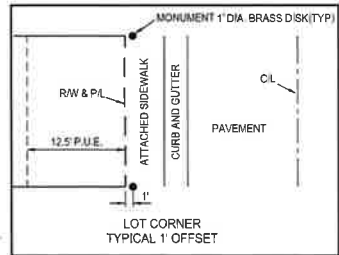
THE BASIS OF BEARINGS FOR THIS MAP IS THE EAST LINE OF THE SOUTH EAST QUARTER OF SECTION 17, TOWNSHIP 9 NORTH RANGE 8 EAST, MOUNT DIABLO MERIDIAN AS SHOWN HEREON AND ON THE PARCEL MAP FILED FOR RECORD ON DECEMBER 31, 2015 IN BOOK 224 OF MAPS, AT PAGE 14, SACRAMENTO COUNTY RECORDS AND HAVING A BEARING OF NORTH 07°41'16" WEST DETERMINED FROM THE MONUMENTS SHOWN AS FOUND.

LEGEND

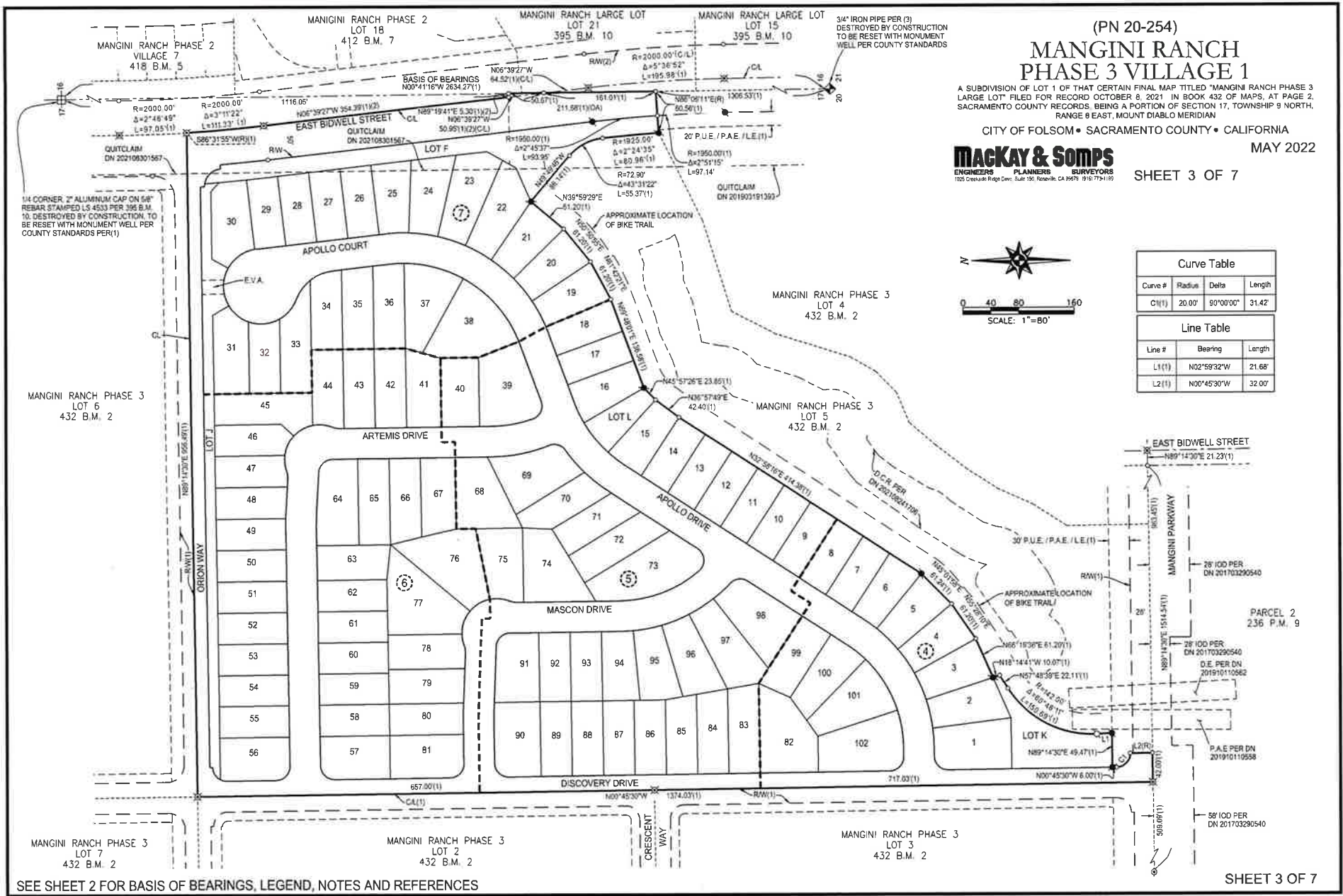
⬢	FOUND SECTION CORNER AS NOTED
⬢	ONE-QUARTER SECTION CORNER, TO BE RESET AS NOTED
⊗	FOUND STANDARD CITY OF FOLSOM MONUMENT WELL STAMPED "LS 5760" PER (2) OR "LS 9265" PER (1)
⊗	FOUND 3/4" IRON PIPE WITH PLASTIC PLUG STAMPED "LS 5760" PER (2) OR "LS 9265" PER (1)
⊗	SET 3/4" IRON PIPE WITH PLASTIC PLUG STAMPED "LS 9265"
⊗	SET STANDARD CITY OF FOLSOM MONUMENT WELL STAMPED "LS 9265"
⊗	SET 5/8" REBAR AND PLASTIC CAP STAMPED "LS 9265"
⊗	SET 3/4" BRASS TAG STAMPED "LS 9265"
○	DIMENSION POINT
()	RECORD DATA PER REFERENCE
AC	ACRES
BNDY	BOUNDARY
CL	CENTER LINE
D.C.R.	DECLARATION OF COVENANTS AND RESTRICTIONS
D.E.	DRAINAGE EASEMENT
DN	DOCUMENT NUMBER
E.V.A.	EMERGENCY VEHICLE ACCESS
I.O.D.	IRREVOCABLE OFFER OF DEDICATION
L.E.	LANDSCAPE EASEMENT
O.S.	OPEN SPACE
(O)	OVERALL
O.R.	OFFICIAL RECORDS OF SACRAMENTO COUNTY
P.M.	PARCEL MAP
P.A.E.	PEDESTRIAN ACCESS EASEMENT
P.U.E.	PUBLIC UTILITY EASEMENT
(R)	RADIAL BEARING
---	RIGHT-OF-WAY
SEC	SECTION
SF	SQUARE FEET
①	SHEET INDEX
---	BOUNDARY
---	LOT LINE
---	ADJACENT PROPERTY
---	RIGHT-OF-WAY
---	EASEMENT
---	SECTION LINE
---	I.O.D.

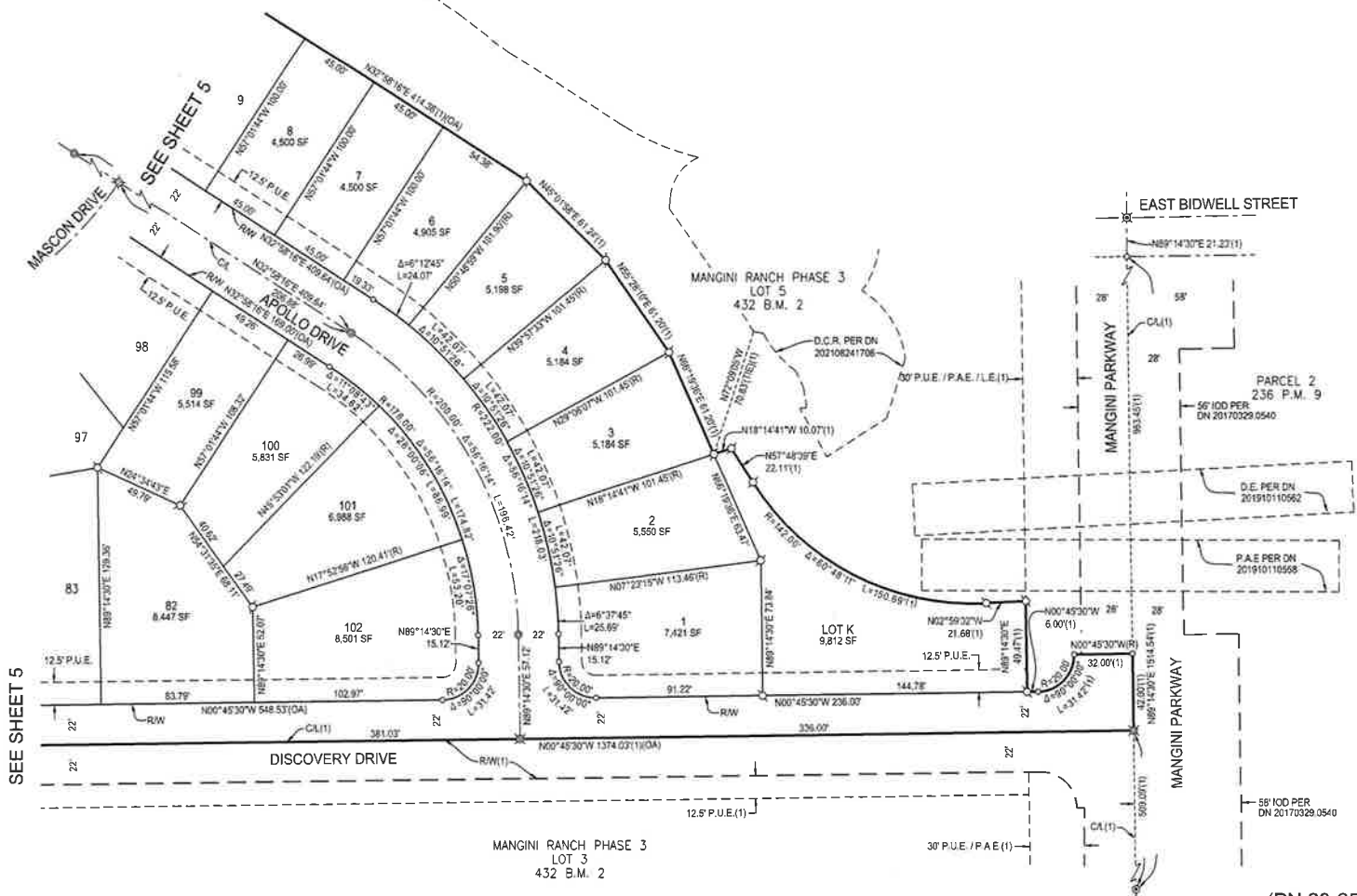
REFERENCES

- (1) 432 B.M. 2
- (2) 412 B.M. 7



(PN 20-254)
**MANGINI RANCH
 PHASE 3 VILLAGE 1**
 A SUBDIVISION OF LOT 1 OF THAT CERTAIN FINAL MAP TITLED "MANGINI RANCH PHASE 3 LARGE LOT" FILED FOR RECORD OCTOBER 8, 2021 IN BOOK 432 OF MAPS, AT PAGE 2, SACRAMENTO COUNTY RECORDS, BEING A PORTION OF SECTION 17, TOWNSHIP 9 NORTH, RANGE 8 EAST, MOUNT DIABLO MERIDIAN
 CITY OF FOLSOM • SACRAMENTO COUNTY • CALIFORNIA
Mackay & Somps
 ENGINEERS PLANNERS SURVEYORS
 1025 Creekside Ridge Drive, Suite 100, Roseville, CA 95678 (916) 775-1180
 MAY 2022
 SHEET 2 OF 7





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

(PN 20-254)
**MANGINI RANCH
 PHASE 3 VILLAGE 1**

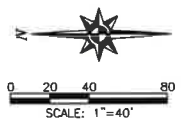
A SUBDIVISION OF LOT 1 OF THAT CERTAIN FINAL MAP TITLED 'MANGINI RANCH PHASE 3
 LARGE LOT' FILED FOR RECORD OCTOBER 8, 2021 IN BOOK 432 OF MAPS, AT PAGE 2,
 SACRAMENTO COUNTY RECORDS, BEING A PORTION OF SECTION 17, TOWNSHIP 9 NORTH,
 RANGE 8 EAST, MOUNT DIABLO MERIDIAN

CITY OF FOLSOM • SACRAMENTO COUNTY • CALIFORNIA

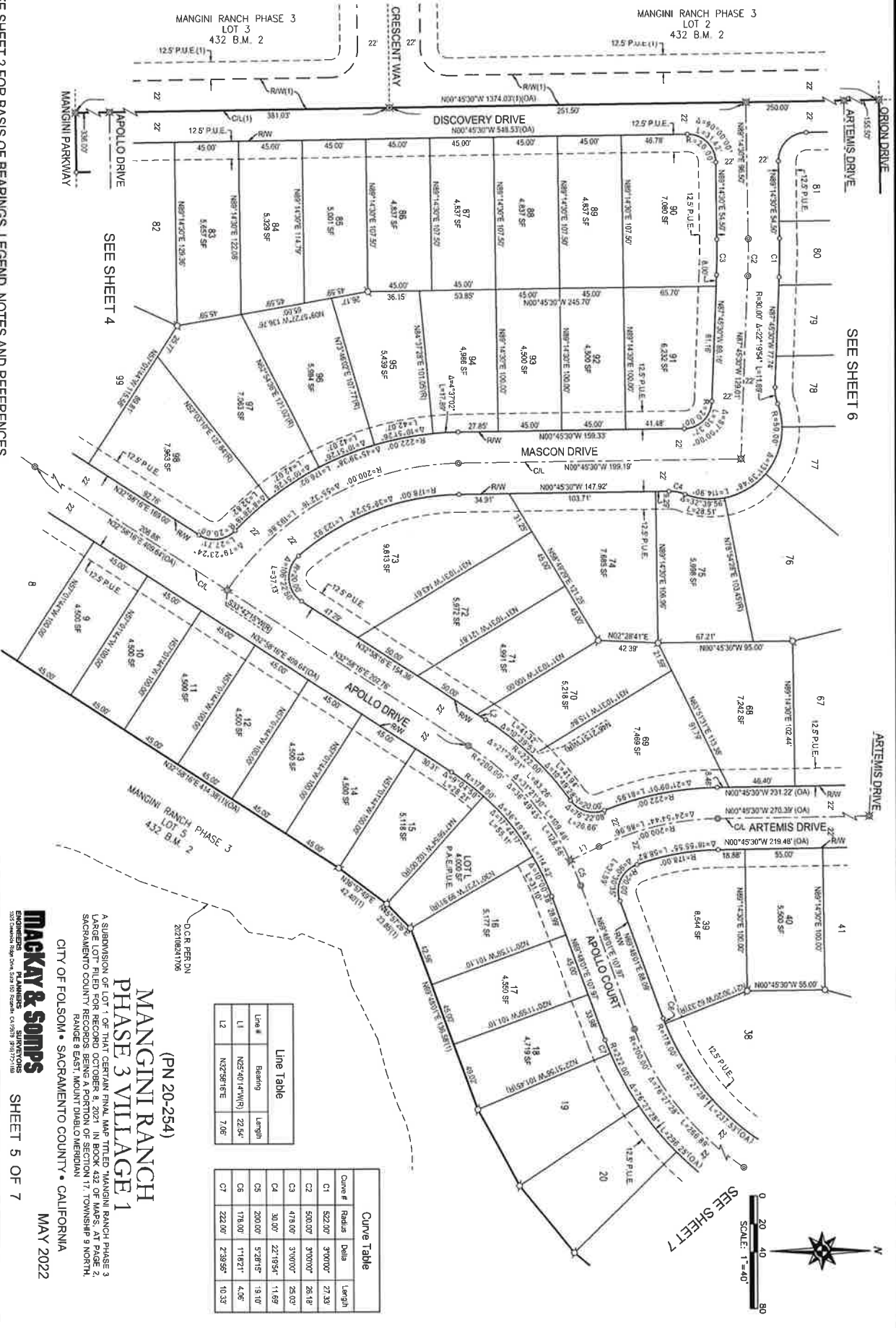
MAY 2022

MacKay & Somp
 ENGINEERS PLANNERS SURVEYORS
 1026 Creech Ridge Drive, Suite 150, Roseville, CA 95678 (916) 775-1199

SHEET 4 OF 7



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



(PN 20-254)
MANGINI RANCH
PHASE 3 VILLAGE 1

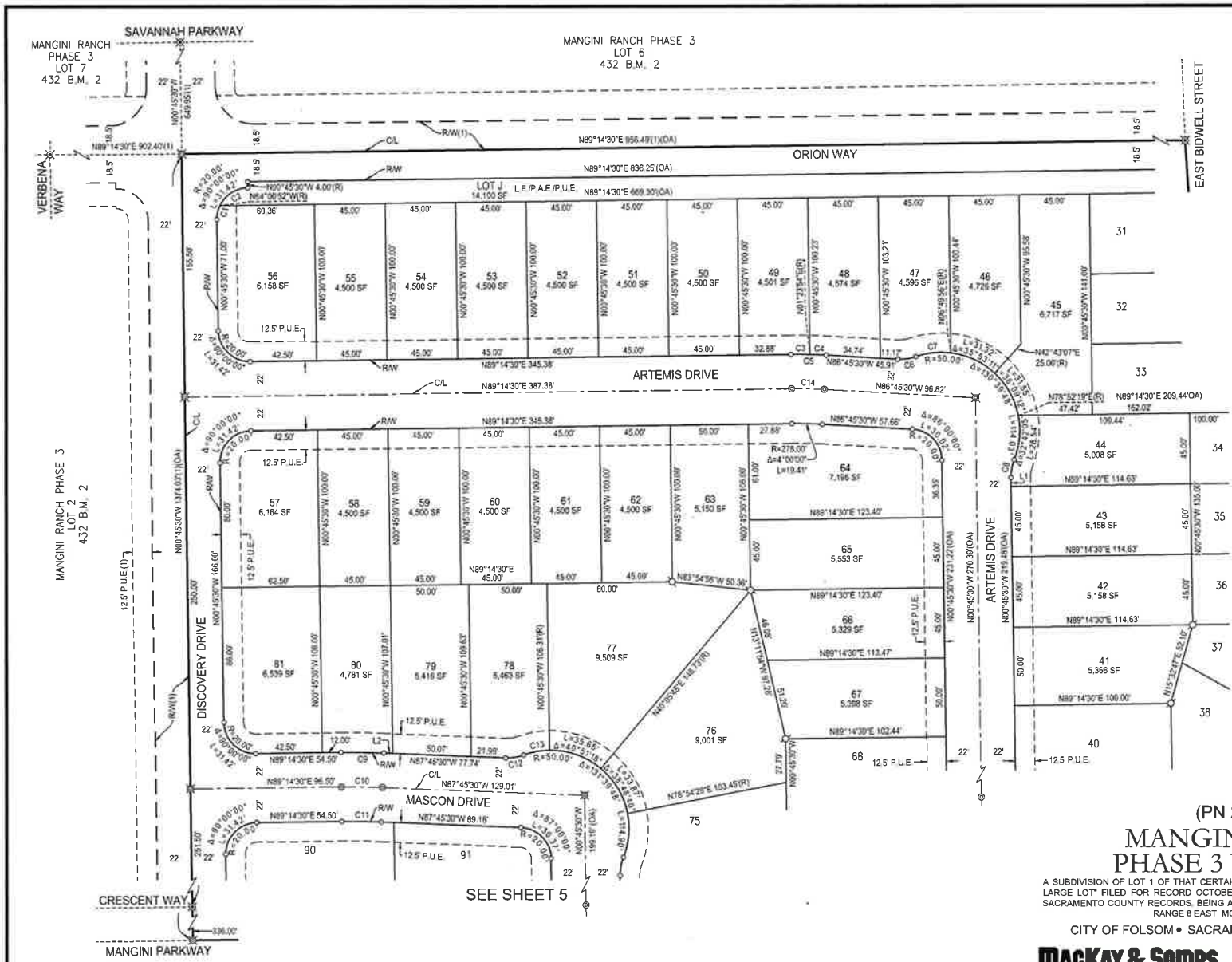
A SUBDIVISION OF LOT 1 OF THAT CERTAIN FINAL MAP TITLED "MANGINI RANCH PHASE 3 VILLAGE 1" AS SHOWN ON MAPS 145-147 AND 149-151, SACRAMENTO COUNTY RECORDS BEING A PORTION OF SECTION 17, TOWNSHIP 9 NORTH, RANGE 8 EAST, MOUNT DIABLO MERIDIAN, CITY OF FOLSOM • SACRAMENTO COUNTY • CALIFORNIA

Mackay & Sumps
 ENGINEERS PLANNERS SURVEYORS
 2025 Camino Real Drive, Suite 100, Folsom, CA 95630 (916) 771-1188

SHEET 5 OF 7
 MAY 2022

Line #	Bearing	Length
L1	N25°40'14"W (R)	22.64'
L2	N25°58'16"E	7.66'

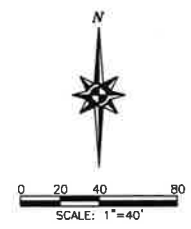
Curve #	Radius	Delta	Length
C1	522.00'	37000°	27.33'
C2	590.00'	37000°	26.18'
C3	478.00'	37000°	25.03'
C4	30.00'	22°18'54"	11.69'
C5	200.00'	578°15'	19.10'
C6	176.00'	1°18'21"	4.06'
C7	222.00'	2°39'56"	10.33'



Curve Table			
Curve #	Radius	Delta	Length
C1	20.00'	26°44'37"	9.34'
C2	20.00'	63°15'23"	22.08'
C3	322.00'	2°09'23"	12.12'
C4	322.00'	1°50'37"	10.36'
C5	322.00'	4°00'00"	22.48'
C6	30.00'	22°19'54"	11.69'
C7	50.00'	25°55'20"	22.62'
C8	30.00'	22°19'54"	11.69'
C9	522.00'	3°00'00"	27.33'
C10	500.00'	3°00'00"	26.19'
C11	478.00'	3°00'00"	25.03'
C12	30.00'	22°19'54"	11.69'
C13	50.00'	19°19'54"	16.87'
C14	300.00'	4°00'00"	20.94'

Line Table		
Line #	Bearing	Length
L1	N00°45'30"W	5.60'
L2	N87°45'30"W	5.69'

SEE SHEET 7



(PN 20-254)
**MANGINI RANCH
 PHASE 3 VILLAGE 1**

A SUBDIVISION OF LOT 1 OF THAT CERTAIN FINAL MAP TITLED "MANGINI RANCH PHASE 3 LARGE LOT" FILED FOR RECORD OCTOBER 8, 2021 IN BOOK 432 OF MAPS, AT PAGE 2, SACRAMENTO COUNTY RECORDS, BEING A PORTION OF SECTION 17, TOWNSHIP 9 NORTH, RANGE 8 EAST, MOUNT DIABLO MERIDIAN

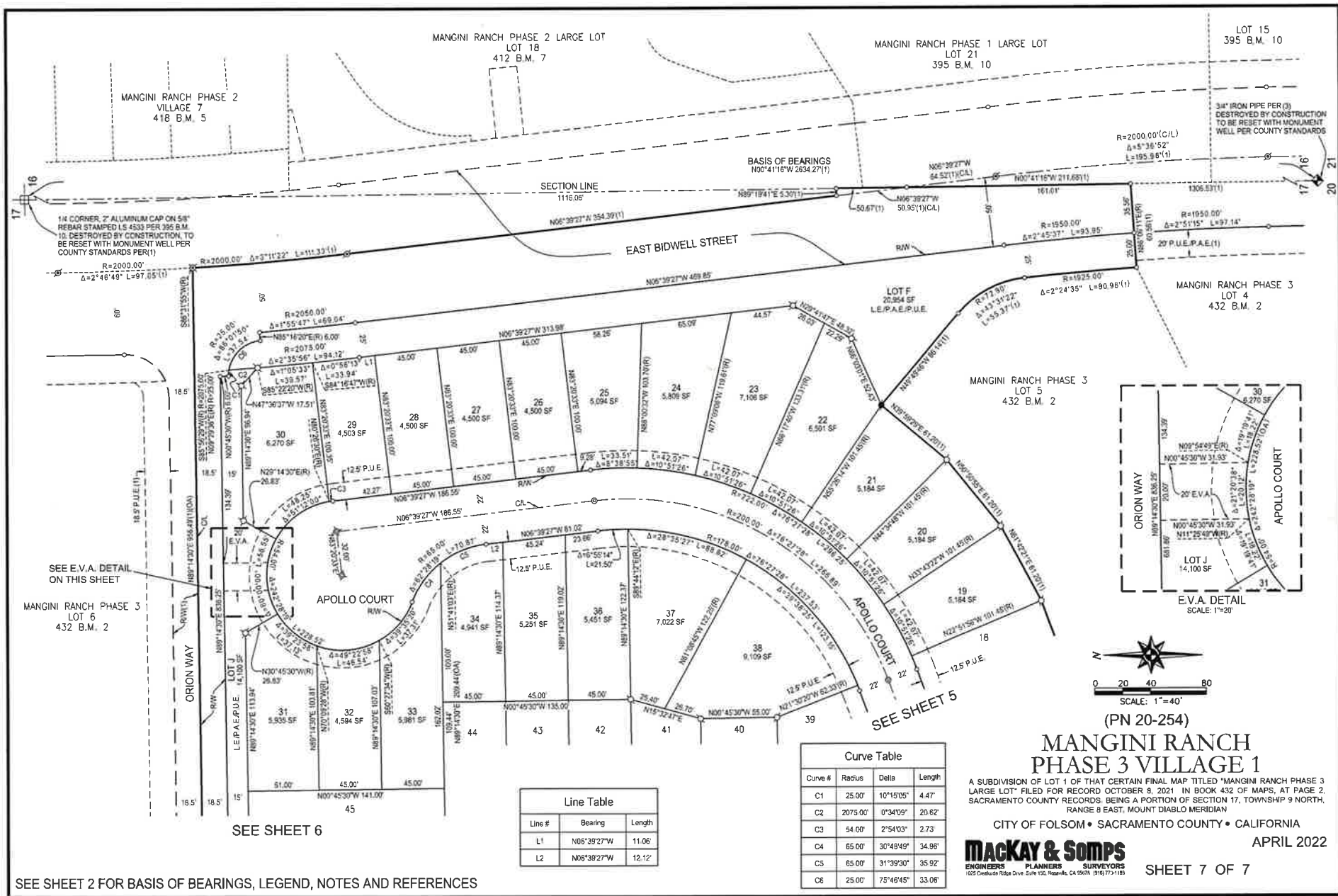
CITY OF FOLSOM • SACRAMENTO COUNTY • CALIFORNIA

MACKAY & SOMPS
 ENGINEERS PLANNERS SURVEYORS
 5025 Cawickia Ridge Drive, Suite 150, Folsom, CA 95778 (916) 772-1189

MAY 2022

SHEET 6 OF 7

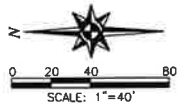
SEE SHEET 2 FOR BASIS OF BEARINGS, LEGEND, NOTES AND REFERENCES



1/4 CORNER 2" ALUMINUM CAP ON 5/8" REBAR STAMPED I.S. 4333 PER 395 B.M. 10. DESTROYED BY CONSTRUCTION, TO BE RESET WITH MONUMENT WELL PER COUNTY STANDARDS PER(1)

3" IRON PIPE PER (3) DESTROYED BY CONSTRUCTION TO BE RESET WITH MONUMENT WELL PER COUNTY STANDARDS

SEE E.V.A. DETAIL ON THIS SHEET



(PN 20-254)
**MANGINI RANCH
 PHASE 3 VILLAGE 1**

A SUBDIVISION OF LOT 1 OF THAT CERTAIN FINAL MAP TITLED "MANGINI RANCH PHASE 3 LARGE LOT" FILED FOR RECORD OCTOBER 8, 2021 IN BOOK 432 OF MAPS, AT PAGE 2, SACRAMENTO COUNTY RECORDS, BEING A PORTION OF SECTION 17, TOWNSHIP 9 NORTH, RANGE 8 EAST, MOUNT DIABLO MERIDIAN

CITY OF FOLSOM • SACRAMENTO COUNTY • CALIFORNIA

MACKAY & SOMPS
 ENGINEERS PLANNERS SURVEYORS
 1025 DeSade Ridge Drive Suite 150, Roseville, CA 95678 (916) 771-1159

APRIL 2022

SHEET 7 OF 7

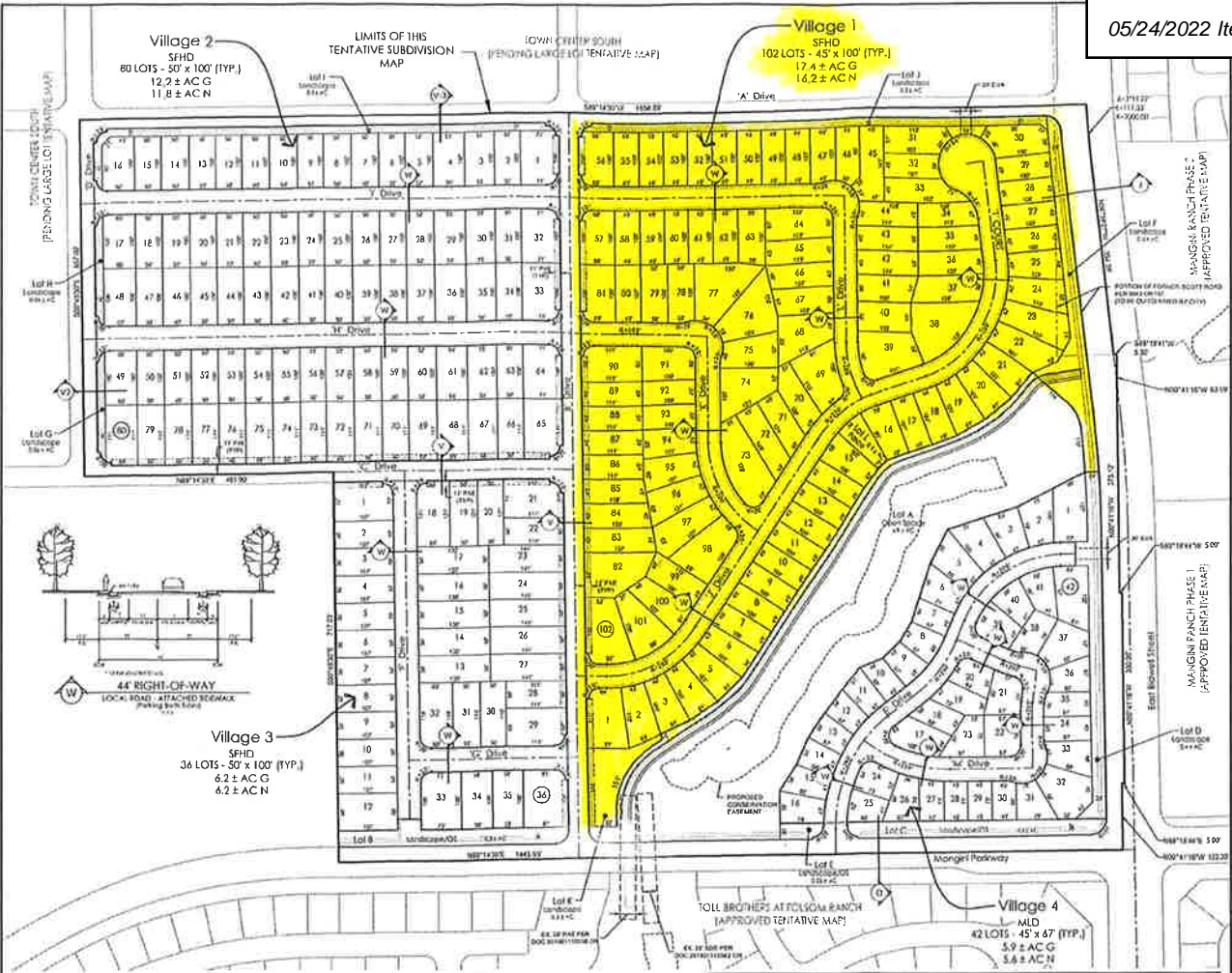
Line #	Bearing	Length
L1	N05°39'27"W	11.06'
L2	N06°39'27"W	12.12'

Curve #	Radius	Delta	Length
C1	25.00'	10°15'05"	4.47'
C2	2075.00'	0°34'09"	20.62'
C3	54.00'	2°54'03"	2.73'
C4	65.00'	30°48'49"	34.96'
C5	65.00'	31°39'30"	35.92'
C6	25.00'	75°46'45"	33.06'

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

ATTACHMENT 4

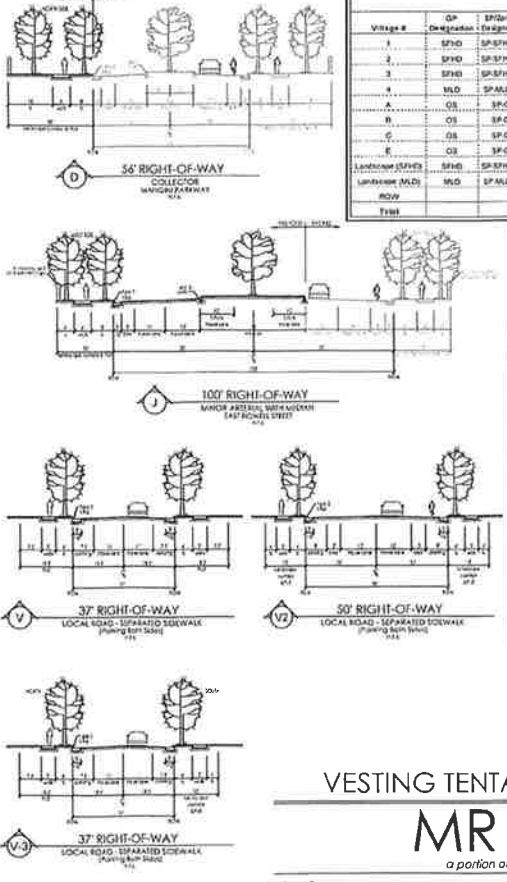
MANGINI RANCH PHASE 3 VILLAGE NO. 1 VESTING TENTATIVE SUBDIVISION MAP



TENTATIVE MAP NOTES

PROPERTY DESCRIPTION: Parcel 1 of P.M. 236 PM 10 and a portion of Parcel 2 of 218 PM 17, Sacramento County Records

- Lot dimensions and storage are approximate and subject to change.
- Typical lot area is measured from back of sidewalk on regular shaped lots, lot area measured as setback(s).
- Lot lines and lot areas may be adjusted at the time of the Final Map(s) provided no additional lots are created, subject to the approval of the City of Folsom. Flexibility in lot configuration as shown herein is allowed provided the new lot quantities is in substantial compliance with the approved Specific Plan, subject to the approval of the City of Folsom.
- The Final Mapping and subsequent development of lots may be phased. Phasing to be consistent with the Development Agreement.
- Lot numbering is for site reference purposes only and does not indicate phasing order of development. Ultimate development phasing shall be orderly and will be determined as final M&S and/or improvement plan stage.
- Pursuant to Government Code Section 66456.1, the subdivider may file multiple Final Maps based upon this Tentative Map. The filing of a Final Map on a portion of this Tentative Map shall not invalidate any portion of this Tentative Map.
- Pursuant to California Government Code Section 66439.30.3, the land shown herein may be merged and redivided without revision to acreage and may constitute abandonment of portions of the existing public streets and public easements, subject to the approval of the City of Folsom.
- Shaded areas shown herein are for identification purposes only. A final name list will be approved with the Tentative Map; final street names & locations will be determined at the time of Final Map and Improvement Plan preparation.
- Additional easements to accommodate new public utility improvements, access required for lot development, or other similar easements required to be shown to accomplish the final design may be added prior to each Final Map based on the Final Tentative Map.
- A 12.5' public utility easement will be located adjacent to all rights-of-way except as shown herein and approved by the City Engineer.
- The entire property contained within this Tentative Subdivision Map is covered by an Avigation Easement to the benefit of the City of Folsom and County of Sacramento recorded August 28, 2014 in Book 2011-0022 at page 0278. Official Records of Sacramento County.
- This map is compliant with the Folsom Plan area 5000FC Plan development standards.



Land Use Summary

Village #	DP	SP/ zoning	SP/ zoning	Lot Use / Lot Size	Area Acres	Area Acres	Shedding	Net Density
1	SPHO	SP-SFHO-FD	SP-SFHO-FD	Single Family High Density Residential / 45' x 100'	17.4	18.3	100'	6.3
2	SPHO	SP-SFHO-FD	SP-SFHO-FD	Single Family High Density Residential / 50' x 100'	12.1	11.8	100'	6.3
3	SPHO	SP-SFHO-FD	SP-SFHO-FD	Single Family High Density Residential / 45' x 67'	9.2	8.2	100'	6.3
4	MLO	SP-MLO-FD	SP-MLO-FD	Multi Family Low Density Residential / 45' x 67'	5.9	5.9	42'	7.5
	OS	SP-OS	SP-OS	Open Space (Meadow WS)	4.9	4.9		
	OS	SP-OS	SP-OS	Open Space Landscape Corridor (Meadow WS)	0.3	0.3		
	OS	SP-OS	SP-OS	Open Space Landscape Corridor (Meadow WS)	0.3	0.3		
	OS	SP-OS	SP-OS	Open Space Landscape Corridor (Meadow WS)	0.1	0.1		
	LANDSCAPE	SP-MLO-FD	SP-MLO-FD	Landscape	0.0	1.6		
	LANDSCAPE	SP-MLO-FD	SP-MLO-FD	Landscape	0.0	0.2		
	ROAD	MLO	SP-MLO-FD	Stage Roadway	5.0	5.1		
	TOTAL				52.3	53.3	260'	

TENTATIVE MAP INFORMATION

OWNER / APPLICANT: ICS Improvement Company, LLC, Westcott Road LLC, 430 Town Center Blvd, Suite 100, Roseville, CA 95678

ENGINEER: Mackay & Sompers Civil Engineers, Inc., 1025 Creekside Ridge Drive, Suite 150, Roseville, CA 95678

ADJACENT PARCEL NUMBER: 075-0005-100, & Par. 075-0005-077

SEE AREA: 32.3 ± AC.

EXISTING ZONING: A portion of the Folsom Plan Area Specific Plan

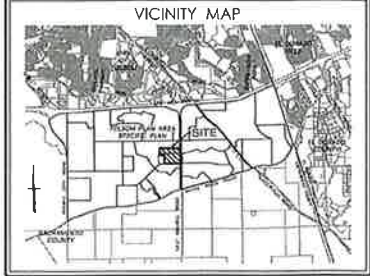
NUMBER OF LOTS/PARCELS: 275 TOTAL LOTS, 218 SPHO LOTS, 42 MLO LOTS, 1 Open Space Lot, 3 Open Space Landscape Lots, 7 Landscape Lots, 1 Phase Lot

SERVICE PROVIDERS: Parks & Recreation: City of Folsom; Police & Fire Protection: City of Folsom; Sanitary Sewer: City of Folsom; Domestic Water: City of Folsom; Storm Drainage: City of Folsom; Electricity: AT&T; Telephone: AT&T; Gas: PG&E; Cable: Comcast; Schedule: Folsom-Creston Unified School District

BENCHMARK

Benchmark 78" ELEVATION: 344.13 NAVD 83
BRASS DISK STAMPED CITY OF FOLSOM BAY 78" ON THE NORTHERLY CORNER OF A CONCRETE BRIDGE ABUTMENT ON THE NORTHERLY SIDE OF ALDER CREEK. LOCATION OF SITE IS APPROXIMATELY 3000 FEET WEST OF E. BOWEN STREET AND 200 FEET SOUTH OF WILHELM REECE ROAD. APPROXIMATE LATITUDE: N36D 37 31.47' LONGITUDE: W121D 07 29 50'

THE BASIS FOR ELEVATIONS WERE RUN FROM COUNTY BENCHMARK 0018 007 STAMPED "C-456" IN FEBRUARY 2011 BY MACKAY & SOMPS CIVIL ENGINEERS, INC.



SMALL LOT VESTING TENTATIVE SUBDIVISION MAP
MR PHASE 3
a portion of the Folsom Plan Area Specific Plan

ATTACHMENT 5

TABLE OF CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 VILLAGE NO. 1 VESTING TENTATIVE SUBDIVISION MAP

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
1.		<p>Large Lot Vesting Tentative Subdivision Map Approval of the Small Lot Vesting Tentative Subdivision Map is subject to the approval of the Proposed Large Lot Vesting Tentative Subdivision Map, dated May 10, 2021.</p>	I	CD (P)(E)	The Mangini Ranch Phase 3 Large Lot Final Map was approved by the City Council on September 14, 2021.	Yes
2.		<p>Design Review At the time specific development is proposed the Applicant shall apply for Design Review.</p>	OG	CD (P)(E)	The future homebuilders in this subdivision have not yet submitted an application for design review approval to the City. Design review will be approved by the Community Development Department and the Planning Commission prior to building permit issuance.	Condition will be satisfied prior to issuance of a building permit.
3.		<p>Final Development Plans The Owner/Applicant shall submit final site development plans to the Community Development Department that shall substantially conform to the exhibits referenced below:</p> <ol style="list-style-type: none"> 1. Small Lot Vesting Tentative Subdivision Map, dated May 10, 2021. 2. Preliminary Grading and Drainage Plan, dated May 10, 2021. 3. Preliminary Utility Plan, dated May 10, 2021. 4. Access and Circulation Analysis, dated April 28, 2021. 5. Environmental Noise Analysis, dated May 10, 2021. <p>The Small Lot Vesting Tentative Subdivision Maps are approved for the development of a 260-unit single-family residential subdivision (Mangini Ranch Phase 3 Subdivision). Implementation of the Project shall be consistent with the above referenced items and these conditions of approval.</p>	G, I, M, B	CD (P) E	<p>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, offsite infrastructure exhibit, the preliminary landscape plans and the community design guidelines.</p> <p>The final map for this subdivision is in substantial compliance with the approved Vesting Tentative Subdivision Map.</p>	Yes
4.		<p>Plan Submittal 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,</p>	G, I	CD (E)	Improvement plans for East Bidwell Street, Mangini Parkway, and this subdivision have been reviewed approved by the City. Landscape plans for East Bidwell	Yes

+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254) NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS						
No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		policies, standards and other requirements of the City of Folsom.			Street and Mangini Parkway have also been reviewed and approved by the City.	
5.		Validity This approval of the Small Lot Vesting Tentative Subdivision Map shall be valid for a period of twenty-four (24) 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 subdivision was approved by the City Council on June 22, 2021.	Yes
6.		FMC Compliance The Small Lot Final Map shall comply with the Folsom Municipal Code and the Subdivision Map Act.	I	CD (E)	The small-lot vesting tentative subdivision map for the subdivision is in compliance with the Folsom Municipal Code and the State Subdivision Map Act.	Yes
7.		Development Rights 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 both the required on-site and off-site improvements and landscape plans.	Yes
8.		Public Right of Way Dedication As provided for in the First Amended and Restated Development Agreement (ARDA) and the Amendments No. 1 and 2 thereto, and any approved amendments thereafter, the Owner/Applicant shall dedicate all public rights-of-way and corresponding public utility easements such that public access is provided to each and every lot within the Mangini Ranch Phase 3 Subdivision Project as shown on the Small Lot	M	CD (E)(P)	The final map for the Village No. 1 subdivision includes all required public right-of-way and public utility easements necessary to serve all 102 lots in the subdivision. The public right-of-way and public utility easements are shown on the final map.	Yes

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		Vesting Tentative Subdivision Map (Lots 1-118).				
9.		<p>Street Names The Applicant shall select street names from the City’s approved list or subsequently approved by the Planning Commission and shall be used for the small lot final map.</p>	M	CD (E)(P)	The required street names are shown on the final map for the subdivision and have been approved by the Planning Commission.	Yes
10.		<p>Indemnity for City 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:</p> <ul style="list-style-type: none"> • The City bears its own attorney’s fees and costs; and • The City defends the claim, action or proceeding in good faith. <p>The Owner/Applicant shall not be required to pay or perform any settlement of such claim, action or proceeding</p>	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 MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254) NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS						
No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		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.				
11.		<i>Small Lot Vesting Tentative Subdivision Map</i> 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 EIR/EIS as amended by the Revised Proposed Water Supply Facility Alternative (November 2012), the Folsom South of U.S. Highway 50 Backbone Infrastructure Mitigated Negative Declaration (December 2014), and the Westland Eagle Specific Plan Amendment (September 2015).	OG	CD	The owner/applicant has complied with all applicable mitigation measures from the FPASP FEIR/EIS and other noted approved environmental documents prior to the issuance of a grading permit. Additionally, construction inspection and monitoring was conducted throughout construction by the City and/or its Consultants.	Yes
12.		<i>ARDA and Amendments</i> 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.	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
13.	✓	<i>Mitigation Monitoring</i> 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 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
14.		The Owner/Applicant acknowledges that the State adopted amendments to Section 65850 of the California Government Code (specifically Section 65850(9)), effective January 1,	OG	CD (P)	The Landowner has acknowledged this requirement and has confirmed that there is currently no plan to	Yes

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		2018, to allow for the implementation of inclusionary housing requirements in residential rental units, upon adoption of an ordinance by the City. The Landowner is not currently contemplating any residential rental Projects within the Subject Property; however, in the event the City amends its Inclusionary Housing Ordinance with respect to rental housing pursuant to Section 65850(9), Landowner (or successor in interest) agrees that the Subject Property shall be subject to said City Ordinance, as amended, should any residential rental Project be proposed within the Subject Property.			include any residential rental property within the subdivision.	

POLICE/SECURITY REQUIREMENT

15.		<p>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:</p> <ul style="list-style-type: none"> • 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. • Security measures for the safety of all construction equipment and unit appliances. • 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
-----	--	--	---------	----	---	-----

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
DEVELOPMENT COSTS AND FEE REQUIREMENTS						
16.		<p>Taxes and Fees 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 Amendments No. 1 and No. 2 to the Amended and Restated Tier 1 Development Agreement.</p>	M	CD (P)(E)	The owner/applicant has paid all current taxes and fees associated with this subdivision.	Yes
17.		<p>Assessments If applicable, the Owner/Applicant shall pay off any existing assessments against the property, or file necessary segregation request and pay applicable fees.</p>	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
18.		<p>FPASP Development Impact Fees 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.</p> <p>Any protest to such for all fees, dedications, reservations or other exactions imposed on this Project will begin on the date of final approval (July 1, 2020), 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.</p>	B	CD (P), PW, PK	The Owner/Applicant shall pay all required City fees and Plan Area wide fees prior to issuance of building permits.	Condition will be satisfied prior to issuance of a building permit.

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
19.		<p>Legal Counsel 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.</p>	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
20.		<p>Consultant Services 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.</p>	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 these services.	Yes
GRADING PERMIT REQUIREMENTS						
21		<p>Mine Shaft Remediation 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,</p>	G	CD (E)	During the course of grading and construction for this subdivision no mine shafts or tunnels were located or discovered.	Yes

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		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.				
22.		<p>Prepare Traffic Control Plan. 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:</p> <ul style="list-style-type: none"> • Maintaining the maximum amount of travel lane capacity during non-construction periods, possible, and advanced notice to drivers through the provision of construction signage. • Maintaining alternate one-way traffic flow past the lay down area and site access when feasible. • 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). • 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. <p>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.</p>	G	CD (E)	The required Traffic Control Plans in this condition are no longer applicable. This condition was added to the project since the original concept for water supply contemplated extending a large diameter water main from the Sacramento River to the FPA. In lieu of the water supply being extended through the various jurisdictions noted in this condition, the water supply provided to the FPA comes from conservation efforts by the City to provide the needed water supply for the FPA. The new water supply proposal was validated in 2014.	Yes
23.		<p>State and Federal Permits The Owner/Applicant shall obtain all required State and Federal permits and provide evidence that said permits have</p>	G, I	CD (P)(E)	The owner/applicant has obtained all required State and Federal permits and copies are available from the Community Development	Yes

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		been obtained, or that the permit is not required, subject to staff review prior to approval of any grading or improvement plan.			Department.	
24.		Landslide /Slope Failure The Owner/Applicant shall retain an appropriately licensed engineer during 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

25.		Improvement Plans 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
26.		Standard Construction Specifications and Details 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 <u>Standard Construction Specifications and Details</u> and the <u>Design and Procedures Manual and Improvement Standards</u> .	I	CD (P)(E)	The owner/applicant submitted improvement plans in accordance with the City's Standard Specifications.	Yes
27.		Water and Sewer Infrastructure All City-owned water and sewer infrastructure shall be placed within the street right of way. In the event that a			The owner/applicant has installed all sewer and water infrastructure within the street right of way. The	Yes

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>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 shall be met;</p> <ul style="list-style-type: none"> • The Owner/Applicant shall provide public sewer and water main easements. • 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. <p>In no case shall a City-maintained public water or public sewer line be placed on private residential property.</p>	I	CD (E)	outfall sewer line has been installed within easements or planned right of way within future streets.	
28.		<p><i>SMUD Requirements</i></p> <ol style="list-style-type: none"> 1. Structural setbacks less than 14 feet shall require the Applicant to conduct a pre-engineering meeting with all utilities to ensure property clearances are maintained. 2. Any necessary future SMUD facilities located on the Applicant's property shall require a dedicated SMUD easement. This will be determined prior to SMUD performing work on the Applicant's property. 3. In the event the Applicant requires the relocation or removal of existing SMUD facilities on or adjacent to the subject property, the Applicant shall coordinate with SMUD. The Applicant shall be responsible for the cost of relocation or removal. 4. SMUD reserves the right to use any portion of its easements on or adjacent to the subject property that it reasonably needs and shall not be responsible for any damages to the developed property within said easement that unreasonably interferes with those needs. 			Condition of approval was deleted by unanimous vote of the City Planning Commission on 5-19-2021.	

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>5. The Applicant shall not place any building foundations within 5 feet of any SMUD trench to maintain adequate trench integrity. The Applicant shall verify specific clearance requirements for other utilities (e.g., Gas, Telephone, etc.).</p> <p>6. In the event the City requires an Irrevocable Offer of Dedication (IOD) for future roadway improvements, the Applicant shall dedicate a 12.5-foot public utility easement (PUE) for overhead and/or underground facilities and appurtenances adjacent to the City's IOD.</p> <p>7. The Applicant shall comply with SMUD siting requirements (e.g., panel size/location, clearances from SMUD equipment, transformer location, service conductors).</p> <p>Modified by the Planning Commission on 5-19-21</p>				
29.		<p>Lighting Plan 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:</p> <ul style="list-style-type: none"> • Shield or screen lighting fixtures to direct the light downward and prevent light spill on adjacent properties; • 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; • For public lighting in residential neighborhoods, prohibit the use of light fixtures that are of unusually high intensity or that blink or flash; • 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 	I	CD (P)	The owner/applicant submitted a Lighting Plan for all backbone roadways and subdivisions 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

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		screened lighting, and appropriate signage in the office/commercial areas to prevent light and glare from adversely affecting motorists on nearby roadways; and 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.				
30.		Utility Coordination 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 the final map.	M	CD (P)(E)	The owner/applicant has coordinated with the various utility agencies.	Yes
31.		Replacing Hazardous Facilities 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)	The owner/applicant has reconstructed a portion of Mangini Parkway to the satisfaction of the Community Development Department. There is a general note on the approved improvements plans requiring compliance with this condition.	Yes
32.		Future Utility Lines 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
33.		Water Meter Fixed Network System The Owner Owner/Applicant shall pay for, furnish and install all infrastructure associated with the water meter fixed	I	CD (E), EWR	The Owner/applicant has completed the infrastructure allowing for the water meter fixed network system.	Yes

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		network system for any City-owned and maintained water meter within the Project.			Meters will be furnished and installed during home construction for each individual metered connection.	
34.		Class II Bike Lanes All Class II bike lanes (East Bidwell Street and Mangini Parkway) 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
35.		Separated Sidewalks A Homeowner’s Association shall maintain the landscape between the separated sidewalk and curb on residential streets. In the event a Homeowners Association is not provided, the residential street section shall be modified to a section that includes attached sidewalks.	I	CD (E)(P)	The subdivision does not have a Homeowner’s Association established. Therefore, the subdivision improvement plans have been approved and will be constructed without separated sidewalks on the public streets.	Yes
36.		Noise Barriers and Window Assemblies Based on the Environmental Noise Assessment (the “Traffic Noise Assessment, Mangini Ranch Phase 3”) prepared by Bollard Acoustical Consultants on April 23, 2021, and included in the staff report as Attachment no. 13, the following measures shall be implemented to the satisfaction of the Community Development Department: <ul style="list-style-type: none">o To comply with the General Plan 60 and 65 dB DNL exterior noise level standards for single- and multi-family residential uses (respectively), traffic noise barriers ranging from 6 to 8 feet in height relative to backyard elevation would be required. The heights and locations of the noise barriers are illustrated on Figure 2. Barrier insertion loss calculation worksheets are provided as Appendix C. The traffic noise barriers could take the form of masonry wall, earthen berm, or a combination of the two. Other	I, O	CD (E)(P)	The approved landscape plans for East Bidwell Street and Mangini Parkway include the required sound walls in accordance with the recommendations of the acoustical study.	Yes

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>materials may be acceptable but should be reviewed by an acoustical consultant prior to use.</p> <ul style="list-style-type: none"> o To ensure compliance with the General Plan 45 dB DNL interior noise level standard with a factor of safety, it is recommended that all upper-floor bedroom window assemblies of residences constructed on the lots identified on Figure 2 from which the adjacent roadways would be visible be upgraded to a minimum STC rating of 32. <p>Air conditioning shall be provided for all residences that back up to East Bidwell Street, Road A and Mangini Parkway (Village 1 lots 21-30, Village 3 lots 12 ad 33-36, and Village 4 lots 1 and 24 -42), of the development so that windows can be kept closed at the occupant's discretion to control interior noise. These conclusions are based on the traffic assumptions cited in Appendix B, the project site plans and grading plans (dated May 10, 2021), and on noise reduction data for standard construction.</p>				
37.		<p>Master Plan Updates 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 <u>Standard Construction Specifications and Details</u>, and the <u>Design and Procedures Manual and Improvement Standards</u>.</p> <p>The storm drainage design shall provide for no net increase in run-off under post-development conditions.</p>	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
38.		<p>Best Management Practices 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</p>			The Owner/applicant has received a NPDES permit from the State Regional Water Quality Control Board (SRWQCB). The NDES Permit requires the implementation	Yes

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>Discharge Elimination System Permit issued by the State Regional Water Quality Control Board.</p> <p>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."</p>	G, I	CD (E)	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.	
39.		<p>Litter Control</p> <p>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 official start of the rainy season (October 15).</p>	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						
40.		<p>All-Weather Access and Fire Hydrants</p> <p>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 1 to April 30). The buildings 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.</p>	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.	Yes

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<ul style="list-style-type: none"> • Residential Fire-Flow with Automatic Fire Sprinkler System: The required fire-flow for the proposed subdivision is determined to be 500 gpm per minute for 30 minutes. • All public streets shall meet City of Folsom Street Standards. • 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). • 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 <p>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.</p>				

LANDSCAPE/TREE PRESERVATION REQUIREMENTS

41.		<p>Landscaping Plans</p> <ol style="list-style-type: none"> 1. At the time specific development is proposed, detailed landscape improvements along the Class 1 Trail (Lot A) shall be provided and rough graded subject to the satisfaction of the City including the placement of the trail, fencing, benches or other amenities. 2. A pedestrian connection linking Road "F" to Mangini Parkway shall be provided in Lot B, at the time specific development is proposed. 3. <u>Open view fencing shall be provided in Villages 3 and 4 for any homes that back up to Lot A</u> 	B	CD (P) (E)	The Community Development Department and the Parks & Recreation Department have reviewed and approved the rough grading and public improvement plans for the subdivision and the approved plans include required Class I Bike trail in Lot and the required pedestrian connection. The approved landscape plans include the required open view fencing for those lots in Village No. 1 that back up to the Lot A Open Space and the	Yes
-----	--	--	---	------------	---	-----

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>4. <u>(Open Space).</u> <u>Lot L shall be landscaped, and a pedestrian connection provided from "J" Drive to the Class 1 Trail in Lot A to the satisfaction of the Community Development Department.</u></p> <p><i>Modified by the Planning Commission on 5-19-21</i></p>			<p>landscaping required for Lot J that provides a connection to the Class 1 Trail in Lot A.</p>	

MAP REQUIREMENTS

42.		<p><i>Subdivision Improvement Agreement</i> 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.</p>			<p>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.</p>	Yes
43.		<p><i>Inclusionary Housing Plan</i> Inclusionary Housing Plan shall be approved by the City Council. The Inclusionary Housing Agreement, which will be approved by the City Attorney, shall be executed prior to recordation of the Final Map for the Mangini Ranch Phase 3 Subdivision Project.</p>			<p>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</p>	Yes
44.		<p><i>Department of Real Estate Public Report</i> The Owner/Applicant shall disclose to the homebuyers in the Department of Real Estate Public Report and/or the CC&R's the following items:</p> <p>1) Future public schools are located in proximity to the proposed subdivision, and that the public parks may</p>			<p>The Community Development Department has reviewed the subdivisions CC & R's and verified that all required disclosures in this condition of approval are included.</p>	Yes

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>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.</p> <p>2) Future Fire and Police stations are located adjacent to the Project site and may include facilities and equipment that generate noise and light impacts during various times, including but not limited to evening and nighttime hours.</p> <p>3) The soil in the subdivision may contain naturally occurring asbestos and naturally occurring arsenic.</p> <p>4) 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.</p> <p>5) The Project site is located close to the Mather Airport flight path and overflight noise may be present at various times.</p> <p>6) 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</p>				

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>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.</p> <p>Modified by the Planning Commission on 5-19-21</p>				
45.		<p>Public Utility Easements 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.</p>	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
46.		<p>Backbone Infrastructure 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.</p>	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

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
47.		<p><i>New Permanent Benchmarks</i> 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.</p>	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
48.		<p><i>Centralized Mail Delivery Units</i> 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.</p>	M	CD (E)	The final map 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
49.		<p><i>Recorded Final Map</i> 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 is model homes. Building permits for model homes only may be issued prior to recording of the Final Map, subject to approval by the Community Development Department.</p>	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.	Yes
50.		<p><i>Recorded Final Map</i> 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.</p>	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	Yes

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
					permit issuance in the subdivision.	
51.		<p><i>Credit Reimbursement Agreement</i> 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.</p>	M	CD (E)	The owner/applicant has executed all of the required Specific Plan Infrastructure Fee Credit/Reimbursement Agreements for the subdivision. The executed agreements are on file with the Community Development Department.	Yes

TRAFFIC/ACCESS/CIRCULATION/PARKING REQUIREMENTS

52.		The following conditions of approval are related to roadway and traffic related improvements for the Mangini Phase 3 Subdivision Project:				
		<ul style="list-style-type: none"> The Project shall construct two-way vehicle circulation along the surrounding roadways, namely the Northern Connector Road (A Drive), D Drive, and C Drive (see Exhibit 1 of Traffic and Circulation Analysis dated April 28, 2021). The Project shall provide these two-way roadway facilities to allow for adequate circulation directly related to the Project. The access on the north end of E Drive at East Bidwell Street shall be an emergency vehicle access (EVA). Turn movements at E Drive at East Bidwell Street shall be restricted to right-turns in and out of Village 4 at East Bidwell Street. A full access, side street stop-controlled intersection shall be constructed at E Drive and Mangini Parkway. 	B	CD, E, PW, FD	The Community Development Department has reviewed and approved the improvement plans for the construction of the subdivision. The approved plans include the required off-site improvements including, the emergency vehicle access, the intersection improvements and turn lanes and tapers and the street and frontage improvements on East Bidwell Street and Mangini Parkway. These improvements are being constructed concurrently with this subdivision.	Yes

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<ul style="list-style-type: none"> • The northbound East Bidwell Street left-turn to the Northern Connector Road shall be constructed with at least 315-foot (255-foot deceleration plus 60-foot bay taper). • A southbound deceleration taper/flare or lane (subject to City specification) shall be constructed at the East Bidwell Street intersection with the Northern Connector Road. • The B Drive intersection with the Northern Connector Road is anticipated to operate adequately with side street stop controlled and without dedicated turn pockets. Adequate sight distance shall be provided and maintained. • <u>The E and B Drive intersections with Mangini Parkway shall be full access and provide left turn pockets to the satisfaction of the Community Development Department where applicable.</u> <p><i>Modified by the Planning Commission on 5-19-21</i></p>				

ARCHITECTURE/SITE DESIGN REQUIREMENTS

53.		<p><i>Trash/Recycling Containers and Air Conditioner Screening</i> Trash, recycling, and yard waste containers shall be placed behind the side yard fence so that they are not visible from the public right-of-way to the satisfaction of the Community Development Department. In addition, air conditioning units shall also be placed behind the side yard fence or located in the rear yard so that they are not visible from the</p>	OG	CD (P) (E)	The Community Development Department will review and approve all site and building plans in the subdivision to verify compliance with this condition prior to building permit issuance on all lots in the subdivision.	Yes
-----	--	---	----	------------	--	-----

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		public right-of-way to the satisfaction of the Community Development Department.				

MITIGATION MEASURES

54.		Mangini Phase 3 Subdivision Mitigation Monitoring Reporting Program (MMRP). The conditions of approval below (numbered 55-1 to 55-89) implement the applicable mitigation measures from the FPASP (May 2011) MMRP, as amended by the Revised Proposed Water Supply Facility Alternative (November 2012), the Folsom South of U.S. Highway 50 Backbone Infrastructure Mitigated Negative Declaration (December 2014), and the Westland Eagle Specific Plan Amendment (September 2015).				
-----	--	--	--	--	--	--

AESTHETICS

55-1	3A.1-4 (FPASP EIR/EIS)	<p>Screen Construction Staging Areas.</p> <p>The Project Applicant(s) for any 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.</p> <p>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.</p>	Before approval of grading plans and during construction for all Project phases.	City of Folsom Community Development Department.	The construction staging area does not require screening due to distance from existing residences (>1000 feet).	Yes
------	-------------------------------	--	--	--	---	-----

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
55-2	3A.1-5 (FPASP EIR/EIS)	<p><i>Establish and Require Conformance to Lighting Standards and Prepare and Implement a Lighting Plan.</i></p> <p>To reduce impacts associated with light and glare, the City shall:</p> <ul style="list-style-type: none"> ▶ 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. ▶ Use shielded or screened public lighting fixtures to prevent the light from shining off of the surface intended to be illuminated. <p>To reduce impacts associated with light and glare, the Project Applicant(s) of all Project phases shall:</p> <ul style="list-style-type: none"> ▶ Shield or screen lighting fixtures to direct the light downward and prevent light spill on adjacent properties. ▶ 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. ▶ 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. ▶ Use appropriate building materials (such as low-glare glass, low-glare building glaze or finish, neutral, earth-toned 	Before approval of building permits.	City of Folsom Community Development Department	The Community Development Department (CDD) has reviewed and approved lighting plan for subdivision.	Yes

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>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.</p> <ul style="list-style-type: none"> ▶ 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. ▶ Lighting of off-site facilities within the City of Folsom shall be consistent with the City’s General Plan standards. ▶ Lighting of the off-site detention basin shall be consistent with Sacramento County General Plan standards. <p>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) for any discretionary development application shall implement the approved lighting plan.</p> <p>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).</p>				
AIR QUALITY						
55-3	3A.2-1a (FPASP EIR/EIS)	<p><i>Implement Measures to Control Air Pollutant Emissions Generated by Construction of On-Site Elements.</i></p> <p>To reduce short-term construction emissions, the Project Applicant(s) for any discretionary development application</p>	Before the approval of all grading plans by the	City of Folsom Community Development Department	The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance	Yes

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>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.</p> <p>Basic Construction Emission Control Practices</p> <ul style="list-style-type: none"> ▶ Water all exposed surfaces two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads. ▶ Cover or maintain at least 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. ▶ 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. ▶ Limit vehicle speeds on unpaved roads to 15 miles per hour (mph). ▶ 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. ▶ 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. 	<p>City and throughout Project construction, where applicable, for all Project phases.</p>		<p>with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in Spring of 2021. Compliance table is on file with the City.</p>	

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<ul style="list-style-type: none"> ▶ 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. <p><i>Enhanced Fugitive PM Dust Control Practices – Soil Disturbance Areas</i></p> <ul style="list-style-type: none"> ▶ Water exposed soil with adequate frequency for continued moist soil. However, do not overwater to the extent that sediment flows off the site. ▶ Suspend excavation, grading, and/or demolition activity when wind speeds exceed 20 mph. ▶ Plant vegetative ground cover (fast-germinating native grass seed) in disturbed areas as soon as possible. Water appropriately until vegetation is established. <p><i>Enhanced Fugitive PM Dust Control Practices – Unpaved Roads</i></p> <ul style="list-style-type: none"> ▶ Install wheel washers for all exiting trucks or wash off all trucks and equipment leaving the site. ▶ 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. ▶ 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. 				

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p><i>Enhanced Exhaust Control Practices</i></p> <p>▶ 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</p>				

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>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 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.</p> <p>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.</p>				
55-4	3A.2-1b (FPASP EIR/EIS)	<p><i>Pay Off-site Mitigation Fee to SMAQMD to Off-Set NOX Emissions Generated by Construction of On-Site Elements.</i></p> <p>Implementation of the Project or the other four other action alternatives would result in construction-generated NOX 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 NOX 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</p>	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)	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 Spring of 2021. Compliance table is on file with the City.	Yes

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>any of the five action alternatives for the purpose of reducing NOX emissions to a less-than-significant level (i.e., less than 85 lb/day). All NOX emission reductions and increases associated with GHG mitigation shall 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 NOX that exceed SMAQMD's daily emission threshold of 85 lb/day. The calculation of daily NOX 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 NOX 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.</p>		<p>until the respective Project Applicant(s) have paid the appropriate off-site mitigation fee to SMAQMD.</p>		
55-5	3A.2-1c (FPASP EIR/EIS)	<p>Analyze and Disclose Projected PM10 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 PM10 to disclose what PM10 concentrations would be at nearby sensitive receptors. The dispersion</p>	<p>Before the approval of all grading plans by the City.</p>	<p>City of Folsom Community Development Department</p>	<p>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 Spring of 2021. Compliance table is on file with the</p>	<p>Yes</p>

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		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 PM10 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.			City.	
55-6	3A.2-2 (FPASP EIR/EIS)	<i>Implement All Measures Prescribed by the Air Quality Mitigation Plan to Reduce Operational Air Pollutant Emissions.</i> 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 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.	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 Spring of 2021. Compliance table is on file with the City.	Yes
55-7	3A.2-4a (FPASP EIR/EIS)	<i>Develop and Implement a Plan to Reduce Exposure of Sensitive Receptors to Construction-Generated Toxic Air Contaminant Emissions.</i> 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	Before the approval of all grading plans by the City 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	Yes

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>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.</p> <p>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.</p> <p>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.</p>	<p>throughout Project construction , where applicable, for all Project phases.</p>		<p>commencement of grading and construction in Spring of 2021. Compliance table is on file with the City.</p>	
55-8	3A.2-6 (FPASP EIR/EIS)	<p><i>Implement Measures to Control Exposure of Sensitive Receptors to Operational Odorous Emissions.</i></p> <p>The Project Applicant(s) for any discretionary development application shall implement the following measure:</p> <p>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.</p>	<p>Before the approval of building permits by the City and throughout Project construction , where applicable, for all Project phases.</p>	<p>City of Folsom Community Development Department</p>	<p>The Community Development Department will verify that the owner/applicant provided the required disclosure prior to issuance of a building permit.</p>	<p>Condition will be satisfied prior to issuance of a building permit.</p>

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
BIOLOGICAL RESOURCES						
55-9	3A.3-1a (FPASP EIR/EIS)	<p><i>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.</i></p> <p>To minimize indirect effects on water quality and wetland hydrology, the Project Applicant(s) for any 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 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.”</p> <p>The Project Applicant(s) for any 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,</p>			<p>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 Spring of 2021. Compliance table is on file with the City.</p> <p>There are no off-site elements outside the City limits for this subdivision.</p>	Yes

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>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.</p> <p>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 quality effects during construction. Detailed information about the SWPPP and BMPs are provided in Chapter 3A.9, "Hydrology and Water Quality."</p> <p>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-</p>				

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>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.</p> <p>See FEIR/FEIS Appendix S showing that the detention basin in the northeast corner of the SPA has been moved off stream.</p> <p>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.</p>				
55-10	3A.3-2a (FPASP EIR/EIS)	<p>Avoid Direct Loss of Swainson’s Hawk and Other Raptor Nests.</p> <p>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 Project and active burrows on the Project site. 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.</p>	Before the approval of grading and improvement plans, before any ground disturbing activities, and during project construction as applicable for all	City of Folsom CDD CDFW	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 Spring of 2021. Compliance table is on file with the City.	Yes

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>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.</p> <p>If active burrows are found, a mitigation plan shall be submitted to the City for review and approval before any ground-disturbing activities.</p> <p>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.</p> <p>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.</p>	<p>project phases</p>			

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
GEOLOGY AND SOILS						
55-11	3A.7-1a (FPASP EIR/EIS)	<p>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:</p> <ul style="list-style-type: none"> ▶ Site preparation; ▶ Soil bearing capacity; ▶ Appropriate sources and types of fill; ▶ Potential need for soil amendments; ▶ Road, pavement, and parking areas; ▶ Structural foundations, including retaining-wall design; ▶ Grading practices; ▶ Soil corrosion of concrete and steel; ▶ Erosion/winterization; ▶ Seismic ground shaking; ▶ Liquefaction; and ▶ Expansive/unstable soils. <p>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</p>	Before issuance of building permits and ground-disturbing activities.	City of Folsom CDD	Owner/applicant has provided Geotechnical Report to the City. The Geotechnical report for the subdivision is on file with the City.	Yes

+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254) NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS						
No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		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.				
55-12	3A.7-1b (FPASP EIR/EIS)	<p>Monitor Earthwork during Earthmoving Activities.</p> <p>All earthworks 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.</p> <p>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).</p>	Before issuance of building permits and ground-disturbing activities.	City of Folsom CDD	Compliance with this condition has been monitored through construction inspection by the City.	Yes
55-13	3A.7-3 (FPASP EIR/EIS)	<p>Prepare and Implement the Appropriate Grading and Erosion Control Plan.</p> <p>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 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.</p> <p>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</p>	Before the start of construction activities.	City of Folsom CDD	Compliance with this condition has been monitored through construction inspection by the City.	Yes

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>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 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.</p> <p>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).</p> <p>Implementation of Mitigation Measure 3A.9-1 (discussed in Section 3A.9, “Hydrology and Water Quality – Land”) would also help reduce erosion-related impacts.</p>				
55-14	3A.7-5 (FPASP EIR/EIS)	<p><i>Divert Seasonal Water Flows Away from Building Foundations.</i></p> <p>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.</p>	Before and during earthmoving activities.	City of Folsom CDD	The Community Development Department has reviewed and approved all improvement plans in the subdivision to verify compliance with mitigation measure.	Yes
55-15	3A.7-10 (FPASP EIR/EIS)	<p><i>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.</i></p>	During earthmoving activities in the Ione and	City of Folsom CDD	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

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>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 lone and Mehrten Formations shall do the following:</p> <ul style="list-style-type: none"> ▶ Before the start of any earthmoving activities for any Project phase in the lone 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 fossils, the appearance, and types of fossils likely to be seen during construction, and proper notification procedures should fossils be encountered. ▶ 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. <p>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).</p>	<p>Mehrten Formations.</p>		<p>commencement of grading and construction in Spring of 2021. Compliance table is on file with the City.</p> <p>No human remains or paleontological resources have been encountered in the subdivision during grading and construction.</p>	

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
GREENHOUSE GAS EMISSIONS AND CLIMATE CHANGE						
55-16	3A.4-1 (FPASP EIR/EIS)	<p><i>Implement Additional Measures to Control Construction-Generated GHG Emissions.</i></p> <p>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., 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.</p>	Before the start of construction activities.	City of Folsom CDD	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 Spring of 2021. Compliance table is on file with the City.	Yes

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>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:</p> <ul style="list-style-type: none"> ▶ Improve fuel efficiency from construction equipment: <ul style="list-style-type: none"> ▪ reduce unnecessary idling (modify work practices, install auxiliary power for driver comfort); ▪ perform equipment maintenance (inspections, detect failures early, corrections); ▪ train equipment operators in proper use of equipment; ▪ use the proper size of equipment for the job; and ▪ use equipment with new technologies (repowered engines, electric drive trains). ▶ Use alternative fuels for electricity generators and welders at construction sites such as propane or solar or use electrical power. ▶ 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). ▶ Encourage and provide carpools, shuttle vans, transit passes and/or secure bicycle parking for construction worker commutes. ▶ Reduce electricity use in the construction office by using compact fluorescent bulbs, powering off computers every day, and replacing heating and cooling units with more efficient ones. ▶ Recycle or salvage non-hazardous construction and demolition debris (goal of at least 75% by weight). 				

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<ul style="list-style-type: none"> ▶ 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). ▶ Minimize the amount of concrete used for paved surfaces or use a low carbon concrete option. ▶ Produce concrete on-site if determined to be less emissive than transporting ready mix. ▶ 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). ▶ 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. <p>In addition to SMAQMD-recommended measures, construction activity shall comply with all applicable rules and regulations established by SMAQMD and ARB.</p>				
55-17	3A.8-2 (FPASP EIR/EIS)	<p><i>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.</i></p> <p>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</p>	Before the start of construction activities.	City of Folsom CDD	<p>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 Spring of 2021. Compliance table is on file with the City.</p> <p>No hazardous and/or contaminated soil or groundwater has been discovered in the subdivision.</p>	Yes

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>shall be implemented before initiating ground-disturbing activities in these areas.</p> <p>The Project Applicant(s) shall implement the following measures before ground-disturbing activities to reduce health hazards associated with potential exposure to hazardous substances:</p> <ul style="list-style-type: none"> ▶ 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 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. ▶ 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. 				

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>► 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.</p> <p>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).</p>				

HYDROLOGY AND WATER QUALITY

55-18	<p>3A.9-1 (FPASP EIR/EIS)</p>	<p><i>Acquire Appropriate Regulatory Permits and Prepare and Implement SWPPP and BMPs.</i></p> <p>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:</p> <p>► 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 area at the time of construction, that shall reduce the potential</p>	<p>Before the start of construction activities.</p>	<p>City of Folsom CDD</p>	<p>The owner/applicant has been issued a WDID # and has submitted a SWPPP approved by the RWQCB. SWPPP is on file at the City.</p>	<p>Yes</p>
-------	--------------------------------------	---	---	---------------------------	--	------------

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>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</p> <ul style="list-style-type: none"> ▶ The implementation of approved local plans, non-stormwater management controls, permanent post-construction BMPs, and inspection and maintenance responsibilities. ▶ The pollutants that are likely to be used during construction that could be present in stormwater drainage and non-stormwater discharges, including fuels, lubricants, and other types of materials used for equipment operation; ▶ 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; ▶ 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 ▶ The appropriate personnel responsible for supervisory duties related to implementation of the SWPPP. ▶ 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. ▶ 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 				

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>construction. These measures may include silt fences, staked straw bales or wattles, sediment/silt basins and traps, geofabric, sandbag dikes, and temporary vegetation.</p> <ul style="list-style-type: none"> ▶ Establishing permanent vegetative cover to reduce erosion in areas disturbed by construction by slowing runoff velocities, trapping sediment, and enhancing filtration and transpiration. ▶ 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. <p>A copy of the approved SWPPP shall be maintained and available at all times on the construction site.</p> <p>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.</p> <p>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).</p>				
55-19	3A.9-2 (FPASP EIR/EIS)	<p><i>Prepare and Submit Final Drainage Plans and Implement Requirements Contained in Those Plans.</i></p> <p>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</p>	Before the start of construction activities.	City of Folsom CDD.	The City has reviewed and approved the storm drain plans for this subdivision. The storm drain improvements are in compliance with the approved Folsom Plan Storm Drain Master Plan approved by the City.	Yes

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>appropriately conveyed through the SPA, and that Project-related on-site runoff would be appropriately contained in detention basins or managed with through other improvements (e.g., source controls, biotechnical stream stabilization) to reduce flooding and hydromodification impacts.</p> <p>The plans shall include, but not be limited to, the following items:</p> <ul style="list-style-type: none"> ▶ 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; ▶ 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; ▶ A description of the proposed maintenance program for the on-site drainage system; ▶ Project-specific standards for installing drainage systems; ▶ City and El Dorado County flood control design requirements and measures designed to comply with them; ▶ 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 include, but are not limited to, the following: <ul style="list-style-type: none"> • Use of Low Impact Development (LID) techniques to limit increases in stormwater runoff at the point of 				

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>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);</p> <ul style="list-style-type: none"> • Enlarged detention basins to minimize flow changes and changes to flow duration characteristics; • 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; • Minimize slope differences between any stormwater or detention facility outfall channel with the existing receiving channel gradient to reduce flow velocity; and • 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. <p>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</p>				

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>Sacramento Stormwater Quality Partnership and/or City of Folsom Public Works Department).</p> <p>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.</p>				
55-20	3A.9-3 (FPASP EIR/EIS)	<p>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 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.</p> <ul style="list-style-type: none"> ▶ A quantitative hydrologic and water quality analysis of proposed conditions incorporating the proposed drainage design features. ▶ 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). ▶ 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 	Before the start of construction activities.	City of Folsom CDD	The owner/applicant has been issued a WDID # and has submitted a SWPPP approved by the RWQCB. SWPPP is on file at the City.	Yes

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>of spills and illegal dumping, and effective management of public trash collection areas.</p> <ul style="list-style-type: none"> ▶ 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. ▶ LID control measures shall be integrated into the BMP and water quality maintenance plan. These may include, but are not limited to: <ul style="list-style-type: none"> • Surface swales; • Replacement of conventional impervious surfaces with pervious surfaces (e.g., porous pavement); • Impervious surfaces disconnection; and • Trees planted to intercept stormwater. <p>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.</p> <p>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.</p> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by</p>				

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		the Project Applicant(s) of each applicable Project phase with El Dorado County and Caltrans.				

NOISE AND VIBRATION

55-21	3A.11-1 (FPASP EIR/EIS)	<p><i>Implement Noise-Reducing Construction Practices, Prepare and Implement a Noise Control Plan, and Monitor and Record Construction Noise near Sensitive Receptors.</i></p> <p>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:</p> <ul style="list-style-type: none"> ▶ 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. ▶ 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. 	Before the start of construction activities.	City of Folsom CDD.	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
-------	--------------------------------	---	--	---------------------	---	-----

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<ul style="list-style-type: none"> ▶ Individual operations and techniques shall be replaced with quieter procedures (e.g., using welding instead of riveting, mixing concrete offsite 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. 				

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>► 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.</p>				

PUBLIC SERVICES

55-22	<p>3A.14-1 (FPASP EIR/EIS)</p>	<p><i>Prepare and Implement a Construction Traffic Control Plan.</i> 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. Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by</p>	<p>Before the approval of all relevant plans and/or permits and during construction of all project phases.</p>	<p>City of Folsom CDD</p>	<p>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. There are no off-site elements outside the City limits for this subdivision.</p>	<p>Yes</p>
-------	---	--	--	---------------------------	---	------------

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		the Project Applicant(s) of each applicable Project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties and Caltrans).				
55-23	3A.14-2 (FPASP EIR/EIS)	<p><i>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.</i></p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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</p>	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 CDD	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

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>service area, if it is determined through City/El Dorado County negotiations that EDHFD would serve the 178-acre portion of the SPA.</p> <p>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.</p> <p>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.</p> <p>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.</p>				
55-24	3A.14-3 (FPASP EIR/EIS)	<p><i>Incorporate Fire Flow Requirements into Project Designs.</i></p> <p>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</p>	Before issuance of building permits and issuance of occupancy	City of Folsom Fire Department, City of Folsom CDD	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.	Yes

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		area and shall verify to City of Folsom Fire Department that adequate water flow is available, prior to approval of improvement plans and issuance of occupancy permits or final inspections for all Project phases.	permits or final inspections for all project phases.			
TRAFFIC AND TRANSPORTATION						
55-25	3A.15-1a (FPASP EIR/EIS)	<p><i>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Folsom Boulevard/Blue Ravine Road Intersection (Intersection 1).</i></p> <p>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).</p>	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 CDD	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.
55-26	3A.15-1b (FPASP EIR/EIS)	<p><i>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements at the Sibley Street/Blue Ravine Road Intersection (Intersection 2).</i></p> <p>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</p>	A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the	City of Folsom CDD	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.	

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		Applicant, to reduce the impacts to the Sibley Street/Blue Ravine Road intersection (Intersection 2).	improvement should be implemented.			
55-27	3A.15-1c (FPASP EIR/EIS)	<i>The Applicant Shall Fund and Construct Improvements to the Scott Road (West)/White Rock Road Intersection (Intersection 28).</i> 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 CDD	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
55-28	3A.15-1e (FPASP EIR/EIS)	<i>Fund and Construct Improvements to the Hillside Drive/Easton Valley Parkway Intersection (Intersection 41).</i> 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 CDD	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
55-29	3A.15-1f	<i>Fund and Construct Improvements to the Oak Avenue Parkway/Middle Road Intersection (Intersection 44).</i>	A phasing analysis shall be	City of Folsom CDD	This subdivision will pay its fair share of the following improvements with the payment of	Condition will be satisfied prior

+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254) NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS						
No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
	(FPASP EIR/EIS)	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.	performed prior to approval of the first subdivision map to determine when the improvement should be implemented.		Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	to issuance of a building permit
55-30	3A.15-1h (FPASP EIR/EIS)	<i>Participate in Fair Share Funding of Improvements to Reduce Impacts to the Hazel Avenue/Folsom Boulevard Intersection (Sacramento County Intersection 2).</i> 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
55-31	3A.15-1i (FPASP EIR/EIS)	<i>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).</i> 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	Before project build out. Design of the White Rock Road widening to four lanes, from Grant Line Road	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

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>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 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).</p>	<p>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.</p>			
55-32	<p>3A.15-1j (FPASP EIR/EIS)</p>	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Hazel Avenue between Madison Avenue and Curragh Downs Drive (Roadway Segment 10).</i> 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.</p>	<p>Before project build out. Construction of phase two of the Hazel Avenue widening, from Madison Avenue to</p>	<p>Sacramento County Public Works Department</p>	<p>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.</p>	<p>Condition will be satisfied prior to issuance of a building permit.</p>

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
			<p>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</p>			

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
			Avenue and Curragh Downs Drive (Sacramento County Roadway Segment 10).			
55-33	3A.15-1I (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the White Rock Road/Windfield Way Intersection (El Dorado County Intersection 3).</i></p> <p>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. 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).</p>	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.	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 (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.
55-34	3A.15-1o (FPASP EIR/EIS)	<p><i>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).</i></p> <p>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</p>	Before project build out. A phasing analysis should be performed prior to	City of Folsom CDD 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 collected prior to building permit issuance in this	Condition will be satisfied prior to issuance of a building permit.

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		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.	approval of the first subdivision map to determine during which project phase the improvement should be built	Transportation	subdivision.	
55-35	3A.15-1p (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the Grant Line Road/ State Route 16 Intersection (Caltrans Intersection 12).</i></p> <p>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.</p> <p>Improvements to this intersection must be implemented by Caltrans, Sacramento County, and the City of Rancho Cordova.</p> <p>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).</p>	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 building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
55-36	3A.15-1q (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 between Zinfandel Drive and Sunrise Boulevard (Freeway Segment 1).</i></p> <p>To ensure that Eastbound U.S. 50 operates at an acceptable LOS between Zinfandel Drive and Sunrise Boulevard, a bus-</p>	Before project build out. Construction of the	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	Condition will be satisfied prior to issuance of a building

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>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).</p>	<p>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.</p>		<p>and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.</p>	<p>permit.</p>
55-37	<p>3A.15-1r (FPASP EIR/EIS)</p>	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 between Hazel Avenue and Folsom Boulevard (Freeway Segment 3).</i> 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</p>	<p>Before project build out. A phasing analysis should be</p>	<p>City of Folsom CDD and Sacramento County Department</p>	<p>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</p>	<p>Condition will be satisfied prior to issuance of a building permit.</p>

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		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 Eastbound U.S. 50 between Hazel Avenue and Folsom Boulevard (Freeway Segment 3).	performed to determine during which project phase the improvement should be built.	of Transportation	Transportation fees collected prior to building permit issuance in this subdivision.	
55-38	3A.15-1s (FPASP EIR/EIS)	<i>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).</i> 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 CDD 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.
55-39	3A.15-1u (FPASP EIR/EIS)	<i>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).</i> 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	Before project build out. A phasing analysis should be performed prior to	City of Folsom CDD 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 collected prior to building permit issuance in this	Condition will be satisfied prior to issuance of a building permit.

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		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).	approval of the first subdivision map to determine during which project phase the improvement should be built.	Transportation	subdivision.	
55-40	3A.15-1v (FPASP EIR/EIS)	<i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Westbound U.S. 50 between Hazel Avenue and Sunrise Boulevard (Freeway Segment 18).</i> To ensure that Westbound U.S. 50 operates at an acceptable LOS between Hazel Avenue and Sunrise 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 and included in the proposed Rancho Cordova Parkway interchange Project. 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).	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 Rancho Cordova Department of Public Works 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.
55-41	3A.15-1w (FPASP EIR/EIS)	<i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Folsom Boulevard Ramp Merge (Freeway Merge 4).</i> To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Folsom Boulevard merge, an auxiliary lane from	Before project build out. A phasing analysis	City of Folsom CDD and Sacramento County	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees	Condition will be satisfied prior to issuance of a building

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		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).	should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built	Department of Transportation	and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	permit.
55-42	3A.15-1x (FPASP EIR/EIS)	<i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Prairie City Road Diverge (Freeway Diverge 5).</i> 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 Applicant, to reduce the impacts to the U.S. 50 Eastbound/Prairie City Road diverge (Freeway Diverge 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.	City of Folsom CDD 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

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
55-43	3A.15-1y (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Prairie City Road Direct Merge (Freeway Merge 6).</i></p> <p>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).</p>	<p>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.</p>	<p>City of Folsom CDD</p>	<p>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.</p>	<p>Condition will be satisfied prior to issuance of a building permit.</p>
55-44	3A.15-1z (FPASP EIR/EIS)	<p><i>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).</i></p> <p>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”.</p> <p>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).</p>	<p>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</p>	<p>City of Folsom CDD</p>	<p>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.</p>	<p>Condition will be satisfied prior to issuance of a building permit.</p>

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
			improvement should be built.			
55-45	3A.15-1aa (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Oak Avenue Parkway Loop Merge (Freeway Merge 9).</i></p> <p>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 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).</p>	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 CDD	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.
55-46	3A.15-1dd (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Empire Ranch Road Loop Ramp Merge (Freeway Merge 23).</i></p> <p>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</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during	City of Folsom CDD	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.

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		Westbound/Empire Ranch Road loop ramp merge (Freeway Merge 23).	which project phase the improvement should be built.			
55-47	3A.15-1ee (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Oak Avenue Parkway Loop Ramp Merge (Freeway Merge 29).</i></p> <p>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).</p>	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 CDD	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.
55-48	3A.15-1ff (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Prairie City Road Loop Ramp Merge (Freeway Merge 32).</i></p> <p>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</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision	City of Folsom CDD 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.

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		Applicant, to reduce the impacts to the U.S. 50 Westbound/Prairie City Road Loop Ramp Merge (Freeway Merge 32).	map to determine during which project phase the improvement should be built.			
55-49	3A.15-1gg (FPASP EIR/EIS)	<i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Prairie City Road Direct Ramp Merge (Freeway Merge 33).</i> 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 CDD 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.
55-50	3A.15-1hh (FPASP EIR/EIS)	<i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Folsom Boulevard Diverge (Freeway Diverge 34).</i> 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	Before project build out. A phasing analysis should be performed prior to	City of Folsom CDD 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 collected prior to building permit issuance in this	Condition will be satisfied prior to issuance of a building permit.

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		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 / Folsom Boulevard diverge (Freeway Diverge 34).	approval of the first subdivision map to determine during which project phase the improvement should be built.	Transportation	subdivision.	
55-51	3A.15-1ii (FPASP EIR/EIS)	<i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Hazel Avenue Direct Ramp Merge (Freeway Merge 38).</i> 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.
55-52	3A.15-2a (FPASP EIR/EIS)	<i>Develop Commercial Support Services and Mixed-use Development Concurrent with Housing Development and Develop and Provide Options for Alternative Transportation Modes.</i>	Before approval of improvement plans for all project	City of Folsom CDD	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees	Condition will be satisfied prior to issuance of a building

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>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 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.</p>	<p>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.</p>		<p>and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.</p>	<p>permit.</p>
55-53	<p>3A.15-2b (FPASP EIR/EIS)</p>	<p><i>Participate in the City's Transportation System Management Fee Program.</i> 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.</p>	<p>Concurrent with construction for all project phases.</p>	<p>City of Folsom CDD</p>	<p>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.</p>	<p>Condition will be satisfied prior to issuance of a building permit.</p>
55-54	<p>3A.15-2c (FPASP EIR/EIS)</p>	<p><i>Participate with the 50 Corridor Transportation Management Association.</i></p>	<p>Concurrent with construction</p>	<p>City of Folsom CDD</p>	<p>This subdivision will pay its fair share of the following improvements with the payment of</p>	<p>Condition will be satisfied prior</p>

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		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.	for all project phases.		Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	to issuance of a building permit.
55-55	3A.15-3 (FPASP EIR/EIS)	<i>Pay Full Cost of Identified Improvements that Are Not Funded by the City's Fee Program.</i> 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 CDD	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.
55-56	3A.15-4a (FPASP EIR/EIS)	<i>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Sibley Street/Blue Ravine Road Intersection (Folsom Intersection 2).</i> 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	City of Folsom CDD	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.

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
			t should be built			
55-57	3A.15-4b (FPASP EIR/EIS)	<p><i>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).</i></p> <p>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.</p>	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 CDD	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.
55-58	3A.15-4c (FPASP EIR/EIS)	<p><i>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the East Bidwell Street/College Street Intersection (Folsom Intersection 7).</i></p> <p>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 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).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which	City of Folsom CDD	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.

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
			project phase the improvement should be built			
55-59	3A.15-4d (FPASP EIR/EIS)	<p><i>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).</i></p> <p>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.</p>	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 CDD	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.
55-60	3A.15-4e (FPASP EIR/EIS)	<p><i>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Serpa Way/ Iron Point Road Intersection (Folsom Intersection 23).</i></p> <p>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).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to	City of Folsom CDD	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.

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
			determine during which project phase the improvement should be built			
55-61	3A.15-4f (FPASP EIR/EIS)	<i>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).</i> 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, 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).	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 CDD	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.
55-62	3A.15-4g (FPASP EIR/EIS)	<i>The Applicant Shall Fund and Construct Improvements to the Oak Avenue Parkway/Easton Valley Parkway Intersection (Folsom Intersection 33).</i> 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	Before project build out. A phasing analysis should be performed	City of Folsom CDD	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	Condition will be satisfied prior to issuance of a building permit.

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		lanes. The Applicant shall fund and construct these improvements.	prior to approval of the first subdivision map to determine during which project phase the improvement should be built.		to building permit issuance in this subdivision.	
55-63	3A.15-4i (FPASP EIR/EIS)	<i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the Grant Line Road/White Rock Road Intersection (Sacramento County Intersection 3).</i> 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 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).	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.
55-64	3A.15-4j (FPASP EIR/EIS)	<i>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).</i>	Before project build out. A phasing	Sacramento County Department of	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

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>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.</p>	<p>analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.</p>	<p>Transportation.</p>	<p>(SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision</p>	<p>a building permit.</p>
<p>55-65</p>	<p>3A.15-4k (FPASP EIR/EIS)</p>	<p><i>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).</i></p> <p>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 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.</p>	<p>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.</p>	<p>Sacramento County Department of Transportation.</p>	<p>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.</p>	<p>Condition will be satisfied prior to issuance of a building permit.</p>

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
55-66	3A.15-4l (FPASP EIR/EIS)	<p><i>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).</i></p> <p>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).</p>	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.
55-67	3A.15-4m (FPASP EIR/EIS)	<p><i>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).</i></p> <p>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 LOS F even with the capacity improvements identified to mitigate Folsom South of U.S. 50</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project	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.

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		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).	phase the improvement should be built.			
55-68	3A.15-4n (FPASP EIR/EIS)	<i>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).</i> 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 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.
55-69	3A.15-4o (FPASP EIR/EIS)	<i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the White Rock Road/Carson Crossing Road Intersection (El Dorado County 1).</i> 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	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision	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.

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		the White Rock Road/Carson Crossing Road Intersection (El Dorado County 1).	map to determine during which project phase the improvement should be built.			
55-70	3A.15-4p (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the Hazel Avenue/U.S. 50 Westbound Ramps Intersection (Caltrans Intersection 1).</i></p> <p>To ensure that the Hazel Avenue/U.S. 50 westbound ramps intersection operates at an acceptable LOS, the westbound approach must 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).</p>	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.
55-71	3A.15-4q (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 between Zinfandel Drive and Sunrise Boulevard (Freeway Segment 1).</i></p> <p>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;</p>	Before project build out. A phasing analysis should be performed prior to	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	Condition will be satisfied prior to issuance of a building permit.

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		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).	approval of the first subdivision map to determine during which project phase the improvement should be built.		subdivision.	
55-72	3A.15-4r (FPASP EIR/EIS)	<i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 between Rancho Cordova Parkway and Hazel Avenue (Freeway Segment 3).</i> 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 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).	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.
55-73	3A.15-4s (FPASP EIR/EIS)	<i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 between Folsom Boulevard and Prairie City Road (Freeway Segment 5).</i> To ensure that Eastbound US 50 operates at an acceptable LOS between Folsom Boulevard and Prairie City Road, the	Before project build out. A phasing analysis	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	Condition will be satisfied prior to issuance of a building

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>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).</p>	<p>should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.</p>	<p>Transportation.</p>	<p>and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.</p>	<p>permit.</p>
<p>55-74</p>	<p>3A.15-4t (FPASP EIR/EIS)</p>	<p><i>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).</i></p> <p>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 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).</p>	<p>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</p>	<p>Sacramento County Department of Transportation.</p>	<p>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.</p>	<p>Condition will be satisfied prior to issuance of a building permit.</p>

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
55-75	3A.15-4u (FPASP EIR/EIS)	<p><i>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).</i></p> <p>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).</p>	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.
55-76	3A.15-4v (FPASP EIR/EIS)	<p><i>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).</i></p> <p>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 Applicant, to reduce the impacts to the U.S. 50 Eastbound / Prairie City Road Flyover</p>	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	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.

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		On Ramp to Oak Avenue Parkway Off Ramp Weave (Freeway Weave 7).	improvement should be built.			
55-77	3A.15-4w (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound / Oak Avenue Parkway Loop Ramp Merge (Freeway Merge 8).</i></p> <p>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).</p>	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.
55-78	3A.15-4x (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound / Empire Ranch Road Loop Ramp Merge (Freeway Merge 27).</i></p> <p>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</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during	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.

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		Applicant, to reduce the impacts to the U.S. 50 Westbound / Empire Ranch Road loop ramp merge (Freeway Merge 27).	which project phase the improvement should be built			
55-79	3A.15-4y (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound / Prairie City Road Loop Ramp Merge (Freeway Merge 35).</i></p> <p>To ensure that Westbound US 50 operates at an acceptable LOS, the northbound Prairie City Road loop on ramp should start the 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).</p>	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.
UTILITIES AND SERVICE SYSTEMS						
55-80	3A.16-1 (FPASP EIR/EIS)	<p><i>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.</i></p> <p>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</p>	Before approval of final maps and issuance of building permits for any project phases.	City of Folsom CDD and City of Folsom EWR 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

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		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.				
55-81	3A.16-3 (FPASP EIR/EIS)	<i>Demonstrate Adequate SRWTP Wastewater Treatment Capacity.</i> 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 CDD and City of Folsom EWR 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 Main which connects to the Regional San Lift Station has been accepted by the City and is currently in operation.	Yes
55-82	3A.18-1 (FPASP EIR/EIS)	<i>Submit Proof of Surface Water Supply Availability.</i> 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.	Before approval of final maps and issuance of building permits for any project phases.	City of Folsom CDD and City of Folsom EWR 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

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>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.</p>				
55-83	<p>3A.18-2a (FPASP EIR/EIS)</p>	<p><i>Submit Proof of Adequate Off-Site Water Conveyance Facilities and Implement Off-Site Infrastructure Service System or Ensure That Adequate Financing Is Secured.</i></p> <p>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 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.</p>	<p>Before approval of final maps and issuance of building permits for any project phases.</p>	<p>City of Folsom CDD Department and City of Folsom EWR Department</p>	<p>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.</p>	<p>Yes</p>
55-84	<p>3A.18-2b (FPASP EIR/EIS)</p>	<p><i>Demonstrate Adequate Off-Site Water Treatment Capacity (if the Off-Site Water Treatment Plant Option is Selected).</i></p> <p>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 discretionary development application shall demonstrate adequate capacity at the off-site WTP. This shall involve preparing a tentative map-level</p>	<p>Before approval of final maps and issuance of building permits for</p>	<p>City of Folsom CDD and City of Folsom EWR Department</p>	<p>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</p>	<p>Yes</p>

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		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 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.	any project phases.			
55-85	4.4-1 (Westland/ Eagle SPA)	<p><i>Conduct Environmental Awareness Training for Construction Employees.</i></p> <p>Prior to beginning construction activities, the Project Applicant shall employ a qualified biologist to develop and conduct environmental awareness training for construction employees. 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.</p> <p>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.</p>	Before approval of grading or improvement plans or any ground disturbing activities, including grubbing or clearing, for any project phase.	City of Folsom CDD	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 Spring of 2021. Compliance table is on file with the City.	Yes

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
55-86	4.4-7 (Westland/ Eagle SPA)	<p><i>Preconstruction Nesting Bird Survey.</i></p> <p>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).</p> <p>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.</p>	Before approval of grading or improvement plans or any ground disturbing activities, including grubbing or clearing, for any project phase	City of Folsom CDD; U.S. Army Corp of Engineers	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 Spring of 2021. Compliance table is on file with the City.	Yes
55-87	3A.5-1a (Westland/ Eagle SPA)	<p><i>Comply with the Programmatic Agreement.</i></p> <p>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 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.</p>	During all construction phases	City of Folsom CDD; U.S. Army Corp of Engineers	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 Spring of 2021. Compliance table is on file with the City.	Yes
55-88	3A.5-2 (Westland/ Eagle SPA)	<p><i>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.</i></p> <p>To reduce potential impacts to previously undiscovered cultural resources, the Project Applicant(s) of all Project phases shall do the following:</p> <ul style="list-style-type: none"> ▶ 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 the sensitivity of the Project APE, to educate them about the possibility of encountering buried 	Before approval of grading or improvement plans or any ground disturbing activities, including grubbing or clearing, for	City of Folsom CDD; U.S. Army Corp of Engineers	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 Spring of 2021. Compliance table is on file with the City.	Yes

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>cultural resources and inform them of the proper procedures should cultural resources be encountered.</p> <ul style="list-style-type: none"> ▶ 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. ▶ 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. <p>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).</p>	<p>any project phase.</p>			

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>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.</p> <p>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.</p> <p>If unanticipated discoveries of additional historic properties, defined in 36 CFR 800.16 (I), are made during the construction of the Project, the USACE shall ensure that they will be protected by implementing the following measures:</p> <ul style="list-style-type: none"> ▶ 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. ▶ 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 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 				

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>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.</p> <p>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.</p>				
55-89	<p>3A.5-3 (Westland/ Eagle SPA)</p>	<p><i>Suspend Ground-Disturbing Activities if Human Remains are Encountered and Comply with California Health and Safety Code Procedures.</i></p> <p>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]).</p> <p>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.</p> <p>Upon the discovery of Native American remains, the procedures above regarding involvement of the applicable county coroner, notification of the NAHC, and identification of a 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</p>	<p>During all ground disturbing activities, for any project phase.</p>	<p>Sacramento County Coroner; Native American Heritage Commission; City of Folsom CDD</p>	<p>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 Spring of 2021. Compliance table is on file with the City.</p> <p>No human remains have been encountered in the subdivision during grading and construction</p>	<p>Yes</p>

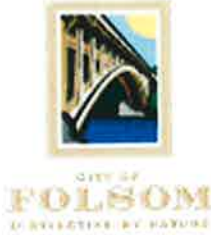
**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>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:</p> <ul style="list-style-type: none"> ▶ record the site with the NAHC or the appropriate Information Center, ▶ use an open-space or conservation zoning designation or easement, or ▶ record a reinternment document with the county. <p>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 a 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 measures acceptable to the Landowner. Ground disturbance in the zone of suspended activity shall not recommence without authorization from the archaeologist.</p> <p>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</p>				

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
 NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
 SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans). 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.				

This page is intentionally left blank.



Folsom City Council Staff Report

MEETING DATE:	5/24/2022
AGENDA SECTION:	Consent Calendar
SUBJECT:	Resolution No. 10857 – A Resolution Authorizing the City Manager to Execute a Subdivision Improvement Agreement and Accept Offers of Dedication for the Mangini Ranch Phase 3 Village No. 4 Subdivision, and Approval of the Final Map for the Mangini Ranch Phase 3 Village No. 4 Subdivision
FROM:	Community Development Department

RECOMMENDATION / CITY COUNCIL ACTION

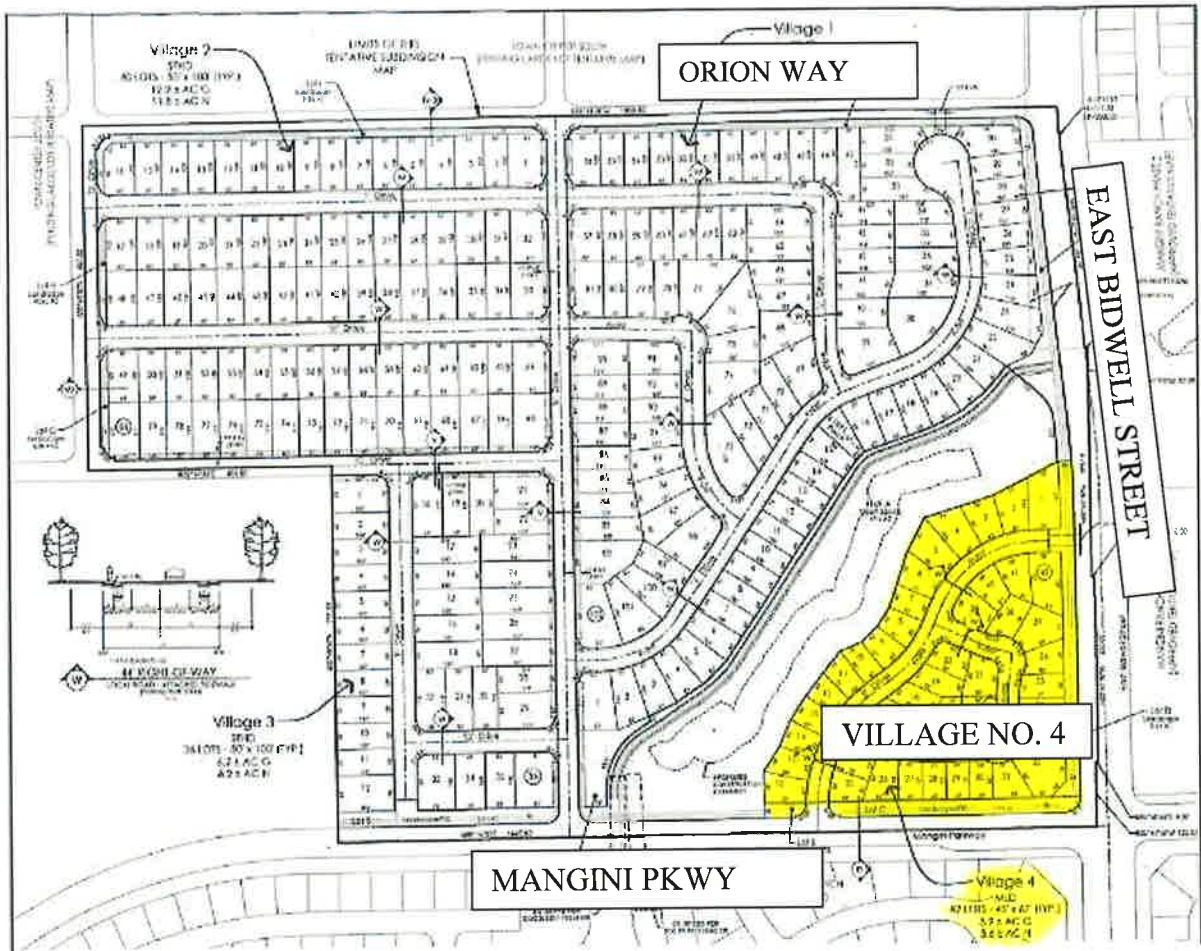
Staff recommends that the City Council move to adopt:

Resolution No. 10857 – A Resolution Authorizing the City Manager to Execute a Subdivision Improvement Agreement and Accept Offers of Dedication for the Mangini Ranch Phase 3 Village No. 4 Subdivision, and Approval of the Final Map for the Mangini Ranch Phase 3 Village No. 4 Subdivision.

BACKGROUND / ISSUE

The Vesting Tentative Subdivision Map (VTSM) for the Mangini Ranch Phase 3 Village No. 1 Subdivision was approved by the City Council on June 22, 2021.

The action for consideration by the City Council is the approval of the Final Map and Subdivision Improvement Agreement for the Mangini Ranch Phase 3 Village No. 4 Subdivision. The Final Map for the Mangini Ranch Phase 3 Village No. 4 Subdivision will create a total of 42 multi-family low density (MLD) residential lots. With the approval of the Final Map, the subdivision process for this project will be complete.



The Mangini Ranch Phase 3 Village No. 4 Subdivision is located on the west side of East Bidwell Street north 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 Mangini Ranch Phase 3 Village No. 4 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 Mangini Ranch Phase 3 Village No. 4 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

The City, as lead agency, determined that the proposed land use, as well as other changes proposed by the Applicant, do not differ from the development scenario described in the Final EIR/EIS for the adopted FPASP. The California Environmental Quality Act (CEQA) provides that residential Projects which are consistent with an approved Specific Plan for which an EIR was prepared are exempt from a requirement to prepare additional environmental analysis. CEQA Guidelines section 15182 (c) provides specific criteria to determine whether this exemption applies. The City has reviewed the analysis and concurs that the Project is exempt from additional environmental review as provided in CEQA Guidelines 15182 (c).

ATTACHMENTS

1. Resolution No. 10857 - A Resolution Authorizing the City Manager to Execute a Subdivision Improvement Agreement and Accept Offers of Dedication for the Mangini Ranch Phase 3 Village No. 4 Subdivision, and Approval of the Final Map for the Mangini Ranch Phase 3 Village No. 4 Subdivision
2. Mangini Ranch Phase 3 Village No. 4 Subdivision Improvement Agreement
3. Mangini Ranch Phase 3 Village No. 4 Subdivision Final Map
4. Mangini Ranch Phase 3 Village No. 4 Vesting Tentative Subdivision Map
5. Table of Conditions of Approval for the Mangini Ranch Phase 3 Village No. 4 Vesting Tentative Subdivision Map

Submitted,



PAM JOHNS
Community Development Director

ATTACHMENT 1

RESOLUTION NO. 10857- A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE A SUBDIVISION IMPROVEMENT AGREEMENT AND ACCEPT OFFERS OF DEDICATION FOR THE MANGINI RANCH PHASE 3 VILLAGE NO. 4 SUBDIVISION, AND APPROVAL OF THE FINAL MAP FOR THE MANGINI RANCH PHASE 3 VILLAGE NO. 4 SUBDIVISION

RESOLUTION NO. 10857

A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE A SUBDIVISION IMPROVEMENT AGREEMENT AND ACCEPT OFFERS OF DEDICATION FOR THE MANGINI RANCH PHASE 3 VILLAGE NO. 4 SUBDIVISION, AND APPROVAL OF THE FINAL MAP FOR THE MANGINI RANCH PHASE 3 VILLAGE NO. 4 SUBDIVISION

WHEREAS, the Final Map for the Mangini Ranch Phase 3 Village No. 4 subdivision has been reviewed and approved by the City Engineer 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 Mangini Ranch Phase 3 Village No. 4 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 Mangini Ranch Phase 3 Village No. 4 subdivision.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Folsom that the Final Map for the Mangini Ranch Phase 3 Village No. 4 subdivision is hereby approved.

BE IT FURTHER RESOLVED that the City Manager is hereby authorized to execute the Subdivision Improvement Agreement with TCS Improvement Company, L.L.C. in a form acceptable to the City Attorney and accept the offers of dedication for the Mangini Ranch Phase 3 Village No. 4 subdivision.

PASSED AND ADOPTED this 24th day of May 2022, by the following roll-call vote:

AYES: Councilmember(s)

NOES: Councilmember(s)

ABSENT: Councilmember(s)

ABSTAIN: Councilmember(s)

Kerri M. Howell, MAYOR

ATTEST:

Christa Freemantle, CITY CLERK

ATTACHMENT 2

MANGINI RANCH PHASE 3 VILLAGE NO. 4 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 _____, 2022, by and between the City of Folsom, hereinafter referred to as "City", and TCS Improvement Company, L.L.C., a California Limited Liability Company 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 **Mangini Ranch Phase 3 Village. No. 4**, 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 **ONE MILLION SEVEN HUNDRED FIFTY-SIX THOUSAND NINE HUNDRED TWENTY-SIX AND 00/100 DOLLARS (\$1,756,926.00)**.
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 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 **ONE MILLION SEVEN HUNDRED FIFTY-SIX THOUSAND NINE HUNDRED TWENTY-SIX AND 00/100 DOLLARS (\$1,756,926.00)**, 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 Subdivider under this Agreement, conditioned upon the faithful performance of this Agreement; and

- b. Separate improvement security in the sum of **ONE MILLION SEVEN HUNDRED FIFTY-SIX THOUSAND NINE HUNDRED TWENTY-SIX AND 00/100 DOLLARS (\$1,756,926.00)**, 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 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 its 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:

**TCS Improvement Company, L.L.C.
4370 Town Center Blvd., Suite 100
El Dorado Hills, CA 95742
ATTN; William B. Bunce, President**

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

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

**TCS Improvement Company, L.L.C.,
A California Limited Liability Company**

BY: _____

Print Name: _____

Title: _____

DATE _____

CITY OF FOLSOM, a Municipal Corporation

Elaine Andersen
CITY MANAGER

DATE _____

ATTEST:

Christa Freemantle
CITY CLERK

DATE _____

APPROVED AS TO CONTENT:

Pam Johns
COMMUNITY DEVELOPMENT DIRECTOR

DATE _____

APPROVED AS TO FORM:

Steven Wang
CITY ATTORNEY

DATE _____

NOTICE: SIGNATURE(S) ON BEHALF OF "SUBDIVIDER" MUST BE NOTARIZED
Certificate of Acknowledgement pursuant to Civil Code, Section 1189, must be attached.
SUBDIVISION AGREEMENT – Mangini Ranch Phase 3 Village No. 4



FOLSOM PLAN AREA
Bond Estimate Summary
for
Mangini Ranch Phase 3 - Village 4

		Total Cost	Cost to Complete
Mangini Ranch Phase 3 - Village 4	\$	1,766,166	\$ 1,756,926
<hr/>			
Subtotal	\$	1,766,166	\$ 1,756,926
TOTAL Costs	\$	1,766,166	\$ 1,756,926



FOLSOM PLAN AREA
 Bond Estimate for
 Mangini Ranch Phase 3 - Village 4

Item No	Quantity	Unit	Description	Unit Price	Total	% Complete	Cost to Complete
Site Preparation & Earthwork							
1	7	AC	Clearing & Grubbing	\$ 200.00	\$ 1,400.00	100%	\$ -
2	7	AC	Erosion Control	\$ 1,000.00	\$ 7,000.00	100%	\$ -
Subtotal Grading & Site Prep					\$ 8,400.00		\$ -
Sanitary Sewer System							
1	771	LF	8" Sanitary Sewer, PVC SDR 26	\$ 70.00	\$ 53,970.00	0%	\$ 53,970.00
2	573	LF	6" Sanitary Sewer, PVC SDR 26	\$ 50.00	\$ 28,650.00	0%	\$ 28,650.00
3	7	EA	48" Standard Sanitary Sewer MH	\$ 4,500.00	\$ 31,500.00	0%	\$ 31,500.00
4	1	EA	Connection to Existing Sewer Main	\$ 500.00	\$ 500.00	0%	\$ 500.00
5	42	EA	4" Sanitary Sewer Service	\$ 1,000.00	\$ 42,000.00	0%	\$ 42,000.00
Subtotal Sanitary Sewer					\$ 156,620.00		\$ 156,620.00
Storm Drain System							
1	335	LF	12" Storm Drain, RCP CL III	\$ 45.00	\$ 15,075.00	0%	\$ 15,075.00
2	294	LF	15" Storm Drain, RCP CL III	\$ 55.00	\$ 16,170.00	0%	\$ 16,170.00
3	242	LF	18" Storm Drain, RCP CL III	\$ 60.00	\$ 14,520.00	0%	\$ 14,520.00
4	18	LF	24" Storm Drain, RCP CL III	\$ 65.00	\$ 1,170.00	0%	\$ 1,170.00
5	6	EA	48" Standard Storm Drain Manhole	\$ 5,000.00	\$ 30,000.00	0%	\$ 30,000.00
6	1	EA	60" Standard Storm Drain Manhole	\$ 7,000.00	\$ 7,000.00	0%	\$ 7,000.00
7	5	EA	Type GOL-7 (On Grade) Drainage Inlet	\$ 4,500.00	\$ 22,500.00	0%	\$ 22,500.00
8	5	EA	Modified Type 'B' Drainage Inlet	\$ 3,500.00	\$ 17,500.00	0%	\$ 17,500.00
9	1	EA	Connect to Existing Storm Drain Main	\$ 500.00	\$ 500.00	0%	\$ 500.00
Subtotal Storm Drain					\$ 124,435.00		\$ 124,435.00
Potable Water Distribution System							
1	1,361	LF	8" Water Main, PVC C900 CL 200	\$ 55.00	\$ 74,855.00	0%	\$ 74,855.00
2	8	EA	8" Gate Valve	\$ 2,000.00	\$ 16,000.00	0%	\$ 16,000.00
3	2	EA	Remove 4" Blow-Off Valve & Connect	\$ 500.00	\$ 1,000.00	0%	\$ 1,000.00
4	4	EA	Fire Hydrant Assembly (6" Lead & Appurtenances)	\$ 5,000.00	\$ 20,000.00	0%	\$ 20,000.00
5	42	EA	1" Water Service	\$ 1,000.00	\$ 42,000.00	0%	\$ 42,000.00
6	1	EA	4" In-Line Blow-Off Valve	\$ 3,000.00	\$ 3,000.00	0%	\$ 3,000.00
Subtotal Potable Water					\$ 156,855.00		\$ 156,855.00
Concrete							
1	2,568	LF	Modified Type 1 Rolled Curb & Gutter	\$ 20.00	\$ 51,360.00	0%	\$ 51,360.00
2	13,902	SF	Sidewalk (6" PCC)	\$ 5.00	\$ 69,510.00	0%	\$ 69,510.00
3	6	LF	Sidewalk Curb Ramp	\$ 2,500.00	\$ 15,000.00	0%	\$ 15,000.00
4	5	EA	Concrete Survey Monument	\$ 300.00	\$ 1,500.00	0%	\$ 1,500.00
Subtotal Concrete					\$ 137,370.00		\$ 137,370.00



FOLSOM PLAN AREA
 Bond Estimate for
 Mangini Ranch Phase 3 - Village 4

Item No	Quantity	Unit	Description	Unit Price	Total	% Complete	Cost to Complete
Streetwork							
1	822	Ton	Asphalt Concrete (Type 'B')	\$ 80.00	\$ 65,760.00	0%	\$ 65,760.00
2	1,957	Ton	Aggregate Base (Class 2)	\$ 20.00	\$ 39,140.00	0%	\$ 39,140.00
3	66	SF	Pavement Markings	\$ 5.00	\$ 330.00	0%	\$ 330.00
4	46	LF	12" Limit Line (Stop Sign)	\$ 2.00	\$ 92.00	0%	\$ 92.00
5	2	EA	Stop Sign (R1-1) On Post	\$ 500.00	\$ 1,000.00	0%	\$ 1,000.00
6	2	EA	Street Name Sign On Post	\$ 500.00	\$ 1,000.00	0%	\$ 1,000.00
7	1	EA	Street Name and Stop (R1-1) on Street Light	\$ 300.00	\$ 300.00	0%	\$ 300.00
8	42	LOT	Joint Trench	\$ 8,000.00	\$ 336,000.00	0%	\$ 336,000.00
9	1,917	LF	Fiber Optic Conduit & Pullwire	\$ 12.00	\$ 23,004.00	0%	\$ 23,004.00
10	1	EA	Streetlight Service Point	\$ 10,500.00	\$ 10,500.00	0%	\$ 10,500.00
11	7	EA	LED Streetlight (including conduit, wiring & appurtenances)	\$ 11,600.00	\$ 81,200.00	0%	\$ 81,200.00
Subtotal Streetwork					\$ 558,326.00		\$ 558,326.00

Landscaping & Sound Walls

1	13,467	SF	Landscaping	\$ 10.00	\$ 134,670.00	0%	\$ 134,670.00
2	535	LF	6' Sound Wall	\$ 210.00	\$ 112,350.00	0%	\$ 112,350.00
3	76	LF	7' Sound Wall	\$ 245.00	\$ 18,620.00	0%	\$ 18,620.00
4	707	LF	8' Sound Wall	\$ 280.00	\$ 197,960.00	0%	\$ 197,960.00
Subtotal Landscaping & Sound Walls					\$ 463,600.00		\$ 463,600.00

TOTAL Subdivision Improvements		\$ 1,605,606.00		\$ 1,597,206.00
Contingency	10%	\$ 160,560.00		\$ 159,720.00
Total Bond Estimate		\$ 1,766,166.00		\$ 1,756,926.00

Summary

	Total Cost	Cost to Complete
Site Preparation & Earthwork	\$ 8,400.00	\$ -
Sewer	\$ 156,620.00	\$ 156,620.00
Storm Drain	\$ 124,435.00	\$ 124,435.00
Potable Water	\$ 156,855.00	\$ 156,855.00
Concrete	\$ 137,370.00	\$ 137,370.00
Streetwork	\$ 558,326.00	\$ 558,326.00
Landscaping & Sound Walls	\$ 463,600.00	\$ 463,600.00
Contingency	\$ 160,560.00	\$ 159,720.00
TOTALS	\$ 1,766,166.00	\$ 1,756,926.00

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 **TCS Improvement Company, L.L.C., a California Limited Liability Company**, (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 _____ 2022, and identified as the **Mangini Ranch Phase 3 Village No. 4 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 **ONE MILLION SEVEN HUNDRED FIFTY-SIX THOUSAND NINE HUNDRED TWENTY-SIX AND 00/100 DOLLARS (\$1,756,926.00)**, 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 _____, 2022.

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 **TCS Improvement Company, L.L.C., a Delaware Limited Liability Company** (hereinafter designated as "Principal"), have entered into an agreement whereby principal agrees to install and complete certain designated public improvements, which said agreement, dated _____ 2022, and identified as the **Mangini Ranch Phase 3 Village No. 4 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 **ONE MILLION SEVEN HUNDRED FIFTY-SIX THOUSAND NINE HUNDRED TWENTY-SIX AND 00/100 DOLLARS (\$1,756,926.00)** 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 persons, 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 _____, 2022.

BY _____
(PRINCIPAL)

BY _____
(PRINCIPAL)

BY _____
(SURETY)

(ADDRESS)

(CITY, STATE, ZIP)

(TELEPHONE)

APPROVED AS TO FORM

CITY ATTORNEY

ATTACHMENT 3

MANGINI RANCH PHASE 3 VILLAGE NO. 4 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 'MANGINI RANCH PHASE 3 VILLAGE 4' AND THE CONSENT FROM NO OTHER PERSON IS NECESSARY, AND WE CONSENT TO THE PREPARATION AND RECORDATION OF THIS FINAL MAP AND DO HEREBY DEDICATE AS PUBLIC RIGHTS OF WAY, AND AS UTILITY EASEMENTS, EAST BIDWELL STREET, MANGINI PARKWAY, VOYAGER DRIVE, AND NEPTUNE CIRCLE.

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 THOSE STRIPS OF LAND SHOWN HEREON AND DESIGNATED "PUBLIC UTILITY EASEMENT" (P.U.E.).
2. A PUBLIC EASEMENT FOR PEDESTRIAN ACCESS ON, OVER AND ACROSS THOSE STRIPS OF LAND SHOWN HEREON AND DESIGNATED "PEDESTRIAN ACCESS EASEMENT" (P.A.E.).
3. A PUBLIC EASEMENT AND RIGHT OF WAY FOR THE INSTALLATION, REPAIR, REMOVAL OR REPLACEMENT OF LANDSCAPING TOGETHER WITH ANY AND ALL APPURTENANCES PERTAINING THERETO, ON, OVER, UNDER, ACROSS AND ABOVE THOSE STRIPS OF LANDS SHOWN HEREON AND DESIGNATED "LANDSCAPE EASEMENT" (L.E.).
4. AN EASEMENT FOR INGRESS AND EGRESS FOR SUPPORT AND USE BY LAW ENFORCEMENT, FIRE PROTECTION, WELFARE AND OTHER PUBLIC AGENCIES, THEIR VEHICLES AND PERSONNEL ON, OVER, AND ACROSS AREAS SHOWN HEREON AND DESIGNATED "EMERGENCY VEHICLE ACCESS EASEMENT" (E.V.A.).
5. 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 TO ALL RIGHT-OF-WAYS.

TCS IMPROVEMENT COMPANY, LLC
A CALIFORNIA LIMITED LIABILITY COMPANY

BY: _____
NAME: WILLIAM B. BUNCE
TITLE: PRESIDENT

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/HEY 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.

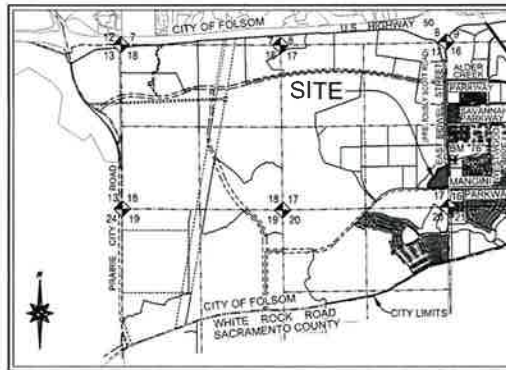
I CERTIFY UNDER PENALTY OF PERJURY UNDER THE LAWS OF THE STATE OF CALIFORNIA THAT THE FOREGOING PARAGRAPH IS TRUE AND CORRECT.

WITNESS MY HAND AND OFFICIAL SEAL.

SIGNATURE _____ PRINTED NAME _____

MY PRINCIPAL PLACE OF BUSINESS IS _____ COUNTY _____

MY COMMISSION EXPIRES: _____ MY COMMISSION NUMBER: _____



VICINITY MAP
N.T.S.

NAVD88 BENCHMARK-CITY OF FOLSOM

BENCHMARK "76" ELEVATION = 391.25 NAVD88

BRASS DISK STAMPED "CITY OF FOLSOM BM 76" ON THE NORTHWEST CORNER OF THE CONCRETE DRAINAGE STRUCTURE. LOCATION OF SITE IS APPROXIMATELY 300 FEET NORTH OF THE INTERSECTION OF MANGINI PARKWAY AND E. BIDWELL STREET ON THE EAST SIDE OF E. BIDWELL STREET AT THE NORTHWEST CORNER OF A DETENTION BASIN. APPROXIMATE LATITUDE: N38° 37' 51.71" LONGITUDE: W121° 06' 49.49"

THE ELEVATION OF 391.25 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.

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 TCS IMPROVEMENT COMPANY, LLC, A CALIFORNIA LIMITED LIABILITY COMPANY IN JANUARY 2021. I HEREBY STATE THAT THIS FINAL MAP SUBSTANTIALLY CONFORMS TO THE CONDITIONALLY APPROVED TENTATIVE MAP, THAT THE MONUMENTS WILL BE OF THE CHARACTER AND WILL OCCUPY THE POSITIONS AS INDICATED AND WILL BE SET BY JUNE 30, 2024; AND THAT SAID MONUMENTS WILL BE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED.

MACKAY & SOMPS CIVIL ENGINEERS, INC.



PAUL FERGUSON, JR.
P.L.S 9265 EXP. 03-31-2024

DATE: _____

CITY ENGINEER'S STATEMENT

I HEREBY STATE THAT I HAVE EXAMINED THIS FINAL MAP OF "MANGINI RANCH PHASE 3 VILLAGE 4" 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.

STEVEN R. KRAHN, RCE #9291
CITY ENGINEER
CITY OF FOLSOM
LICENSE EXPIRES: 9/30/2022

DATE: _____

CITY SURVEYOR'S STATEMENT

I HEREBY STATE THAT I HAVE EXAMINED THIS FINAL MAP OF "MANGINI RANCH PHASE 3 VILLAGE 4" AND I AM SATISFIED THAT SAID MAP IS TECHNICALLY CORRECT.

GERALD A. YOUNG, L.S. 3852
CITY SURVEYOR
LICENSE EXPIRES: 6/30/2022

DATE: _____

CITY CLERK'S STATEMENT

I HEREBY STATE THAT THE CITY COUNCIL OF THE CITY OF FOLSOM HAS APPROVED THIS FINAL MAP OF "MANGINI RANCH PHASE 3 VILLAGE 4", AND HAS ACCEPTED, ON BEHALF OF THE PUBLIC, SUBJECT TO IMPROVEMENTS, ALL RIGHTS OF WAY AND 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 _____, 2022, 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.

DONNA ALLRED
SACRAMENTO COUNTY RECORDER
STATE OF CALIFORNIA

BY: _____ DEPUTY
DOCUMENT NO.: _____
FEE: \$ _____

(PN 20-254)

**MANGINI RANCH
PHASE 3 VILLAGE 4**

A SUBDIVISION OF LOT 4 OF THAT CERTAIN FINAL MAP TITLED "MANGINI RANCH PHASE 3 LARGE LOT" FILED FOR RECORD OCTOBER 8, 2021 IN BOOK 432 OF MAPS, AT PAGE 2, SACRAMENTO COUNTY RECORDS BEING A PORTION OF SECTION 17, TOWNSHIP 9 NORTH, RANGE 8 EAST, MOUNT DIABLO MERIDIAN

CITY OF FOLSOM • SACRAMENTO COUNTY • CALIFORNIA



MAY 2022

SHEET 1 OF 5

SEE SHEET 2 FOR BENEFICIARY'S STATEMENT AND ACKNOWLEDGEMENT

BENEFICIARY'S STATEMENT

TAYLOR MORRISON OF CALIFORNIA, LLC, A CALIFORNIA LIMITED LIABILITY COMPANY, AS BENEFICIARY UNDER DEED OF TRUST RECORDED OCTOBER 15, 2021, IN DOCUMENT NO. 202110151264, OFFICIAL RECORDS OF SACRAMENTO COUNTY, HEREBY CONSENTS TO THE RECORDATION OF THIS MAP AND THE SUBDIVISION OF THE LANDS SHOWN HEREON.

NAME: _____ DATE: _____
 TITLE: _____

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/IT/HEY EXECUTED THE SAME IN HIS/HER/IT/HER AUTHORIZED CAPACITIES, AND THAT BY HIS/HER/IT/HER 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

- ALL CURVE DIMENSIONS ARE RADIUS, ARC LENGTH AND DELTA. 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.
- THIS FINAL MAP CONTAINS 7,263.4 ACRES OF LAND GROSS CONSISTING OF 42 RESIDENTIAL LOTS AND 3 LETTERED LOTS.
- A GEOTECHNICAL ENGINEERING STUDY REPORT WAS PREPARED BY YOUNGDAHL CONSULTING GROUP, INC DATED: DECEMBER 16, 2020 PROJECT NO. E17053 086.
- ALL FRONT LOT CORNERS WILL BE SET IN THE SIDEWALK WITH A 1.00 FOOT OFFSET ON THE SIDE PROPERTY LINE EXTENDED WITH A 1" DIAMETER BRASS DISC STAMPED "LS 9265" (SEE DETAIL THIS SHEET), UNLESS SHOWN OTHERWISE.
- REAR CORNERS WILL BE SET AS FOLLOWS (UNLESS SHOWN OTHERWISE)
 - FOR LOTS 219-220, 235-269 AND COMMON LINES OF 229/229 AND 234/LOT E WILL BE SET WITH A 3/8" REBAR AND PLASTIC CAP STAMPED "LS 9265".
 - FOR LOTS 230-233 AND COMMON LINES OF 229/230 AND 233/234 WILL BE SET WITH A 4.00 FOOT OFFSET ON THE SIDE LOT LINE WITH A 5/8" REBAR AND PLASTIC CAP STAMPED "LS 9265" (SEE DETAIL THIS SHEET).
- PROPERTY SUBJECT TO CFD 2013-1 (WATER FACILITIES AND SUPPLY) PER 20131230 O.R. 0311.
- PROPERTY SUBJECT TO CFD NO. 17 (WILLOW HILL PIPELINE PROJECT) PER 20150325 O.R. 0353.
- PROPERTY SUBJECT TO THE COVENANTS, CONDITIONS, RESTRICTIONS AND AGREEMENTS AS DESCRIBED IN THAT CERTAIN GRANT DEED 20020812 O.R. 0282 AND RE-RECORDED IN THAT CERTAIN GRANT DEED 20070509 O.R. 0525.
- PROPERTY SUBJECT TO SCHOOL FACILITIES IMPROVEMENT DISTRICT NO. 3 PER 20060707 O.R. 0662.
- PROPERTY SUBJECT TO THE TERMS AND PROVISIONS CONTAINED IN THOSE DOCUMENTS ENTITLED "FIRST AMENDED AND RESTATED TIER 1 DEVELOPMENT AGREEMENT" PER 20140715 O.R. 0344, 20160129 O.R. 0380, "PARTIAL ASSIGNMENT AND ASSUMPTION AGREEMENT RELATIVE TO THE FOLSOM SPECIFIC PLAN AMENDED AND RESTATED TIER 1 DEVELOPMENT AGREEMENT" PER DN 202110151257, DN 202110151259, AND DN 202110151263.
- PROPERTY SUBJECT TO THE TERMS AND PROVISIONS CONTAINED IN THOSE DOCUMENTS ENTITLED "FIRST AMENDED AND RESTATED TIER 1 DEVELOPMENT AGREEMENT" PER 20140715 O.R. 0426, 20160129 O.R. 0381, 20160129 O.R. 0382, "PARTIAL ASSIGNMENT AND ASSUMPTION AGREEMENT RELATIVE TO THE FOLSOM SPECIFIC PLAN AMENDED AND RESTATED TIER 1 DEVELOPMENT AGREEMENT" PER 20170417 O.R. 0860.
- PROPERTY SUBJECT TO THE TERMS AND PROVISIONS CONTAINED IN THOSE DOCUMENTS ENTITLED "WATER SUPPLY AND FACILITIES FINANCING PLAN AND AGREEMENT" PER 20130124 O.R. 1382, "AMENDMENT TO THE WATER SUPPLY AND FACILITIES FINANCING PLAN AND AGREEMENT" PER 20140603 O.R. 0959.
- PROPERTY SUBJECT TO PERPETUAL NONEXCLUSIVE EASEMENT FOR AVIGATION AND INCIDENTAL PURPOSES IN FAVOR OF COUNTY OF SACRAMENTO AND CITY OF FOLSOM PER 20140715 O.R. 0427.
- PROPERTY SUBJECT TO COMMUNITY FACILITIES DISTRICT NO. 18 (FOLSOM PLAN AREA - WIDE IMPROVEMENTS AND SERVICES) PER 20151030 O.R. 0243 AND MODIFIED IN PART BY 20181116 O.R. 0465.
- PROPERTY SUBJECT TO COMMUNITY FACILITIES DISTRICT NO. 23 (FOLSOM RANCH) IMPROVEMENT AREA NO. 4 PER DN 202006081612.
- PROPERTY SUBJECT TO AN AGREEMENT AFFECTING REAL PROPERTY (INCLUSIONARY HOUSING AGREEMENT) PER DN 202203151050.
- FOUND SECTION AND QUARTER CORNERS SHOWN AND DESTROYED BY CONSTRUCTION WILL BE REPLACED AFTER IMPROVEMENTS ARE COMPLETED.
- LOTS C, D, AND E AS SHOWN PER THIS MAP ARE TO BE DECEDED TO THE CITY OF FOLSOM EITHER CONCURRENT OR FOLLOWING THE RECORDATION OF THIS MAP BY SEPARATE DOCUMENT.
- THE EASEMENTS AND IRREVOCABLE OFFERS OF DEDICATION LISTED BELOW, NOT SHOWN HEREON, ARE HEREBY ABANDONED PER SECTION 66434(G) OF THE GOVERNMENT CODE.
 - THOSE PORTIONS OF EAST BIDWELL STREET, AND MANGINI PARKWAY RIGHTS OF WAY LYING WITHIN LOT 4 AS SHOWN AND DEPICTED IN 432 B.M. 2 AND NOT SHOWN-HEREON. (NEW RIGHT OF WAY DEDICATED WITH THIS MAP)
 - THE P.U.E. / P.A.E. LYING WITHIN LOT 4 AS SHOWN AND DEPICTED IN 432 B.M. 2 AND NOT SHOWN HEREON. (NEW P.U.E., P.A.E. AND L.E. DEDICATED WITH THIS MAP)

BASIS OF BEARINGS

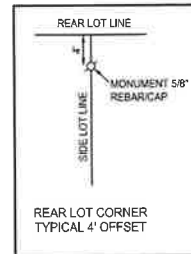
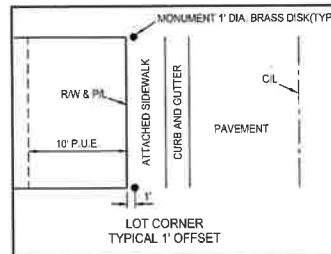
THE BASIS OF BEARINGS FOR THIS MAP IS THE WEST RIGHT-OF-WAY LINE OF EAST BIDWELL STREET AS SHOWN HEREON AND ON THE LARGE LOT FINAL MAP FILED FOR RECORD ON OCTOBER 8, 2021 IN BOOK 432 OF MAPS, AT PAGE 2, SACRAMENTO COUNTY RECORDS AND HAVING A BEARING OF NORTH 01°02'34" WEST DETERMINED FROM THE MONUMENTS SHOWN AS FOUND.

LEGEND

- SECTION CORNER TO BE RESET PER (1)
- SECTION QUARTER CORNER TO BE RESET PER (1)
- STANDARD CITY OF FOLSOM MONUMENT WELL STAMPED "LS 9265" TO BE SET PER (1)
- 5/8" REBAR WITH PLASTIC CAP STAMPED "LS 9265" TO BE SET PER (1)
- FOUND 5/8" REBAR WITH PLASTIC CAP STAMPED "LS 9265" PER 236 P.M. 9
- FOUND STANDARD CITY OF FOLSOM MONUMENT WELL STAMPED "LS 7944" PER 395 B.M. 10
- SET STANDARD CITY OF FOLSOM MONUMENT WELL STAMPED "LS 9265"
- SET 3/4" IRON PIPE WITH PLASTIC PLUG STAMPED "LS 9265"
- SET 5/8" REBAR WITH PLASTIC CAP STAMPED "LS 9265"
- SET 1" DIAMETER BRASS DISC STAMPED "LS 9265" IN THE CURB WITH A 0.3 FOOT OFFSET ON THE CENTERLINE
- DIMENSION POINT ONLY (SEE NOTES 3 & 4 FOR LOT CORNER MONUMENTS)
- RECORD DATA PER REFERENCE
- ACRES
- BOOK OF MAPS
- CENTER LINE
- DOCUMENT NUMBER
- EMERGENCY VEHICLE ACCESS EASEMENT
- IRREVOCABLE OFFER OF DEDICATION
- LANDSCAPE EASEMENT
- OPEN SPACE
- OVERALL
- OFFICIAL RECORDS OF SACRAMENTO COUNTY
- PARCEL MAP
- PEDESTRIAN ACCESS EASEMENT
- PUBLIC UTILITY EASEMENT
- RADIAL BEARING
- RIGHT-OF-WAY
- SQUARE FEET
- SHEET INDEX
- BOUNDARY
- LOT LINE
- ADJACENT PROPERTY
- RIGHT-OF-WAY
- EASEMENT
- I.O.D.

REFERENCES

- (1) 432 B.M. 2
- (2) GRANT DEED 202110151262



(PN 20-254)
**MANGINI RANCH
 PHASE 3 VILLAGE 4**

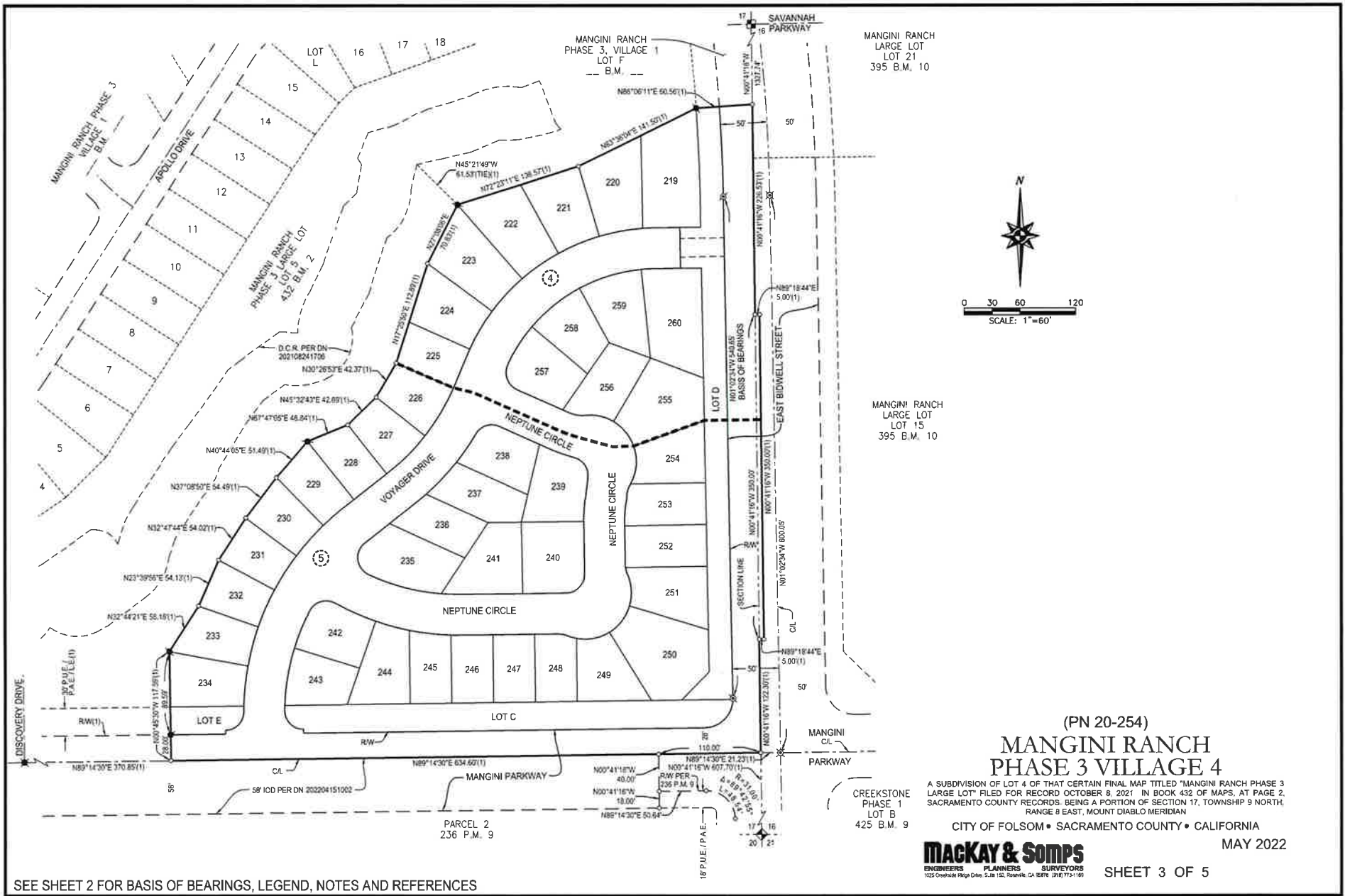
A SUBDIVISION OF LOT 4 OF THAT CERTAIN FINAL MAP TITLED "MANGINI RANCH PHASE 3 LARGE LOT" FILED FOR RECORD OCTOBER 8, 2021 IN BOOK 432 OF MAPS, AT PAGE 2, SACRAMENTO COUNTY RECORDS, BEING A PORTION OF SECTION 17, TOWNSHIP 9 NORTH, RANGE 8 EAST, MOUNT DIABLO MERIDIAN

CITY OF FOLSOM • SACRAMENTO COUNTY • CALIFORNIA

MAY 2022

MACKAY & SOMPS
 ENGINEERS PLANNERS SURVEYORS
 1025 Creekside Ridge Drive, Suite 100, Roseville, CA 95776 (916) 773-1189

SHEET 2 OF 5



(PN 20-254)
**MANGINI RANCH
 PHASE 3 VILLAGE 4**

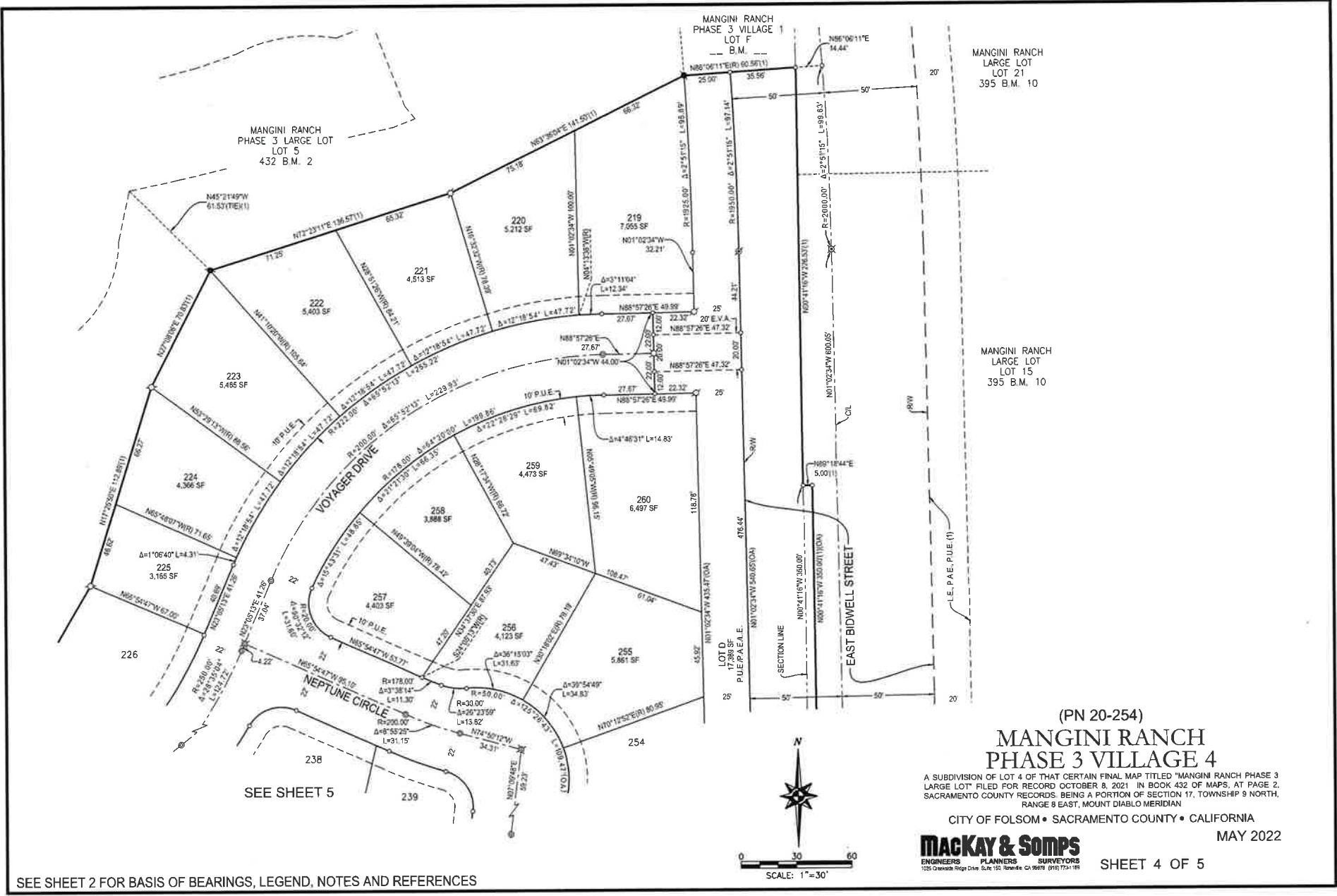
A SUBDIVISION OF LOT 4 OF THAT CERTAIN FINAL MAP TITLED "MANGINI RANCH PHASE 3 LARGE LOT" FILED FOR RECORD OCTOBER 8, 2021 IN BOOK 432 OF MAPS, AT PAGE 2, SACRAMENTO COUNTY RECORDS, BEING A PORTION OF SECTION 17, TOWNSHIP 9 NORTH, RANGE 8 EAST, MOUNT DIABLO MERIDIAN

CITY OF FOLSOM • SACRAMENTO COUNTY • CALIFORNIA

MACKAY & SOMPS
 ENGINEERS PLANNERS SURVEYORS
 1025 Creekside Ridge Drive, Suite 150, Roseville, CA 95767 (916) 773-1169

MAY 2022
 SHEET 3 OF 5

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



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

SEE SHEET 5

(PN 20-254)
**MANGINI RANCH
 PHASE 3 VILLAGE 4**
 A SUBDIVISION OF LOT 4 OF THAT CERTAIN FINAL MAP TITLED "MANGINI RANCH PHASE 3
 LARGE LOT" FILED FOR RECORD OCTOBER 8, 2021 IN BOOK 432 OF MAPS, AT PAGE 2,
 SACRAMENTO COUNTY RECORDS, BEING A PORTION OF SECTION 17, TOWNSHIP 9 NORTH,
 RANGE 8 EAST, MOUNT DIABLO MERIDIAN
 CITY OF FOLSOM • SACRAMENTO COUNTY • CALIFORNIA
MACKAY & SOMPS
 ENGINEERS PLANNERS SURVEYORS
 1025 Crocker-Hughes Drive, Suite 100, Roseville, CA 95678 (916) 734-1169
 MAY 2022
 SHEET 4 OF 5

(PN 20-254)
**MANGINI RANCH
 PHASE 3 VILLAGE 4**

A SUBDIVISION OF LOT 4 OF THAT CERTAIN FINAL MAP TITLED "MANGINI RANCH PHASE 3 LARGE LOT" FILED FOR RECORD OCTOBER 8, 2021 IN BOOK 432 OF MAPS, AT PAGE 2, SACRAMENTO COUNTY RECORDS, BEING A PORTION OF SECTION 17, TOWNSHIP 9 NORTH, RANGE 8 EAST, MOUNT DIABLO MERIDIAN

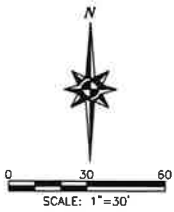
CITY OF FOLSOM • SACRAMENTO COUNTY • CALIFORNIA

MAY 2022

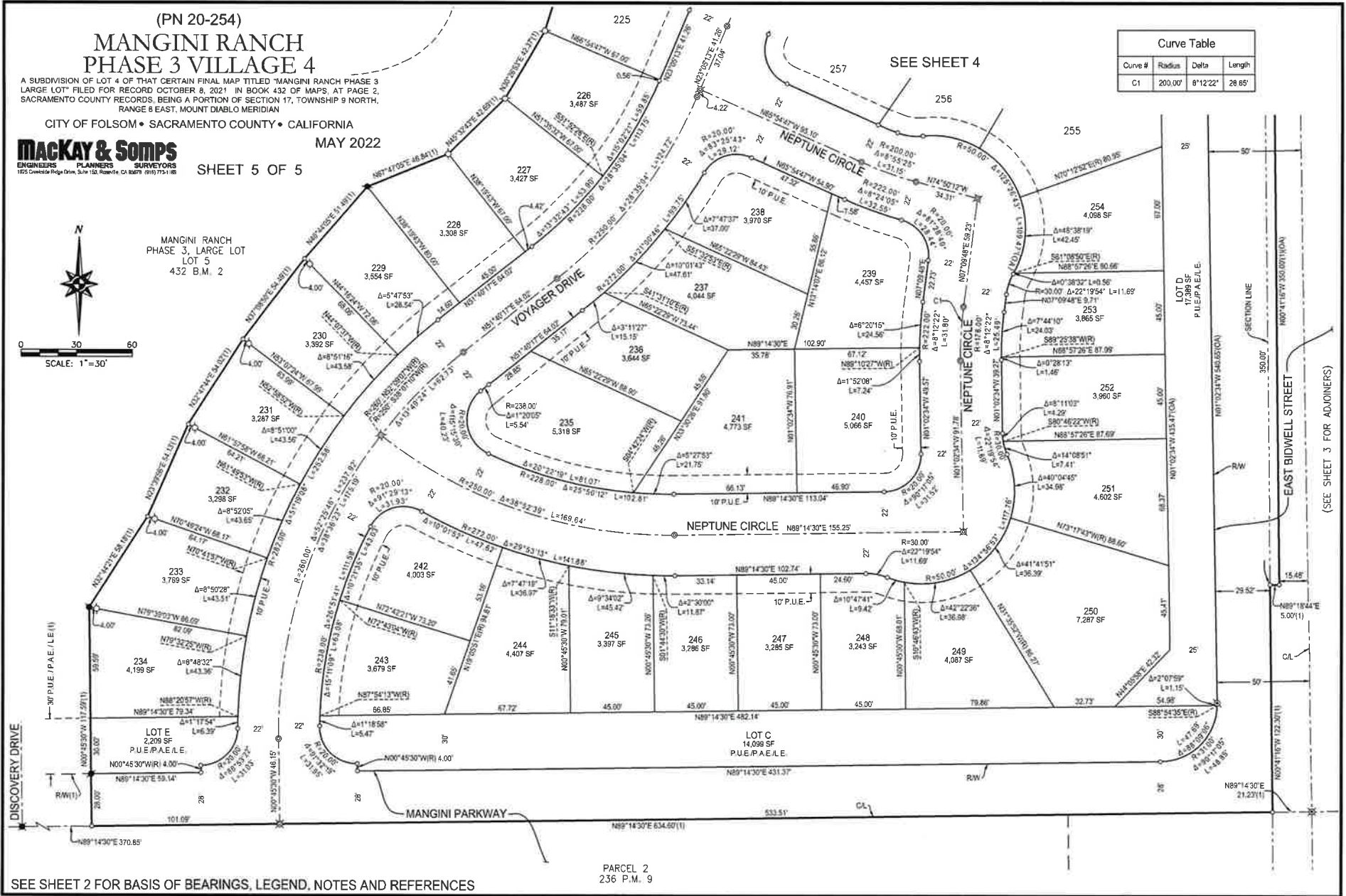
Mackay & Somps
 ENGINEERS PLANNERS SURVEYORS
 1925 Greenbush Ridge Drive, Suite 150, Roseville, CA 95678 (916) 773-1188

SHEET 5 OF 5

Curve Table			
Curve #	Radius	Delta	Length
C1	200.00'	8°12'22"	28.65'



MANGINI RANCH
 PHASE 3, LARGE LOT
 LOT 5
 432 B.M. 2

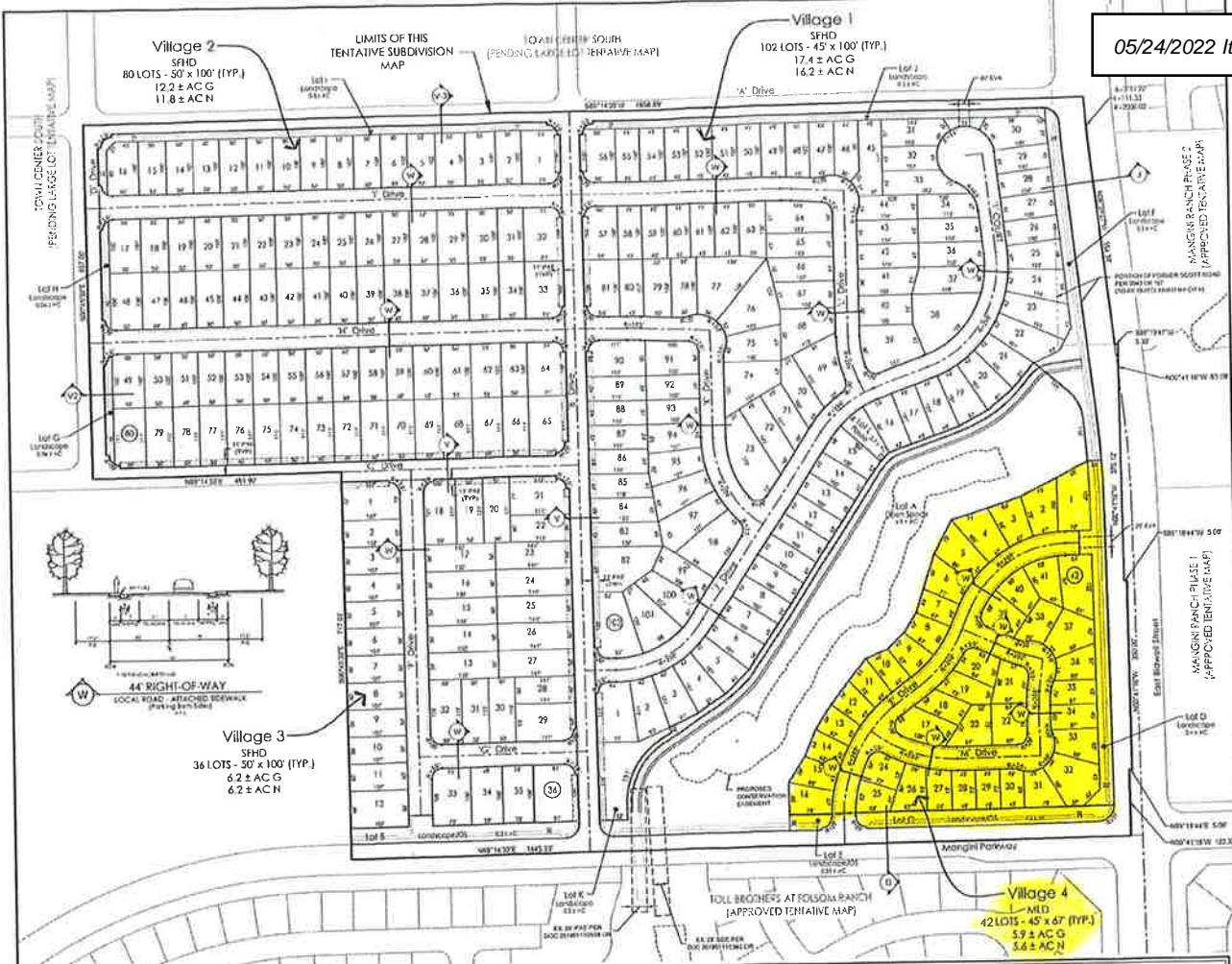


SEE SHEET 2 FOR BASIS OF BEARINGS, LEGEND, NOTES AND REFERENCES

PARCEL 2
 236 P.M. 9

ATTACHMENT 4

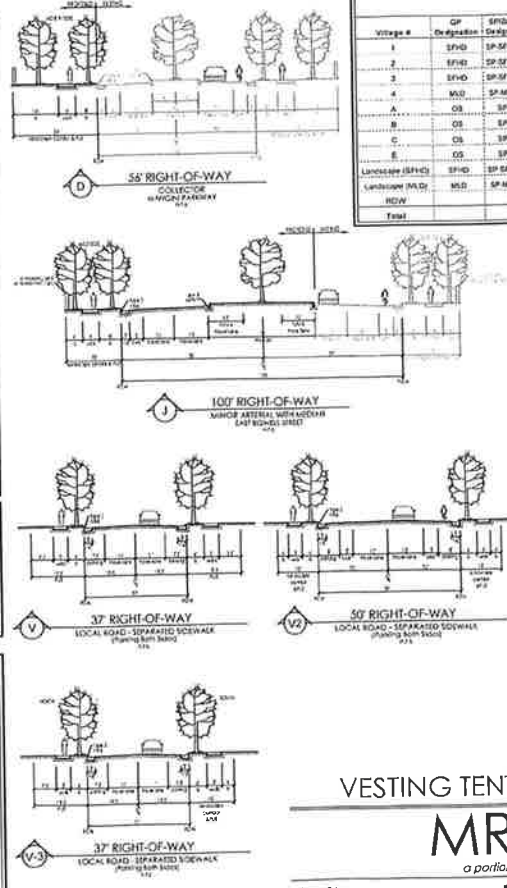
MANGINI RANCH PHASE 3 VILLAGE NO. 4 VESTING TENTATIVE SUBDIVISION MAP



TENTATIVE MAP NOTES

PROPERTY DESCRIPTION: Parcel 1 of PL 236 PM 10 and a portion of Parcel 2 of 218 PM 17, Sacramento County Records

- Lot dimensions and acreages are approximate and subject to change.
- Typical lot size is measured from back of sidewalk. On irregular shaped lots, lot size is measured at narrowest.
- Lot lines and lot areas may be adjusted at the time of the Final Map(s) provided no additional lots are created, subject to the approval of the City of Folsom. Flexibility in lot configuration is shown herein is allowed provided the new configuration is in substantial compliance with the approved Specific Plan, subject to the approval of the City of Folsom.
- The Final Mapping and subsequent development of lots may be phased. Phasing is to be consistent with the Development Agreement.
- Lot numbering is for identification purposes only and does not indicate phasing order of development. Ultimate development phasing shall be orderly and will be determined at Final Map and/or improvement plan stage.
- Pursuant to Government Code Section 66439.1, the subdivision may be mapped in Final Maps based upon this Tentative Map. The filing of a Final Map on a portion of this Tentative Map shall not invalidate any part of this Tentative Map.
- Pursuant to California Government Code Section 66499.20.2, the land shown herein may be mapped and re-subdivided without submission to a separate and more specific subdivision of portions of the existing public areas and public easements, subject to the approval of the City of Folsom.
- Street names shown herein are for identification purposes only. A street name lot will be approved with the Tentative Map. Final street names & locations will be determined at the time of Final Map and improvement plan preparation.
- Additional easements to accommodate new public utility improvements, access required for lot development, or other similar mapping requirements needed to accomplish the final design may be added prior to each Final Map based on the Tentative Map.
- A 12.5' public utility easement will be located adjacent to all rights-of-way except as shown herein and approved by the City Engineer.
- The entire property contained within this Tentative Subdivision Map is covered by an Easement Agreement to the benefit of the City of Folsom and County of Sacramento recorded August 28, 2014 in Book 26140028 at page 3028, Official Records of Sacramento County.
- The map is compliant with the Folsom Plan Area Specific Plan development standards.



Land Use Summary

Village #	GP Designation	SP/Designation	Land Use / Lot Size	Area (Sq. Ft.)	Acres	Dwelling Units	Pop. Density
1	SP-UD	SP-SH-UD	Single Family High Density Residential / 45' x 100'	17,4	0.4	102	8.3
2	SP-UD	SP-SH-UD	Single Family High Density Residential / 45' x 100'	12.2	0.3	80	8.8
3	SP-UD	SP-SH-UD	Single Family High Density Residential / 45' x 100'	8.1	0.2	36	8.8
4	MUD	SP-MUD-UD	Multi-Family Low Density Residential / 40' x 60'	5.9	0.1	42	1.5
A	OS	SP-OS	Open Space (Minimum 10')	4.9	0.1	-	-
B	OS	SP-OS	Open Space Landscape Corridor (Minimum 75')	0.3	0.0	-	-
C	OS	SP-OS	Open Space Landscape Corridor (Minimum 75')	0.1	0.0	-	-
E	OS	SP-OS	Open Space Landscape Corridor (Minimum 75')	0.0	0.0	-	-
Landscape (SP-UD)	SP-UD	SP-SH-UD	Landscape	0.0	0.0	-	-
Landscaping (MUD)	MUD	SP-MUD-UD	Landscaping	0.0	0.0	-	-
RDW			Major Roadway	0.0	0.0	-	-
Total				83.3	2.2	240	

TENTATIVE MAP INFORMATION

OWNER / APPLICANT: ICS Improvement Company, LLC
West Scott Road, LLC
4701 Town Center Blvd, Suite 100
B Dorado Hills, CA 95742

ENGINEER: Mackay & Somp's Civil Engineers, Inc.
1015 Creekside Ridge Blvd, Suite 130
Roseville, CA 95678
916-773-1109

APPLICANT'S PARCEL NUMBER: 072-030-100, & Parc. 072-004-047

SITE AREA: 59.31 AC.

EXISTING ZONING: A portion of the Folsom Plan Area Specific Plan

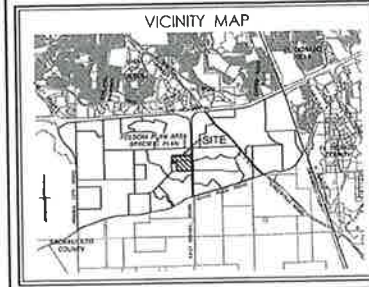
NUMBER OF LOTS/PARCELS: 272 TOTAL LOTS
188 (69%) Lots
42 MUD Lots
1 Open Space Lot
3 Open Space Landscape Lots
7 Landscape Lots
1 Flooded Lot

SERVICE PROVIDERS:
Police & Recreation: City of Folsom
Police & Fire Protection: City of Folsom
Sanitary Sewer: County of Yuba
Storm Drainage: City of Folsom
Electricity: PG&E
Telephone: AT&T
Gas: PG&E
Cable: Comcast
Schools: Folsom Cordova Unified School District

BENCHMARK

REMARK: THIS BENCHMARK IS A CONCRETE BRIDGE STRUCTURE ON THE NORTHERLY CORNER OF A LOT. THE LOCATION OF THIS BENCHMARK IS APPROXIMATELY 3000 FEET WEST OF E. BENTLEY STREET AND 3000 FEET EAST APPROXIMATELY 1400 FEET SOUTH OF S. 31ST AVE. UTM COORDINATES: X=1210 07 79 30

THE BASIS FOR ELEVATIONS WERE RUN FROM COUNTY BENCHMARK 018 OR STAMPEO MARK IN FEBRUARY 2014 BY MACKAY & SOMPS CIVIL ENGINEERS, INC.



SMALL LOT
VESTING TENTATIVE SUBDIVISION MAP
MR PHASE 3
a portion of the Folsom Plan Area Specific Plan

ATTACHMENT 5

TABLE OF CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 VILLAGE NO. 4 VESTING TENTATIVE SUBDIVISION MAP

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
1.		<p>Large Lot Vesting Tentative Subdivision Map Approval of the Small Lot Vesting Tentative Subdivision Map is subject to the approval of the Proposed Large Lot Vesting Tentative Subdivision Map, dated May 10, 2021.</p>	I	CD (P)(E)	The Mangini Ranch Phase 3 Large Lot Final Map was approved by the City Council on September 14, 2021.	Yes
2.		<p>Design Review At the time specific development is proposed the Applicant shall apply for Design Review.</p>	OG	CD (P)(E)	The future homebuilders in this subdivision have not yet submitted an application for design review approval to the City. Design review will be approved by the Community Development Department and the Planning Commission prior to building permit issuance.	Condition will be satisfied prior to issuance of a building permit.
3.		<p>Final Development Plans The Owner/Applicant shall submit final site development plans to the Community Development Department that shall substantially conform to the exhibits referenced below:</p> <ol style="list-style-type: none"> 1. Small Lot Vesting Tentative Subdivision Map, dated May 10, 2021. 2. Preliminary Grading and Drainage Plan, dated May 10, 2021. 3. Preliminary Utility Plan, dated May 10, 2021. 4. Access and Circulation Analysis, dated April 28, 2021. 5. Environmental Noise Analysis, dated May 10, 2021. <p>The Small Lot Vesting Tentative Subdivision Maps are approved for the development of a 260-unit single-family residential subdivision (Mangini Ranch Phase 3 Subdivision). Implementation of the Project shall be consistent with the above referenced items and these conditions of approval.</p>	G, I, M, B	CD (P) E	<p>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, offsite infrastructure exhibit, the preliminary landscape plans and the community design guidelines.</p> <p>The final map for this subdivision is in substantial compliance with the approved Vesting Tentative Subdivision Map.</p>	Yes
4.		<p>Plan Submittal 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,</p>	G, I	CD (E)	Improvement plans for East Bidwell Street, Mangini Parkway, and this subdivision have been reviewed approved by the City. Landscape plans for East Bidwell	Yes

+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254) NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS						
No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		policies, standards and other requirements of the City of Folsom.			Street and Mangini Parkway have also been reviewed and approved by the City.	
5.		Validity This approval of the Small Lot Vesting Tentative Subdivision Map shall be valid for a period of twenty-four (24) 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 subdivision was approved by the City Council on June 22, 2021.	Yes
6.		FMC Compliance The Small Lot Final Map shall comply with the Folsom Municipal Code and the Subdivision Map Act.	I	CD (E)	The small-lot vesting tentative subdivision map for the subdivision is in compliance with the Folsom Municipal Code and the State Subdivision Map Act.	Yes
7.		Development Rights 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 both the required on-site and off-site improvements and landscape plans.	Yes
8.		Public Right of Way Dedication As provided for in the First Amended and Restated Development Agreement (ARDA) and the Amendments No. 1 and 2 thereto, and any approved amendments thereafter, the Owner/Applicant shall dedicate all public rights-of-way and corresponding public utility easements such that public access is provided to each and every lot within the Mangini Ranch Phase 3 Subdivision Project as shown on the Small Lot	M	CD (E)(P)	The final map for the Village No. 4 subdivision includes all required public right-of-way and public utility easements necessary to serve all 42 lots in the subdivision. The public right-of-way and public utility easements are shown on the final map.	Yes

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		Vesting Tentative Subdivision Map (Lots 1-118).				
9.		<p>Street Names The Applicant shall select street names from the City's approved list or subsequently approved by the Planning Commission and shall be used for the small lot final map.</p>	M	CD (E)(P)	The required street names are shown on the final map for the subdivision and have been approved by the Planning Commission.	Yes
10.		<p>Indemnity for City 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:</p> <ul style="list-style-type: none"> • The City bears its own attorney's fees and costs; and • The City defends the claim, action or proceeding in good faith. <p>The Owner/Applicant shall not be required to pay or perform any settlement of such claim, action or proceeding</p>	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 MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		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.				
11.		Small Lot Vesting Tentative Subdivision Map 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 EIR/EIS as amended by the Revised Proposed Water Supply Facility Alternative (November 2012), the Folsom South of U.S. Highway 50 Backbone Infrastructure Mitigated Negative Declaration (December 2014), and the Westland Eagle Specific Plan Amendment (September 2015).	OG	CD	The owner/applicant has complied with all applicable mitigation measures from the FPASP FEIR/EIS and other noted approved environmental documents prior to the issuance of a grading permit. Additionally, construction inspection and monitoring was conducted throughout construction by the City and/or its Consultants.	Yes
12.		ARDA and Amendments 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.	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
13.	✓	Mitigation Monitoring 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 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
14.		The Owner/Applicant acknowledges that the State adopted amendments to Section 65850 of the California Government Code (specifically Section 65850(9)), effective January 1,	OG	CD (P)	The Landowner has acknowledged this requirement and has confirmed that there is currently no plan to	Yes

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		2018, to allow for the implementation of inclusionary housing requirements in residential rental units, upon adoption of an ordinance by the City. The Landowner is not currently contemplating any residential rental Projects within the Subject Property; however, in the event the City amends its Inclusionary Housing Ordinance with respect to rental housing pursuant to Section 65850(9), Landowner (or successor in interest) agrees that the Subject Property shall be subject to said City Ordinance, as amended, should any residential rental Project be proposed within the Subject Property.			include any residential rental property within the subdivision.	

POLICE/SECURITY REQUIREMENT

15.		<p>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:</p> <ul style="list-style-type: none"> • 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. • Security measures for the safety of all construction equipment and unit appliances. • 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
-----	--	--	---------	----	---	-----

+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254) NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS						
No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
DEVELOPMENT COSTS AND FEE REQUIREMENTS						
16.		Taxes and Fees 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 Amendments No. 1 and No. 2 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
17.		Assessments 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
18.		FPASP Development Impact Fees 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. Any protest to such for all fees, dedications, reservations or other exactions imposed on this Project will begin on the date of final approval (July 1, 2020), 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 Plan Area wide fees prior to issuance of building permits.	Condition will be satisfied prior to issuance of a building permit.

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
19.		<p>Legal Counsel 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.</p>	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
20.		<p>Consultant Services 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.</p>	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 these services.	Yes

GRADING PERMIT REQUIREMENTS

21		<p>Mine Shaft Remediation 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,</p>	G	CD (E)	During the course of grading and construction for this subdivision no mine shafts or tunnels were located or discovered.	Yes
----	--	---	---	--------	--	-----

+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254) NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS						
No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		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.				
22.		<p>Prepare Traffic Control Plan. 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:</p> <ul style="list-style-type: none"> • Maintaining the maximum amount of travel lane capacity during non-construction periods, possible, and advanced notice to drivers through the provision of construction signage. • Maintaining alternate one-way traffic flow past the lay down area and site access when feasible. • 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). • 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. <p>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.</p>	G	CD (E)	The required Traffic Control Plans in this condition are no longer applicable. This condition was added to the project since the original concept for water supply contemplated extending a large diameter water main from the Sacramento River to the FPA. In lieu of the water supply being extended through the various jurisdictions noted in this condition, the water supply provided to the FPA comes from conservation efforts by the City to provide the needed water supply for the FPA. The new water supply proposal was validated in 2014.	Yes
23.		<p>State and Federal Permits The Owner/Applicant shall obtain all required State and Federal permits and provide evidence that said permits have</p>	G, I	CD (P)(E)	The owner/applicant has obtained all required State and Federal permits and copies are available from the Community Development	Yes

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		been obtained, or that the permit is not required, subject to staff review prior to approval of any grading or improvement plan.			Department.	
24.		Landslide /Slope Failure The Owner/Applicant shall retain an appropriately licensed engineer during 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

25.		Improvement Plans 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
26.		Standard Construction Specifications and Details 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 <u>Standard Construction Specifications and Details</u> and the <u>Design and Procedures Manual and Improvement Standards</u> .	I	CD (P)(E)	The owner/applicant submitted improvement plans in accordance with the City's Standard Specifications.	Yes
27.		Water and Sewer Infrastructure All City-owned water and sewer infrastructure shall be placed within the street right of way. In the event that a			The owner/applicant has installed all sewer and water infrastructure within the street right of way. The	Yes

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>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 shall be met;</p> <ul style="list-style-type: none"> • The Owner/Applicant shall provide public sewer and water main easements. • 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. <p>In no case shall a City-maintained public water or public sewer line be placed on private residential property.</p>	I	CD (E)	outfall sewer line has been installed within easements or planned right of way within future streets.	
28.		<p><i>SMUD Requirements</i></p> <ol style="list-style-type: none"> 1. Structural setbacks less than 14 feet shall require the Applicant to conduct a pre-engineering meeting with all utilities to ensure property clearances are maintained. 2. Any necessary future SMUD facilities located on the Applicant's property shall require a dedicated SMUD easement. This will be determined prior to SMUD performing work on the Applicant's property. 3. In the event the Applicant requires the relocation or removal of existing SMUD facilities on or adjacent to the subject property, the Applicant shall coordinate with SMUD. The Applicant shall be responsible for the cost of relocation or removal. 4. SMUD reserves the right to use any portion of its easements on or adjacent to the subject property that it reasonably needs and shall not be responsible for any damages to the developed property within said easement that unreasonably interferes with those needs. 			Condition of approval was deleted by unanimous vote of the City Planning Commission on 5-19-2021.	

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>5. The Applicant shall not place any building foundations within 5 feet of any SMUD trench to maintain adequate trench integrity. The Applicant shall verify specific clearance requirements for other utilities (e.g., Gas, Telephone, etc.).</p> <p>6. In the event the City requires an Irrevocable Offer of Dedication (IOD) for future roadway improvements, the Applicant shall dedicate a 12.5-foot public utility easement (PUE) for overhead and/or underground facilities and appurtenances adjacent to the City's IOD.</p> <p>7. The Applicant shall comply with SMUD siting requirements (e.g., panel size/location, clearances from SMUD equipment, transformer location, service conductors).</p> <p>Modified by the Planning Commission on 5-19-21</p>				
29.		<p>Lighting Plan 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:</p> <ul style="list-style-type: none"> • Shield or screen lighting fixtures to direct the light downward and prevent light spill on adjacent properties; • 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; • For public lighting in residential neighborhoods, prohibit the use of light fixtures that are of unusually high intensity or that blink or flash; • 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 	I	CD (P)	The owner/applicant submitted a Lighting Plan for all backbone roadways and subdivisions 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

+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254) NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS						
No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		screened lighting, and appropriate signage in the office/commercial areas to prevent light and glare from adversely affecting motorists on nearby roadways; and 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.				
30.		Utility Coordination 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 the final map.	M	CD (P)(E)	The owner/applicant has coordinated with the various utility agencies.	Yes
31.		Replacing Hazardous Facilities 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)	The owner/applicant has reconstructed a portion of Mangini Parkway to the satisfaction of the Community Development Department. There is a general note on the approved improvements plans requiring compliance with this condition.	Yes
32.		Future Utility Lines 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
33.		Water Meter Fixed Network System The Owner Owner/Applicant shall pay for, furnish and install all infrastructure associated with the water meter fixed	I	CD (E), EWR	The Owner/applicant has completed the infrastructure allowing for the water meter fixed network system.	Yes

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		network system for any City-owned and maintained water meter within the Project.			Meters will be furnished and installed during home construction for each individual metered connection.	
34.		Class II Bike Lanes All Class II bike lanes (East Bidwell Street and Mangini Parkway) 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
35.		Separated Sidewalks A Homeowner’s Association shall maintain the landscape between the separated sidewalk and curb on residential streets. In the event a Homeowners Association is not provided, the residential street section shall be modified to a section that includes attached sidewalks.	I	CD (E)(P)	The subdivision does not have a Homeowner’s Association established. Therefore, the subdivision improvement plans have been approved and will be constructed without separated sidewalks on the public streets.	Yes
36.		Noise Barriers and Window Assemblies Based on the Environmental Noise Assessment (the “Traffic Noise Assessment, Mangini Ranch Phase 3”) prepared by Bollard Acoustical Consultants on April 23, 2021, and included in the staff report as Attachment no. 13, the following measures shall be implemented to the satisfaction of the Community Development Department: <ul style="list-style-type: none">o To comply with the General Plan 60 and 65 dB DNL exterior noise level standards for single- and multi-family residential uses (respectively), traffic noise barriers ranging from 6 to 8 feet in height relative to backyard elevation would be required. The heights and locations of the noise barriers are illustrated on Figure 2. Barrier insertion loss calculation worksheets are provided as Appendix C. The traffic noise barriers could take the form of masonry wall, earthen berm, or a combination of the two. Other	I, O	CD (E)(P)	The approved landscape plans for East Bidwell Street and Mangini Parkway include the required sound walls in accordance with the recommendations of the acoustical study.	Yes

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>materials may be acceptable but should be reviewed by an acoustical consultant prior to use.</p> <ul style="list-style-type: none"> o To ensure compliance with the General Plan 45 dB DNL interior noise level standard with a factor of safety, it is recommended that all upper-floor bedroom window assemblies of residences constructed on the lots identified on Figure 2 from which the adjacent roadways would be visible be upgraded to a minimum STC rating of 32. <p>Air conditioning shall be provided for all residences that back up to East Bidwell Street, Road A and Mangini Parkway (Village 1 lots 21-30, Village 3 lots 12 ad 33-36, and Village 4 lots 1 and 24 -42) of the development so that windows can be kept closed at the occupant's discretion to control interior noise. These conclusions are based on the traffic assumptions cited in Appendix B, the project site plans and grading plans (dated May 10, 2021), and on noise reduction data for standard construction.</p>				
37.		<p>Master Plan Updates 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 <u>Standard Construction Specifications and Details</u>, and the <u>Design and Procedures Manual and Improvement Standards</u>.</p> <p>The storm drainage design shall provide for no net increase in run-off under post-development conditions.</p>	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
38.		<p>Best Management Practices 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</p>			The Owner/applicant has received a NPDES permit from the State Regional Water Quality Control Board (SRWQCB). The NDES Permit requires the implementation	Yes

+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254) NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS						
No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		Discharge Elimination System Permit issued by the State Regional Water Quality Control Board. 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."	G, I	CD (E)	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.	
39.		Litter Control 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 official start 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						
40.		All-Weather Access and Fire Hydrants 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 1 to April 30). The buildings 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.	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.	Yes

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<ul style="list-style-type: none"> • Residential Fire-Flow with Automatic Fire Sprinkler System: The required fire-flow for the proposed subdivision is determined to be 500 gpm per minute for 30 minutes. • All public streets shall meet City of Folsom Street Standards. • 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). • 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 <p>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.</p>				

LANDSCAPE/TREE PRESERVATION REQUIREMENTS

41.		<p>Landscaping Plans</p> <ol style="list-style-type: none"> 1. At the time specific development is proposed, detailed landscape improvements along the Class 1 Trail (Lot A) shall be provided and rough graded subject to the satisfaction of the City including the placement of the trail, fencing, benches or other amenities. 2. A pedestrian connection linking Road "F" to Mangini Parkway shall be provided in Lot B, at the time specific development is proposed. 3. Open view fencing shall be provided in Villages 3 and 4 for any homes that back up to Lot A 	B	CD (P) (E)	The Community Development Department and the Parks & Recreation Department have reviewed and approved the rough grading and public improvement plans for the subdivision and the approved plans include required Class I Bike trail in Lot and the required pedestrian connection. The approved landscape plans include the required open view fencing for those lots in Village No. 1 that back up to the Lot A Open Space and the	Yes
-----	--	---	---	------------	---	-----

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>4. <u>(Open Space). Lot L shall be landscaped, and a pedestrian connection provided from "J" Drive to the Class 1 Trail in Lot A to the satisfaction of the Community Development Department.</u></p> <p><i>Modified by the Planning Commission on 5-19-21</i></p>			<p>landscaping required for Lot J that provides a connection to the Class 1 Trail in Lot A.</p>	

MAP REQUIREMENTS

42.		<p><i>Subdivision Improvement Agreement</i> 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.</p>			<p>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.</p>	Yes
43.		<p><i>Inclusionary Housing Plan</i> Inclusionary Housing Plan shall be approved by the City Council. The Inclusionary Housing Agreement, which will be approved by the City Attorney, shall be executed prior to recordation of the Final Map for the Mangini Ranch Phase 3 Subdivision Project.</p>			<p>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</p>	Yes
44.		<p><i>Department of Real Estate Public Report</i> The Owner/Applicant shall disclose to the homebuyers in the Department of Real Estate Public Report and/or the CC&R's the following items:</p> <p>1) Future public schools are located in proximity to the proposed subdivision, and that the public parks may</p>			<p>The Community Development Department has reviewed the subdivisions CC & R's and verified that all required disclosures in this condition of approval are included.</p>	Yes

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>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.</p> <p>2) Future Fire and Police stations are located adjacent to the Project site and may include facilities and equipment that generate noise and light impacts during various times, including but not limited to evening and nighttime hours.</p> <p>3) The soil in the subdivision may contain naturally occurring asbestos and naturally occurring arsenic.</p> <p>4) 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.</p> <p>5) The Project site is located close to the Mather Airport flight path and overflight noise may be present at various times.</p> <p>6) 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</p>				

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>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.</p> <p>Modified by the Planning Commission on 5-19-21</p>				
45.		<p>Public Utility Easements 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.</p>	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
46.		<p>Backbone Infrastructure 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.</p>	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

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
47.		<p><i>New Permanent Benchmarks</i> 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.</p>	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
48.		<p><i>Centralized Mail Delivery Units</i> 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.</p>	M	CD (E)	The final map 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
49.		<p><i>Recorded Final Map</i> 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 is model homes. Building permits for model homes only may be issued prior to recording of the Final Map, subject to approval by the Community Development Department.</p>	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.	Yes
50.		<p><i>Recorded Final Map</i> 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.</p>	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	Yes

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
					permit issuance in the subdivision.	
51.		<p><i>Credit Reimbursement Agreement</i> 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.</p>	M	CD (E)	The owner/applicant has executed all of the required Specific Plan Infrastructure Fee Credit/Reimbursement Agreements for the subdivision. The executed agreements are on file with the Community Development Department.	Yes

TRAFFIC/ACCESS/CIRCULATION/PARKING REQUIREMENTS

52.		The following conditions of approval are related to roadway and traffic related improvements for the Mangini Phase 3 Subdivision Project:				
		<ul style="list-style-type: none"> The Project shall construct two-way vehicle circulation along the surrounding roadways, namely the Northern Connector Road (A Drive), D Drive, and C Drive (see Exhibit 1 of Traffic and Circulation Analysis dated April 28, 2021). The Project shall provide these two-way roadway facilities to allow for adequate circulation directly related to the Project. The access on the north end of E Drive at East Bidwell Street shall be an emergency vehicle access (EVA). Turn movements at E Drive at East Bidwell Street shall be restricted to right-turns in and out of Village 4 at East Bidwell Street. A full access, side street stop-controlled intersection shall be constructed at E Drive and Mangini Parkway. 	B	CD, E, PW, FD	The Community Development Department has reviewed and approved the improvement plans for the construction of the subdivision. The approved plans include the required off-site improvements including, the emergency vehicle access, the intersection improvements and turn lanes and tapers and the street and frontage improvements on East Bidwell Street and Mangini Parkway. These improvements are being constructed concurrently with this subdivision.	Yes

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<ul style="list-style-type: none"> • The northbound East Bidwell Street left-turn to the Northern Connector Road shall be constructed with at least 315-foot (255-foot deceleration plus 60-foot bay taper). • A southbound deceleration taper/flare or lane (subject to City specification) shall be constructed at the East Bidwell Street intersection with the Northern Connector Road. • The B Drive intersection with the Northern Connector Road is anticipated to operate adequately with side street stop controlled and without dedicated turn pockets. Adequate sight distance shall be provided and maintained. • <u>The E and B Drive intersections with Mangini Parkway shall be full access and provide left turn pockets to the satisfaction of the Community Development Department where applicable.</u> <p><i>Modified by the Planning Commission on 5-19-21</i></p>				

ARCHITECTURE/SITE DESIGN REQUIREMENTS

53.		<p><i>Trash/Recycling Containers and Air Conditioner Screening</i> Trash, recycling, and yard waste containers shall be placed behind the side yard fence so that they are not visible from the public right-of-way to the satisfaction of the Community Development Department. In addition, air conditioning units shall also be placed behind the side yard fence or located in the rear yard so that they are not visible from the</p>	OG	CD (P) (E)	The Community Development Department will review and approve all site and building plans in the subdivision to verify compliance with this condition prior to building permit issuance on all lots in the subdivision.	Yes
-----	--	---	----	------------	--	-----

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		public right-of-way to the satisfaction of the Community Development Department.				
MITIGATION MEASURES						
54.		Mangini Phase 3 Subdivision Mitigation Monitoring Reporting Program (MMRP). The conditions of approval below (numbered 55-1 to 55-89) implement the applicable mitigation measures from the FPASP (May 2011) MMRP, as amended by the Revised Proposed Water Supply Facility Alternative (November 2012), the Folsom South of U.S. Highway 50 Backbone Infrastructure Mitigated Negative Declaration (December 2014), and the Westland Eagle Specific Plan Amendment (September 2015).				
AESTHETICS						
55-1	3A.1-4 (FPASP EIR/EIS)	<p>Screen Construction Staging Areas.</p> <p>The Project Applicant(s) for any 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.</p> <p>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.</p>	Before approval of grading plans and during construction for all Project phases.	City of Folsom Community Development Department.	The construction staging area does not require screening due to distance from existing residences (>1000 feet).	Yes

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
55-2	3A.1-5 (FPASP EIR/EIS)	<p><i>Establish and Require Conformance to Lighting Standards and Prepare and Implement a Lighting Plan.</i></p> <p>To reduce impacts associated with light and glare, the City shall:</p> <ul style="list-style-type: none"> ▶ 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. ▶ Use shielded or screened public lighting fixtures to prevent the light from shining off of the surface intended to be illuminated. <p>To reduce impacts associated with light and glare, the Project Applicant(s) of all Project phases shall:</p> <ul style="list-style-type: none"> ▶ Shield or screen lighting fixtures to direct the light downward and prevent light spill on adjacent properties. ▶ 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. ▶ 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. ▶ Use appropriate building materials (such as low-glare glass, low-glare building glaze or finish, neutral, earth-toned 	Before approval of building permits.	City of Folsom Community Development Department	The Community Development Department (CDD) has reviewed and approved lighting plan for subdivision.	Yes

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>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.</p> <ul style="list-style-type: none"> ▶ 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. ▶ Lighting of off-site facilities within the City of Folsom shall be consistent with the City's General Plan standards. ▶ Lighting of the off-site detention basin shall be consistent with Sacramento County General Plan standards. <p>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) for any discretionary development application shall implement the approved lighting plan.</p> <p>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).</p>				
AIR QUALITY						
55-3	3A.2-1a (FPASP EIR/EIS)	<p><i>Implement Measures to Control Air Pollutant Emissions Generated by Construction of On-Site Elements.</i></p> <p>To reduce short-term construction emissions, the Project Applicant(s) for any discretionary development application</p>	Before the approval of all grading plans by the	City of Folsom Community Development Department	The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance	Yes

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>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.</p> <p>Basic Construction Emission Control Practices</p> <ul style="list-style-type: none"> ▶ Water all exposed surfaces two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads. ▶ Cover or maintain at least 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. ▶ 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. ▶ Limit vehicle speeds on unpaved roads to 15 miles per hour (mph). ▶ 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. ▶ 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. 	<p>City and throughout Project construction, where applicable, for all Project phases.</p>		<p>with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in Spring of 2021. Compliance table is on file with the City.</p>	

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<ul style="list-style-type: none"> ▶ 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. <p><i>Enhanced Fugitive PM Dust Control Practices – Soil Disturbance Areas</i></p> <ul style="list-style-type: none"> ▶ Water exposed soil with adequate frequency for continued moist soil. However, do not overwater to the extent that sediment flows off the site. ▶ Suspend excavation, grading, and/or demolition activity when wind speeds exceed 20 mph. ▶ Plant vegetative ground cover (fast-germinating native grass seed) in disturbed areas as soon as possible. Water appropriately until vegetation is established. <p><i>Enhanced Fugitive PM Dust Control Practices – Unpaved Roads</i></p> <ul style="list-style-type: none"> ▶ Install wheel washers for all exiting trucks or wash off all trucks and equipment leaving the site. ▶ 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. ▶ 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. 				

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p><i>Enhanced Exhaust Control Practices</i></p> <p>► 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</p>				

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>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 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.</p> <p>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.</p>				
55-4	3A.2-1b (FPASP EIR/EIS)	<p><i>Pay Off-site Mitigation Fee to SMAQMD to Off-Set NOX Emissions Generated by Construction of On-Site Elements.</i></p> <p>Implementation of the Project or the other four other action alternatives would result in construction-generated NOX 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 NOX 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</p>	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)	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 Spring of 2021. Compliance table is on file with the City.	Yes

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>any of the five action alternatives for the purpose of reducing NOX emissions to a less-than-significant level (i.e., less than 85 lb/day). All NOX emission reductions and increases associated with GHG mitigation shall 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 NOX that exceed SMAQMD's daily emission threshold of 85 lb/day. The calculation of daily NOX 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 NOX 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.</p>		<p>until the respective Project Applicant(s) have paid the appropriate off-site mitigation fee to SMAQMD.</p>		
55-5	3A.2-1c (FPASP EIR/EIS)	<p>Analyze and Disclose Projected PM10 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 PM10 to disclose what PM10 concentrations would be at nearby sensitive receptors. The dispersion</p>	<p>Before the approval of all grading plans by the City.</p>	<p>City of Folsom Community Development Department</p>	<p>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 Spring of 2021. Compliance table is on file with the</p>	<p>Yes</p>

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		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 PM10 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.			City.	
55-6	3A.2-2 (FPASP EIR/EIS)	<p><i>Implement All Measures Prescribed by the Air Quality Mitigation Plan to Reduce Operational Air Pollutant Emissions.</i></p> <p>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 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.</p>	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 Spring of 2021. Compliance table is on file with the City.	Yes
55-7	3A.2-4a (FPASP EIR/EIS)	<p><i>Develop and Implement a Plan to Reduce Exposure of Sensitive Receptors to Construction-Generated Toxic Air Contaminant Emissions.</i></p> <p>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</p>	Before the approval of all grading plans by the City 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	Yes

+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254) NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS						
No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>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.</p> <p>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.</p> <p>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.</p>	throughout Project construction , where applicable, for all Project phases.		commencement of grading and construction in Spring of 2021. Compliance table is on file with the City.	
55-8	3A.2-6 (FPASP EIR/EIS)	<p><i>Implement Measures to Control Exposure of Sensitive Receptors to Operational Odorous Emissions.</i></p> <p>The Project Applicant(s) for any discretionary development application shall implement the following measure:</p> <p>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.</p>	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 Community Development Department will verify that the owner/applicant provided the required disclosure prior to issuance of a building permit.	Condition will be satisfied prior to issuance of a building permit.

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
BIOLOGICAL RESOURCES						
55-9	3A.3-1a (FPASP EIR/EIS)	<p><i>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.</i></p> <p>To minimize indirect effects on water quality and wetland hydrology, the Project Applicant(s) for any 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 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."</p> <p>The Project Applicant(s) for any 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,</p>			<p>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 Spring of 2021. Compliance table is on file with the City.</p> <p>There are no off-site elements outside the City limits for this subdivision.</p>	Yes

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>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.</p> <p>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 quality effects during construction. Detailed information about the SWPPP and BMPs are provided in Chapter 3A.9, "Hydrology and Water Quality."</p> <p>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-</p>				

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>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.</p> <p>See FEIR/FEIS Appendix S showing that the detention basin in the northeast corner of the SPA has been moved off stream.</p> <p>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.</p>				
55-10	3A.3-2a (FPASP EIR/EIS)	<p><i>Avoid Direct Loss of Swainson’s Hawk and Other Raptor Nests.</i></p> <p>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 Project and active burrows on the Project site. 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.</p>	Before the approval of grading and improvement plans, before any ground disturbing activities, and during project construction as applicable for all	City of Folsom CDD CDFW	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 Spring of 2021. Compliance table is on file with the City.	Yes

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>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.</p> <p>If active burrows are found, a mitigation plan shall be submitted to the City for review and approval before any ground-disturbing activities.</p> <p>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.</p> <p>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.</p>	<p>project phases</p>			

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
GEOLOGY AND SOILS						
55-11	3A.7-1a (FPASP EIR/EIS)	<p>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:</p> <ul style="list-style-type: none"> ▶ Site preparation; ▶ Soil bearing capacity; ▶ Appropriate sources and types of fill; ▶ Potential need for soil amendments; ▶ Road, pavement, and parking areas; ▶ Structural foundations, including retaining-wall design; ▶ Grading practices; ▶ Soil corrosion of concrete and steel; ▶ Erosion/winterization; ▶ Seismic ground shaking; ▶ Liquefaction; and ▶ Expansive/unstable soils. <p>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</p>	Before issuance of building permits and ground-disturbing activities.	City of Folsom CDD	Owner/applicant has provided Geotechnical Report to the City. The Geotechnical report for the subdivision is on file with the City.	Yes

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>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.</p>				
55-12	3A.7-1b (FPASP EIR/EIS)	<p>Monitor Earthwork during Earthmoving Activities. All earthworks 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. 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).</p>	Before issuance of building permits and ground-disturbing activities.	City of Folsom CDD	Compliance with this condition has been monitored through construction inspection by the City.	Yes
55-13	3A.7-3 (FPASP EIR/EIS)	<p>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 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. 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</p>	Before the start of construction activities.	City of Folsom CDD	Compliance with this condition has been monitored through construction inspection by the City.	Yes

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>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 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.</p> <p>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).</p> <p>Implementation of Mitigation Measure 3A.9-1 (discussed in Section 3A.9, “Hydrology and Water Quality – Land”) would also help reduce erosion-related impacts.</p>				
55-14	3A.7-5 (FPASP EIR/EIS)	<p><i>Divert Seasonal Water Flows Away from Building Foundations.</i></p> <p>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.</p>	Before and during earthmoving activities.	City of Folsom CDD	The Community Development Department has reviewed and approved all improvement plans in the subdivision to verify compliance with mitigation measure.	Yes
55-15	3A.7-10 (FPASP EIR/EIS)	<p><i>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.</i></p>	During earthmoving activities in the Ione and	City of Folsom CDD	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

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>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 lone and Mehrten Formations shall do the following:</p> <ul style="list-style-type: none"> ▶ Before the start of any earthmoving activities for any Project phase in the lone 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 fossils, the appearance, and types of fossils likely to be seen during construction, and proper notification procedures should fossils be encountered. ▶ 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. <p>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).</p>	<p>Mehrten Formations.</p>		<p>commencement of grading and construction in Spring of 2021. Compliance table is on file with the City.</p> <p>No human remains or paleontological resources have been encountered in the subdivision during grading and construction.</p>	

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
GREENHOUSE GAS EMISSIONS AND CLIMATE CHANGE						
55-16	3A.4-1 (FPASP EIR/EIS)	<p><i>Implement Additional Measures to Control Construction-Generated GHG Emissions.</i></p> <p>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., 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.</p>	Before the start of construction activities.	City of Folsom CDD	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 Spring of 2021. Compliance table is on file with the City.	Yes

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>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:</p> <ul style="list-style-type: none"> ▶ Improve fuel efficiency from construction equipment: <ul style="list-style-type: none"> ▪ reduce unnecessary idling (modify work practices, install auxiliary power for driver comfort); ▪ perform equipment maintenance (inspections, detect failures early, corrections); ▪ train equipment operators in proper use of equipment; ▪ use the proper size of equipment for the job; and ▪ use equipment with new technologies (repowered engines, electric drive trains). ▶ Use alternative fuels for electricity generators and welders at construction sites such as propane or solar or use electrical power. ▶ 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). ▶ Encourage and provide carpools, shuttle vans, transit passes and/or secure bicycle parking for construction worker commutes. ▶ Reduce electricity use in the construction office by using compact fluorescent bulbs, powering off computers every day, and replacing heating and cooling units with more efficient ones. ▶ Recycle or salvage non-hazardous construction and demolition debris (goal of at least 75% by weight). 				

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<ul style="list-style-type: none"> ▶ 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). ▶ Minimize the amount of concrete used for paved surfaces or use a low carbon concrete option. ▶ Produce concrete on-site if determined to be less emissive than transporting ready mix. ▶ 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). ▶ 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. <p>In addition to SMAQMD-recommended measures, construction activity shall comply with all applicable rules and regulations established by SMAQMD and ARB.</p>				
55-17	3A.8-2 (FPASP EIR/EIS)	<p><i>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.</i></p> <p>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</p>	Before the start of construction activities.	City of Folsom CDD	<p>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 Spring of 2021. Compliance table is on file with the City.</p> <p>No hazardous and/or contaminated soil or groundwater has been discovered in the subdivision.</p>	Yes

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>shall be implemented before initiating ground-disturbing activities in these areas.</p> <p>The Project Applicant(s) shall implement the following measures before ground-disturbing activities to reduce health hazards associated with potential exposure to hazardous substances:</p> <ul style="list-style-type: none"> ▶ 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 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. ▶ 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. 				

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>► 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.</p> <p>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).</p>				

HYDROLOGY AND WATER QUALITY

55-18	3A.9-1 (FPASP EIR/EIS)	<p><i>Acquire Appropriate Regulatory Permits and Prepare and Implement SWPPP and BMPs.</i></p> <p>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:</p> <p>► 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 area at the time of construction, that shall reduce the potential</p>	Before the start of construction activities.	City of Folsom CDD	The owner/applicant has been issued a WDID # and has submitted a SWPPP approved by the RWQCB. SWPPP is on file at the City.	Yes
-------	-------------------------------	---	--	-----------------------	---	-----

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>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</p> <ul style="list-style-type: none"> ▶ The implementation of approved local plans, non-stormwater management controls, permanent post-construction BMPs, and inspection and maintenance responsibilities. ▶ The pollutants that are likely to be used during construction that could be present in stormwater drainage and non-stormwater discharges, including fuels, lubricants, and other types of materials used for equipment operation; ▶ 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; ▶ 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 ▶ The appropriate personnel responsible for supervisory duties related to implementation of the SWPPP. ▶ 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. ▶ 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 				

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>construction. These measures may include silt fences, staked straw bales or wattles, sediment/silt basins and traps, geofabric, sandbag dikes, and temporary vegetation.</p> <ul style="list-style-type: none"> ▶ Establishing permanent vegetative cover to reduce erosion in areas disturbed by construction by slowing runoff velocities, trapping sediment, and enhancing filtration and transpiration. ▶ 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. <p>A copy of the approved SWPPP shall be maintained and available at all times on the construction site.</p> <p>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.</p> <p>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).</p>				
55-19	3A.9-2 (FPASP EIR/EIS)	<p><i>Prepare and Submit Final Drainage Plans and Implement Requirements Contained in Those Plans.</i></p> <p>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</p>	Before the start of construction activities.	City of Folsom CDD.	The City has reviewed and approved the storm drain plans for this subdivision. The storm drain improvements are in compliance with the approved Folsom Plan Storm Drain Master Plan approved by the City.	Yes

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>appropriately conveyed through the SPA, and that Project-related on-site runoff would be appropriately contained in detention basins or managed with through other improvements (e.g., source controls, biotechnical stream stabilization) to reduce flooding and hydromodification impacts.</p> <p>The plans shall include, but not be limited to, the following items:</p> <ul style="list-style-type: none"> ▶ 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; ▶ 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; ▶ A description of the proposed maintenance program for the on-site drainage system; ▶ Project-specific standards for installing drainage systems; ▶ City and El Dorado County flood control design requirements and measures designed to comply with them; ▶ 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 include, but are not limited to, the following: <ul style="list-style-type: none"> • Use of Low Impact Development (LID) techniques to limit increases in stormwater runoff at the point of 				

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>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);</p> <ul style="list-style-type: none"> • Enlarged detention basins to minimize flow changes and changes to flow duration characteristics; • 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; • Minimize slope differences between any stormwater or detention facility outfall channel with the existing receiving channel gradient to reduce flow velocity; and • 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. <p>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</p>				

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>Sacramento Stormwater Quality Partnership and/or City of Folsom Public Works Department).</p> <p>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.</p>				
55-20	3A.9-3 (FPASP EIR/EIS)	<p>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 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.</p> <ul style="list-style-type: none"> ▶ A quantitative hydrologic and water quality analysis of proposed conditions incorporating the proposed drainage design features. ▶ 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). ▶ 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 	Before the start of construction activities.	City of Folsom CDD	The owner/applicant has been issued a WDID # and has submitted a SWPPP approved by the RWQCB. SWPPP is on file at the City.	Yes

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>of spills and illegal dumping, and effective management of public trash collection areas.</p> <ul style="list-style-type: none"> ▶ 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. ▶ LID control measures shall be integrated into the BMP and water quality maintenance plan. These may include, but are not limited to: <ul style="list-style-type: none"> • Surface swales; • Replacement of conventional impervious surfaces with pervious surfaces (e.g., porous pavement); • Impervious surfaces disconnection; and • Trees planted to intercept stormwater. <p>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.</p> <p>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.</p> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by</p>				

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		the Project Applicant(s) of each applicable Project phase with El Dorado County and Caltrans.				

NOISE AND VIBRATION

55-21	3A.11-1 (FPASP EIR/EIS)	<p><i>Implement Noise-Reducing Construction Practices, Prepare and Implement a Noise Control Plan, and Monitor and Record Construction Noise near Sensitive Receptors.</i></p> <p>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:</p> <ul style="list-style-type: none"> ▶ 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. ▶ 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. 	Before the start of construction activities.	City of Folsom CDD.	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
-------	--------------------------------	---	--	---------------------	---	-----

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<ul style="list-style-type: none"> ▶ Individual operations and techniques shall be replaced with quieter procedures (e.g., using welding instead of riveting, mixing concrete offsite 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. 				

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>► 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.</p>				

PUBLIC SERVICES

55-22	3A.14-1 (FPASP EIR/EIS)	<p><i>Prepare and Implement a Construction Traffic Control Plan.</i></p> <p>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.</p> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by</p>	Before the approval of all relevant plans and/or permits and during construction of all project phases.	City of Folsom CDD	<p>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.</p> <p>There are no off-site elements outside the City limits for this subdivision.</p>	Yes
-------	--------------------------------	---	---	--------------------	---	-----

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		the Project Applicant(s) of each applicable Project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties and Caltrans).				
55-23	3A.14-2 (FPASP EIR/EIS)	<p><i>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.</i></p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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</p>	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 CDD	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

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>service area, if it is determined through City/El Dorado County negotiations that EDHFD would serve the 178-acre portion of the SPA.</p> <p>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.</p> <p>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.</p> <p>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.</p>				
55-24	3A.14-3 (FPASP EIR/EIS)	<p><i>Incorporate Fire Flow Requirements into Project Designs.</i></p> <p>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</p>	Before issuance of building permits and issuance of occupancy	City of Folsom Fire Department, City of Folsom CDD	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.	Yes

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		area and shall verify to City of Folsom Fire Department that adequate water flow is available, prior to approval of improvement plans and issuance of occupancy permits or final inspections for all Project phases.	permits or final inspections for all project phases.			
TRAFFIC AND TRANSPORTATION						
55-25	3A.15-1a (FPASP EIR/EIS)	<i>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Folsom Boulevard/Blue Ravine Road Intersection (Intersection 1).</i> 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 CDD	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.
55-26	3A.15-1b (FPASP EIR/EIS)	<i>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements at the Sibley Street/Blue Ravine Road Intersection (Intersection 2).</i> 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	A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the	City of Folsom CDD	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.	

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		Applicant, to reduce the impacts to the Sibley Street/Blue Ravine Road intersection (Intersection 2).	improvement should be implemented.			
55-27	3A.15-1c (FPASP EIR/EIS)	<i>The Applicant Shall Fund and Construct Improvements to the Scott Road (West)/White Rock Road Intersection (Intersection 28).</i> 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 CDD	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
55-28	3A.15-1e (FPASP EIR/EIS)	<i>Fund and Construct Improvements to the Hillside Drive/Easton Valley Parkway Intersection (Intersection 41).</i> 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 CDD	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
55-29	3A.15-1f	<i>Fund and Construct Improvements to the Oak Avenue Parkway/Middle Road Intersection (Intersection 44).</i>	A phasing analysis shall be	City of Folsom CDD	This subdivision will pay its fair share of the following improvements with the payment of	Condition will be satisfied prior

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
	(FPASP EIR/EIS)	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.	performed prior to approval of the first subdivision map to determine when the improvement should be implemented.		Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	to issuance of a building permit
55-30	3A.15-1h (FPASP EIR/EIS)	<i>Participate in Fair Share Funding of Improvements to Reduce Impacts to the Hazel Avenue/Folsom Boulevard Intersection (Sacramento County Intersection 2).</i> 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
55-31	3A.15-1i (FPASP EIR/EIS)	<i>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).</i> 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	Before project build out. Design of the White Rock Road widening to four lanes, from Grant Line Road	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

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>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 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).</p>	<p>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.</p>			
55-32	<p>3A.15-1j (FPASP EIR/EIS)</p>	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Hazel Avenue between Madison Avenue and Curragh Downs Drive (Roadway Segment 10).</i> 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.</p>	<p>Before project build out. Construction of phase two of the Hazel Avenue widening, from Madison Avenue to</p>	<p>Sacramento County Public Works Department</p>	<p>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.</p>	<p>Condition will be satisfied prior to issuance of a building permit.</p>

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
			<p>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</p>			

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
			Avenue and Curragh Downs Drive (Sacramento County Roadway Segment 10).			
55-33	3A.15-1I (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the White Rock Road/Windfield Way Intersection (El Dorado County Intersection 3).</i></p> <p>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. 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).</p>	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.	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 (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.
55-34	3A.15-1o (FPASP EIR/EIS)	<p><i>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).</i></p> <p>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</p>	Before project build out. A phasing analysis should be performed prior to	City of Folsom CDD 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 collected prior to building permit issuance in this	Condition will be satisfied prior to issuance of a building permit.

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		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.	approval of the first subdivision map to determine during which project phase the improvement should be built	Transportation	subdivision.	
55-35	3A.15-1p (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the Grant Line Road/ State Route 16 Intersection (Caltrans Intersection 12).</i></p> <p>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.</p> <p>Improvements to this intersection must be implemented by Caltrans, Sacramento County, and the City of Rancho Cordova.</p> <p>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).</p>	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 building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
55-36	3A.15-1q (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 between Zinfandel Drive and Sunrise Boulevard (Freeway Segment 1).</i></p> <p>To ensure that Eastbound U.S. 50 operates at an acceptable LOS between Zinfandel Drive and Sunrise Boulevard, a bus-</p>	Before project build out. Construction of the	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	Condition will be satisfied prior to issuance of a building

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>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).</p>	<p>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.</p>		<p>and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.</p>	<p>permit.</p>
55-37	<p>3A.15-1r (FPASP EIR/EIS)</p>	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 between Hazel Avenue and Folsom Boulevard (Freeway Segment 3).</i> 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</p>	<p>Before project build out. A phasing analysis should be</p>	<p>City of Folsom CDD and Sacramento County Department</p>	<p>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</p>	<p>Condition will be satisfied prior to issuance of a building permit.</p>

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		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 Eastbound U.S. 50 between Hazel Avenue and Folsom Boulevard (Freeway Segment 3).	performed to determine during which project phase the improvement should be built.	of Transportation	Transportation fees collected prior to building permit issuance in this subdivision.	
55-38	3A.15-1s (FPASP EIR/EIS)	<i>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).</i> 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 CDD 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.
55-39	3A.15-1u (FPASP EIR/EIS)	<i>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).</i> 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	Before project build out. A phasing analysis should be performed prior to	City of Folsom CDD 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 collected prior to building permit issuance in this	Condition will be satisfied prior to issuance of a building permit.

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		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).	approval of the first subdivision map to determine during which project phase the improvement should be built.	Transportation	subdivision.	
55-40	3A.15-1v (FPASP EIR/EIS)	<i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Westbound U.S. 50 between Hazel Avenue and Sunrise Boulevard (Freeway Segment 18).</i> To ensure that Westbound U.S. 50 operates at an acceptable LOS between Hazel Avenue and Sunrise 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 and included in the proposed Rancho Cordova Parkway interchange Project. 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).	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 Rancho Cordova Department of Public Works 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.
55-41	3A.15-1w (FPASP EIR/EIS)	<i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Folsom Boulevard Ramp Merge (Freeway Merge 4).</i> To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Folsom Boulevard merge, an auxiliary lane from	Before project build out. A phasing analysis	City of Folsom CDD and Sacramento County	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees	Condition will be satisfied prior to issuance of a building

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		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).	should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built	Department of Transportation	and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	permit.
55-42	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 Applicant, to reduce the impacts to the U.S. 50 Eastbound/Prairie City Road diverge (Freeway Diverge 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.	City of Folsom CDD 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

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
55-43	3A.15-1y (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Prairie City Road Direct Merge (Freeway Merge 6).</i></p> <p>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).</p>	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 CDD	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.
55-44	3A.15-1z (FPASP EIR/EIS)	<p><i>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).</i></p> <p>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”.</p> <p>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).</p>	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	City of Folsom CDD	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.

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
			improvement should be built.			
55-45	3A.15-1aa (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Oak Avenue Parkway Loop Merge (Freeway Merge 9).</i></p> <p>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 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).</p>	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 CDD	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.
55-46	3A.15-1dd (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Empire Ranch Road Loop Ramp Merge (Freeway Merge 23).</i></p> <p>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</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during	City of Folsom CDD	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.

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		Westbound/Empire Ranch Road loop ramp merge (Freeway Merge 23).	which project phase the improvement should be built.			
55-47	3A.15-1ee (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Oak Avenue Parkway Loop Ramp Merge (Freeway Merge 29).</i></p> <p>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).</p>	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 CDD	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.
55-48	3A.15-1ff (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Prairie City Road Loop Ramp Merge (Freeway Merge 32).</i></p> <p>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</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision	City of Folsom CDD 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.

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		Applicant, to reduce the impacts to the U.S. 50 Westbound/Prairie City Road Loop Ramp Merge (Freeway Merge 32).	map to determine during which project phase the improvement should be built.			
55-49	3A.15-1gg (FPASP EIR/EIS)	<i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Prairie City Road Direct Ramp Merge (Freeway Merge 33).</i> 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 CDD 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.
55-50	3A.15-1hh (FPASP EIR/EIS)	<i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Folsom Boulevard Diverge (Freeway Diverge 34).</i> 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	Before project build out. A phasing analysis should be performed prior to	City of Folsom CDD 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 collected prior to building permit issuance in this	Condition will be satisfied prior to issuance of a building permit.

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		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 / Folsom Boulevard diverge (Freeway Diverge 34).	approval of the first subdivision map to determine during which project phase the improvement should be built.	Transportation	subdivision.	
55-51	3A.15-1ii (FPASP EIR/EIS)	<i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Hazel Avenue Direct Ramp Merge (Freeway Merge 38).</i> 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.
55-52	3A.15-2a (FPASP EIR/EIS)	<i>Develop Commercial Support Services and Mixed-use Development Concurrent with Housing Development and Develop and Provide Options for Alternative Transportation Modes.</i>	Before approval of improvement plans for all project	City of Folsom CDD	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees	Condition will be satisfied prior to issuance of a building

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>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 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.</p>	<p>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.</p>		<p>and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.</p>	<p>permit.</p>
55-53	3A.15-2b (FPASP EIR/EIS)	<p><i>Participate in the City's Transportation System Management Fee Program.</i> 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.</p>	<p>Concurrent with construction for all project phases.</p>	<p>City of Folsom CDD</p>	<p>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.</p>	<p>Condition will be satisfied prior to issuance of a building permit.</p>
55-54	3A.15-2c (FPASP EIR/EIS)	<p><i>Participate with the 50 Corridor Transportation Management Association.</i></p>	<p>Concurrent with construction</p>	<p>City of Folsom CDD</p>	<p>This subdivision will pay its fair share of the following improvements with the payment of</p>	<p>Condition will be satisfied prior</p>

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		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.	for all project phases.		Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	to issuance of a building permit.
55-55	3A.15-3 (FPASP EIR/EIS)	<i>Pay Full Cost of Identified Improvements that Are Not Funded by the City's Fee Program.</i> 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 CDD	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.
55-56	3A.15-4a (FPASP EIR/EIS)	<i>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Sibley Street/Blue Ravine Road Intersection (Folsom Intersection 2).</i> 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	City of Folsom CDD	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.

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
			t should be built			
55-57	3A.15-4b (FPASP EIR/EIS)	<p><i>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).</i></p> <p>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.</p>	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 CDD	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.
55-58	3A.15-4c (FPASP EIR/EIS)	<p><i>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the East Bidwell Street/College Street Intersection (Folsom Intersection 7).</i></p> <p>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 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).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which	City of Folsom CDD	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.

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
			project phase the improvement should be built			
55-59	3A.15-4d (FPASP EIR/EIS)	<p><i>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).</i></p> <p>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.</p>	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 CDD	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.
55-60	3A.15-4e (FPASP EIR/EIS)	<p><i>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Serpa Way/ Iron Point Road Intersection (Folsom Intersection 23).</i></p> <p>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).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to	City of Folsom CDD	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.

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
			determine during which project phase the improvement should be built			
55-61	3A.15-4f (FPASP EIR/EIS)	<p><i>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).</i></p> <p>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, 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).</p>	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 CDD	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.
55-62	3A.15-4g (FPASP EIR/EIS)	<p><i>The Applicant Shall Fund and Construct Improvements to the Oak Avenue Parkway/Easton Valley Parkway Intersection (Folsom Intersection 33).</i></p> <p>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</p>	Before project build out. A phasing analysis should be performed	City of Folsom CDD	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	Condition will be satisfied prior to issuance of a building permit.

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		lanes. The Applicant shall fund and construct these improvements.	prior to approval of the first subdivision map to determine during which project phase the improvement should be built.		to building permit issuance in this subdivision.	
55-63	3A.15-4i (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the Grant Line Road/White Rock Road Intersection (Sacramento County Intersection 3).</i></p> <p>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 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).</p>	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.
55-64	3A.15-4j (FPASP EIR/EIS)	<p><i>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).</i></p>	Before project build out. A phasing	Sacramento County Department of	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

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>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.</p>	<p>analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.</p>	<p>Transportation.</p>	<p>(SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision</p>	<p>a building permit.</p>
<p>55-65</p>	<p>3A.15-4k (FPASP EIR/EIS)</p>	<p><i>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).</i></p> <p>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 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.</p>	<p>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.</p>	<p>Sacramento County Department of Transportation.</p>	<p>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.</p>	<p>Condition will be satisfied prior to issuance of a building permit.</p>

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
55-66	3A.15-4l (FPASP EIR/EIS)	<p><i>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).</i></p> <p>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).</p>	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.
55-67	3A.15-4m (FPASP EIR/EIS)	<p><i>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).</i></p> <p>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 LOS F even with the capacity improvements identified to mitigate Folsom South of U.S. 50</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project	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.

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		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).	phase the improvement should be built.			
55-68	3A.15-4n (FPASP EIR/EIS)	<p><i>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).</i></p> <p>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).</p>	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.
55-69	3A.15-4o (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the White Rock Road/Carson Crossing Road Intersection (El Dorado County 1).</i></p> <p>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</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision	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.

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		the White Rock Road/Carson Crossing Road Intersection (El Dorado County 1).	map to determine during which project phase the improvement should be built.			
55-70	3A.15-4p (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the Hazel Avenue/U.S. 50 Westbound Ramps Intersection (Caltrans Intersection 1).</i></p> <p>To ensure that the Hazel Avenue/U.S. 50 westbound ramps intersection operates at an acceptable LOS, the westbound approach must 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).</p>	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.
55-71	3A.15-4q (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 between Zinfandel Drive and Sunrise Boulevard (Freeway Segment 1).</i></p> <p>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;</p>	Before project build out. A phasing analysis should be performed prior to	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	Condition will be satisfied prior to issuance of a building permit.

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		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).	approval of the first subdivision map to determine during which project phase the improvement should be built.		subdivision.	
55-72	3A.15-4r (FPASP EIR/EIS)	<i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 between Rancho Cordova Parkway and Hazel Avenue (Freeway Segment 3).</i> 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 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).	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.
55-73	3A.15-4s (FPASP EIR/EIS)	<i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 between Folsom Boulevard and Prairie City Road (Freeway Segment 5).</i> To ensure that Eastbound US 50 operates at an acceptable LOS between Folsom Boulevard and Prairie City Road, the	Before project build out. A phasing analysis	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	Condition will be satisfied prior to issuance of a building

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>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).</p>	<p>should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.</p>	<p>Transportation.</p>	<p>and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.</p>	<p>permit.</p>
<p>55-74</p>	<p>3A.15-4t (FPASP EIR/EIS)</p>	<p><i>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).</i></p> <p>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 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).</p>	<p>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</p>	<p>Sacramento County Department of Transportation.</p>	<p>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.</p>	<p>Condition will be satisfied prior to issuance of a building permit.</p>

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
55-75	3A.15-4u (FPASP EIR/EIS)	<p><i>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).</i></p> <p>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).</p>	<p>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</p>	<p>Sacramento County Department of Transportation.</p>	<p>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</p>	<p>Condition will be satisfied prior to issuance of a building permit.</p>
55-76	3A.15-4v (FPASP EIR/EIS)	<p><i>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).</i></p> <p>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 Applicant, to reduce the impacts to the U.S. 50 Eastbound / Prairie City Road Flyover</p>	<p>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</p>	<p>Sacramento County Department of Transportation.</p>	<p>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</p>	<p>Condition will be satisfied prior to issuance of a building permit.</p>

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		On Ramp to Oak Avenue Parkway Off Ramp Weave (Freeway Weave 7).	improvement should be built.			
55-77	3A.15-4w (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound / Oak Avenue Parkway Loop Ramp Merge (Freeway Merge 8).</i></p> <p>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).</p>	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.
55-78	3A.15-4x (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound / Empire Ranch Road Loop Ramp Merge (Freeway Merge 27).</i></p> <p>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</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during	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.

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		Applicant, to reduce the impacts to the U.S. 50 Westbound / Empire Ranch Road loop ramp merge (Freeway Merge 27).	which project phase the improvement should be built			
55-79	3A.15-4y (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound / Prairie City Road Loop Ramp Merge (Freeway Merge 35).</i></p> <p>To ensure that Westbound US 50 operates at an acceptable LOS, the northbound Prairie City Road loop on ramp should start the 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).</p>	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.

UTILITIES AND SERVICE SYSTEMS

55-80	3A.16-1 (FPASP EIR/EIS)	<p><i>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.</i></p> <p>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</p>	Before approval of final maps and issuance of building permits for any project phases.	City of Folsom CDD and City of Folsom EWR 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
-------	--------------------------------	--	--	--	--	-----

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		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.				
55-81	3A.16-3 (FPASP EIR/EIS)	<p><i>Demonstrate Adequate SRWTP Wastewater Treatment Capacity.</i></p> <p>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.</p>	Before approval of final maps and issuance of building permits for any project phases.	City of Folsom CDD and City of Folsom EWR 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 Main which connects to the Regional San Lift Station has been accepted by the City and is currently in operation.	Yes
55-82	3A.18-1 (FPASP EIR/EIS)	<p><i>Submit Proof of Surface Water Supply Availability.</i></p> <p>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.</p>	Before approval of final maps and issuance of building permits for any project phases.	City of Folsom CDD and City of Folsom EWR 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

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>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.</p>				
55-83	<p>3A.18-2a (FPASP EIR/EIS)</p>	<p><i>Submit Proof of Adequate Off-Site Water Conveyance Facilities and Implement Off-Site Infrastructure Service System or Ensure That Adequate Financing Is Secured.</i></p> <p>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 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.</p>	<p>Before approval of final maps and issuance of building permits for any project phases.</p>	<p>City of Folsom CDD Department and City of Folsom EWR Department</p>	<p>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.</p>	<p>Yes</p>
55-84	<p>3A.18-2b (FPASP EIR/EIS)</p>	<p><i>Demonstrate Adequate Off-Site Water Treatment Capacity (if the Off-Site Water Treatment Plant Option is Selected).</i></p> <p>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 discretionary development application shall demonstrate adequate capacity at the off-site WTP. This shall involve preparing a tentative map-level</p>	<p>Before approval of final maps and issuance of building permits for</p>	<p>City of Folsom CDD and City of Folsom EWR Department</p>	<p>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</p>	<p>Yes</p>

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		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 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.	any project phases.			
55-85	4.4-1 (Westland/ Eagle SPA)	<p><i>Conduct Environmental Awareness Training for Construction Employees.</i></p> <p>Prior to beginning construction activities, the Project Applicant shall employ a qualified biologist to develop and conduct environmental awareness training for construction employees. 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.</p> <p>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.</p>	Before approval of grading or improvement plans or any ground disturbing activities, including grubbing or clearing, for any project phase.	City of Folsom CDD	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 Spring of 2021. Compliance table is on file with the City.	Yes

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
55-86	4.4-7 (Westland/ Eagle SPA)	<p><i>Preconstruction Nesting Bird Survey.</i></p> <p>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).</p> <p>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.</p>	Before approval of grading or improvement plans or any ground disturbing activities, including grubbing or clearing, for any project phase	City of Folsom CDD; U.S. Army Corp of Engineers	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 Spring of 2021. Compliance table is on file with the City.	Yes
55-87	3A.5-1a (Westland/ Eagle SPA)	<p><i>Comply with the Programmatic Agreement.</i></p> <p>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 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.</p>	During all construction phases	City of Folsom CDD; U.S. Army Corp of Engineers	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 Spring of 2021. Compliance table is on file with the City.	Yes
55-88	3A.5-2 (Westland/ Eagle SPA)	<p><i>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.</i></p> <p>To reduce potential impacts to previously undiscovered cultural resources, the Project Applicant(s) of all Project phases shall do the following:</p> <ul style="list-style-type: none"> ▶ 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 the sensitivity of the Project APE, to educate them about the possibility of encountering buried 	Before approval of grading or improvement plans or any ground disturbing activities, including grubbing or clearing, for	City of Folsom CDD; U.S. Army Corp of Engineers	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 Spring of 2021. Compliance table is on file with the City.	Yes

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>cultural resources and inform them of the proper procedures should cultural resources be encountered.</p> <ul style="list-style-type: none"> ▶ 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. ▶ 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. <p>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).</p>	any project phase.			

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>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.</p> <p>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.</p> <p>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:</p> <ul style="list-style-type: none"> ▶ 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. ▶ 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 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 				

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>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.</p> <p>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.</p>				
55-89	<p>3A.5-3 (Westland/ Eagle SPA)</p>	<p><i>Suspend Ground-Disturbing Activities if Human Remains are Encountered and Comply with California Health and Safety Code Procedures.</i></p> <p>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]).</p> <p>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.</p> <p>Upon the discovery of Native American remains, the procedures above regarding involvement of the applicable county coroner, notification of the NAHC, and identification of a 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</p>	<p>During all ground disturbing activities, for any project phase.</p>	<p>Sacramento County Coroner; Native American Heritage Commission; City of Folsom CDD</p>	<p>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 Spring of 2021. Compliance table is on file with the City.</p> <p>No human remains have been encountered in the subdivision during grading and construction</p>	<p>Yes</p>

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>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:</p> <ul style="list-style-type: none"> ▶ record the site with the NAHC or the appropriate Information Center, ▶ use an open-space or conservation zoning designation or easement, or ▶ record a reinternment document with the county. <p>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 a 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 measures acceptable to the Landowner. Ground disturbance in the zone of suspended activity shall not recommence without authorization from the archaeologist.</p> <p>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</p>				

+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254) NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS						
No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans). 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.				



CITY OF
FOLSOM
DISCOVERY BY NATURE

Folsom City Council Staff Report



MEETING DATE:	5/24/2022
AGENDA SECTION:	Consent Calendar
SUBJECT:	Resolution No. 10858 – A Resolution Authorizing the City Manager to Execute a Subdivision Improvement Agreement and Accept Offers of Dedication for the Mangini Ranch Phase 3 Village Nos. 2 & 3 Subdivision, and Approval of the Final Map for the Mangini Ranch Phase 3 Village Nos. 2 & 3 Subdivision
FROM:	Community Development Department

RECOMMENDATION / CITY COUNCIL ACTION

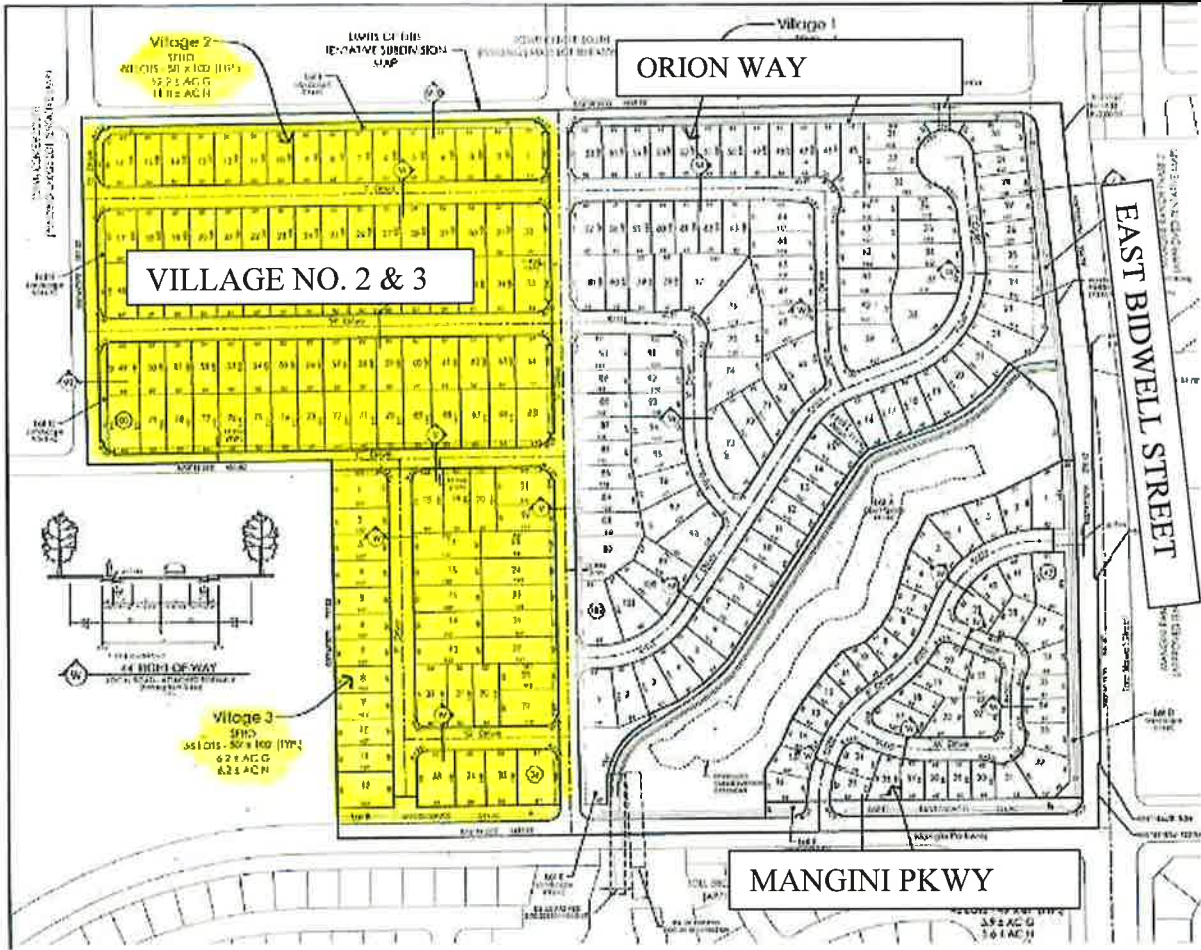
Staff recommends that the City Council move to adopt:

Resolution No. 10858 – A Resolution Authorizing the City Manager to Execute a Subdivision Improvement Agreement and Accept Offers of Dedication for the Mangini Ranch Phase 3 Village Nos. 2 & 3 Subdivision, and Approval of the Final Map for the Mangini Ranch Phase 3 Village Nos. 2 & 3 Subdivision.

BACKGROUND / ISSUE

The Vesting Tentative Subdivision Map (VTSM) for the Mangini Ranch Phase 3 Village Nos. 2 & 3 Subdivision was approved by the City Council on June 22, 2021.

The action for consideration by the City Council is the approval of the Final Map and Subdivision Improvement Agreement for the Mangini Ranch Phase 3 Village Nos. 2 & 3 Subdivision. The Final Map for the Mangini Ranch Phase 3 Village Nos. 2 & 3 Subdivision will create a total of 116 single-family high density (SFHD) residential lots. With the approval of the Final Map, the subdivision process for this project will be complete.



The Mangini Ranch Phase 3 Village Nos. 2 & 3 Subdivision is located on the west side of East Bidwell Street north 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 Mangini Ranch Phase 3 Village Nos. 2 & 3 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 Mangini Ranch Phase 3 Village Nos. 2 & 3 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

The City, as lead agency, determined that the proposed land use, as well as other changes proposed by the Applicant, do not differ from the development scenario described in the Final EIR/EIS for the adopted FPASP. The California Environmental Quality Act (CEQA) provides that residential Projects which are consistent with an approved Specific Plan for which an EIR was prepared are exempt from a requirement to prepare additional environmental analysis. CEQA Guidelines section 15182 (c) provides specific criteria to determine whether this exemption applies. The City has reviewed the analysis and concurs that the Project is exempt from additional environmental review as provided in CEQA Guidelines 15182 (c).

ATTACHMENTS

1. Resolution No. 10858 - A Resolution Authorizing the City Manager to Execute a Subdivision Improvement Agreement and Accept Offers of Dedication for the Mangini Ranch Phase 3 Village Nos. 2 & 3 Subdivision, and Approval of the Final Map for the Mangini Ranch Phase 3 Village Nos. 2 & 3 Subdivision
2. Mangini Ranch Phase 3 Village Nos. 2 & 3 Subdivision Improvement Agreement
3. Mangini Ranch Phase 3 Village Nos. 2 & 3 Subdivision Final Map
4. Mangini Ranch Phase 3 Village Nos. 2 & 3 Vesting Tentative Subdivision Map
5. Table of Conditions of Approval for the Mangini Ranch Phase 3 Village Nos. 2 & 3 Vesting Tentative Subdivision Map

Submitted,



PAM JOHNS
Community Development Director

ATTACHMENT 1

RESOLUTION NO. 10858 - A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE A SUBDIVISION IMPROVEMENT AGREEMENT AND ACCEPT OFFERS OF DEDICATION FOR THE MANGINI RANCH PHASE 3 VILLAGE NO. 2 & 3 SUBDIVISION, AND APPROVAL OF THE FINAL MAP FOR THE MANGINI RANCH PHASE 3 VILLAGE NO. 2 & 3 SUBDIVISION

RESOLUTION NO. 10858

A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE A SUBDIVISION IMPROVEMENT AGREEMENT AND ACCEPT OFFERS OF DEDICATION FOR THE MANGINI RANCH PHASE 3 VILLAGE NOS. 2 & 3 SUBDIVISION, AND APPROVAL OF THE FINAL MAP FOR THE MANGINI RANCH PHASE 3 VILLAGE NOS. 2 & 3 SUBDIVISION

WHEREAS, the Final Map for the Mangini Ranch Phase 3 Village Nos. 2 & 3 subdivision has been reviewed and approved by the City Engineer 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 Mangini Ranch Phase 3 Village Nos. 2 & 3 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 Mangini Ranch Phase 3 Village Nos. 2 & 3 subdivision.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Folsom that the Final Map for the Mangini Ranch Phase 3 Village Nos. 2 & 3 subdivision is hereby approved.

BE IT FURTHER RESOLVED that the City Manager is hereby authorized to execute the Subdivision Improvement Agreement with TCS Improvement Company, L.L.C. in a form acceptable to the City Attorney and accept the offers of dedication for the Mangini Ranch Phase 3 Village Nos. 2 & 3 subdivision.

PASSED AND ADOPTED this 24th day of May 2022, by the following roll-call vote:

AYES: Councilmember(s)

NOES: Councilmember(s)

ABSENT: Councilmember(s)

ABSTAIN: Councilmember(s)

Kerri M. Howell, MAYOR

ATTEST:

Christa Freemantle, CITY CLERK

ATTACHMENT 2

MANGINI RANCH PHASE 3 VILLAGE NO. 2 & 3 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 _____, 2022, by and between the **City of Folsom**, hereinafter referred to as "City", and **TCS Improvement Company, L.L.C., a California Limited Liability Company** 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 **Mangini Ranch Phase 3 Village. Nos. 2 & 3**, 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 **FOUR MILLION FOUR HUNDRED TWENTY-FIVE THOUSAND NINE HUNDRED NINETEEN AND 00/100 DOLLARS (\$4,425,919.00)**.
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 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 **FOUR MILLION FOUR HUNDRED TWENTY-FIVE THOUSAND NINE HUNDRED NINETEEN AND 00/100 DOLLARS (\$4,425,919.00)**, 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 Subdivider under this Agreement, conditioned upon the faithful performance of this Agreement; and

- b. Separate improvement security in the sum of **FOUR MILLION FOUR HUNDRED TWENTY-FIVE THOUSAND NINE HUNDRED NINETEEN AND 00/100 DOLLARS (\$4,425,919.00)**, 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 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 its 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:

**TCS Improvement Company, L.L.C.
4370 Town Center Blvd., Suite 100
El Dorado Hills, CA 95742
ATTN; William B. Bunce, President**

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

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

**TCS Improvement Company, L.L.C.,
A California Limited Liability Company**

BY: _____

Print Name: _____

Title: _____

DATE _____

CITY OF FOLSOM, a Municipal Corporation

Elaine Andersen
CITY MANAGER

DATE _____

ATTEST:

Christa Freemantle
CITY CLERK

DATE _____

APPROVED AS TO CONTENT:

Pam Johns
COMMUNITY DEVELOPMENT DIRECTOR

DATE _____

APPROVED AS TO FORM:

Steven Wang
CITY ATTORNEY

DATE _____

**NOTICE: SIGNATURE(S) ON BEHALF OF "SUBDIVIDER" MUST BE NOTARIZED
Certificate of Acknowledgement pursuant to Civil Code, Section 1189, must be attached.
SUBDIVISION AGREEMENT – Mangini Ranch Phase 3 Village Nos. 2 & 3**



FOLSOM PLAN AREA
Bond Estimate Summary
for
Mangini Ranch - Phase 3 - Villages 2&3

		Total <u>Cost</u>	Cost to <u>Complete</u>
Mangini Ranch - Phase 3 - Villages 2&3	\$	4,453,499	\$ 4,425,919
<hr/>			
Subtotal	\$	4,453,499	\$ 4,425,919
TOTAL Costs	\$	4,453,499	\$ 4,425,919

FOLSOM PLAN AREA
 Bond Estimate for
 Mangini Ranch - Phase 3 - Villages 2&3



Item No	Quantity	Unit	Description	Unit Price	Total	% Complete	Cost to Complete
Site Preparation & Earthwork							
1	20.9	AC	Clearing & Grubbing	\$ 200.00	\$ 4,180.00	100%	\$ -
2	20.9	AC	Erosion Control	\$ 1,000.00	\$ 20,900.00	100%	\$ -
Subtotal Grading & Site Prep					\$ 25,080.00		\$ -
Sanitary Sewer System							
1	877	LF	6" Sanitary Sewer, PVC SDR 26	\$ 50.00	\$ 43,850.00	0%	\$ 43,850.00
2	2,792	LF	8" Sanitary Sewer, PVC SDR 26	\$ 70.00	\$ 195,440.00	0%	\$ 195,440.00
3	15	EA	48" Standard Sanitary Sewer MH	\$ 4,500.00	\$ 67,500.00	0%	\$ 67,500.00
4	4	EA	Connection to Existing Sewer Main	\$ 500.00	\$ 2,000.00	0%	\$ 2,000.00
5	101	EA	4" Sanitary Sewer Service	\$ 1,000.00	\$ 101,000.00	0%	\$ 101,000.00
Subtotal Sanitary Sewer					\$ 409,790.00		\$ 409,790.00
Storm Drain System							
1	2,098	LF	12" Storm Drain, RCP CL III	\$ 45.00	\$ 94,410.00	0%	\$ 94,410.00
2	755	LF	15" Storm Drain, RCP CL III	\$ 55.00	\$ 41,525.00	0%	\$ 41,525.00
3	120	LF	18" Storm Drain, RCP CL III	\$ 60.00	\$ 7,200.00	0%	\$ 7,200.00
4	808	LF	24" Storm Drain, RCP CL III	\$ 65.00	\$ 52,520.00	0%	\$ 52,520.00
5	69	LF	30" Storm Drain, RCP CL III	\$ 70.00	\$ 4,830.00	0%	\$ 4,830.00
6	1	EA	24" Storm Drain Outfall Structure	\$ 2,000.00	\$ 2,000.00	0%	\$ 2,000.00
7	16	EA	48" Standard Storm Drain Manhole	\$ 5,000.00	\$ 80,000.00	0%	\$ 80,000.00
8	2	EA	60" Standard Storm Drain Manhole	\$ 7,000.00	\$ 14,000.00	0%	\$ 14,000.00
9	1	EA	72" Standard Storm Drain Manhole	\$ 9,000.00	\$ 9,000.00	0%	\$ 9,000.00
10	25	EA	Modified Type 'B' Drainage Inlet	\$ 3,500.00	\$ 87,500.00	0%	\$ 87,500.00
11	6	EA	Type GOL-7 (Sag) Drainage Inlet	\$ 4,500.00	\$ 27,000.00	0%	\$ 27,000.00
12	1	EA	Connect to Existing Storm Drain Main	\$ 500.00	\$ 500.00	0%	\$ 500.00
Subtotal Storm Drain					\$ 420,485.00		\$ 420,485.00
Potable Water Distribution System							
1	3,302	LF	8" Water Main, PVC C900 CL 235	\$ 55.00	\$ 181,610.00	0%	\$ 181,610.00
2	1,822	LF	12" Water Main, PVC C900 CL 235	\$ 70.00	\$ 127,540.00	0%	\$ 127,540.00
3	15	EA	8" Gate Valve	\$ 2,000.00	\$ 30,000.00	0%	\$ 30,000.00
4	5	EA	Connection to Existing Water Main	\$ 500.00	\$ 2,500.00	0%	\$ 2,500.00
5	14	EA	Fire Hydrant Assembly (6" Lead & Appurtenances)	\$ 5,000.00	\$ 70,000.00	0%	\$ 70,000.00
6	101	EA	1" Water Service	\$ 1,000.00	\$ 101,000.00	0%	\$ 101,000.00
7	4	EA	2" Air & Vacuum Release Valve	\$ 3,500.00	\$ 14,000.00	0%	\$ 14,000.00
8	4	EA	4" Blow-Off Valve & Box	\$ 2,500.00	\$ 10,000.00	0%	\$ 10,000.00
9	6	EA	12" Butterfly Valve	\$ 2,500.00	\$ 15,000.00	0%	\$ 15,000.00
Subtotal Potable Water					\$ 551,650.00		\$ 551,650.00
Concrete							
1	3,592	LF	Modified Type 2 Vertical Curb & Gutter (w/ 6" AB)	\$ 20.00	\$ 71,840.00	0%	\$ 71,840.00
2	30,694	SF	Sidewalk (6" PCC/ 6" AB)	\$ 6.00	\$ 184,164.00	0%	\$ 184,164.00
3	6	EA	Concrete Survey Monument	\$ 300.00	\$ 1,800.00	0%	\$ 1,800.00
4	5,944	LF	Modified Type 1 Rolled Curb & Gutter (w/ 6" AB)	\$ 20.00	\$ 118,880.00	0%	\$ 118,880.00
5	16	EA	Sidewalk Curb Ramp	\$ 2,500.00	\$ 40,000.00	0%	\$ 40,000.00
Subtotal Concrete					\$ 416,684.00		\$ 416,684.00

FOLSOM PLAN AREA
 Bond Estimate for
 Mangini Ranch - Phase 3 - Villages 2&3



Item No	Quantity	Unit	Description	Unit Price	Total	% Complete	Cost to Complete
Streetwork							
1	3,357	Ton	Asphalt Concrete (Type 'B')	\$ 80.00	\$ 268,560.00	0%	\$ 268,560.00
2	7,678	Ton	Aggregate Base (Class 2)	\$ 20.00	\$ 153,560.00	0%	\$ 153,560.00
3	264	SF	Pavement Markings	\$ 5.00	\$ 1,320.00	0%	\$ 1,320.00
4	180	LF	12" White Stripe Limit Line (Stop Sign)	\$ 2.00	\$ 360.00	0%	\$ 360.00
5	8	EA	Stop Sign (R1-1) On Post	\$ 500.00	\$ 4,000.00	0%	\$ 4,000.00
6	3	EA	Street Name Sign On Streetlight (sign only)	\$ 300.00	\$ 900.00	0%	\$ 900.00
7	3	EA	Stop Sign On Streetlight (sign only)	\$ 300.00	\$ 900.00	0%	\$ 900.00
8	8	EA	Street Name Sign On Post	\$ 500.00	\$ 4,000.00	0%	\$ 4,000.00
9	3	EA	Miscellaneous Signs	\$ 300.00	\$ 900.00	0%	\$ 900.00
10	405	LF	Fiber Optic Conduit & Pullwire	\$ 12.00	\$ 4,860.00	0%	\$ 4,860.00
11	18	EA	LED Streetlight (Including conduit, wiring & appurtenances)	\$ 11,600.00	\$ 208,800.00	0%	\$ 208,800.00
12	101	LOT	Joint Trench	\$ 8,000.00	\$ 808,000.00	0%	\$ 808,000.00
13	200	LF	Street Barricade	\$ 60.00	\$ 12,000.00	0%	\$ 12,000.00
14	3	EA	Removable Bollard	\$ 300.00	\$ 900.00	0%	\$ 900.00
Subtotal Streetwork					\$ 1,469,060.00		\$ 1,469,060.00

Landscaping & Sound Walls

1	22,613	SF	Landscaping	\$ 10.00	\$ 226,130.00	0%	\$ 226,130.00
2	1,440	LF	6' Sound Wall	\$ 210.00	\$ 302,400.00	0%	\$ 302,400.00
3	928	LF	7' Sound Wall	\$ 245.00	\$ 227,360.00	0%	\$ 227,360.00
Subtotal Landscaping & Sound Walls					\$ 755,890.00		\$ 755,890.00

TOTAL Subdivision Improvements		\$ 4,048,639.00		\$ 4,023,559.00
Contingency	10%	\$ 404,860.00		\$ 402,360.00
Total Bond Estimate		\$ 4,453,499.00		\$ 4,425,919.00

Summary	Total Cost	Cost to Complete
Site Preparation & Earthwork	\$ 25,080.00	\$ -
Sewer	\$ 409,790.00	\$ 409,790.00
Storm Drain	\$ 420,485.00	\$ 420,485.00
Potable Water	\$ 551,650.00	\$ 551,650.00
Concrete	\$ 416,684.00	\$ 416,684.00
Streetwork	\$ 1,469,060.00	\$ 1,469,060.00
Landscaping & Sound Walls	\$ 755,890.00	\$ 755,890.00
Contingency	\$ 404,860.00	\$ 402,360.00
TOTALS	\$ 4,453,499.00	\$ 4,425,919.00

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 **TCS Improvement Company, L.L.C., a California Limited Liability Company**, (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 _____ 2022, and identified as the **Mangini Ranch Phase 3 Village Nos. 2 & 3 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 MILLION FOUR HUNDRED TWENTY-FIVE THOUSAND NINE HUNDRED NINETEEN AND 00/100 DOLLARS (\$4,425,919.00)**, 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 _____, 2022.

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 **TCS Improvement Company, L.L.C., a Delaware Limited Liability Company** (hereinafter designated as "Principal"), have entered into an agreement whereby principal agrees to install and complete certain designated public improvements, which said agreement, dated _____ 2022, and identified as the **Mangini Ranch Phase 3 Village Nos. 2 & 3 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 **FOUR MILLION FOUR HUNDRED TWENTY-FIVE THOUSAND NINE HUNDRED NINETEEN AND 00/100 DOLLARS (\$4,425,919.00)** 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 _____, 2022.

BY _____
(PRINCIPAL)

BY _____
(PRINCIPAL)

BY _____
(SURETY)

(ADDRESS)

(CITY, STATE, ZIP)

(TELEPHONE)

APPROVED AS TO FORM

CITY ATTORNEY

ATTACHMENT 3

MANGINI RANCH PHASE 3 VILLAGE NO. 2 & 3 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 "MANGINI RANCH PHASE 3 VILLAGES 2 & 3" AND THE CONSENT FROM NO OTHER PERSON IS NECESSARY, AND WE CONSENT TO THE PREPARATION AND RECORDED OF THIS FINAL MAP AND DO HEREBY DEDICATE AS PUBLIC RIGHTS OF WAY, AND AS UTILITY EASEMENTS, VERBENA WAY, ORION WAY, DISCOVERY DRIVE, MANGINI PARKWAY, CRESCENT WAY, GIBBOUS DRIVE, RANGER DRIVE, EQUINOX DRIVE, AND SOLSTICE WAY.

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 THOSE STRIPS OF LAND SHOWN HEREON AND DESIGNATED "PUBLIC UTILITY EASEMENT" (P.U.E.).
2. A PUBLIC EASEMENT FOR PEDESTRIAN ACCESS ON, OVER AND ACROSS THOSE STRIPS OF LAND SHOWN HEREON AND DESIGNATED "PEDESTRIAN ACCESS EASEMENT" (P.A.E.).
3. A PUBLIC EASEMENT AND RIGHT OF WAY FOR THE INSTALLATION, REPAIR, REMOVAL OR REPLACEMENT OF LANDSCAPING TOGETHER WITH ANY AND ALL APPURTENANCES PERTAINING THERETO, ON, OVER, UNDER, ACROSS AND ABOVE THOSE STRIPS OF LANDS SHOWN HEREON AND DESIGNATED "LANDSCAPE EASEMENT" (L.E.).
4. 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 TO ALL RIGHT-OF-WAYS.

TCS IMPROVEMENT COMPANY, LLC
A CALIFORNIA LIMITED LIABILITY COMPANY

BY: _____
NAME: WILLIAM B. BUNCE
TITLE: PRESIDENT

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.

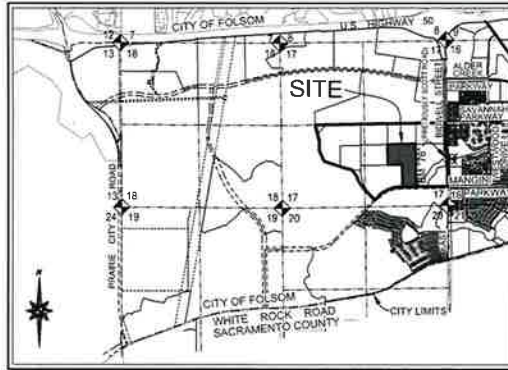
I CERTIFY UNDER PENALTY OF PERJURY UNDER THE LAWS OF THE STATE OF CALIFORNIA THAT THE FOREGOING PARAGRAPH IS TRUE AND CORRECT.

WITNESS MY HAND AND OFFICIAL SEAL.

SIGNATURE _____ PRINTED NAME _____

MY PRINCIPAL PLACE OF BUSINESS IS _____ COUNTY

MY COMMISSION EXPIRES: _____ MY COMMISSION NUMBER: _____



VICINITY MAP
N.T.S.

NAVD88 BENCHMARK-CITY OF FOLSOM

BENCHMARK 176' ELEVATION = 391.25 NAVD88

BRASS DISK STAMPED "CITY OF FOLSOM BM 78" ON THE NORTH-WEST CORNER OF THE CONCRETE DRAINAGE STRUCTURE. LOCATION OF SITE IS APPROXIMATELY 900 FEET NORTH OF THE INTERSECTION OF MANGINI PARKWAY AND E. BIDWELL STREET ON THE EAST SIDE OF E. BIDWELL STREET AT THE NORTHWEST CORNER OF A DETENTION BASIN. APPROXIMATE LATITUDE: N38° 37' 51.71" LONGITUDE: W121° 08' 43.47"

THE ELEVATION OF 391.25 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.

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 TCS IMPROVEMENT COMPANY, LLC, A CALIFORNIA LIMITED LIABILITY COMPANY IN JANUARY 2021. I HEREBY STATE THAT THIS FINAL MAP SUBSTANTIALLY CONFORMS TO THE CONDITIONALLY APPROVED TENTATIVE MAP. THAT THE MONUMENTS WILL BE OF THE CHARACTER AND WILL OCCUPY THE POSITIONS AS INDICATED AND WILL BE SET BY DECEMBER 31, 2023; AND THAT SAID MONUMENTS WILL BE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED.

MACKAY & SOMPS CIVIL ENGINEERS, INC.



PAUL FERGUSON, JR.
P.L.S 9265 EXP. 03-31-2024

DATE: _____

CITY ENGINEER'S STATEMENT

I HEREBY STATE THAT I HAVE EXAMINED THIS FINAL MAP OF "MANGINI RANCH PHASE 3 VILLAGES 2 & 3" 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.

STEVEN R. KRAHN, RCE 49291
CITY ENGINEER
CITY OF FOLSOM
LICENSE EXPIRES: 9/30/2022

DATE: _____

CITY SURVEYOR'S STATEMENT

I HEREBY STATE THAT I HAVE EXAMINED THIS FINAL MAP OF "MANGINI RANCH PHASE 3 VILLAGES 2 & 3" AND I AM SATISFIED THAT SAID MAP IS TECHNICALLY CORRECT.

GERALD A. YOUNG, L.S. 3652
CITY SURVEYOR
LICENSE EXPIRES: 6/30/2022

DATE: _____

CITY CLERK'S STATEMENT

I HEREBY STATE THAT THE CITY COUNCIL OF THE CITY OF FOLSOM HAS APPROVED THIS FINAL MAP OF "MANGINI RANCH PHASE 3 VILLAGES 2 & 3", AND HAS ACCEPTED, ON BEHALF OF THE PUBLIC, SUBJECT TO IMPROVEMENTS, ALL RIGHTS OF WAY AND 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 _____, 2022, 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.

DONNA ALLRED
SACRAMENTO COUNTY RECORDER
STATE OF CALIFORNIA

BY: _____ DEPUTY
FEE: \$ _____

(PN 20-254)

**MANGINI RANCH
PHASE 3 VILLAGES 2 & 3**

A SUBDIVISION OF LOTS 2 & 3 OF THAT CERTAIN FINAL MAP TITLED "MANGINI RANCH PHASE 3 LARGE LOT" FILED FOR RECORD OCTOBER 9, 2021 IN BOOK 432 OF MAPS, AT PAGE 2, SACRAMENTO COUNTY RECORDS, BEING A PORTION OF SECTION 17, TOWNSHIP 9 NORTH, RANGE 8 EAST, MOUNT DIABLO MERIDIAN

CITY OF FOLSOM • SACRAMENTO COUNTY • CALIFORNIA



MAY 2022

SHEET 1 OF 6

SEE SHEET 2 FOR BENEFICIARY'S STATEMENT AND ACKNOWLEDGEMENT

BENEFICIARY'S STATEMENT

TAYLOR MORRISON OF CALIFORNIA, LLC, A CALIFORNIA LIMITED LIABILITY COMPANY, AS BENEFICIARY UNDER DEED OF TRUST RECORDED OCTOBER 15, 2021, IN DOCUMENT NO. 202110151264, OFFICIAL RECORDS OF SACRAMENTO COUNTY, HEREBY CONSENTS TO THE RECORDATION OF THIS MAP AND THE SUBDIVISION OF THE LANDS SHOWN HEREON.

NAME: _____ DATE: _____
 TITLE: _____

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/HEY EXECUTED THE SAME IN HIS/HER/THEIR AUTHORIZED CAPACITY(IES), AND THAT BY HIS/HER/HER 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

- ALL CURVE DIMENSIONS ARE RADIUS, ARC LENGTH AND DELTA. 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.
- THIS FINAL MAP CONTAINS 20.8622 ACRES OF LAND GROSS CONSISTING OF 116 RESIDENTIAL LOTS AND 4 LETTERED LOTS (B, G, H, & I).
- A GEOTECHNICAL ENGINEERING STUDY REPORT WAS PREPARED BY YOUNGDAHL CONSULTING GROUP, INC DATED: DECEMBER 16, 2020 PROJECT NO. E17053.088.
- ALL FRONT LOT CORNERS WILL BE SET WITH A 1" DIAMETER BRASS DISC STAMPED "LS 9265" IN THE SIDEWALK WITH A 1.00 FOOT OFFSET ON THE SIDE PROPERTY LINE EXTENDED (SEE DETAIL THIS SHEET), UNLESS SHOWN OTHERWISE.
- REAR CORNERS WILL BE SET AS FOLLOWS (UNLESS SHOWN OTHERWISE)
 - FOR LOTS 119-132, 137-159, 174-193, 195-198, 206-214 AND COMMON LINES OF 103/104, 132/133, 136/137, 159/160, 173/174, 193/194, 198/199, 200/201, 201/202, 205/206, AND 217/218 WILL BE SET WITH A 5/8" REBAR AND PLASTIC CAP STAMPED "LS 9265"
 - FOR LOTS 103, 105-117, 161-172 AND COMMON LINES OF 104/105, 117/118, 133/134, 160/161, 172/173, 184/185, 189/222/225, 203/204, 204/205, 215/216, AND 216/217 WILL BE SET WITH A 4.00 FOOT OFFSET ON THE SIDE LOT LINE WITH A 5/8" REBAR AND PLASTIC CAP STAMPED "LS 9265" (SEE DETAIL THIS SHEET).
 - FOR COMMON LINES OF LOTS 118/187 AND 135/136, WHICH FALL WITHIN A MASONRY SOUND/RETAINING WALL, WILL BE SET WITH A 3/4" BRASS TAG STAMPED "LS 9265" ON THE FACE OF WALL, 2.00 FOOT ABOVE GROUND OR ON TOP OF THE WALL.
- PROPERTY SUBJECT TO CFD 2013-1 (WATER FACILITIES AND SUPPLY) PER 20131230 O.R. 0311.
- PROPERTY SUBJECT TO CFD NO. 17 (WILLOW HILL PIPELINE PROJECT) PER 20150325 O.R. 0353.
- PROPERTY SUBJECT TO THE COVENANTS, CONDITIONS, RESTRICTIONS AND AGREEMENTS AS DESCRIBED IN THAT CERTAIN GRANT DEED 20020912 O.R. 0282 AND RE-RECORDED IN THAT CERTAIN GRANT DEED 20070509 O.R. 0525.
- PROPERTY SUBJECT TO SCHOOL FACILITIES IMPROVEMENT DISTRICT NO. 3 PER 20060707 O.R. 0662.
- PROPERTY SUBJECT TO THE TERMS AND PROVISIONS CONTAINED IN THOSE DOCUMENTS ENTITLED "FIRST AMENDED AND RESTATED TIER 1 DEVELOPMENT AGREEMENT" PER 20140715 O.R. 0344, 20160129 O.R. 0380, "PARTIAL ASSIGNMENT AND ASSUMPTION AGREEMENT RELATIVE TO THE FOLSOM SPECIFIC PLAN AMENDED AND RESTATED TIER 1 DEVELOPMENT AGREEMENT" PER DN 202110151257, DN 202110151259, AND DN 202110151263.
- PROPERTY SUBJECT TO THE TERMS AND PROVISIONS CONTAINED IN THOSE DOCUMENTS ENTITLED "FIRST AMENDED AND RESTATED TIER 1 DEVELOPMENT AGREEMENT" PER 20140715 O.R. 0426, 20160129 O.R. 0381, 20160129 O.R. 0382, "PARTIAL ASSIGNMENT AND ASSUMPTION AGREEMENT RELATIVE TO THE FOLSOM SPECIFIC PLAN AMENDED AND RESTATED TIER 1 DEVELOPMENT AGREEMENT" PER 20170417 O.R. 0680, DN 202110151261, AND DN 202110180838.
- PROPERTY SUBJECT TO THE TERMS AND PROVISIONS CONTAINED IN THOSE DOCUMENTS ENTITLED "WATER SUPPLY AND FACILITIES FINANCING PLAN AND AGREEMENT" PER 20130124 O.R. 1382, "AMENDMENT TO THE WATER SUPPLY AND FACILITIES FINANCING PLAN AND AGREEMENT" PER 20140603 O.R. 0959 AND 20140603 O.R. 0960.
- PROPERTY SUBJECT TO PERPETUAL, NONEXCLUSIVE EASEMENT FOR AVIGATION AND INCIDENTAL PURPOSES IN FAVOR OF COUNTY OF SACRAMENTO AND CITY OF FOLSOM PER 20140715 O.R. 0427.
- PROPERTY SUBJECT TO COMMUNITY FACILITIES DISTRICT NO. 18 (FOLSOM PLAN AREA - WIDE IMPROVEMENTS AND SERVICES) PER 20151030 O.R. 0243 AND 20181116 O.R. 0465.
- PROPERTY SUBJECT TO COMMUNITY FACILITIES DISTRICT NO. 23 (FOLSOM RANCH) IMPROVEMENT AREA NO. 4 PER DN 202086081612.
- PROPERTY SUBJECT TO AN "AGREEMENT AFFECTING REAL PROPERTY (INCLUSIONARY HOUSING AGREEMENT)" PER DN 202203151050.
- LOTS B, G, H AND I AS SHOWN PER THIS MAP ARE TO BE DEEDED TO THE CITY OF FOLSOM EITHER CONCURRENT OR FOLLOWING THE RECORDATION OF THIS MAP BY SEPARATE DOCUMENT.
- THE EASEMENTS AND RIGHTS-OF-WAY LISTED BELOW, NOT SHOWN HEREON, ARE HEREBY ABANDONED PER SECTION 66434(G) OF THE GOVERNMENT CODE:
 - THOSE PORTIONS OF ORION WAY, DISCOVERY DRIVE, VERBENA WAY, CRESCENT WAY, AND MANGINI PARKWAY RIGHTS OF WAY LYING WITHIN LOTS 2 & 3 AS SHOWN AND DEPICTED IN 432 B.M. 2 AND NOT SHOWN HEREON, (NEW RIGHT OF WAY DEDICATED WITH THIS MAP)
 - THE P.U.E./P.A.E. LYING WITHIN LOT 3 AS SHOWN AND DEPICTED IN 432 B.M. 2 AND NOT SHOWN HEREON, (NEW P.U.E., P.A.E. AND L.E. DEDICATED WITH THIS MAP)
 - THE P.U.E. LYING WITHIN LOTS 2 & 3 AS SHOWN AND DEPICTED IN 432 B.M. 2 AND NOT SHOWN HEREON, (NEW P.U.E. DEDICATED WITH THIS MAP)

BASIS OF BEARINGS

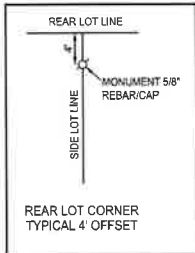
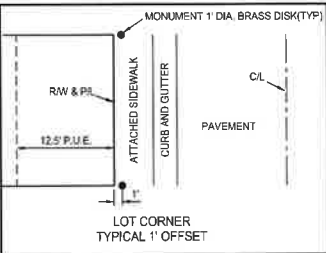
THE BASIS OF BEARINGS FOR THIS MAP IS THE CENTERLINE OF MANGINI PARKWAY AS SHOWN HEREON AND ON THE LARGE LOT FINAL MAP FILED FOR RECORD ON OCTOBER 8, 2021 IN BOOK 432 OF MAPS, AT PAGE 2, SACRAMENTO COUNTY RECORDS AND HAVING A BEARING OF NORTH 89°14'30" EAST DETERMINED FROM THE MONUMENTS SHOWN AS FOLLOWS.

LEGEND

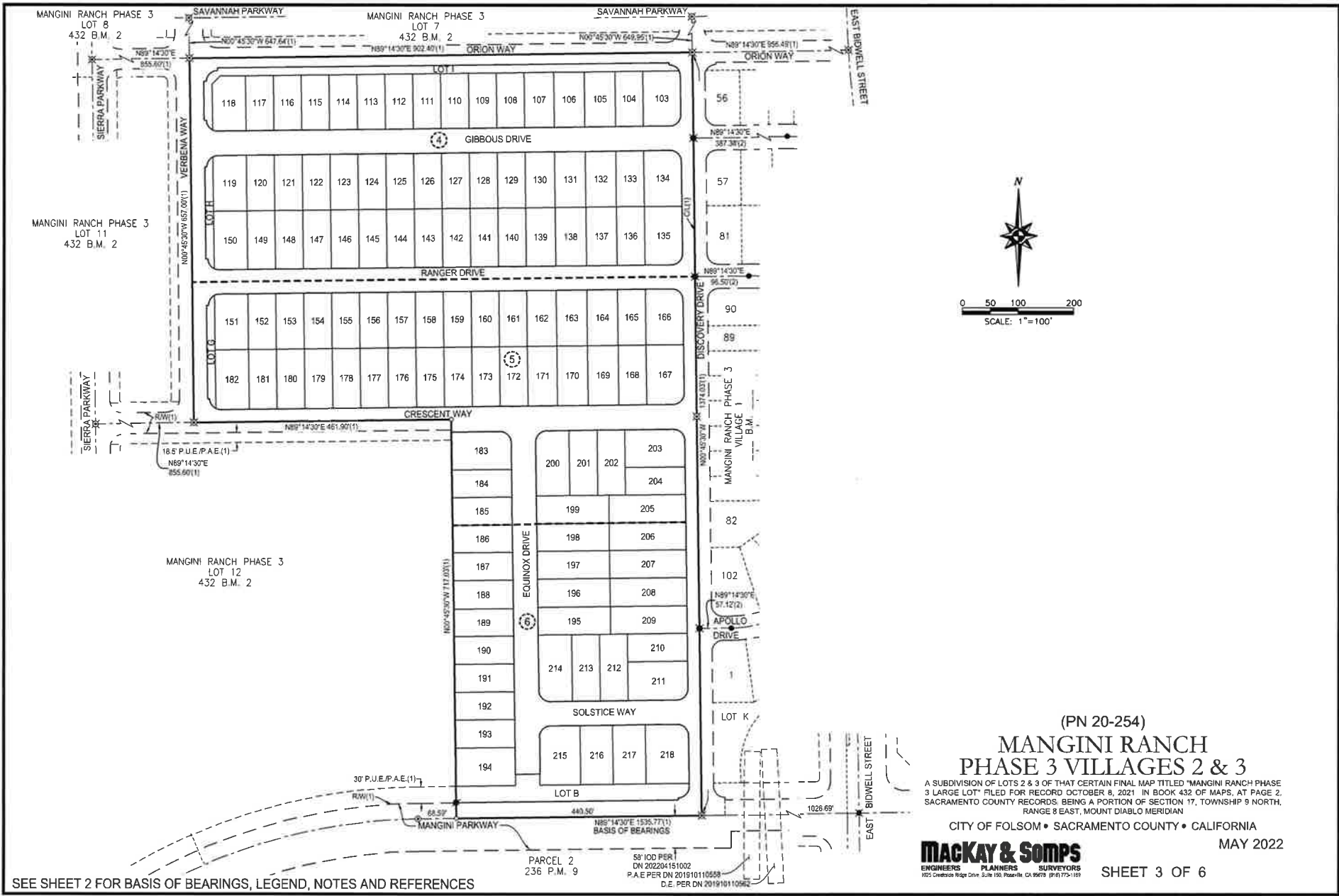
⊗	STANDARD CITY OF FOLSOM MONUMENT WELL STAMPED "LS 9265" TO BE SET PER (1)
⊙	3/4" IRON PIPE WITH PLASTIC PLUG STAMPED "LS 9265" TO BE SET PER (1)
⊗	FOUND STANDARD CITY OF FOLSOM MONUMENT WELL STAMPED "LS 5780" PER 419 B.M. 3
⊗	STANDARD CITY OF FOLSOM MONUMENT WELL STAMPED "LS 9265" TO BE SET PER (2)
⊙	3/4" IRON PIPE WITH PLASTIC PLUG STAMPED "LS 9265" TO BE SET PER (2)
⊙	5/8" REBAR WITH PLASTIC CAP STAMPED "LS 9265" TO BE SET PER (1)
⊗	SET STANDARD CITY OF FOLSOM MONUMENT WELL STAMPED "LS 9265"
⊙	SET 1" DIAMETER BRASS DISC STAMPED "LS 9265" IN THE CURB WITH A 0.3 FOOT OFFSET ON THE CENTERLINE
⊙	SET 5/8" REBAR WITH PLASTIC PLUG STAMPED "LS 9265"
○	DIMENSION POINT
()	RECORD DATA PER REFERENCE
AC	ACRES
B.M.	BOOK OF MAPS
C.L.	CENTER LINE
DN	DOCUMENT NUMBER
I.O.D.	IRREVOCABLE OFFER OF DEDICATION
L.E.	LANDSCAPE EASEMENT
O.S.	OPEN SPACE
(OA)	OVERALL
O.R.	OFFICIAL RECORDS OF SACRAMENTO COUNTY
P.M.	PARCEL MAP
P.A.E.	PEDESTRIAN ACCESS EASEMENT
P.U.E.	PUBLIC UTILITY EASEMENT
(R)	RADIAL BEARING
R/W	RIGHT-OF-WAY
⊙	SHEET INDEX
---	BOUNDARY
---	LOT LINE
---	ADJACENT PROPERTY
---	RIGHT-OF-WAY
---	EASEMENT

REFERENCES

- 432 B.M. 2
- ___ B.M. ___ (MANGINI RANCH PHASE 3 VILLAGE 1)

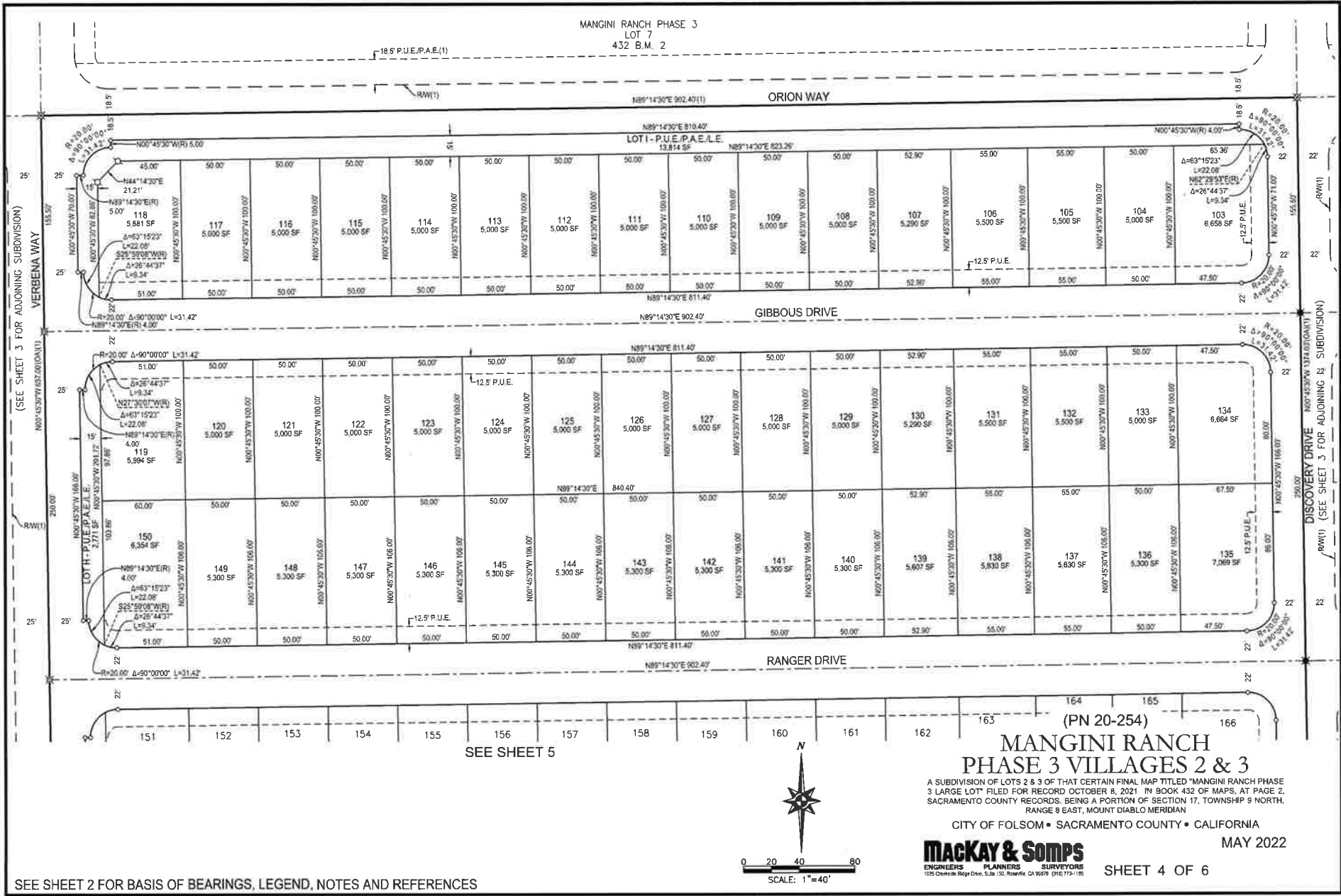


(PN 20-254)
MANGINI RANCH
PHASE 3 VILLAGES 2 & 3
 A SUBDIVISION OF LOTS 2 & 3 OF THAT CERTAIN FINAL MAP TITLED "MANGINI RANCH PHASE 3 LARGE LOT" FILED FOR RECORD OCTOBER 8, 2021 IN BOOK 432 OF MAPS, AT PAGE 2, SACRAMENTO COUNTY RECORDS, BEING A PORTION OF SECTION 17, TOWNSHIP 9 NORTH, RANGE 8 EAST, MOUNT DIABLO MERIDIAN
 CITY OF FOLSOM • SACRAMENTO COUNTY • CALIFORNIA
Mackay & Somp ENGINEERS PLANNERS SURVEYORS
 1025 Creekside Ridge Drive, Suite 150, Roseville, CA 95678 (916) 777-1879
 MAY 2022
 SHEET 2 OF 6

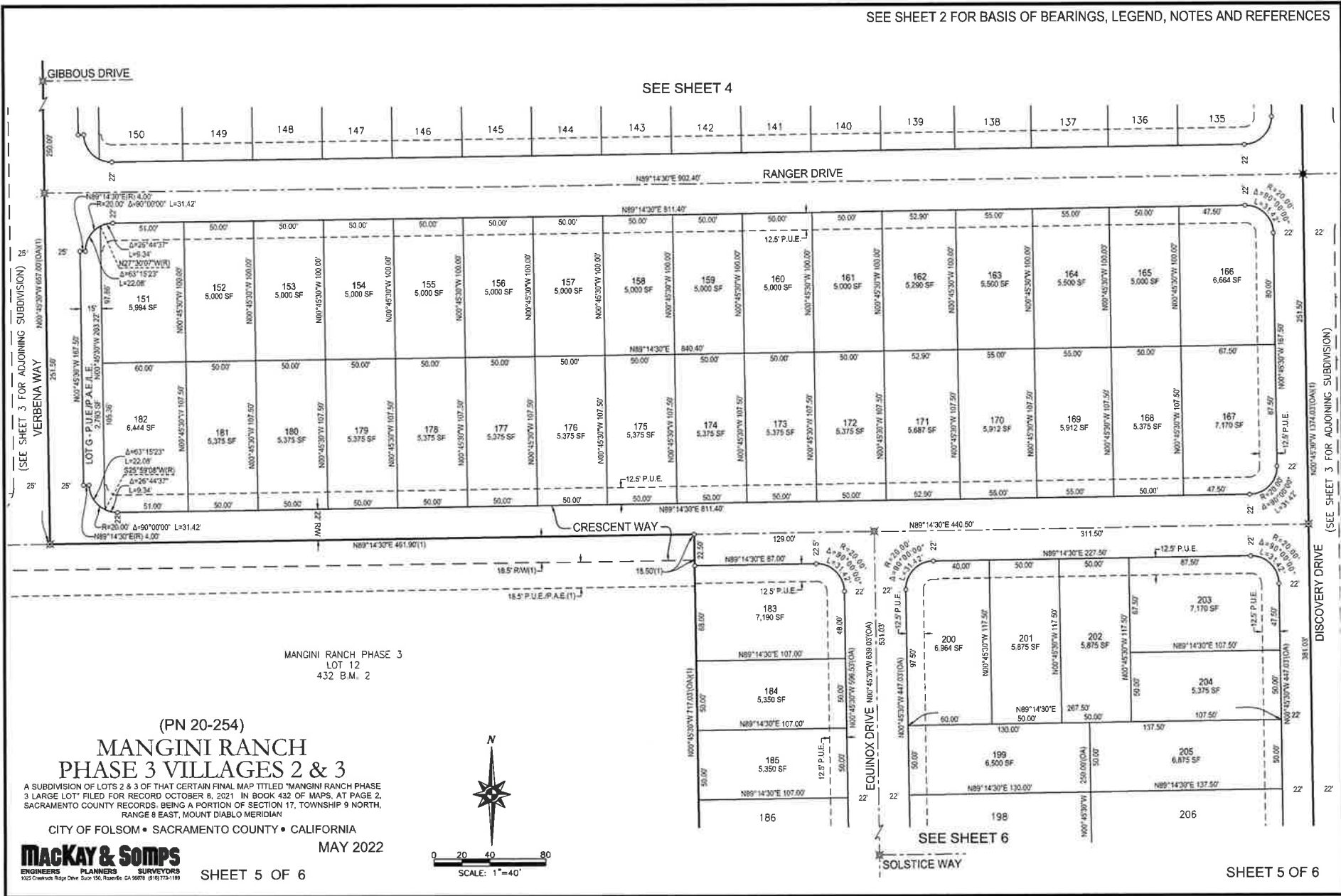


SEE SHEET 2 FOR BASIS OF BEARINGS, LEGEND, NOTES AND REFERENCES

(PN 20-254)
MANGINI RANCH
PHASE 3 VILLAGES 2 & 3
 A SUBDIVISION OF LOTS 2 & 3 OF THAT CERTAIN FINAL MAP TITLED "MANGINI RANCH PHASE 3 LARGE LOT" FILED FOR RECORD OCTOBER 8, 2021 IN BOOK 432 OF MAPS, AT PAGE 2, SACRAMENTO COUNTY RECORDS, BEING A PORTION OF SECTION 17, TOWNSHIP 9 NORTH, RANGE 8 EAST, MOUNT DIABLO MERIDIAN
 CITY OF FOLSOM • SACRAMENTO COUNTY • CALIFORNIA
MACKAY & SOMPS MAY 2022
 ENGINEERS PLANNERS SURVEYORS
 1025 Creekside Ridge Drive, Suite 150, Roseville, CA 95678 (916) 775-1181
 SHEET 3 OF 6



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



MANGINI RANCH PHASE 3
LOT 12
432 B.M. 2

(PN 20-254)

MANGINI RANCH PHASE 3 VILLAGES 2 & 3

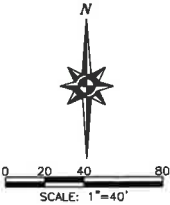
A SUBDIVISION OF LOTS 2 & 3 OF THAT CERTAIN FINAL MAP TITLED "MANGINI RANCH PHASE 3 LARGE LOT" FILED FOR RECORD OCTOBER 8, 2021 IN BOOK 432 OF MAPS, AT PAGE 2, SACRAMENTO COUNTY RECORDS, BEING A PORTION OF SECTION 17, TOWNSHIP 9 NORTH, RANGE 8 EAST, MOUNT DIABLO MERIDIAN

CITY OF FOLSOM • SACRAMENTO COUNTY • CALIFORNIA

MAY 2022

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

SHEET 5 OF 6



ATTACHMENT 4

MANGINI RANCH PHASE 3 VILLAGE NO. 2 & 3 VESTING TENTATIVE SUBDIVISION MAP

ATTACHMENT 5

TABLE OF CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 VILLAGE NO. 2 & 3 VESTING TENTATIVE SUBDIVISION MAP

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
1.		<p>Large Lot Vesting Tentative Subdivision Map Approval of the Small Lot Vesting Tentative Subdivision Map is subject to the approval of the Proposed Large Lot Vesting Tentative Subdivision Map, dated May 10, 2021.</p>	I	CD (P)(E)	The Mangini Ranch Phase 3 Large Lot Final Map was approved by the City Council on September 14, 2021.	Yes
2.		<p>Design Review At the time specific development is proposed the Applicant shall apply for Design Review.</p>	OG	CD (P)(E)	The future homebuilders in this subdivision have not yet submitted an application for design review approval to the City. Design review will be approved by the Community Development Department and the Planning Commission prior to building permit issuance.	Condition will be satisfied prior to issuance of a building permit.
3.		<p>Final Development Plans The Owner/Applicant shall submit final site development plans to the Community Development Department that shall substantially conform to the exhibits referenced below:</p> <ol style="list-style-type: none"> 1. Small Lot Vesting Tentative Subdivision Map, dated May 10, 2021. 2. Preliminary Grading and Drainage Plan, dated May 10, 2021. 3. Preliminary Utility Plan, dated May 10, 2021. 4. Access and Circulation Analysis, dated April 28, 2021. 5. Environmental Noise Analysis, dated May 10, 2021. <p>The Small Lot Vesting Tentative Subdivision Maps are approved for the development of a 260-unit single-family residential subdivision (Mangini Ranch Phase 3 Subdivision). Implementation of the Project shall be consistent with the above referenced items and these conditions of approval.</p>	G, I, M, B	CD (P) E	<p>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, offsite infrastructure exhibit, the preliminary landscape plans and the community design guidelines.</p> <p>The final map for this subdivision is in substantial compliance with the approved Vesting Tentative Subdivision Map.</p>	Yes
4.		<p>Plan Submittal 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,</p>	G, I	CD (E)	Improvement plans for East Bidwell Street, Mangini Parkway, and this subdivision have been reviewed approved by the City. Landscape plans for East Bidwell	Yes

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		policies, standards and other requirements of the City of Folsom.			Street and Mangini Parkway have also been reviewed and approved by the City.	
5.		<p>Validity This approval of the Small Lot Vesting Tentative Subdivision Map shall be valid for a period of twenty-four (24) 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.</p>	M	CD (P)	The small-lot vesting tentative subdivision map for the subdivision was approved by the City Council on June 22, 2021.	Yes
6.		<p>FMC Compliance The Small Lot Final Map shall comply with the Folsom Municipal Code and the Subdivision Map Act.</p>	I	CD (E)	The small-lot vesting tentative subdivision map for the subdivision is in compliance with the Folsom Municipal Code and the State Subdivision Map Act.	Yes
7.		<p>Development Rights 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.</p>	OG	CD (P)(E)(B) PW, PR, FD, PD	The Community Development Department has reviewed and approved the improvement plans for both the required on-site and off-site improvements and landscape plans.	Yes
8.		<p>Public Right of Way Dedication As provided for in the First Amended and Restated Development Agreement (ARDA) and the Amendments No. 1 and 2 thereto, and any approved amendments thereafter, the Owner/Applicant shall dedicate all public rights-of-way and corresponding public utility easements such that public access is provided to each and every lot within the Mangini Ranch Phase 3 Subdivision Project as shown on the Small Lot</p>	M	CD (E)(P)	The final map for the Village Nos. 2 & 3 subdivision includes all required public right-of-way and public utility easements necessary to serve all 116 lots in the subdivision. The public right-of-way and public utility easements are shown on the final map.	Yes

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		Vesting Tentative Subdivision Map (Lots 1-118).				
9.		<p>Street Names The Applicant shall select street names from the City’s approved list or subsequently approved by the Planning Commission and shall be used for the small lot final map.</p>	M	CD (E)(P)	The required street names are shown on the final map for the subdivision and have been approved by the Planning Commission.	Yes
10.		<p>Indemnity for City 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:</p> <ul style="list-style-type: none"> • The City bears its own attorney’s fees and costs; and • The City defends the claim, action or proceeding in good faith. <p>The Owner/Applicant shall not be required to pay or perform any settlement of such claim, action or proceeding</p>	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 MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		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.				
11.		Small Lot Vesting Tentative Subdivision Map 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 EIR/EIS as amended by the Revised Proposed Water Supply Facility Alternative (November 2012), the Folsom South of U.S. Highway 50 Backbone Infrastructure Mitigated Negative Declaration (December 2014), and the Westland Eagle Specific Plan Amendment (September 2015).	OG	CD	The owner/applicant has complied with all applicable mitigation measures from the FPASP FEIR/EIS and other noted approved environmental documents prior to the issuance of a grading permit. Additionally, construction inspection and monitoring was conducted throughout construction by the City and/or its Consultants.	Yes
12.		ARDA and Amendments 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.	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
13.	✓	Mitigation Monitoring 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 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
14.		The Owner/Applicant acknowledges that the State adopted amendments to Section 65850 of the California Government Code (specifically Section 65850(9)), effective January 1,	OG	CD (P)	The Landowner has acknowledged this requirement and has confirmed that there is currently no plan to	Yes

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		2018, to allow for the implementation of inclusionary housing requirements in residential rental units, upon adoption of an ordinance by the City. The Landowner is not currently contemplating any residential rental Projects within the Subject Property; however, in the event the City amends its Inclusionary Housing Ordinance with respect to rental housing pursuant to Section 65850(9), Landowner (or successor in interest) agrees that the Subject Property shall be subject to said City Ordinance, as amended, should any residential rental Project be proposed within the Subject Property.			include any residential rental property within the subdivision.	
POLICE/SECURITY REQUIREMENT						
15.		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: <ul style="list-style-type: none"> • 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. • Security measures for the safety of all construction equipment and unit appliances. • 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

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
DEVELOPMENT COSTS AND FEE REQUIREMENTS						
16.		<p>Taxes and Fees 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 Amendments No. 1 and No. 2 to the Amended and Restated Tier 1 Development Agreement.</p>	M	CD (P)(E)	The owner/applicant has paid all current taxes and fees associated with this subdivision.	Yes
17.		<p>Assessments If applicable, the Owner/Applicant shall pay off any existing assessments against the property, or file necessary segregation request and pay applicable fees.</p>	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
18.		<p>FPASP Development Impact Fees 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.</p> <p>Any protest to such for all fees, dedications, reservations or other exactions imposed on this Project will begin on the date of final approval (July 1, 2020), 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.</p>	B	CD (P), PW, PK	The Owner/Applicant shall pay all required City fees and Plan Area wide fees prior to issuance of building permits.	Condition will be satisfied prior to issuance of a building permit.

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
19.		<p>Legal Counsel 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.</p>	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
20.		<p>Consultant Services 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.</p>	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 these services.	Yes
GRADING PERMIT REQUIREMENTS						
21		<p>Mine Shaft Remediation 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,</p>	G	CD (E)	During the course of grading and construction for this subdivision no mine shafts or tunnels were located or discovered.	Yes

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>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 shall be met;</p> <ul style="list-style-type: none"> • The Owner/Applicant shall provide public sewer and water main easements. • 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. <p>In no case shall a City-maintained public water or public sewer line be placed on private residential property.</p>	I	CD (E)	outfall sewer line has been installed within easements or planned right of way within future streets.	
28.		<p>SMUD Requirements</p> <ol style="list-style-type: none"> 1. Structural setbacks less than 14 feet shall require the Applicant to conduct a pre-engineering meeting with all utilities to ensure property clearances are maintained. 2. Any necessary future SMUD facilities located on the Applicant's property shall require a dedicated SMUD easement. This will be determined prior to SMUD performing work on the Applicant's property. 3. In the event the Applicant requires the relocation or removal of existing SMUD facilities on or adjacent to the subject property, the Applicant shall coordinate with SMUD. The Applicant shall be responsible for the cost of relocation or removal. 4. SMUD reserves the right to use any portion of its easements on or adjacent to the subject property that it reasonably needs and shall not be responsible for any damages to the developed property within said easement that unreasonably interferes with those needs. 			Condition of approval was deleted by unanimous vote of the City Planning Commission on 5-19-2021.	

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>5. The Applicant shall not place any building foundations within 5 feet of any SMUD trench to maintain adequate trench integrity. The Applicant shall verify specific clearance requirements for other utilities (e.g., Gas, Telephone, etc.).</p> <p>6. In the event the City requires an Irrevocable Offer of Dedication (IOD) for future roadway improvements, the Applicant shall dedicate a 12.5-foot public utility easement (PUE) for overhead and/or underground facilities and appurtenances adjacent to the City's IOD.</p> <p>7. The Applicant shall comply with SMUD siting requirements (e.g., panel size/location, clearances from SMUD equipment, transformer location, service conductors).</p> <p>Modified by the Planning Commission on 5-19-21</p>				
29.		<p>Lighting Plan 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:</p> <ul style="list-style-type: none"> • Shield or screen lighting fixtures to direct the light downward and prevent light spill on adjacent properties; • 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; • For public lighting in residential neighborhoods, prohibit the use of light fixtures that are of unusually high intensity or that blink or flash; • 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 	I	CD (P)	The owner/applicant submitted a Lighting Plan for all backbone roadways and subdivisions 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

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		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.				
22.		<p>Prepare Traffic Control Plan. 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:</p> <ul style="list-style-type: none"> • Maintaining the maximum amount of travel lane capacity during non-construction periods, possible, and advanced notice to drivers through the provision of construction signage. • Maintaining alternate one-way traffic flow past the lay down area and site access when feasible. • 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). • 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. <p>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.</p>	G	CD (E)	The required Traffic Control Plans in this condition are no longer applicable. This condition was added to the project since the original concept for water supply contemplated extending a large diameter water main from the Sacramento River to the FPA. In lieu of the water supply being extended through the various jurisdictions noted in this condition, the water supply provided to the FPA comes from conservation efforts by the City to provide the needed water supply for the FPA. The new water supply proposal was validated in 2014.	Yes
23.		<p>State and Federal Permits The Owner/Applicant shall obtain all required State and Federal permits and provide evidence that said permits have</p>	G, I	CD (P)(E)	The owner/applicant has obtained all required State and Federal permits and copies are available from the Community Development	Yes

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		been obtained, or that the permit is not required, subject to staff review prior to approval of any grading or improvement plan.			Department.	
24.		Landslide /Slope Failure The Owner/Applicant shall retain an appropriately licensed engineer during 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

25.		Improvement Plans 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
26.		Standard Construction Specifications and Details 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 <u>Standard Construction Specifications and Details</u> and the <u>Design and Procedures Manual and Improvement Standards</u> .	I	CD (P)(E)	The owner/applicant submitted improvement plans in accordance with the City's Standard Specifications.	Yes
27.		Water and Sewer Infrastructure All City-owned water and sewer infrastructure shall be placed within the street right of way. In the event that a			The owner/applicant has installed all sewer and water infrastructure within the street right of way. The	Yes

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		screened lighting, and appropriate signage in the office/commercial areas to prevent light and glare from adversely affecting motorists on nearby roadways; and 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.				
30.		Utility Coordination 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 the final map.	M	CD (P)(E)	The owner/applicant has coordinated with the various utility agencies.	Yes
31.		Replacing Hazardous Facilities 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)	The owner/applicant has reconstructed a portion of Mangini Parkway to the satisfaction of the Community Development Department. There is a general note on the approved improvements plans requiring compliance with this condition.	Yes
32.		Future Utility Lines 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
33.		Water Meter Fixed Network System The Owner Owner/Applicant shall pay for, furnish and install all infrastructure associated with the water meter fixed	I	CD (E), EWR	The Owner/applicant has completed the infrastructure allowing for the water meter fixed network system.	Yes

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		network system for any City-owned and maintained water meter within the Project.			Meters will be furnished and installed during home construction for each individual metered connection.	
34.		Class II Bike Lanes All Class II bike lanes (East Bidwell Street and Mangini Parkway) 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
35.		Separated Sidewalks A Homeowner’s Association shall maintain the landscape between the separated sidewalk and curb on residential streets. In the event a Homeowners Association is not provided, the residential street section shall be modified to a section that includes attached sidewalks.	I	CD (E)(P)	The subdivision does not have a Homeowner’s Association established. Therefore, the subdivision improvement plans have been approved and will be constructed without separated sidewalks on the public streets.	Yes
36.		Noise Barriers and Window Assemblies Based on the Environmental Noise Assessment (the “Traffic Noise Assessment, Mangini Ranch Phase 3”) prepared by Bollard Acoustical Consultants on April 23, 2021, and included in the staff report as Attachment no. 13, the following measures shall be implemented to the satisfaction of the Community Development Department: <ul style="list-style-type: none">o To comply with the General Plan 60 and 65 dB DNL exterior noise level standards for single- and multi-family residential uses (respectively), traffic noise barriers ranging from 6 to 8 feet in height relative to backyard elevation would be required. The heights and locations of the noise barriers are illustrated on Figure 2. Barrier insertion loss calculation worksheets are provided as Appendix C. The traffic noise barriers could take the form of masonry wall, earthen berm, or a combination of the two. Other	I, O	CD (E)(P)	The approved landscape plans for East Bidwell Street and Mangini Parkway include the required sound walls in accordance with the recommendations of the acoustical study.	Yes

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>materials may be acceptable but should be reviewed by an acoustical consultant prior to use.</p> <ul style="list-style-type: none"> ○ To ensure compliance with the General Plan 45 dB DNL interior noise level standard with a factor of safety, it is recommended that all upper-floor bedroom window assemblies of residences constructed on the lots identified on Figure 2 from which the adjacent roadways would be visible be upgraded to a minimum STC rating of 32. <p>Air conditioning shall be provided for all residences that back up to East Bidwell Street, Road A and Mangini Parkway (Village 1 lots 21-30, Village 3 lots 12 ad 33-36, and Village 4 lots 1 and 24 -42) of the development so that windows can be kept closed at the occupant's discretion to control interior noise. These conclusions are based on the traffic assumptions cited in Appendix B, the project site plans and grading plans (dated May 10, 2021), and on noise reduction data for standard construction.</p>				
37.		<p>Master Plan Updates 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 <u>Standard Construction Specifications and Details</u>, and the <u>Design and Procedures Manual and Improvement Standards</u>.</p> <p>The storm drainage design shall provide for no net increase in run-off under post-development conditions.</p>	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
38.		<p>Best Management Practices 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</p>			The Owner/applicant has received a NPDES permit from the State Regional Water Quality Control Board (SRWQCB). The NDES Permit requires the implementation	Yes

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>Discharge Elimination System Permit issued by the State Regional Water Quality Control Board.</p> <p>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."</p>	G, I	CD (E)	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.	
39.		<p>Litter Control</p> <p>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 official start of the rainy season (October 15).</p>	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						
40.		<p>All-Weather Access and Fire Hydrants</p> <p>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 1 to April 30). The buildings 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.</p>	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.	Yes

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<ul style="list-style-type: none"> • Residential Fire-Flow with Automatic Fire Sprinkler System: The required fire-flow for the proposed subdivision is determined to be 500 gpm per minute for 30 minutes. • All public streets shall meet City of Folsom Street Standards. • 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). • 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 <p>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.</p>				

LANDSCAPE/TREE PRESERVATION REQUIREMENTS

41.		<p>Landscaping Plans</p> <ol style="list-style-type: none"> 1. At the time specific development is proposed, detailed landscape improvements along the Class 1 Trail (Lot A) shall be provided and rough graded subject to the satisfaction of the City including the placement of the trail, fencing, benches or other amenities. 2. A pedestrian connection linking Road "F" to Mangini Parkway shall be provided in Lot B, at the time specific development is proposed. 3. <u>Open view fencing shall be provided in Villages 3 and 4 for any homes that back up to Lot A</u> 	B	CD (P) (E)	The Community Development Department and the Parks & Recreation Department have reviewed and approved the rough grading and public improvement plans for the subdivision and the approved plans include required Class I Bike trail in Lot and the required pedestrian connection. The approved landscape plans include the required open view fencing for those lots in Village No. 1 that back up to the Lot A Open Space and the	Yes
-----	--	--	---	------------	---	-----

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>4. <u>(Open Space).</u> <u>Lot L shall be landscaped, and a pedestrian connection provided from "J" Drive to the Class 1 Trail in Lot A to the satisfaction of the Community Development Department.</u></p> <p><i>Modified by the Planning Commission on 5-19-21</i></p>			<p>landscaping required for Lot J that provides a connection to the Class 1 Trail in Lot A.</p>	
MAP REQUIREMENTS						
42.		<p><i>Subdivision Improvement Agreement</i> 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.</p>			<p>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.</p>	Yes
43.		<p><i>Inclusionary Housing Plan</i> Inclusionary Housing Plan shall be approved by the City Council. The Inclusionary Housing Agreement, which will be approved by the City Attorney, shall be executed prior to recordation of the Final Map for the Mangini Ranch Phase 3 Subdivision Project.</p>			<p>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</p>	Yes
44.		<p><i>Department of Real Estate Public Report</i> The Owner/Applicant shall disclose to the homebuyers in the Department of Real Estate Public Report and/or the CC&R's the following items:</p> <p>1) Future public schools are located in proximity to the proposed subdivision, and that the public parks may</p>			<p>The Community Development Department has reviewed the subdivisions CC & R's and verified that all required disclosures in this condition of approval are included.</p>	Yes

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>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.</p> <p>2) Future Fire and Police stations are located adjacent to the Project site and may include facilities and equipment that generate noise and light impacts during various times, including but not limited to evening and nighttime hours.</p> <p>3) The soil in the subdivision may contain naturally occurring asbestos and naturally occurring arsenic.</p> <p>4) 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.</p> <p>5) The Project site is located close to the Mather Airport flight path and overflight noise may be present at various times.</p> <p>6) 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</p>				

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>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.</p> <p>Modified by the Planning Commission on 5-19-21</p>				
45.		<p>Public Utility Easements 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.</p>	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
46.		<p>Backbone Infrastructure 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.</p>	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

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
47.		<p><i>New Permanent Benchmarks</i> 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.</p>	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
48.		<p><i>Centralized Mail Delivery Units</i> 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.</p>	M	CD (E)	The final map 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
49.		<p><i>Recorded Final Map</i> 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 is model homes. Building permits for model homes only may be issued prior to recording of the Final Map, subject to approval by the Community Development Department.</p>	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.	Yes
50.		<p><i>Recorded Final Map</i> 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.</p>	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	Yes

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
					permit issuance in the subdivision.	
51.		<p><i>Credit Reimbursement Agreement</i> 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.</p>	M	CD (E)	<p>The owner/applicant has executed all of the required Specific Plan Infrastructure Fee Credit/Reimbursement Agreements for the subdivision. The executed agreements are on file with the Community Development Department.</p>	Yes
TRAFFIC/ACCESS/CIRCULATION/PARKING REQUIREMENTS						
52.		<p>The following conditions of approval are related to roadway and traffic related improvements for the Mangini Phase 3 Subdivision Project:</p>				
		<ul style="list-style-type: none"> • The Project shall construct two-way vehicle circulation along the surrounding roadways, namely the Northern Connector Road (A Drive), D Drive, and C Drive (see Exhibit 1 of Traffic and Circulation Analysis dated April 28, 2021). The Project shall provide these two-way roadway facilities to allow for adequate circulation directly related to the Project. • The access on the north end of E Drive at East Bidwell Street shall be an emergency vehicle access (EVA). Turn movements at E Drive at East Bidwell Street shall be restricted to right-turns in and out of Village 4 at East Bidwell Street. • A full access, side street stop-controlled intersection shall be constructed at E Drive and Mangini Parkway. 	B	CD, E, PW, FD	<p>The Community Development Department has reviewed and approved the improvement plans for the construction of the subdivision. The approved plans include the required off-site improvements including, the emergency vehicle access, the intersection improvements and turn lanes and tapers and the street and frontage improvements on East Bidwell Street and Mangini Parkway. These improvements are being constructed concurrently with this subdivision.</p>	Yes

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<ul style="list-style-type: none"> • The northbound East Bidwell Street left-turn to the Northern Connector Road shall be constructed with at least 315-foot (255-foot deceleration plus 60-foot bay taper). • A southbound deceleration taper/flare or lane (subject to City specification) shall be constructed at the East Bidwell Street intersection with the Northern Connector Road. • The B Drive intersection with the Northern Connector Road is anticipated to operate adequately with side street stop controlled and without dedicated turn pockets. Adequate sight distance shall be provided and maintained. • <u>The E and B Drive intersections with Mangini Parkway shall be full access and provide left turn pockets to the satisfaction of the Community Development Department where applicable.</u> <p><i>Modified by the Planning Commission on 5-19-21</i></p>				

ARCHITECTURE/SITE DESIGN REQUIREMENTS

53.		<p><i>Trash/Recycling Containers and Air Conditioner Screening</i> Trash, recycling, and yard waste containers shall be placed behind the side yard fence so that they are not visible from the public right-of-way to the satisfaction of the Community Development Department. In addition, air conditioning units shall also be placed behind the side yard fence or located in the rear yard so that they are not visible from the</p>	OG	CD (P) (E)	The Community Development Department will review and approve all site and building plans in the subdivision to verify compliance with this condition prior to building permit issuance on all lots in the subdivision.	Yes
-----	--	---	----	------------	--	-----

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		public right-of-way to the satisfaction of the Community Development Department.				

MITIGATION MEASURES

54.		Mangini Phase 3 Subdivision Mitigation Monitoring Reporting Program (MMRP). The conditions of approval below (numbered 55-1 to 55-89) implement the applicable mitigation measures from the FPASP (May 2011) MMRP, as amended by the Revised Proposed Water Supply Facility Alternative (November 2012), the Folsom South of U.S. Highway 50 Backbone Infrastructure Mitigated Negative Declaration (December 2014), and the Westland Eagle Specific Plan Amendment (September 2015).				
-----	--	--	--	--	--	--

AESTHETICS

55-1	3A.1-4 (FPASP EIR/EIS)	<p>Screen Construction Staging Areas.</p> <p>The Project Applicant(s) for any 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.</p> <p>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.</p>	Before approval of grading plans and during construction for all Project phases.	City of Folsom Community Development Department.	The construction staging area does not require screening due to distance from existing residences (>1000 feet).	Yes
------	-------------------------------	--	--	--	---	-----

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
55-2	3A.1-5 (FPASP EIR/EIS)	<p><i>Establish and Require Conformance to Lighting Standards and Prepare and Implement a Lighting Plan.</i></p> <p>To reduce impacts associated with light and glare, the City shall:</p> <ul style="list-style-type: none"> ▶ 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. ▶ Use shielded or screened public lighting fixtures to prevent the light from shining off of the surface intended to be illuminated. <p>To reduce impacts associated with light and glare, the Project Applicant(s) of all Project phases shall:</p> <ul style="list-style-type: none"> ▶ Shield or screen lighting fixtures to direct the light downward and prevent light spill on adjacent properties. ▶ 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. ▶ 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. ▶ Use appropriate building materials (such as low-glare glass, low-glare building glaze or finish, neutral, earth-toned 	Before approval of building permits.	City of Folsom Community Development Department	The Community Development Department (CDD) has reviewed and approved lighting plan for subdivision.	Yes

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>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.</p> <ul style="list-style-type: none"> ▶ 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. ▶ Lighting of off-site facilities within the City of Folsom shall be consistent with the City’s General Plan standards. ▶ Lighting of the off-site detention basin shall be consistent with Sacramento County General Plan standards. <p>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) for any discretionary development application shall implement the approved lighting plan.</p> <p>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).</p>				
AIR QUALITY						
55-3	3A.2-1a (FPASP EIR/EIS)	<p><i>Implement Measures to Control Air Pollutant Emissions Generated by Construction of On-Site Elements.</i></p> <p>To reduce short-term construction emissions, the Project Applicant(s) for any discretionary development application</p>	Before the approval of all grading plans by the	City of Folsom Community Development Department	The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance	Yes

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>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.</p> <p>Basic Construction Emission Control Practices</p> <ul style="list-style-type: none"> ▶ Water all exposed surfaces two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads. ▶ Cover or maintain at least 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. ▶ 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. ▶ Limit vehicle speeds on unpaved roads to 15 miles per hour (mph). ▶ 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. ▶ 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. 	City and throughout Project construction, where applicable, for all Project phases.		with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in Spring of 2021. Compliance table is on file with the City.	

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>▶ 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.</p> <p><i>Enhanced Fugitive PM Dust Control Practices – Soil Disturbance Areas</i></p> <p>▶ Water exposed soil with adequate frequency for continued moist soil. However, do not overwater to the extent that sediment flows off the site.</p> <p>▶ Suspend excavation, grading, and/or demolition activity when wind speeds exceed 20 mph.</p> <p>▶ Plant vegetative ground cover (fast-germinating native grass seed) in disturbed areas as soon as possible. Water appropriately until vegetation is established.</p> <p><i>Enhanced Fugitive PM Dust Control Practices – Unpaved Roads</i></p> <p>▶ Install wheel washers for all exiting trucks or wash off all trucks and equipment leaving the site.</p> <p>▶ 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.</p> <p>▶ 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.</p>				

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p><i>Enhanced Exhaust Control Practices</i></p> <p>► 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</p>				

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>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 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.</p> <p>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.</p>				
55-4	3A.2-1b (FPASP EIR/EIS)	<p><i>Pay Off-site Mitigation Fee to SMAQMD to Off-Set NOX Emissions Generated by Construction of On-Site Elements.</i></p> <p>Implementation of the Project or the other four other action alternatives would result in construction-generated NOX 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 NOX 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</p>	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)	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 Spring of 2021. Compliance table is on file with the City.	Yes

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>any of the five action alternatives for the purpose of reducing NOX emissions to a less-than-significant level (i.e., less than 85 lb/day). All NOX emission reductions and increases associated with GHG mitigation shall 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 NOX that exceed SMAQMD's daily emission threshold of 85 lb/day. The calculation of daily NOX 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 NOX 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.</p>		<p>until the respective Project Applicant(s) have paid the appropriate off-site mitigation fee to SMAQMD.</p>		
55-5	3A.2-1c (FPASP EIR/EIS)	<p>Analyze and Disclose Projected PM10 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 PM10 to disclose what PM10 concentrations would be at nearby sensitive receptors. The dispersion</p>	<p>Before the approval of all grading plans by the City.</p>	<p>City of Folsom Community Development Department</p>	<p>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 Spring of 2021. Compliance table is on file with the</p>	<p>Yes</p>

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>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 PM10 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.</p>			City.	
55-6	<p>3A.2-2 (FPASP EIR/EIS)</p>	<p><i>Implement All Measures Prescribed by the Air Quality Mitigation Plan to Reduce Operational Air Pollutant Emissions.</i></p> <p>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 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.</p>	<p>Before issuance of subdivision maps or improvement plans.</p>	<p>City of Folsom Community Development Department</p>	<p>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 Spring of 2021. Compliance table is on file with the City.</p>	<p>Yes</p>
55-7	<p>3A.2-4a (FPASP EIR/EIS)</p>	<p><i>Develop and Implement a Plan to Reduce Exposure of Sensitive Receptors to Construction-Generated Toxic Air Contaminant Emissions.</i></p> <p>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</p>	<p>Before the approval of all grading plans by the City and</p>	<p>City of Folsom Community Development Department</p>	<p>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</p>	<p>Yes</p>

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>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.</p> <p>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.</p> <p>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.</p>	<p>throughout Project construction , where applicable, for all Project phases.</p>		<p>commencement of grading and construction in Spring of 2021. Compliance table is on file with the City.</p>	
55-8	3A.2-6 (FPASP EIR/EIS)	<p><i>Implement Measures to Control Exposure of Sensitive Receptors to Operational Odorous Emissions.</i></p> <p>The Project Applicant(s) for any discretionary development application shall implement the following measure:</p> <p>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.</p>	<p>Before the approval of building permits by the City and throughout Project construction , where applicable, for all Project phases.</p>	<p>City of Folsom Community Development Department</p>	<p>The Community Development Department will verify that the owner/applicant provided the required disclosure prior to issuance of a building permit.</p>	<p>Condition will be satisfied prior to issuance of a building permit.</p>

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
BIOLOGICAL RESOURCES						
55-9	3A.3-1a (FPASP EIR/EIS)	<p><i>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.</i></p> <p>To minimize indirect effects on water quality and wetland hydrology, the Project Applicant(s) for any 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 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.”</p> <p>The Project Applicant(s) for any 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,</p>			<p>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 Spring of 2021. Compliance table is on file with the City.</p> <p>There are no off-site elements outside the City limits for this subdivision.</p>	Yes

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>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.</p> <p>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 quality effects during construction. Detailed information about the SWPPP and BMPs are provided in Chapter 3A.9, "Hydrology and Water Quality."</p> <p>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-</p>				

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>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.</p> <p>See FEIR/FEIS Appendix S showing that the detention basin in the northeast corner of the SPA has been moved off stream.</p> <p>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.</p>				
55-10	3A.3-2a (FPASP EIR/EIS)	<p>Avoid Direct Loss of Swainson’s Hawk and Other Raptor Nests.</p> <p>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 Project and active burrows on the Project site. 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.</p>	Before the approval of grading and improvement plans, before any ground disturbing activities, and during project construction as applicable for all	City of Folsom CDD CDFW	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 Spring of 2021. Compliance table is on file with the City.	Yes

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>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.</p> <p>If active burrows are found, a mitigation plan shall be submitted to the City for review and approval before any ground-disturbing activities.</p> <p>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.</p> <p>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.</p>	<p>project phases</p>			

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
GEOLOGY AND SOILS						
55-11	3A.7-1a (FPASP EIR/EIS)	<p>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:</p> <ul style="list-style-type: none"> ▶ Site preparation; ▶ Soil bearing capacity; ▶ Appropriate sources and types of fill; ▶ Potential need for soil amendments; ▶ Road, pavement, and parking areas; ▶ Structural foundations, including retaining-wall design; ▶ Grading practices; ▶ Soil corrosion of concrete and steel; ▶ Erosion/winterization; ▶ Seismic ground shaking; ▶ Liquefaction; and ▶ Expansive/unstable soils. <p>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</p>	Before issuance of building permits and ground-disturbing activities.	City of Folsom CDD	Owner/applicant has provided Geotechnical Report to the City. The Geotechnical report for the subdivision is on file with the City.	Yes

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		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.				
55-12	3A.7-1b (FPASP EIR/EIS)	<p>Monitor Earthwork during Earthmoving Activities.</p> <p>All earthworks 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.</p> <p>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).</p>	Before issuance of building permits and ground-disturbing activities.	City of Folsom CDD	Compliance with this condition has been monitored through construction inspection by the City.	Yes
55-13	3A.7-3 (FPASP EIR/EIS)	<p>Prepare and Implement the Appropriate Grading and Erosion Control Plan.</p> <p>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 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.</p> <p>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</p>	Before the start of construction activities.	City of Folsom CDD	Compliance with this condition has been monitored through construction inspection by the City.	Yes

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>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 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.</p> <p>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).</p> <p>Implementation of Mitigation Measure 3A.9-1 (discussed in Section 3A.9, “Hydrology and Water Quality – Land”) would also help reduce erosion-related impacts.</p>				
55-14	3A.7-5 (FPASP EIR/EIS)	<p><i>Divert Seasonal Water Flows Away from Building Foundations.</i></p> <p>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.</p>	Before and during earthmoving activities.	City of Folsom CDD	The Community Development Department has reviewed and approved all improvement plans in the subdivision to verify compliance with mitigation measure.	Yes
55-15	3A.7-10 (FPASP EIR/EIS)	<p><i>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.</i></p>	During earthmoving activities in the Ione and	City of Folsom CDD	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

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>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 lone and Mehrten Formations shall do the following:</p> <ul style="list-style-type: none"> ▶ Before the start of any earthmoving activities for any Project phase in the lone 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 fossils, the appearance, and types of fossils likely to be seen during construction, and proper notification procedures should fossils be encountered. ▶ 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. <p>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).</p>	<p>Mehrten Formations.</p>		<p>commencement of grading and construction in Spring of 2021. Compliance table is on file with the City.</p> <p>No human remains or paleontological resources have been encountered in the subdivision during grading and construction.</p>	

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
GREENHOUSE GAS EMISSIONS AND CLIMATE CHANGE						
55-16	3A.4-1 (FPASP EIR/EIS)	<p><i>Implement Additional Measures to Control Construction-Generated GHG Emissions.</i></p> <p>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., 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.</p>	Before the start of construction activities.	City of Folsom CDD	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 Spring of 2021. Compliance table is on file with the City.	Yes

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>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:</p> <ul style="list-style-type: none"> ▶ Improve fuel efficiency from construction equipment: <ul style="list-style-type: none"> ▪ reduce unnecessary idling (modify work practices, install auxiliary power for driver comfort); ▪ perform equipment maintenance (inspections, detect failures early, corrections); ▪ train equipment operators in proper use of equipment; ▪ use the proper size of equipment for the job; and ▪ use equipment with new technologies (repowered engines, electric drive trains). ▶ Use alternative fuels for electricity generators and welders at construction sites such as propane or solar or use electrical power. ▶ 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). ▶ Encourage and provide carpools, shuttle vans, transit passes and/or secure bicycle parking for construction worker commutes. ▶ Reduce electricity use in the construction office by using compact fluorescent bulbs, powering off computers every day, and replacing heating and cooling units with more efficient ones. ▶ Recycle or salvage non-hazardous construction and demolition debris (goal of at least 75% by weight). 				

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<ul style="list-style-type: none"> ▶ 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). ▶ Minimize the amount of concrete used for paved surfaces or use a low carbon concrete option. ▶ Produce concrete on-site if determined to be less emissive than transporting ready mix. ▶ 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). ▶ 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. <p>In addition to SMAQMD-recommended measures, construction activity shall comply with all applicable rules and regulations established by SMAQMD and ARB.</p>				
55-17	3A.8-2 (FPASP EIR/EIS)	<p><i>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.</i></p> <p>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</p>	Before the start of construction activities.	City of Folsom CDD	<p>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 Spring of 2021. Compliance table is on file with the City.</p> <p>No hazardous and/or contaminated soil or groundwater has been discovered in the subdivision.</p>	Yes

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>shall be implemented before initiating ground-disturbing activities in these areas.</p> <p>The Project Applicant(s) shall implement the following measures before ground-disturbing activities to reduce health hazards associated with potential exposure to hazardous substances:</p> <ul style="list-style-type: none"> ▶ 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 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. ▶ 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. 				

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>► 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.</p> <p>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).</p>				

HYDROLOGY AND WATER QUALITY

55-18	3A.9-1 (FPASP EIR/EIS)	<p><i>Acquire Appropriate Regulatory Permits and Prepare and Implement SWPPP and BMPs.</i></p> <p>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:</p> <p>► 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 area at the time of construction, that shall reduce the potential</p>	Before the start of construction activities.	City of Folsom CDD	The owner/applicant has been issued a WDID # and has submitted a SWPPP approved by the RWQCB. SWPPP is on file at the City.	Yes
-------	-------------------------------	---	--	--------------------	---	-----

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>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</p> <ul style="list-style-type: none"> ▶ The implementation of approved local plans, non-stormwater management controls, permanent post-construction BMPs, and inspection and maintenance responsibilities. ▶ The pollutants that are likely to be used during construction that could be present in stormwater drainage and non-stormwater discharges, including fuels, lubricants, and other types of materials used for equipment operation; ▶ 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; ▶ 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 ▶ The appropriate personnel responsible for supervisory duties related to implementation of the SWPPP. ▶ 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. ▶ 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 				

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>construction. These measures may include silt fences, staked straw bales or wattles, sediment/silt basins and traps, geofabric, sandbag dikes, and temporary vegetation.</p> <ul style="list-style-type: none"> ▶ Establishing permanent vegetative cover to reduce erosion in areas disturbed by construction by slowing runoff velocities, trapping sediment, and enhancing filtration and transpiration. ▶ 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. <p>A copy of the approved SWPPP shall be maintained and available at all times on the construction site.</p> <p>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.</p> <p>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).</p>				
55-19	3A.9-2 (FPASP EIR/EIS)	<p><i>Prepare and Submit Final Drainage Plans and Implement Requirements Contained in Those Plans.</i></p> <p>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</p>	Before the start of construction activities.	City of Folsom CDD.	The City has reviewed and approved the storm drain plans for this subdivision. The storm drain improvements are in compliance with the approved Folsom Plan Storm Drain Master Plan approved by the City.	Yes

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>appropriately conveyed through the SPA, and that Project-related on-site runoff would be appropriately contained in detention basins or managed with through other improvements (e.g., source controls, biotechnical stream stabilization) to reduce flooding and hydromodification impacts.</p> <p>The plans shall include, but not be limited to, the following items:</p> <ul style="list-style-type: none"> ▶ 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; ▶ 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; ▶ A description of the proposed maintenance program for the on-site drainage system; ▶ Project-specific standards for installing drainage systems; ▶ City and El Dorado County flood control design requirements and measures designed to comply with them; ▶ 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 include, but are not limited to, the following: <ul style="list-style-type: none"> • Use of Low Impact Development (LID) techniques to limit increases in stormwater runoff at the point of 				

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>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);</p> <ul style="list-style-type: none"> • Enlarged detention basins to minimize flow changes and changes to flow duration characteristics; • 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; • Minimize slope differences between any stormwater or detention facility outfall channel with the existing receiving channel gradient to reduce flow velocity; and • 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. <p>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</p>				

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>Sacramento Stormwater Quality Partnership and/or City of Folsom Public Works Department).</p> <p>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.</p>				
55-20	3A.9-3 (FPASP EIR/EIS)	<p><i>Develop and Implement a BMP and Water Quality Maintenance Plan.</i> Before approval of the grading permits for any development Project requiring a subdivision map, a 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.</p> <ul style="list-style-type: none"> ▶ A quantitative hydrologic and water quality analysis of proposed conditions incorporating the proposed drainage design features. ▶ 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). ▶ 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 	Before the start of construction activities.	City of Folsom CDD	The owner/applicant has been issued a WDID # and has submitted a SWPPP approved by the RWQCB. SWPPP is on file at the City.	Yes

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>of spills and illegal dumping, and effective management of public trash collection areas.</p> <ul style="list-style-type: none"> ▶ 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. ▶ LID control measures shall be integrated into the BMP and water quality maintenance plan. These may include, but are not limited to: <ul style="list-style-type: none"> • Surface swales; • Replacement of conventional impervious surfaces with pervious surfaces (e.g., porous pavement); • Impervious surfaces disconnection; and • Trees planted to intercept stormwater. <p>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.</p> <p>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.</p> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by</p>				

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		the Project Applicant(s) of each applicable Project phase with El Dorado County and Caltrans.				

NOISE AND VIBRATION

55-21	3A.11-1 (FPASP EIR/EIS)	<p><i>Implement Noise-Reducing Construction Practices, Prepare and Implement a Noise Control Plan, and Monitor and Record Construction Noise near Sensitive Receptors.</i></p> <p>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:</p> <ul style="list-style-type: none"> ▶ 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. ▶ 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. 	Before the start of construction activities.	City of Folsom CDD.	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
-------	--------------------------------	---	--	---------------------	---	-----

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<ul style="list-style-type: none"> ▶ Individual operations and techniques shall be replaced with quieter procedures (e.g., using welding instead of riveting, mixing concrete offsite 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. 				

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>► 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.</p>				

PUBLIC SERVICES

55-22	<p>3A.14-1 (FPASP EIR/EIS)</p>	<p><i>Prepare and Implement a Construction Traffic Control Plan.</i> 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. Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by</p>	<p>Before the approval of all relevant plans and/or permits and during construction of all project phases.</p>	<p>City of Folsom CDD</p>	<p>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. There are no off-site elements outside the City limits for this subdivision.</p>	<p>Yes</p>
-------	---------------------------------------	--	--	---------------------------	---	------------

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		the Project Applicant(s) of each applicable Project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties and Caltrans).				
55-23	3A.14-2 (FPASP EIR/EIS)	<p><i>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.</i></p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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.</p> <p>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</p>	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 CDD	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

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>service area, if it is determined through City/El Dorado County negotiations that EDHFD would serve the 178-acre portion of the SPA.</p> <p>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.</p> <p>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.</p> <p>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.</p>				
55-24	3A.14-3 (FPASP EIR/EIS)	<p><i>Incorporate Fire Flow Requirements into Project Designs.</i></p> <p>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</p>	Before issuance of building permits and issuance of occupancy	City of Folsom Fire Department, City of Folsom CDD	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.	Yes

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		area and shall verify to City of Folsom Fire Department that adequate water flow is available, prior to approval of improvement plans and issuance of occupancy permits or final inspections for all Project phases.	permits or final inspections for all project phases.			
TRAFFIC AND TRANSPORTATION						
55-25	3A.15-1a (FPASP EIR/EIS)	<i>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Folsom Boulevard/Blue Ravine Road Intersection (Intersection 1).</i> 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 CDD	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.
55-26	3A.15-1b (FPASP EIR/EIS)	<i>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements at the Sibley Street/Blue Ravine Road Intersection (Intersection 2).</i> 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	A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the	City of Folsom CDD	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.	

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		Applicant, to reduce the impacts to the Sibley Street/Blue Ravine Road intersection (Intersection 2).	improvement should be implemented.			
55-27	3A.15-1c (FPASP EIR/EIS)	<i>The Applicant Shall Fund and Construct Improvements to the Scott Road (West)/White Rock Road Intersection (Intersection 28).</i> 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 CDD	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
55-28	3A.15-1e (FPASP EIR/EIS)	<i>Fund and Construct Improvements to the Hillside Drive/Easton Valley Parkway Intersection (Intersection 41).</i> 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 CDD	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
55-29	3A.15-1f	<i>Fund and Construct Improvements to the Oak Avenue Parkway/Middle Road Intersection (Intersection 44).</i>	A phasing analysis shall be	City of Folsom CDD	This subdivision will pay its fair share of the following improvements with the payment of	Condition will be satisfied prior

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
	(FPASP EIR/EIS)	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.	performed prior to approval of the first subdivision map to determine when the improvement should be implemented.		Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	to issuance of a building permit
55-30	3A.15-1h (FPASP EIR/EIS)	<i>Participate in Fair Share Funding of Improvements to Reduce Impacts to the Hazel Avenue/Folsom Boulevard Intersection (Sacramento County Intersection 2).</i> 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
55-31	3A.15-1i (FPASP EIR/EIS)	<i>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).</i> 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	Before project build out. Design of the White Rock Road widening to four lanes, from Grant Line Road	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

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>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 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).</p>	<p>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.</p>			
55-32	<p>3A.15-1j (FPASP EIR/EIS)</p>	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Hazel Avenue between Madison Avenue and Curragh Downs Drive (Roadway Segment 10).</i></p> <p>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.</p>	<p>Before project build out. Construction of phase two of the Hazel Avenue widening, from Madison Avenue to</p>	<p>Sacramento County Public Works Department</p>	<p>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.</p>	<p>Condition will be satisfied prior to issuance of a building permit.</p>

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
 NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
 SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
			<p>Curragh Downs Drive, is expected to be completed by year 2013, before the first phase of the Proposed Project or alternative is complete.</p> <p>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</p>			

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
			Avenue and Curragh Downs Drive (Sacramento County Roadway Segment 10).			
55-33	3A.15-1l (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the White Rock Road/Windfield Way Intersection (El Dorado County Intersection 3).</i></p> <p>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. 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).</p>	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.	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 (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.
55-34	3A.15-1o (FPASP EIR/EIS)	<p><i>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).</i></p> <p>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</p>	Before project build out. A phasing analysis should be performed prior to	City of Folsom CDD 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 collected prior to building permit issuance in this	Condition will be satisfied prior to issuance of a building permit.

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		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.	approval of the first subdivision map to determine during which project phase the improvement should be built	Transportation	subdivision.	
55-35	3A.15-1p (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the Grant Line Road/ State Route 16 Intersection (Caltrans Intersection 12).</i></p> <p>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.</p> <p>Improvements to this intersection must be implemented by Caltrans, Sacramento County, and the City of Rancho Cordova.</p> <p>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).</p>	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 building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
55-36	3A.15-1q (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 between Zinfandel Drive and Sunrise Boulevard (Freeway Segment 1).</i></p> <p>To ensure that Eastbound U.S. 50 operates at an acceptable LOS between Zinfandel Drive and Sunrise Boulevard, a bus-</p>	Before project build out. Construction of the	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	Condition will be satisfied prior to issuance of a building

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>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).</p>	<p>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.</p>		<p>and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.</p>	<p>permit.</p>
55-37	<p>3A.15-1r (FPASP EIR/EIS)</p>	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 between Hazel Avenue and Folsom Boulevard (Freeway Segment 3).</i> 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</p>	<p>Before project build out. A phasing analysis should be</p>	<p>City of Folsom CDD and Sacramento County Department</p>	<p>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</p>	<p>Condition will be satisfied prior to issuance of a building permit.</p>

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		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 Eastbound U.S. 50 between Hazel Avenue and Folsom Boulevard (Freeway Segment 3).	performed to determine during which project phase the improvement should be built.	of Transportation	Transportation fees collected prior to building permit issuance in this subdivision.	
55-38	3A.15-1s (FPASP EIR/EIS)	<i>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).</i> 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 CDD 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.
55-39	3A.15-1u (FPASP EIR/EIS)	<i>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).</i> 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	Before project build out. A phasing analysis should be performed prior to	City of Folsom CDD 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 collected prior to building permit issuance in this	Condition will be satisfied prior to issuance of a building permit.

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		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).	approval of the first subdivision map to determine during which project phase the improvement should be built.	Transportation	subdivision.	
55-40	3A.15-1v (FPASP EIR/EIS)	<i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Westbound U.S. 50 between Hazel Avenue and Sunrise Boulevard (Freeway Segment 18).</i> To ensure that Westbound U.S. 50 operates at an acceptable LOS between Hazel Avenue and Sunrise 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 and included in the proposed Rancho Cordova Parkway interchange Project. 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).	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 Rancho Cordova Department of Public Works 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.
55-41	3A.15-1w (FPASP EIR/EIS)	<i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Folsom Boulevard Ramp Merge (Freeway Merge 4).</i> To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Folsom Boulevard merge, an auxiliary lane from	Before project build out. A phasing analysis	City of Folsom CDD and Sacramento County	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees	Condition will be satisfied prior to issuance of a building

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		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).	should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built	Department of Transportation	and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	permit.
55-42	3A.15-1x (FPASP EIR/EIS)	<i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Prairie City Road Diverge (Freeway Diverge 5).</i> 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 Applicant, to reduce the impacts to the U.S. 50 Eastbound/Prairie City Road diverge (Freeway Diverge 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.	City of Folsom CDD 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

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
55-43	3A.15-1y (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Prairie City Road Direct Merge (Freeway Merge 6).</i></p> <p>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).</p>	<p>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.</p>	<p>City of Folsom CDD</p>	<p>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.</p>	<p>Condition will be satisfied prior to issuance of a building permit.</p>
55-44	3A.15-1z (FPASP EIR/EIS)	<p><i>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).</i></p> <p>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”.</p> <p>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).</p>	<p>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</p>	<p>City of Folsom CDD</p>	<p>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.</p>	<p>Condition will be satisfied prior to issuance of a building permit.</p>

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
			improvement should be built.			
55-45	3A.15-1aa (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Oak Avenue Parkway Loop Merge (Freeway Merge 9).</i></p> <p>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 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).</p>	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 CDD	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.
55-46	3A.15-1dd (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Empire Ranch Road Loop Ramp Merge (Freeway Merge 23).</i></p> <p>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</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during	City of Folsom CDD	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.

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		Westbound/Empire Ranch Road loop ramp merge (Freeway Merge 23).	which project phase the improvement should be built.			
55-47	3A.15-1ee (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Oak Avenue Parkway Loop Ramp Merge (Freeway Merge 29).</i></p> <p>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).</p>	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 CDD	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.
55-48	3A.15-1ff (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Prairie City Road Loop Ramp Merge (Freeway Merge 32).</i></p> <p>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</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision	City of Folsom CDD 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.

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		Applicant, to reduce the impacts to the U.S. 50 Westbound/Prairie City Road Loop Ramp Merge (Freeway Merge 32).	map to determine during which project phase the improvement should be built.			
55-49	3A.15-1gg (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Prairie City Road Direct Ramp Merge (Freeway Merge 33).</i></p> <p>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).</p>	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 CDD 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.
55-50	3A.15-1hh (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Folsom Boulevard Diverge (Freeway Diverge 34).</i></p> <p>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</p>	Before project build out. A phasing analysis should be performed prior to	City of Folsom CDD 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 collected prior to building permit issuance in this	Condition will be satisfied prior to issuance of a building permit.

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		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 / Folsom Boulevard diverge (Freeway Diverge 34).	approval of the first subdivision map to determine during which project phase the improvement should be built.	Transportation	subdivision.	
55-51	3A.15-1ii (FPASP EIR/EIS)	<i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Hazel Avenue Direct Ramp Merge (Freeway Merge 38).</i> 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.
55-52	3A.15-2a (FPASP EIR/EIS)	<i>Develop Commercial Support Services and Mixed-use Development Concurrent with Housing Development and Develop and Provide Options for Alternative Transportation Modes.</i>	Before approval of improvement plans for all project	City of Folsom CDD	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees	Condition will be satisfied prior to issuance of a building

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>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 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.</p>	<p>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.</p>		<p>and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.</p>	<p>permit.</p>
55-53	<p>3A.15-2b (FPASP EIR/EIS)</p>	<p><i>Participate in the City's Transportation System Management Fee Program.</i> 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.</p>	<p>Concurrent with construction for all project phases.</p>	<p>City of Folsom CDD</p>	<p>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.</p>	<p>Condition will be satisfied prior to issuance of a building permit.</p>
55-54	<p>3A.15-2c (FPASP EIR/EIS)</p>	<p><i>Participate with the 50 Corridor Transportation Management Association.</i></p>	<p>Concurrent with construction</p>	<p>City of Folsom CDD</p>	<p>This subdivision will pay its fair share of the following improvements with the payment of</p>	<p>Condition will be satisfied prior</p>

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		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.	for all project phases.		Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	to issuance of a building permit.
55-55	3A.15-3 (FPASP EIR/EIS)	<i>Pay Full Cost of Identified Improvements that Are Not Funded by the City's Fee Program.</i> 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 CDD	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.
55-56	3A.15-4a (FPASP EIR/EIS)	<i>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Sibley Street/Blue Ravine Road Intersection (Folsom Intersection 2).</i> 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	City of Folsom CDD	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.

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
55-57	3A.15-4b (FPASP EIR/EIS)	<p><i>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).</i></p> <p>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.</p>	<p>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.</p>	City of Folsom CDD	<p>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.</p>	<p>Condition will be satisfied prior to issuance of a building permit.</p>
55-58	3A.15-4c (FPASP EIR/EIS)	<p><i>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the East Bidwell Street/College Street Intersection (Folsom Intersection 7).</i></p> <p>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 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).</p>	<p>Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which</p>	City of Folsom CDD	<p>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.</p>	<p>Condition will be satisfied prior to issuance of a building permit.</p>

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
			project phase the improvement should be built			
55-59	3A.15-4d (FPASP EIR/EIS)	<p><i>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).</i></p> <p>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.</p>	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 CDD	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.
55-60	3A.15-4e (FPASP EIR/EIS)	<p><i>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Serpa Way/ Iron Point Road Intersection (Folsom Intersection 23).</i></p> <p>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).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to	City of Folsom CDD	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.

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
			determine during which project phase the improvement should be built			
55-61	3A.15-4f (FPASP EIR/EIS)	<p><i>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).</i></p> <p>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, 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).</p>	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 CDD	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.
55-62	3A.15-4g (FPASP EIR/EIS)	<p><i>The Applicant Shall Fund and Construct Improvements to the Oak Avenue Parkway/Easton Valley Parkway Intersection (Folsom Intersection 33).</i></p> <p>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</p>	Before project build out. A phasing analysis should be performed	City of Folsom CDD	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	Condition will be satisfied prior to issuance of a building permit.

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		lanes. The Applicant shall fund and construct these improvements.	prior to approval of the first subdivision map to determine during which project phase the improvement should be built.		to building permit issuance in this subdivision.	
55-63	3A.15-4i (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the Grant Line Road/White Rock Road Intersection (Sacramento County Intersection 3).</i></p> <p>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 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).</p>	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.
55-64	3A.15-4j (FPASP EIR/EIS)	<p><i>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).</i></p>	Before project build out. A phasing	Sacramento County Department of	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

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>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.</p>	<p>analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.</p>	<p>Transportation.</p>	<p>(SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision</p>	<p>a building permit.</p>
<p>55-65</p>	<p>3A.15-4k (FPASP EIR/EIS)</p>	<p><i>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).</i></p> <p>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 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.</p>	<p>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.</p>	<p>Sacramento County Department of Transportation.</p>	<p>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.</p>	<p>Condition will be satisfied prior to issuance of a building permit.</p>

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
55-66	3A.15-4l (FPASP EIR/EIS)	<p><i>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).</i></p> <p>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).</p>	<p>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.</p>	<p>Sacramento County Department of Transportation</p>	<p>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.</p>	<p>Condition will be satisfied prior to issuance of a building permit.</p>
55-67	3A.15-4m (FPASP EIR/EIS)	<p><i>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).</i></p> <p>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 LOS F even with the capacity improvements identified to mitigate Folsom South of U.S. 50</p>	<p>Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project</p>	<p>Sacramento County Department of Transportation</p>	<p>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.</p>	<p>Condition will be satisfied prior to issuance of a building permit.</p>

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		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).	phase the improvement should be built.			
55-68	3A.15-4n (FPASP EIR/EIS)	<p><i>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).</i></p> <p>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).</p>	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.
55-69	3A.15-4o (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the White Rock Road/Carson Crossing Road Intersection (El Dorado County 1).</i></p> <p>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</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision	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.

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		the White Rock Road/Carson Crossing Road Intersection (El Dorado County 1).	map to determine during which project phase the improvement should be built.			
55-70	3A.15-4p (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the Hazel Avenue/U.S. 50 Westbound Ramps Intersection (Caltrans Intersection 1).</i></p> <p>To ensure that the Hazel Avenue/U.S. 50 westbound ramps intersection operates at an acceptable LOS, the westbound approach must 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).</p>	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.
55-71	3A.15-4q (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 between Zinfandel Drive and Sunrise Boulevard (Freeway Segment 1).</i></p> <p>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;</p>	Before project build out. A phasing analysis should be performed prior to	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	Condition will be satisfied prior to issuance of a building permit.

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		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).	approval of the first subdivision map to determine during which project phase the improvement should be built.		subdivision.	
55-72	3A.15-4r (FPASP EIR/EIS)	<i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 between Rancho Cordova Parkway and Hazel Avenue (Freeway Segment 3).</i> 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 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).	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.
55-73	3A.15-4s (FPASP EIR/EIS)	<i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 between Folsom Boulevard and Prairie City Road (Freeway Segment 5).</i> To ensure that Eastbound US 50 operates at an acceptable LOS between Folsom Boulevard and Prairie City Road, the	Before project build out. A phasing analysis	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	Condition will be satisfied prior to issuance of a building

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>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).</p>	<p>should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.</p>	<p>Transportation.</p>	<p>and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.</p>	<p>permit.</p>
<p>55-74</p>	<p>3A.15-4t (FPASP EIR/EIS)</p>	<p><i>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).</i> 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 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).</p>	<p>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</p>	<p>Sacramento County Department of Transportation.</p>	<p>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.</p>	<p>Condition will be satisfied prior to issuance of a building permit.</p>

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
55-75	3A.15-4u (FPASP EIR/EIS)	<p><i>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).</i></p> <p>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).</p>	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.
55-76	3A.15-4v (FPASP EIR/EIS)	<p><i>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).</i></p> <p>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 Applicant, to reduce the impacts to the U.S. 50 Eastbound / Prairie City Road Flyover</p>	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	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.

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		On Ramp to Oak Avenue Parkway Off Ramp Weave (Freeway Weave 7).	improvement should be built.			
55-77	3A.15-4w (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound / Oak Avenue Parkway Loop Ramp Merge (Freeway Merge 8).</i></p> <p>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).</p>	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.
55-78	3A.15-4x (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound / Empire Ranch Road Loop Ramp Merge (Freeway Merge 27).</i></p> <p>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</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during	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.

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		Applicant, to reduce the impacts to the U.S. 50 Westbound / Empire Ranch Road loop ramp merge (Freeway Merge 27).	which project phase the improvement should be built			
55-79	3A.15-4y (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound / Prairie City Road Loop Ramp Merge (Freeway Merge 35).</i></p> <p>To ensure that Westbound US 50 operates at an acceptable LOS, the northbound Prairie City Road loop on ramp should start the 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).</p>	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.
UTILITIES AND SERVICE SYSTEMS						
55-80	3A.16-1 (FPASP EIR/EIS)	<p><i>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.</i></p> <p>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</p>	Before approval of final maps and issuance of building permits for any project phases.	City of Folsom CDD and City of Folsom EWR 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

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		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.				
55-81	3A.16-3 (FPASP EIR/EIS)	<i>Demonstrate Adequate SRWTP Wastewater Treatment Capacity.</i> 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 CDD and City of Folsom EWR 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 Main which connects to the Regional San Lift Station has been accepted by the City and is currently in operation.	Yes
55-82	3A.18-1 (FPASP EIR/EIS)	<i>Submit Proof of Surface Water Supply Availability.</i> 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.	Before approval of final maps and issuance of building permits for any project phases.	City of Folsom CDD and City of Folsom EWR 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

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>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.</p>				
55-83	<p>3A.18-2a (FPASP EIR/EIS)</p>	<p><i>Submit Proof of Adequate Off-Site Water Conveyance Facilities and Implement Off-Site Infrastructure Service System or Ensure That Adequate Financing Is Secured.</i></p> <p>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 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.</p>	<p>Before approval of final maps and issuance of building permits for any project phases.</p>	<p>City of Folsom CDD Department and City of Folsom EWR Department</p>	<p>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.</p>	<p>Yes</p>
55-84	<p>3A.18-2b (FPASP EIR/EIS)</p>	<p><i>Demonstrate Adequate Off-Site Water Treatment Capacity (if the Off-Site Water Treatment Plant Option is Selected).</i></p> <p>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 discretionary development application shall demonstrate adequate capacity at the off-site WTP. This shall involve preparing a tentative map-level</p>	<p>Before approval of final maps and issuance of building permits for</p>	<p>City of Folsom CDD and City of Folsom EWR Department</p>	<p>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</p>	<p>Yes</p>

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		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 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.	any project phases.			
55-85	4.4-1 (Westland/ Eagle SPA)	<p><i>Conduct Environmental Awareness Training for Construction Employees.</i></p> <p>Prior to beginning construction activities, the Project Applicant shall employ a qualified biologist to develop and conduct environmental awareness training for construction employees. 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.</p> <p>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.</p>	Before approval of grading or improvement plans or any ground disturbing activities, including grubbing or clearing, for any project phase.	City of Folsom CDD	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 Spring of 2021. Compliance table is on file with the City.	Yes

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
55-86	4.4-7 (Westland/ Eagle SPA)	<p><i>Preconstruction Nesting Bird Survey.</i></p> <p>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).</p> <p>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.</p>	Before approval of grading or improvement plans or any ground disturbing activities, including grubbing or clearing, for any project phase	City of Folsom CDD; U.S. Army Corp of Engineers	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 Spring of 2021. Compliance table is on file with the City.	Yes
55-87	3A.5-1a (Westland/ Eagle SPA)	<p><i>Comply with the Programmatic Agreement.</i></p> <p>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 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.</p>	During all construction phases	City of Folsom CDD; U.S. Army Corp of Engineers	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 Spring of 2021. Compliance table is on file with the City.	Yes
55-88	3A.5-2 (Westland/ Eagle SPA)	<p><i>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.</i></p> <p>To reduce potential impacts to previously undiscovered cultural resources, the Project Applicant(s) of all Project phases shall do the following:</p> <ul style="list-style-type: none"> ▶ 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 the sensitivity of the Project APE, to educate them about the possibility of encountering buried 	Before approval of grading or improvement plans or any ground disturbing activities, including grubbing or clearing, for	City of Folsom CDD; U.S. Army Corp of Engineers	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 Spring of 2021. Compliance table is on file with the City.	Yes

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>cultural resources and inform them of the proper procedures should cultural resources be encountered.</p> <ul style="list-style-type: none"> ▶ 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. ▶ 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. <p>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).</p>	<p>any project phase.</p>			

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>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.</p> <p>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.</p> <p>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:</p> <ul style="list-style-type: none"> ▶ 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. ▶ 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 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 				

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>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.</p> <p>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.</p>				
55-89	3A.5-3 (Westland/ Eagle SPA)	<p><i>Suspend Ground-Disturbing Activities if Human Remains are Encountered and Comply with California Health and Safety Code Procedures.</i></p> <p>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]).</p> <p>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.</p> <p>Upon the discovery of Native American remains, the procedures above regarding involvement of the applicable county coroner, notification of the NAHC, and identification of a 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</p>	During all ground disturbing activities, for any project phase.	Sacramento County Coroner; Native American Heritage Commission; City of Folsom CDD	<p>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 Spring of 2021. Compliance table is on file with the City.</p> <p>No human remains have been encountered in the subdivision during grading and construction</p>	Yes

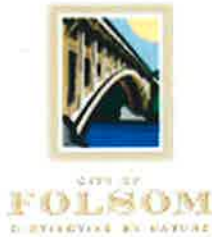
**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>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:</p> <ul style="list-style-type: none"> ▶ record the site with the NAHC or the appropriate Information Center, ▶ use an open-space or conservation zoning designation or easement, or ▶ record a reinternment document with the county. <p>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 a 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 measures acceptable to the Landowner. Ground disturbance in the zone of suspended activity shall not recommence without authorization from the archaeologist.</p> <p>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</p>				

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)
 NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY
 SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans). 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.				

This page is intentionally left blank.



Folsom City Council Staff Report

MEETING DATE:	5/24/2022
AGENDA SECTION:	Consent Calendar
SUBJECT:	Resolution No. 10859 - A Resolution Authorizing the City Manager to Execute a Contract with MCM Roofing Inc. for the Folsom City Hall and Folsom Community Center Roof Repair Project
FROM:	Parks and Recreation Department

RECOMMENDATION / CITY COUNCIL ACTION

Staff recommends the City Council approve Resolution No. 10859 – A Resolution Authorizing the City Manager to Execute a Contract with MCM Roofing Inc. for the Folsom City Hall and Folsom Community Center Roof Repair Project.

BACKGROUND / ISSUE

The City Hall and Community Center Buildings were built at their current location in 1991 and have served the community for 31 years. Over the past 10 years, several roof leaks have appeared during the winter months, despite minor repairs that have taken place in FY 2017-2018 and FY 2021-2022. Inspections of both buildings have revealed significant amounts of dry rot and damaged tiles. The project scope calls for repairs to be completed in all sections that were not in the scope of work for the previous repairs.

POLICY / RULE

In accordance with Chapter 2.36 of the Folsom Municipal Code, Public Works projects costing \$62,657 or greater shall be competitively bid and contracted for by the City Council.

ANALYSIS

The Notice to Contractors for the City of Folsom City Hall and Community Center Roof Repair Project was published on April 13, 2022, with noticing to local and electronic bid boards and Builder's Exchanges. A pre-bid meeting was held on April 26, 2022.

The Parks and Recreation Department received 2 bids on May 10, 2022:

	Contractor	Bid
1.	MCM Roofing Inc.	\$800,000.00
2.	Madsen Roofing & Waterproofing Inc.	\$1,071,809.00

The bid submitted by MCM Roofing Inc. in the amount of \$800,000.00 is the lowest responsible and responsive bid.

Staff is also requesting a 15% contingency of \$120,000 for unforeseen conditions. The true roof underlayment and support system conditions are not known at this time. In anticipation of conditions similar to other roof repairs, the bid documents included 15 separate bid items that comprise numerous details about the roofing system and repair project. By doing so, staff received unit prices for each item of work, allowing for the greatest possible cost control. If certain elements are in worse condition than anticipated, the unit prices will control the cost of repair, and the contractor will only be authorized to complete work that has been verified by staff. It is also possible that conditions are not as severe as anticipated. In this case, the unit bid prices will guide the execution of change order credits back to the city, lowering the cost of the project.

FINANCIAL IMPACT

Roofing repairs to City Hall were anticipated last year, and \$300,000 in American Rescue Plan Act (ARPA) funding was set aside in the FY 2021-22 budget for partial repairs to the City Hall roof. Additional ARPA funding in the amount of \$880,000 allocated for repairs to be completed in all areas not addressed in the 2018 and 2021 projects. Staff is recommending a fifteen percent (15%) construction contingency of \$120,000. The total project budget with contingency would be in the amount of \$920,000. All costs will be expensed in the General Fund (Fund 010) and will be allocated to ARPA funds.

Project Costs:

Total Base Bid	\$800,000
<u>Construction Contingency</u>	<u>\$120,000</u>
Total Project Cost	\$920,000

ENVIRONMENTAL REVIEW

In accordance with the California Environmental Quality Act, the proposed project is Categorically Exempt per Article 19, 15300.1 – Relation to Ministerial Projects.

ATTACHMENT

1. Resolution No. 10859 – A Resolution Authorizing the City Manager to Execute a Contract with MCM Roofing Inc. for the Folsom City Hall and Folsom Community Center Roof Repair Project

Submitted,

Lorraine Poggione, Director
Parks & Recreation Department

RESOLUTION NO. 10859**A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE A CONTRACT WITH MCM ROOFING COMPANY, INC. FOR THE FOLSOM CITY HALL AND FOLSOM COMMUNITY CENTER ROOF REPAIR PROJECT**

WHEREAS, the City of Folsom staff validated the need to repair the roof of the Folsom City Hall and Community Center; and

WHEREAS, the City of Folsom City Hall and Community Center Roof Repair Project will not add any new or significant adverse impacts and is therefore exempt under Article 19 Section 1500.1 of the California Environmental Quality Act (CEQA); and

WHEREAS, the Parks and Recreation Department published a Notice to Contractors for bidding of the City of Folsom Community Center Repair Project on April 13, 2021; and

WHEREAS, bids were opened on May 10, 2022, and two responsive and responsible bids were received; and

WHEREAS, the lowest responsive bid of \$800,000 was received from MCM Roofing Company, Inc.; and

WHEREAS, the project will include a contingency of 15% or \$120,000 for unanticipated building roof and structural conditions; and

WHEREAS, there is sufficient funding budgeted and available in the Fiscal Year 2021-22 American Rescue Plan Act (ARPA) fund budget in the Facilities Division; and

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

1. The City Manager to execute a contract, in a form acceptable to the City Attorney, in the amount of \$800,000. with MCM Roofing Company, Inc. for the City of Folsom City Hall / Community Center Roof Repair Project.
2. The City Manager, or designee, to approve project change orders not-to-exceed \$120,000.00 for work associated with unanticipated building roof and structural conditions. The total project budget not to exceed \$920,000.

PASSED AND ADOPTED this 24th day of May 2022 by the following roll-call vote:

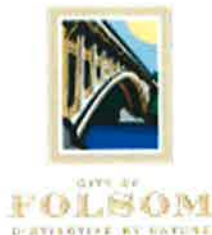
AYES: Councilmember(s):
NOES: Councilmember(s):
ABSENT: Councilmember(s):
ABSTAIN: Councilmember(s):

Kerri M. Howell, MAYOR

ATTEST:

Christa Freemantle, CITY CLERK

This page is intentionally left blank.



Folsom City Council Staff Report

MEETING DATE:	5/24/2022
AGENDA SECTION:	Consent Calendar
SUBJECT:	Resolution No. 10860 – A Resolution Authorizing the City Manager to Execute a Construction Agreement with Cooper Oates Air Conditioning for the Folsom City Hall Boiler and HVAC Replacement Design-Build Project
FROM:	Parks and Recreation Department

RECOMMENDATION / CITY COUNCIL ACTION

Staff recommends the City Council approve Resolution No. 10860 – A Resolution Authorizing the City Manager to Execute a Construction Agreement with Cooper Oates Air Conditioning for the Folsom City Hall Boiler and HVAC Replacement Design-Build Project.

BACKGROUND / ISSUE

The HVAC system in the Folsom City Hall has been in service since the facility opened in 1991, a total of 31 years. The system includes five roof-top HVAC units, two 750k Boilers, and a Trane “Tracer Summit” control system. Due to the age of the system, each component has the potential to fail and require extensive repair/replacement. Aging and failing HVAC equipment is expensive to maintain and operate, and parts critical to proper operation are often only available through 3rd party sellers. Newer equipment paired with a modern control system will be more efficient and less costly to operate and maintain. With the installation of the new equipment and controls, it is expected that there will be a significant reduction in on-going utility costs.

POLICY / RULE

In accordance with Chapter 2.36 of the Folsom Municipal Code, Public Works projects costing \$62,657 or greater shall be competitively bid and contracted for by the City Council.

ANALYSIS

The Notice to Contractors for the Folsom City Hall HVAC and Boiler Replacement Project was published on April 14, 2022, with noticing to local and electronic bid boards and Builder's Exchanges. No pre-bid meeting was held.

The Parks and Recreation Department received four bids on May 3, 2022:

	Contractor	Bid
1.	Cooper Oates Air Conditioning	\$947,825.00
2.	AK Mechanical Inc.	\$965,025.10
3.	ACCO Engineered Systems	\$967,861.10
4.	Air Systems Service & Construction	\$991,469.00

The bid submitted by Cooper Oates Air Conditioning in the amount of \$947,825 is the lowest responsible and responsive bid.

Staff is also requesting a 15% contingency of \$142,173 for unforeseen conditions. It is intended that we reuse the existing ductwork and other components, however it's possible that there are hidden conditions or other factors that may need to be addressed during the installation. The HVAC and Boiler replacement is bid as a "design-build" project, with the overall goal of insuring that the City receives the best combination of quality and price possible. In addition, one of the deliverables is for the contractor to work with local utilities to obtain any appropriate rebates or incentives.

FINANCIAL IMPACT

The cost of replacing the City Hall HVAC and Boilers (\$947,825) will be funded by American Rescue Plan Act (ARPA) funds. The request for a 15% contingency (\$142,173) exceeds the 10% construction contingency authorized in the Folsom Municipal Code but is highly recommended due to conditions that are not known at this time. The total project with contingency would be in the amount not to exceed \$1,089,998.00 (\$947,825 + \$142,173).

Project Costs:

Total Base Bid	\$947,825
Construction Contingency	\$142,173
Total project Cost	\$1,089,998

All costs will be expended from the General Fund (Fund 010) and will be allocated to the ARPA Funds.

ENVIRONMENTAL REVIEW

In accordance with the California Environmental Quality Act, the proposed project is Categorically Exempt per Article 19, 15300.1 – Relation to Ministerial Projects.

ATTACHMENT

1. Resolution No. 10860 – A Resolution Authorizing the City Manager to Execute a Construction Agreement with Cooper Oates Air Conditioning for the Folsom City Hall Boiler and HVAC Replacement Design-Build Project

Submitted,

Lorraine Poggione, Director
Parks & Recreation Department

RESOLUTION NO. 10860**A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE A CONTRACT WITH COOPER OATES AIR CONDITIONING, INC. FOR THE FOLSOM CITY HALL BOILER AND HVAC REPLACEMENT DESIGN-BUILD PROJECT**

WHEREAS, the City of Folsom has validated the need to replace the existing HVAC, Boiler, and HVAC control systems that have reached the end of their useful life; and

WHEREAS, the City of Folsom HVAC and Boiler Replacement Project will not add any new or significant adverse impacts and is therefore exempt under Article 19 Section 1500.1 of the California Environmental Quality Act (CEQA); and

WHEREAS, this project was publicly advertised on April 14, 2022, and the bids were received on May 3, 2022, with Cooper Oates Air Conditioning, Inc. being the lowest responsive and responsible bidder; and

WHEREAS, funds were budgeted in Fiscal Year 2021-22, with funds received from the American Rescue Plan Act (ARPA) for this project and are currently available; and

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

1. The City Manager to execute a contract in a form acceptable to the City Attorney, in the amount of \$947,825 with Cooper Oates Air Conditioning, Inc. for the City Hall HVAC and Boiler Replacement Project.
2. The City Manager, or designee, to approve project change orders not-to-exceed \$143,173 for work associated with unanticipated HVAC infrastructure or structural conditions. The total project budget will be for a not to exceed amount of \$1,089,998.;

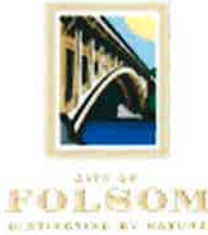
PASSED AND ADOPTED this 24th day of May 2022, by the following roll-call vote:

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

Kerri M. Howell, MAYOR

ATTEST:

Christa Freemantle, CITY CLERK



Folsom City Council Staff Report

MEETING DATE:	5/24/2022
AGENDA SECTION:	Public Hearing
SUBJECT:	Resolution No. 10861 – A Resolution Adopting the City Manager’s Fiscal Year 2022-23 Operating and Capital Budgets for the City of Folsom, the Successor Agency, the Folsom Public Financing Authority, and the Folsom Ranch Financing Authority
FROM:	Finance Department

RECOMMENDATION / CITY COUNCIL ACTION

Staff recommends that the City Council pass and adopt Resolution No. 10861 – A Resolution Adopting the City Manager’s Fiscal Year 2020-21 Operating and Capital Budgets for the City of Folsom, the Successor Agency, the Folsom Public Financing Authority, and the Folsom Ranch Financing Authority.

BACKGROUND / ISSUE

In February and March 2022, a discussion was held with the City Council to provide information regarding the five-year forecast and the challenges in future years. Direction provided by the City Council at these three meetings provided the framework for staff to begin the preparation of the FY 2022-23 Budget. The City Manager’s Fiscal Year 2022-23 Preliminary Operating Budget and Capital Improvement Plan (CIP) was presented to the City Council on May 10, 2022. Staff reviewed the different components of the proposed budget, highlighted the various proposed projects and answered questions by Council Members.

POLICY / RULE

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

The FY 2022-23 Operating Budget as presented totaled \$248,593,092. Below is a breakdown by Fund category:

Fund Category	FY23 Proposed Amount
General Fund	\$102,422,714
Enterprise Funds	\$52,475,276
Special Revenue Funds	\$13,724,606
Debt Service Funds	\$10,727,694
Capital Project Funds	\$29,048,244
Internal Service Funds	\$21,680,299
Fiduciary Funds	\$18,514,259
Total	\$248,593,092

The FY 2022-23 Operating Budget and CIP also includes 479.25 full and permanent part time positions across all funds. A total of 18 new positions have been added in this budget. The added positions are listed below along with the department.

Department	Position
Fire Department	Firefighters (10)
Parks & Recreation*	Maintenance Worker
Police Department	Police Officer
Police Department	Dispatcher
Police Department	Animal Control Officer
Solid Waste	Refuse Driver
Water	Water Utility Worker
Water	Administrative Technician (.50)
Wastewater	Revenue Technician
Wastewater	Administrative Technician (.50)

*The Parks and Recreation position is funded by L&L and Maintenance Districts

The proposed Operating and CIP Budgets are available on the City's web site at <https://www.folsom.ca.us/government/finance/city-budget>.

ATTACHMENTS

1. Resolution No. 10861 – A Resolution adopting the City Manager’s Fiscal Year 2022-23 Operating and Capital Budgets for the City of Folsom, the Successor Agency, the Folsom Public Financing Authority, and the Folsom Ranch Financing Authority
2. Summary of Revenues, pages II-26 through II-31
3. Summary of Appropriations, pages II-34 through II-39
4. Staffing Detail, pages VII-14 through VII-22

Submitted,



Stacey Tamagni, Finance Director

ATTACHMENT 1

RESOLUTION NO. 10861

**A RESOLUTION ADOPTING THE CITY MANAGER'S FISCAL YEAR 2022-23
OPERATING AND CAPITAL BUDGETS FOR THE CITY OF FOLSOM, THE
SUCCESSOR AGENCY, THE FOLSOM PUBLIC FINANCING AUTHORITY, AND
THE FOLSOM RANCH FINANCING AUTHORITY**

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, on the 10th day of May 2022, the City Manager presented to the City Council the FY 2022-23 Preliminary Operating Budget and Capital Improvement Plan; and

WHEREAS, the Preliminary Budget includes the budget recommendations of each office and department of the City, including the FY 2022-23 Preliminary Budget for the Successor Agency, the Folsom Public Financing Authority and the Folsom Ranch Financing Authority as well as the FY 2022-23 Capital Improvement Plan; and

WHEREAS, the Preliminary Operating Budget and Capital Improvement Plan (CIP) is on file and available for inspection on the City website; and

WHEREAS, the City Council reviewed the Preliminary Operating Budget, CIP, and all components thereof on May 10, 2022 and May 24, 2022;

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Folsom that the summary of revenues, summary of appropriations by fund and staffing levels as attached to this resolution, are hereby appropriated to the departments' offices and operations in the amounts and for the objects and purposes therein stated.

PASSED AND ADOPTED this 24th day of May 2022, by the following roll-call vote:

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

Kerri M. Howell, MAYOR

ATTEST:

Christa Freemantle, CITY CLERK

ATTACHMENT 2

Funds	Property Tax	Sales & Use Tax	Transient Occupancy	Real Prop Transfer	Franchise Fees	License & Permits	Inter Gov't Revenues
General Fund							
General Fund	\$ 36,050,672	\$ 27,900,289	\$ 3,300,000	\$ 900,000	\$ 722,000	\$ 4,047,850	\$ 9,142,898
Subtotal General Funds	\$ 36,050,672	\$ 27,900,289	\$ 3,300,000	\$ 900,000	\$ 722,000	\$ 4,047,850	\$ 9,142,898
Special Revenue Funds							
Community Development Block Grant	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 220,000
Transportation System Management	-	-	-	-	-	-	-
Folsom Arts & Culture Commission	-	-	-	-	-	-	-
Housing Trust	-	-	-	-	-	-	-
Humbug Willow Creek	-	-	-	-	-	-	-
General Plan	-	-	-	-	-	-	-
Tree Planting & Replacement	-	-	-	-	-	-	-
Community Affordable Housing	-	-	-	-	-	-	-
Park Dedication	-	-	-	-	-	-	-
Planning Services	-	-	-	-	-	-	-
Local Transportation Tax	-	-	-	-	-	-	80,000
Historical District	-	-	-	-	-	-	-
Gas Tax - Road Maint & Repair	-	-	-	-	-	-	1,876,069
Gas Tax 2106	-	-	-	-	-	-	346,585
Gas Tax 2107	-	-	-	-	-	-	725,440
Gas Tax 2107.5	-	-	-	-	-	-	818,102
Gas Tax 2105	-	-	-	-	-	-	531,007
Measure A	-	-	-	-	-	-	2,966,003
Traffic Congestion Relief	-	-	-	-	-	-	-
Los Cerros L & L	-	-	-	-	-	-	-
Briggs Ranch L & L	-	-	-	-	-	-	-
Natoma Station L & L	-	-	-	-	-	-	-
Folsom Heights L & L	-	-	-	-	-	-	-
Broadstone Unit 3 L & L	-	-	-	-	-	-	-
Broadstone L & L	-	-	-	-	-	-	-
Hannaford Cross L & L	-	-	-	-	-	-	-
Lake Natoma Shores L & L	-	-	-	-	-	-	-
Cobble Hills/Reflections L & L	-	-	-	-	-	-	-
Prairie Oaks Ranch L & L #2	-	-	-	-	-	-	-
Sierra Estates L & L	-	-	-	-	-	-	-
Natoma Valley L & L	-	-	-	-	-	-	-
Cobble Ridge L & L	-	-	-	-	-	-	-
Prairie Oaks Ranch L & L	-	-	-	-	-	-	-
Silverbrook L & L	-	-	-	-	-	-	-
Willow Creek East L & L	-	-	-	-	-	-	-
Blue Ravine Oaks L & L	-	-	-	-	-	-	-
Steeplechase L & L	-	-	-	-	-	-	-
Willow Creek South L & L	-	-	-	-	-	-	-
American River Canyon North L & L	-	-	-	-	-	-	-
Willow Springs L & L	-	-	-	-	-	-	-
Willow Springs CFD 11 Mtn. Dist.	-	-	-	-	-	-	-
CFD #12 Mtn. Dist.	-	-	-	-	-	-	-
CFD #13 ARC Mtn. Dist.	-	-	-	-	-	-	-
ARC North L & L Dist. #2	-	-	-	-	-	-	-
The Residences at ARC, North L & L	-	-	-	-	-	-	-
Folsom Plan Area-Sphere of Influence	-	-	-	-	-	-	-
Oaks at Willow Springs	-	-	-	-	-	-	-
ARC North L & L Dist. #3	-	-	-	-	-	-	-

Charges for Services	Fines & Forfeitures	Interest Revenue	Misc	Transfers In	Use of Fund Balance	Total	General Fund
\$ 11,111,946	\$ 120,300	\$ 230,000	\$ 584,567	\$ 8,312,192	\$ -	\$ 102,422,714	General Fund
\$ 11,111,946	\$ 120,300	\$ 230,000	\$ 584,567	\$ 8,312,192	\$ -	\$ 102,422,714	Subtotal General Funds
							Special Revenue Funds
\$ -	\$ -	\$ 500	\$ -	\$ -	\$ (500)	\$ 220,000	Community Development Block Grant
35,000	-	1,200	-	-	(1,035)	35,165	Transportation System Management
-	-	400	2,000	-	37,600	40,000	Folsom Arts & Culture Commission
50,000	-	8,000	-	-	93,753	151,753	Housing Trust
89,610	-	-	-	-	(88,744)	866	Humbug Willow Creek
100,000	-	1,500	-	-	48,726	150,226	General Plan
175,000	-	8,000	-	-	139,286	322,286	Tree Planting & Replacement
250,000	-	150,000	40,000	-	25,829	465,829	Community Affordable Housing
-	-	15,000	-	-	(10,613)	4,387	Park Dedication
300,000	-	5,000	-	-	60,624	365,624	Planning Services
-	-	1,500	-	-	(45,500)	36,000	Local Transportation Tax
600	-	100	-	-	4,342	5,042	Historical District
-	-	6,000	-	-	113,680	1,995,749	Gas Tax - Road Maint & Repair
-	-	8,000	-	-	(106,071)	248,514	Gas Tax 2106
-	-	6,000	-	-	(228,721)	502,719	Gas Tax 2107
-	-	7,500	-	-	(389,637)	435,965	Gas Tax 2107.5
-	-	6,000	-	-	15,795	552,802	Gas Tax 2105
-	-	15,000	-	-	(568,978)	2,412,025	Measure A
-	-	-	-	-	-	-	Traffic Congestion Relief
41,200	-	1,200	-	-	49,232	91,632	Los Cerros L & L
81,000	-	-	-	-	21,612	102,612	Briggs Ranch L & L
174,500	-	-	-	-	66,674	241,174	Natoma Station L & L
21,950	-	300	-	-	21,087	43,337	Folsom Heights L & L
23,200	-	300	-	-	2,567	26,067	Broadstone Unit 3 L & L
388,500	-	-	-	-	(133,339)	255,161	Broadstone L & L
20,000	-	-	-	-	8,438	28,438	Hannaford Cross L & L
21,100	-	1,000	-	-	1,073	23,173	Lake Natoma Shores L & L
43,800	-	-	-	-	10,246	54,046	Cobble Hills/Reflections L & L
318,950	-	500	-	-	(38,700)	280,750	Prairie Oaks Ranch L & L
8,900	-	250	-	-	8,295	17,445	Sierra Estates L & L
68,200	-	3,000	-	-	(13,700)	57,500	Natoma Valley L & L
13,600	-	1,000	-	-	2,992	17,592	Cobble Ridge L & L
195,600	-	-	-	-	(52,612)	142,988	Prairie Oaks Ranch L & L
-	-	1,000	-	-	9,770	10,770	Silverbrook L & L
60,100	-	-	-	-	(31,619)	28,481	Willow Creek East L & L
36,400	-	1,000	-	-	(18,003)	19,397	Blue Ravine Oaks L & L
24,000	-	700	-	-	21,666	46,366	Steeplechase L & L
161,500	-	6,500	-	-	98,790	266,790	Willow Creek South L & L
104,200	-	500	-	-	46,278	150,978	American River Canyon North L & L
14,200	-	500	-	-	525	15,225	Willow Springs L & L
115,800	-	3,000	-	-	58,950	177,750	Willow Springs CFD 11 Mtn. Dist.
604,000	-	19,000	-	-	621,240	1,244,240	CFD #12 Mtn. Dist.
107,200	-	900	-	-	31,156	139,256	CFD #13 ARC Mtn. Dist.
12,200	-	1,800	-	-	18,174	32,174	ARC North L & L Dist. #2
21,100	-	1,000	-	-	9,766	31,866	The Residences at ARC, North L & L
-	-	1,000	-	-	(1,000)	-	Folsom Plan Area-Sphere of Influence
-	-	300	-	-	(300)	-	Oaks at Willow Springs
246,500	-	13,000	-	-	135,889	395,389	ARC North L & L Dist. #3

Funds	Property Tax	Sales & Use Tax	Transient Occupaney	Real Prop Transfer	Franchise Fees	License & Permits	Inter Gov't Revenues
Blue Ravine Oaks No. 2 L & L	-	-	-	-	-	-	-
Folsom Heights #2 L & L	-	-	-	-	-	-	-
Broadstone #4	-	-	-	-	-	-	-
CFD #16 The Islands	-	-	-	-	-	-	-
Willow Creek Estate East L & L Dist	-	-	-	-	-	-	-
Prospect Ridge L & L Dist	-	-	-	-	-	-	-
CFD #18 Maint Dist	-	-	-	-	-	-	-
CFD #19 Maint Dist	-	-	-	-	-	-	-
CFD #23 A1 Maint Dist	-	-	-	-	-	-	-
CFD #23 A2 Maint Dist	-	-	-	-	-	-	-
Police Special Revenue	-	-	-	-	-	-	-
Zoo Special Revenue	-	-	-	-	-	-	-
Wetland Open Space Maintenance	-	-	-	-	-	-	-
Subtotal Special Revenue Funds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 7,563,206
Debt Service Funds							
CCF Debt Service	-	-	-	-	-	-	-
GO School Facilities Bonds DS	-	-	-	-	-	-	-
Folsom South AD Refunding	-	-	-	-	-	-	-
1982-1 Nimbus AD	-	-	-	-	-	-	-
Traffic Signal Refunding	-	-	-	-	-	-	-
Recreation Facility COP DS	-	-	-	-	-	-	-
Folsom Public Financing Authority	-	-	-	-	-	-	-
Folsom Ranch Financing Authority	-	-	-	-	-	-	-
Subtotal Debt Service Funds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Capital Project Funds							
Supplemental Park Fee	-	-	-	-	-	-	-
Park Improvement	-	-	-	-	-	-	-
Johnny Cash Trail Art	-	-	-	-	-	-	-
Zoo Capital Projects	-	-	-	-	-	-	-
Police Capital	-	-	-	-	-	-	-
Central Folsom Area Capital Projects	-	-	-	-	-	-	-
Fire Capital	-	-	-	-	-	-	-
General Capital	-	-	-	-	-	-	-
Transportation Improvement	-	-	-	-	-	-	-
Drainage Capital	-	-	-	-	-	-	-
Light Rail Transportation	-	-	-	-	-	-	-
General Park Equipment Capital	-	-	-	-	-	-	-
Water Impact	-	-	-	-	-	-	250,000
Library Development	-	-	-	-	-	-	-
Folsom Plan Area Infrastructure	-	-	-	-	-	-	-
Folsom Plan Area Transit Capital	-	-	-	-	-	-	-
Folsom Plan Area Corp Yard Capital	-	-	-	-	-	-	-
Folsom Plan Area Hwy 50 Imp	-	-	-	-	-	-	-
Folsom Plan Area Hwy 50 Intch.	-	-	-	-	-	-	-
Folsom Plan Area Capital	-	-	-	-	-	-	-
Major Capital and Renovation	-	-	-	-	-	-	-
Prairie Oak 1915 AD	-	-	-	-	-	-	-
CFD #10 Russell Ranch	-	-	-	-	-	-	-
CFD #14 Parkway II	-	-	-	-	-	-	-
Subtotal Capital Project Funds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 250,000

Charges for Services	Fines & Forfeitures	Interest Revenue	Misc	Transfers In	Use of Fund Balance	Total	
35,600	-	1,500	-	-	19,343	56,443	Blue Ravine Oaks No. 2 L & L
62,600	-	2,500	-	-	6,389	71,489	Folsom Heights #2 L & L
92,200	-	1,000	-	-	270,246	363,446	Broadstone #4
188,000	-	4,500	-	-	(56,849)	135,651	CFD #16 The Islands
72,000	-	1,200	-	-	74,061	147,261	Willow Creek Estate East L & L Dist
30,000	-	300	-	-	(2,531)	27,769	Prospect Ridge L & L Dist
745,000	-	6,000	-	-	150,369	901,369	CFD #18 Maint dist
154,000	-	6,000	-	-	(80,262)	79,738	CFD #19 Maint dist
50,000	-	-	-	-	(4,110)	45,890	CFD #23 A1 Maint Dist
5,000	-	-	-	-	(1,500)	3,500	CFD #23 A2 Maint Dist
50,000	-	6,000	-	-	(50,712)	5,288	Police Special Revenue
22,000	-	500	10,000	-	(31,930)	570	Zoo Special Revenue
-	-	4,000	-	-	(3,357)	643	Wetland Open Space Maintenance
\$ 5,434,310	\$ -	\$ 330,950	\$ 52,000	\$ -	\$ 344,140	\$ 13,724,606	Subtotal Special Revenue Funds
Debt Service Funds							
-	-	-	-	-	-	-	CCF Debt Service
-	-	-	-	-	-	-	GO School Facilities Bonds DS
-	-	1,000	-	-	(1,000)	-	Folsom South AD Refunding
-	-	5,000	-	-	(5,000)	-	1982-1 Nimbus AD
-	-	-	-	-	-	-	Traffic Signal Refunding
-	-	-	-	-	-	-	Recreation Facility COP DS
6,892,856	-	-	-	-	(1,421,025)	5,471,831	Folsom Public Financing Authority
5,255,863	-	-	-	-	-	5,255,863	Folsom Ranch Financing Authority
\$ 12,148,719	\$ -	\$ 6,000	\$ -	\$ -	\$ (1,427,025)	\$ 10,727,694	Subtotal Debt Service Funds
Capital Project Funds							
-	-	1,000	-	-	9,000	10,000	Supplemental Park Fee
2,477,995	-	50,000	-	-	133,248	2,661,243	Park Improvement
-	-	800	15,000	-	(5,800)	10,000	Johnny Cash Trail Art
-	-	-	-	-	-	-	Zoo Capital Projects
350,715	-	9,000	-	-	(357,072)	2,643	Police Capital
-	-	1,200	-	-	(1,003)	197	Central Folsom Area Capital Projects
540,750	-	2,000	-	-	(406,510)	136,240	Fire Capital
821,940	-	8,000	-	-	(828,753)	1,187	General Capital
2,944,255	-	15,000	-	-	1,627,596	4,586,851	Transportation Improvement
534,055	-	8,000	-	-	162,605	704,660	Drainage Capital
256,470	-	10,000	-	-	(98,875)	167,595	Light Rail Transportation
80,000	-	2,000	-	-	114,414	196,414	General Park Equipment Capital
212,100	-	100	-	-	1,632,670	2,094,870	Water Impact
-	-	-	-	-	-	-	Library Development
-	-	125	-	-	(125)	-	Folsom Plan Area Infrastructure
1,227,540	-	15,000	-	-	(1,217,540)	25,000	Folsom Plan Area Transit Capital
905,000	-	5,000	-	-	(859,312)	50,688	Folsom Plan Area Corp Yard Capital
1,188,370	-	15,000	-	-	(1,153,370)	50,000	Folsom Plan Area Hwy 50 Imp
2,417,075	-	50,000	-	-	(2,367,075)	100,000	Folsom Plan Area Hwy 50 Intch
11,021,045	-	200,000	-	-	6,978,935	18,199,980	Folsom Plan Area Capital
-	-	900	-	-	49,100	50,000	Major Capital and Renovation
-	-	-	-	-	-	-	Prairie Oak 1915 AD
-	-	4,500	-	-	(3,824)	676	CFD #10 Russell Ranch
-	-	12,000	-	-	(12,000)	-	CFD #14 Parkway II
\$ 24,977,310	\$ -	\$ 409,625	\$ 15,000	\$ -	\$ 3,396,309	\$ 29,048,244	Subtotal Capital Project Funds

Funds	Property Tax	Sales & Use Tax	Transient Occupancy	Real Prop Transfer	Franchise Fees	License & Permits	Inter Gov't Revenues
Enterprise Funds							
Transit	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Water	-	-	-	-	-	-	-
Water Capital	-	-	-	-	-	-	-
Water Meters	-	-	-	-	-	-	-
Wastewater	-	-	-	-	-	-	-
Wastewater Capital	-	-	-	-	-	-	-
Critical Augmentation	-	-	-	-	-	-	-
General Augmentation	-	-	-	-	-	-	-
Solid Waste	-	-	-	-	-	-	120,415
Solid Waste Capital	-	-	-	-	-	-	-
Landfill Closure	-	-	-	-	-	-	-
Solid Waste Plan Area Capital	-	-	-	-	-	-	-
Subtotal Enterprise Funds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ 120,415
Internal Service Fund							
Capital Replacement	-	-	-	-	-	-	-
Risk Management	-	-	-	-	-	-	-
Compensated Leaves	-	-	-	-	-	-	-
Subtotal Internal Service Fund	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Fiduciary Funds							
Assessment & CFD Agency Funds	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Redevelopment Prop Tax Trust	3,627,222	-	-	-	-	-	-
Redevelopment SA Trust - Housing	-	-	-	-	-	-	-
Folsom Plan Area Specific Plan Fee	-	-	-	-	-	-	-
Subtotal Fiduciary Funds	\$ 3,627,222	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -
Total Combined Budget	\$ 39,677,894	\$ 27,900,289	\$ 3,300,000	\$ 900,000	\$ 722,000	\$ 4,047,850	\$ 17,076,519

Charges for Services	Fines & Forfeitures	Interest Revenue	Misc	Transfers In	Use of Fund Balance	Total	
							Enterprise Funds
\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	\$ -	Transit
18,954,500	-	145,000	-	200,000	(2,476,676)	16,822,824	Water
491,505	-	40,000	-	-	(204,606)	326,899	Water Capital
275,000	-	12,000	-	-	(58,450)	228,550	Water Meters
10,985,200	-	150,000	-	-	(1,223,669)	9,911,531	Wastewater
60,000	-	6,000	-	-	26,471	92,471	Wastewater Capital
-	-	250	-	-	(196)	54	Critical Augmentation
-	-	600	-	-	88,518	89,118	General Augmentation
20,387,000	-	70,000	470,000	-	2,379,499	23,426,914	Solid Waste
125,000	-	4,000	-	-	(43,093)	85,907	Solid Waste Capital
-	-	-	-	100,000	-	100,000	Landfill Closure
422,365	-	7,500	-	-	961,143	1,391,008	Solid Waste Plan Area Capital
\$ 51,700,570	\$ -	\$ 435,350	\$ 470,000	\$ 300,000	\$ (551,059)	\$ 52,475,276	Subtotal Enterprise Funds
							Internal Service Fund
-	-	-	-	-	494,314	494,314	Capital Replacement
19,129,018	-	30,000	1,000	-	1,375,967	20,535,985	Risk Management
632,388	-	200	-	-	17,412	650,000	Compensated Leaves
\$ 19,761,406	\$ -	\$ 30,200	\$ 1,000	\$ -	\$ 1,887,693	\$ 21,680,299	Subtotal Internal Service Fund
							Fiduciary Funds
\$ 15,494,752	\$ -	\$ 97,500	\$ -	\$ 91,207	\$ (911,150)	\$ 14,772,309	Assessment & CFD Agency Funds
-	-	-	-	-	114,728	3,741,950	Redevelopment Prop Tax Trust
-	-	1,000	-	-	(1,000)	-	Redevelopment SA Trust - Housing
-	-	-	-	-	-	-	Folsom Plan Area Specific Plan Fee
\$ 15,494,752	\$ -	\$ 98,500	\$ -	\$ 91,207	\$ (797,422)	\$ 18,514,259	Subtotal Fiduciary Funds
\$ 140,629,013	\$ 120,300	\$ 1,540,625	\$ 1,122,567	\$ 8,703,399	\$ 2,852,636	\$ 248,593,092	Total Combined Budget

ATTACHMENT 3

Funds	Salaries	Benefits	Operations & Maintenance	Capital Outlays
General Funds				
General Fund	\$ 44,410,110	\$ 29,382,023	\$ 25,121,638	\$ 3,159,550
Subtotal General Funds	\$ 44,410,110	\$ 29,382,023	\$ 25,121,638	\$ 3,159,550
Special Revenue Funds				
Community Development Block Grant	\$ -	\$ -	\$ 220,000	\$ -
Traffic System Management	-	-	35,000	-
Folsom Arts & Culture Commission	-	-	40,000	-
Housing Trust	-	-	150,000	-
Humbug Willow Creek	-	-	-	-
General Plan	-	-	150,000	-
Tree Planting & Replacement	-	-	300,000	-
Community Affordable Housing	-	-	350,300	-
Park Dedication	-	-	-	-
Planning Services	-	-	350,000	-
Local Transportation Tax	-	-	36,000	-
Historical District	-	-	5,000	-
Gas Tax - Road Maint & Repair	-	-	424,069	-
Gas Tax 2106	-	-	-	-
Gas Tax 2107	-	-	-	-
Gas Tax 2107.5	-	-	-	-
Gas Tax 2105	-	-	-	-
Measure A	-	-	-	-
Traffic Congestion Relief	-	-	-	-
Los Ceros L & L	-	-	84,150	-
Briggs Ranch L & L	-	-	85,250	-
Natoma Station L & L	-	-	201,250	-
Folsom Heights L & L	-	-	42,900	-
Broadstone Unit 3 L & L	-	-	25,250	-
Broadstone L & L	-	-	193,250	-
Hannaford Cross L & L	-	-	22,000	-
Lake Natoma Shores L & L	-	-	18,200	-
Cobble Hills/Reflections L & L	-	-	42,100	-
Prairie Oaks Ranch L & L #2	-	-	275,750	-
Sierra Estates L & L	-	-	14,525	-
Natoma Valley L & L	-	-	47,375	-
Cobble Ridge L & L	-	-	14,650	-
Prairie Oaks Ranch L & L	-	-	80,750	-
Silverbrook L & L	-	-	7,755	-
Willow Creek East L & L	-	-	26,750	-
Blue Ravine Oaks L & L	-	-	18,450	-
Steeplechase L & L	-	-	39,950	-
Willow Creek South L & L	-	-	255,750	-
American River Canyon North L & L	-	-	147,250	-
Willow Springs L & L	-	-	14,750	-
Willow Springs CFD 11 Mtn. Dist.	-	-	159,550	-
CFD #12 Mtn. Dist.	-	-	1,169,700	-
CFD #13 ARC Mtn. Dist.	-	-	116,000	-
ARC North L & L Dist. #2	-	-	31,750	-
The Residences at ARC, North L & L	-	-	25,700	-
Folsom Plan Area-Sphere of Influence	-	-	-	-
Oaks at Willow Springs	-	-	-	-
ARC North L & L Dist. #3	-	-	374,350	-

Debt Service	Capital Improvements	Transfers Out	Total	
				General Funds
\$ 349,393	\$ -	\$ -	\$ 102,422,714	General Fund
\$ 349,393	\$ -	\$ -	\$ 102,422,714	Subtotal General Funds
				Special Revenue Funds
\$ -	\$ -	\$ -	\$ 220,000	Community Development Block Grant
-	-	165	35,165	Traffic System Management
-	-	-	40,000	Folsom Arts & Culture Commission
-	-	1,753	151,753	Housing Trust
-	-	866	866	Humbug Willow Creek
-	-	226	150,226	General Plan
-	-	22,286	322,286	Tree Planting & Replacement
-	-	115,529	465,829	Community Affordable Housing
-	-	4,387	4,387	Park Dedication
-	-	15,624	365,624	Planning Services
-	-	-	36,000	Local Transportation Tax
-	-	42	5,042	Historical District
-	1,571,680	-	1,995,749	Gas Tax - Road Maint & Repair
-	-	248,514	248,514	Gas Tax 2106
-	-	502,719	502,719	Gas Tax 2107
-	-	435,965	435,965	Gas Tax 2107.5
-	200,000	352,802	552,802	Gas Tax 2105
-	1,500,000	912,025	2,412,025	Measure A
-	-	-	-	Traffic Congestion Relief
-	-	7,482	91,632	Los Cerros L & L
-	-	17,362	102,612	Briggs Ranch L & L
-	-	39,924	241,174	Natoma Station L & L
-	-	437	43,337	Folsom Heights L & L
-	-	817	26,067	Broadstone Unit 3 L & L
-	-	61,911	255,161	Broadstone L & L
-	-	6,438	28,438	Hannaford Cross L & L
-	-	4,973	23,173	Lake Natoma Shores L & L
-	-	11,946	54,046	Cobble Hills/Reflections L & L
-	-	5,000	280,750	Prairie Oaks Ranch L & L #2
-	-	2,920	17,445	Sierra Estates L & L
-	-	10,125	57,500	Natoma Valley L & L
-	-	2,942	17,592	Cobble Ridge L & L
-	-	62,238	142,988	Prairie Oaks Ranch L & L
-	-	3,015	10,770	Silverbrook L & L
-	-	1,731	28,481	Willow Creek East L & L
-	-	947	19,397	Blue Ravine Oaks L & L
-	-	6,416	46,366	Steeplechase L & L
-	-	11,040	266,790	Willow Creek South L & L
-	-	3,728	150,978	American River Canyon North L & L
-	-	475	15,225	Willow Springs L & L
-	-	18,200	177,750	Willow Springs CFD 11 Mtn. Dist.
-	-	74,540	1,244,240	CFD #12 Mtn. Dist.
-	-	23,256	139,256	CFD #13 ARC Mtn. Dist.
-	-	424	32,174	ARC North L & L Dist. #2
-	-	6,166	31,866	The Residences at ARC, North L & L
-	-	-	-	Folsom Plan Area-Sphere of Influence
-	-	-	-	Oaks at Willow Springs
-	-	21,039	395,389	ARC North L & L Dist. #3

Funds	Salaries	Benefits	Operations & Maintenance	Capital Outlays
Blue Ravine Oaks L & L Dist. #2	-	-	49,550	-
Folsom Heights L & L Dist. #2	-	-	64,025	-
Broadstone #4	-	-	348,250	-
CFD #16 The Islands	-	-	118,600	-
Willow Creek Estates East L & L Dist	-	-	130,750	-
Prospect Ridge L & L Dist	-	-	20,525	-
CFD #18 Maint Dist	-	-	707,500	-
CFD #19 Maint Dist	-	-	76,500	-
CFD #23 A1 Maint Dist	-	-	29,500	-
CFD #23 A2 Maint Dist	-	-	3,500	-
Police Special Revenue	-	-	-	-
Zoo Special revenue	-	-	-	-
Wetland Open Space Maintenance	-	-	-	-
Subtotal Special Revenue Funds	\$ -	\$ -	\$ 7,144,174	\$ -
Debt Service Funds				
CCF Debt Service	\$ -	\$ -	\$ -	\$ -
GO School Facilities Bonds DS	-	-	-	-
Folsom South AD Refunding	-	-	-	-
1982-1 Nimbus AD	-	-	-	-
Traffic Signal Refunding	-	-	-	-
Recreation Facility COP DS	-	-	-	-
Folsom Public Financing Authority	-	-	-	-
Folsom Ranch Financing Authority	-	-	-	-
Subtotal Debt Service Funds	\$ -	\$ -	\$ -	\$ -
Capital Project Funds				
Supplemental Park Fee	\$ -	\$ -	\$ -	\$ -
Park Improvement	34,000	2,601	126,335	-
Johnny Cash Trail Art	-	-	10,000	-
Zoo Capital Projects	-	-	-	-
Police Capital	-	-	-	-
Central Folsom Area Capital Projects	-	-	-	-
Fire Capital	-	-	-	-
General Capital	-	-	-	-
Transportation Improvement	-	-	75,000	-
Drainage Capital	-	-	100,000	-
Light Rail Transportation	-	-	15,000	-
General Park Equipment Capital	-	-	60,000	-
Water Impact	-	-	155,000	-
Library Development	-	-	-	-
Folsom Plan Area Infrastructure	-	-	-	-
Folsom Plan Area Transit Capital	-	-	25,000	-
Folsom Plan Area Corp Yard Capital	-	-	50,000	-
Folsom Plan Area Hwy 50 Improvement	-	-	50,000	-
Folsom Plan Area Hwy 50 Interchange	-	-	100,000	-
Folsom Plan Area Capital	-	-	366,060	1,535,000
Major Capital and Renovation	-	-	50,000	-
Prairie Oak 1915 AD	-	-	-	-
CFD #10 Russell Ranch	-	-	-	-
CFD #14 Parkway II	-	-	-	-
Subtotal Capital Project Funds	\$ 34,000	\$ 2,601	\$ 1,182,395	\$ 1,535,000

Debt Service	Capital Improvements	Transfers Out	Total	
-	-	6,893	56,443	Blue Ravine Oaks L & L Dist. #2
-	-	7,464	71,489	Folsom Heights L & L Dist. #2
-	-	15,196	363,446	Broadstone #4
-	-	17,051	135,651	CFD #16 The Islands
-	-	16,511	147,261	Willow Creek Estates East L & L Dist
-	-	7,244	27,769	Prospect Ridge L & L Dist
-	-	193,869	901,369	CFD # 18 Maint Dist
-	-	3,238	79,738	CFD # 19 Maint Dist
-	-	16,390	45,890	CFD #23 A1 Maint Dist
-	-	-	3,500	CFD #23 A2 Maint Dist
-	-	5,288	5,288	Police Special Revenue
-	-	570	570	Zoo Special Revenue
-	-	643	643	Wetland Open Space Maintenance
\$ -	\$ 3,271,680	\$ 3,308,752	\$ 13,724,606	Subtotal Special Revenue Funds
Debt Service Funds				
\$ -	\$ -	\$ -	\$ -	CCF Debt Service
-	-	-	-	GO School Facilities Bonds DS
-	-	-	-	Folsom South AD Refunding
-	-	-	-	1982-1 Nimbus AD
-	-	-	-	Traffic Signal Refunding
-	-	-	-	Recreation Facility COP DS
5,380,624	-	91,207	5,471,831	Folsom Public Financing Authority
5,255,863	-	-	5,255,863	Folsom Ranch Financing Authority
\$ 10,636,487	\$ -	\$ 91,207	\$ 10,727,694	Subtotal Debt Service Funds
Capital Project Funds				
\$ -	\$ 10,000	\$ -	\$ 10,000	Supplemental Park Fee
-	2,490,000	8,307	2,661,243	Park Improvement
-	-	-	10,000	Johnny Cash Trail Art
-	-	-	-	Zoo Capital Projects
-	-	2,643	2,643	Police Capital
-	-	197	197	Central Folsom Area Capital Projects
-	-	136,240	136,240	Fire Capital
-	-	1,187	1,187	General Capital
2,200,000	1,916,600	395,251	4,586,851	Transportation Improvement
-	500,000	104,660	704,660	Drainage Capital
-	100,000	52,595	167,595	Light Rail Transportation
-	-	136,414	196,414	General Park Equipment Capital
-	1,731,030	208,840	2,094,870	Water Impact
-	-	-	-	Library Development
-	-	-	-	Folsom Plan Area Infrastructure
-	-	-	25,000	Folsom Plan Area Transit Capital
-	-	688	50,688	Folsom Plan Area Corp Yard Capital
-	-	-	50,000	Folsom Plan Area Hwy 50 Improvement
-	-	-	100,000	Folsom Plan Area Hwy 50 Interchange
-	16,290,460	8,460	18,199,980	Folsom Plan Area Capital
-	-	-	50,000	Major Capital and Renovation
-	-	-	-	Prairie Oak 1915 AD
-	-	676	676	CFD #10 Russell Ranch
-	-	-	-	CFD #14 Parkway II
\$ 2,200,000	\$ 23,038,090	\$ 1,056,158	\$ 29,048,244	Subtotal Capital Project Funds

Funds	Salaries	Benefits	Operations & Maintenance	Capital Outlays
Enterprise Funds				
Transit	\$ -	\$ -	\$ -	\$ -
Water	3,420,072	2,384,664	6,321,518	250,000
Water Capital	-	-	300,000	-
Water Meters	-	-	225,000	-
Wastewater	1,861,036	1,388,527	2,121,380	215,000
Wastewater Capital	-	-	90,000	-
Critical Augmentation	-	-	-	-
General Augmentation	-	-	89,000	-
Solid Waste	4,175,985	3,183,766	9,142,158	5,142,714
Solid Waste Capital	-	-	85,000	-
Landfill Closure	-	-	100,000	-
Solid Waste Plan Area Capital	-	-	150,000	1,240,011
Subtotal Enterprise Funds	\$ 9,457,093	\$ 6,956,957	\$ 18,624,056	\$ 6,847,725
Internal Service Fund				
Capital Replacement	\$ -	\$ -	\$ -	\$ -
Risk Management	153,293	11,675,735	8,706,957	-
Compensated Leaves	650,000	-	-	-
Subtotal Internal Service Fund	\$ 803,293	\$ 11,675,735	\$ 8,706,957	\$ -
Fiduciary Funds				
Assessment & CFD Agency Funds	\$ -	\$ -	\$ 1,431,246	\$ -
Redevelopment Prop Tax Trust	-	-	-	-
Redevelopment SA Trust - Housing	-	-	-	-
Folsom Plan Area Specific Plan Fee	-	-	-	-
Subtotal Fiduciary Funds	\$ -	\$ -	\$ 1,431,246	\$ -
Total Combined Budget	\$ 54,704,496	\$ 48,017,316	\$ 62,210,466	\$ 11,542,275

Debt Service	Capital Improvements	Transfers Out	Total	
				Enterprise Funds
\$ -	\$ -	\$ -	\$ -	Transit
1,845,822	1,733,471	867,277	16,822,824	Water
-	-	26,899	326,899	Water Capital
-	-	3,550	228,550	Water Meters
-	3,559,916	765,672	9,911,531	Wastewater
-	-	2,471	92,471	Wastewater Capital
-	-	54	54	Critical Augmentation
-	-	118	89,118	General Augmentation
-	61,000	1,721,291	23,426,914	Solid Waste
-	-	907	85,907	Solid Waste Capital
-	-	-	100,000	Landfill Closure
-	-	997	1,391,008	Solid Waste Plan Area Capital
\$ 1,845,822	\$ 5,354,387	\$ 3,389,236	\$ 52,475,276	Subtotal Enterprise Funds
				Internal Service Fund
\$ -	\$ -	\$ 494,314	\$ 494,314	Capital Replacement
-	-	-	20,535,985	Risk Management
-	-	-	650,000	Compensated Leaves
\$ -	\$ -	\$ 494,314	\$ 21,680,299	Subtotal Internal Service Fund
				Trust Funds
\$ 12,977,331	\$ -	\$ 363,732	\$ 14,772,309	Assessment & CFD Agency Funds
3,741,950	-	-	3,741,950	Redevelopment Prop Tax Trust
-	-	-	-	Redevelopment SA Trust - Housing
-	-	-	-	Folsom Plan Area Specific Plan Fee
\$ 16,719,281	\$ -	\$ 363,732	\$ 18,514,259	Subtotal Trust Funds
\$ 31,750,983	\$ 31,664,157	\$ 8,703,399	\$ 248,593,092	Total Combined Budget

ATTACHMENT 4

Staffing Detail

Below is a comparison of full time (FT) and permanent part time (PPT) positions for the FY 2019 through FY 2022 Budgets and the proposed FY 2022-23 Budget. All positions are listed as full-time equivalent except for City Council which is listed as number of members.

	FY 19 Approved	FY 20 Approved	FY 21 Approved	FY 22 Approved	FY 23 Proposed
City Council					
Mayor	1.00	1.00	1.00	1.00	1.00
Council Member	4.00	4.00	4.00	4.00	4.00
Total City Council	5.00	5.00	5.00	5.00	5.00
City Manager's Office					
Administration					
City Manager	1.00	1.00	1.00	1.00	1.00
Assistant City Manager	1.00	0.50	0.50	0.75	0.75
Administrative Support Specialist	1.00	1.00	1.00	1.00	1.00
Public Information					
Public Information Officer	1.00	1.00	1.00	1.00	1.00
Media Specialist	1.00	1.00	1.00	1.00	1.00
Total City Manager	5.00	4.50	4.50	4.75	4.75
City Attorney					
City Attorney	1.00	1.00	1.00	1.00	1.00
Deputy/Asst City Attorney	1.00	1.00	1.00	1.00	1.00
Legal Analyst	1.00	1.00	1.00	1.00	1.00
Legal Secretary	1.00	1.00	1.00	1.00	1.00
Total City Attorney	4.00	4.00	4.00	4.00	4.00
City Clerk					
City Clerk	1.00	1.00	1.00	1.00	1.00
Deputy City Clerk	1.00	1.00	1.00	1.00	1.00
Assistant City Clerk	-	-	-	-	1.00
City Clerk Technician II	1.00	1.00	1.00	1.00	-
City Clerk Technician I	-	-	-	-	-
Total City Clerk	3.00	3.00	3.00	3.00	3.00
Community Development					
Administration					
Community Development Director	1.00	1.00	1.00	1.00	1.00
Administrative Assistant	1.00	1.00	1.00	1.00	2.00
Office Assistant	1.00	-	-	-	-
Senior Office Assistant	-	1.00	1.00	1.00	-

	FY 19 Approved	FY 20 Approved	FY 21 Approved	FY 22 Approved	FY 23 Proposed
Community Development (cont.)					
Building					
Building Inspector I/II	2.00	2.00	2.00	2.00	2.00
Building Plans Coordinator	1.00	1.00	1.00	1.00	1.00
Building Technician I/II	2.00	2.00	2.00	2.00	2.00
Plan Check Engineer	2.00	2.00	2.00	2.00	2.00
Senior Building Inspector	1.00	1.00	1.00	1.00	1.00
Principal Civil Engineer	1.00	1.00	1.00	1.00	1.00
Code Enforcement					
Code Enforcement Officer I/II	1.00	1.00	1.00	1.00	1.00
Code Enforcement Supervisor	1.00	1.00	1.00	1.00	1.00
Engineering					
Arborist	1.00	1.00	1.00	1.00	1.00
Senior Construction Inspector	-	1.00	1.00	1.00	1.00
Construction Inspector I/II	1.00	-	-	-	-
Engineering Technician I/II	1.00	1.00	1.00	1.00	1.00
City Engineer	1.00	1.00	1.00	1.00	1.00
Senior Civil Engineer	2.00	2.00	2.00	2.00	2.00
Planning					
Building Inspector II	1.00	-	-	-	-
Planner I (Asst)/Planner II (Associate)	1.00	2.00	2.00	2.00	2.00
Planning Manager	1.00	1.00	1.00	1.00	1.00
Principal Planner	2.00	2.00	2.00	2.00	2.00
Senior Planner	1.00	1.00	1.00	1.00	1.00
Total Community Development	26.00	26.00	26.00	26.00	26.00
Fire Department					
Administration					
Fire Chief	1.00	1.00	1.00	1.00	1.00
Fire Division Chief	-	1.00	1.00	2.00	2.00
Accounting Technician I/II	1.00	1.00	-	-	-
Administrative Technician	-	-	1.00	1.00	1.00
Administrative Assistant	1.00	1.00	1.00	1.00	1.00
Office Assistant	-	-	1.00	1.00	1.00
Senior Office Assistant	1.00	1.00	-	-	-
Emergency Operations					
Fire Division Chief	3.00	2.00	2.00	1.00	1.00
Fire Battalion Chief	1.00	1.00	1.00	2.00	2.00
Fire Captain-Suppression	12.00	15.00	15.00	15.00	15.00
Fire Engineer	12.00	15.00	15.00	15.00	15.00
Firefighter	42.00	36.00	36.00	36.00	46.00

	FY 19 Approved	FY 20 Approved	FY 21 Approved	FY 22 Approved	FY 23 Proposed
Fire Department (cont.)					
Fire Prevention					
Deputy Fire Marshall	1.00	1.00	1.00	1.00	1.00
Fire Prevention Officer	2.00	2.00	2.00	2.00	2.00
Total Fire	77.00	77.00	77.00	78.00	88.00
Human Resources					
Human Resources Director	0.50	0.25	0.50	1.00	-
Human Resources Manager	-	-	-	-	1.00
Administrative Assistant	1.00	1.00	1.00	1.00	1.00
Human Resources Technician I/II	2.00	2.00	2.00	2.00	2.00
Senior Management Analyst	2.00	2.00	2.00	2.00	2.00
Total Human Resources	5.50	5.25	5.50	6.00	6.00
Library					
Library Director	1.00	1.00	1.00	1.00	1.00
Administrative Assistant	1.00	1.00	1.00	1.00	1.00
Librarian	2.00	2.00	2.00	2.00	2.00
Library Assistant	4.00	4.00	4.00	4.00	4.00
Library Circulation Coordinator	1.00	1.00	1.00	1.00	1.00
Library Technician	2.00	2.00	2.00	2.00	2.00
Marketing & Graphics Coord	0.75	0.75	0.75	-	-
Senior Librarian	1.00	1.00	1.00	1.00	1.00
Senior Office Assistant	-	-	-	-	-
Total Library	12.75	12.75	12.75	12.00	12.00
Office of Management and Budget					
Administration					
Chief Financial Officer/Finance Director	0.50	0.25	-	1.00	1.00
Finance Director	-	1.00	1.00	-	-
Administrative Assistant	1.00	1.00	1.00	1.00	1.00
Disbursements					
Disbursements Specialist	1.00	1.00	1.00	1.00	1.00
Payroll Specialist	2.00	2.00	2.00	2.00	2.00
Disbursements Technician	1.00	1.00	1.00	1.00	1.00
Revenue					
Revenue Technician I/II	4.00	4.00	4.00	3.00	3.00
Revenue/Disbursements Manager	1.00	1.00	1.00	-	-
Revenue Supervisor	-	-	-	1.00	1.00
Senior Revenue Technician	1.00	1.00	1.00	2.00	2.00

	FY 19 Approved	FY 20 Approved	FY 21 Approved	FY 22 Approved	FY 23 Proposed
Office of Management and Budget (cont.)					
Financial Services					
Accounting Technician II	1.00	1.00	1.00	1.00	1.00
Financial Specialist	1.00	1.00	1.00	1.00	1.00
Senior Financial Analyst	2.00	2.00	2.00	2.00	2.00
Deputy Treasurer	1.00	1.00	1.00	1.00	1.00
Financial Services Manager	1.00	1.00	1.00	1.00	1.00
Information Systems					
Information Systems Manager	1.00	1.00	1.00	1.00	1.00
Information Systems Analyst	-	-	3.00	3.00	2.00
Information Systems Technician I/II	3.00	3.00	-	-	1.00
GIS Analyst	1.00	1.00	1.00	1.00	1.00
Process Improvement Specialist	1.00	1.00	1.00	1.00	1.00
Total Office of Management and Budget	23.50	24.25	24.00	24.00	24.00
Parks & Recreation					
Administration					
Parks & Recreation Director	1.00	1.00	1.00	1.00	1.00
Administrative Assistant	3.00	3.00	3.00	3.00	3.00
Marketing & Graphics Coordinator	1.00	1.00	1.00	1.00	1.00
Management Analyst	-	1.00	1.00	1.00	-
Senior Management Analyst	1.00	-	-	-	1.00
Park Maintenance					
Maintenance Specialist	2.00	2.00	2.00	2.00	2.00
Maintenance Worker I/II	1.00	1.00	1.00	1.00	1.00
Parks/Facilities Maintenance Manager	1.00	1.00	1.00	1.00	1.00
Parks Supervisor	1.00	1.00	1.00	1.00	1.00
Senior Maintenance Worker	2.00	2.00	2.00	2.00	2.00
Park Development					
Senior Park Planner	1.00	1.00	1.00	1.00	1.00
Park Planner	1.00	-	-	-	-
Trails					
Senior Trails Planner	1.00	1.00	1.00	1.00	1.00
Zoo					
Zookeeper I / II	5.00	5.00	5.00	5.00	5.00
Lead Zookeeper	1.00	1.00	1.00	1.00	1.00
Recreation Coordinator I	1.00	1.00	-	-	-
Recreation Coordinator II	-	-	1.00	1.00	1.00
Zoo Supervisor	1.00	1.00	1.00	1.00	1.00

City of Folsom FY 2022-23 Budget

	FY 19 Approved	FY 20 Approved	FY 21 Approved	FY 22 Approved	FY 23 Proposed
Parks & Recreation (cont.)					
Aquatics					
Recreation Coordinator I	0.50	0.50	1.00	1.00	-
Recreation Coordinator II	1.00	1.00	0.50	0.50	1.50
Recreation Manager	0.50	-	-	-	-
Recreation Supervisor	1.00	1.00	1.00	1.00	1.00
Senior Maintenance Worker	1.00	1.00	1.00	1.00	1.00
Community & Cultural Services / Community Facilities					
Community & Cultural Services Manager	1.00	1.00	1.00	1.00	1.00
Recreation Coordinator I	2.00	1.00	1.00	1.00	1.00
Recreation Coordinator II	1.00	3.00	3.00	3.00	3.00
Recreation Supervisor	1.00	1.00	1.00	1.00	1.00
Senior Recreation Coordinator	1.00	1.00	1.00	1.00	1.00
Recreation / Sports Complex					
Recreation Coordinator I	1.50	1.50	1.00	1.00	1.00
Recreation Coordinator II	1.00	1.00	1.50	1.50	1.50
Recreation Manager	0.50	-	-	-	-
Recreation Supervisor	1.00	1.00	1.00	1.00	1.00
Senior Recreation Coordinator	1.00	1.00	1.00	1.00	1.00
Facility Services					
Facilities Maintenance Supervisor	1.00	1.00	1.00	1.00	1.00
Senior Building Tradesworker	3.00	3.00	3.00	3.00	3.00
Building Tradesworker I/II	1.00	1.00	1.00	1.00	1.00
Municipal Landscaping					
Lighting & Landscape District Manager	1.00	1.00	1.00	1.00	1.00
Construction Inspector I	-	1.00	1.00	1.00	1.00
Irrigation Systems Coordinator	-	-	-	1.00	1.00
Maintenance Supervisor	-	1.00	1.00	1.00	1.00
Senior Maintenance Worker	2.00	1.00	1.00	-	-
Maintenance Worker I/II	1.00	1.00	1.00	1.00	2.00
Total Parks & Recreation	48.00	48.00	48.00	48.00	49.00
Police Department					
Administration					
Police Chief	1.00	1.00	1.00	1.00	1.00
Police Commander	-	-	1.00	1.00	1.00
Administrative Assistant	1.00	1.00	1.00	1.00	1.00
Administrative Technician	-	-	1.00	1.00	1.00
Police Sergeant	1.00	1.00	1.00	1.00	1.00
Police Officer	1.00	1.00	1.00	1.00	1.00

	FY 19 Approved	FY 20 Approved	FY 21 Approved	FY 22 Approved	FY 23 Proposed
Police Department (cont.)					
Support Services					
Police Commander	1.00	1.00	-	-	-
Police Lieutenant	-	-	1.00	1.00	1.00
Police Support Services Manager	1.00	1.00	-	-	-
Communications Supervisor	3.00	3.00	3.00	3.00	3.00
Dispatcher I/II	13.00	13.00	13.00	13.00	14.00
Administrative Technician	1.00	1.00	-	-	-
Senior Records Clerk	1.00	1.00	1.00	1.00	1.00
Police Records Clerk	2.00	2.00	2.00	2.00	2.00
Police Records Clerk - PPT	0.50	0.50	0.50	0.50	0.50
Police Records Supervisor	1.00	1.00	1.00	1.00	1.00
Operations					
Police Commander	1.00	1.00	1.00	1.00	1.00
Community Service Officer	1.00	1.00	1.00	1.00	1.00
Police Lieutenant	3.00	3.00	3.00	3.00	3.00
Police Sergeant	9.00	9.00	9.00	9.00	9.00
Police Corporal	5.00	5.00	5.00	5.00	5.00
Police Officer	43.00	43.00	43.00	43.00	44.00
Police Volunteer Coordinator	1.00	1.00	1.00	1.00	1.00
Investigations					
Police Lieutenant	1.00	1.00	1.00	1.00	1.00
Police Sergeant	2.00	2.00	2.00	2.00	2.00
Police Officer	10.00	10.00	10.00	10.00	10.00
Property and Evidence Technician	2.00	2.00	-	-	-
Community Service Officer	-	-	2.00	2.00	2.00
Crime & Intelligence Analyst	1.00	1.00	1.00	1.00	1.00
Animal Care Services					
Animal Control Officer	1.00	1.00	1.00	1.00	2.00
Total Police Department	107.50	107.50	107.50	107.50	110.50
Public Works Department					
Administration / Engineering					
Public Works Director	0.80	0.80	0.80	0.80	0.80
Administrative Assistant	1.00	1.00	1.00	1.00	1.00
Construction Inspector I/II	1.00	1.00	1.00	1.00	1.00
Engineering Technician I/II	1.00	1.00	1.00	1.00	1.00
PW/Utilities Section Manager	1.00	1.00	1.00	1.00	1.00
Office Assistant	1.00	1.00	-	-	-
Senior Civil Engineer	3.00	3.00	3.00	3.00	3.00
Senior Management Analyst	0.50	0.75	0.75	0.75	0.75
Senior Office Assistant	-	-	1.00	1.00	1.00

City of Folsom FY 2022-23 Budget

	FY 19 Approved	FY 20 Approved	FY 21 Approved	FY 22 Approved	FY 23 Proposed
Public Works Department (cont.)					
Fleet Maintenance					
PW / Utilities Section Manager	0.30	0.35	0.35	0.35	0.35
Fleet / Solid Waste Manager	0.20	0.20	0.20	0.35	0.35
Administrative Assistant	0.10	0.10	0.10	0.10	0.10
Inventory Clerk	1.00	1.00	1.00	1.00	1.00
Lead Senior Mechanic	1.00	1.00	1.00	1.00	1.00
Mechanic II	4.00	4.00	4.00	4.10	4.10
Maintenance Worker I/II	0.10	0.10	0.10	-	-
Senior Equipment Mechanic	1.00	1.00	1.00	1.00	1.00
Streets					
Maintenance Specialist	3.00	3.00	3.00	3.00	3.00
Maintenance Worker I/II	4.10	4.10	4.10	4.00	4.00
Mechanic II	-	-	-	0.10	0.10
Senior Maintenance Worker	1.00	1.00	1.00	1.00	1.00
Streets Operations Supervisor	1.00	1.00	1.00	1.00	1.00
Traffic Maintenance					
Associate Civil Engineer	1.00	1.00	1.00	1.00	-
Maintenance Specialist	2.00	2.00	1.00	1.00	1.00
Senior Civil Engineer	-	-	-	-	1.00
Senior Maintenance Worker	1.00	1.00	1.00	1.00	1.00
Senior Traffic Control & Lighting Technician	1.00	1.00	1.00	1.00	1.00
Traffic Control & Lighting Supervisor	-	-	-	-	-
Traffic Control & Lighting Technician I/II	3.00	3.00	4.00	4.00	4.00
Transit*					
PW / Utilities Section Manager	0.10	-	-	-	-
Administrative Assistant	0.40	-	-	-	-
Senior Management Analyst	0.25	-	-	-	-
Transit Chief	1.00	-	-	-	-
Transit Bus Driver	4.00	-	-	-	-
Transit Bus Driver - PPT (@ 80%)	6.40	-	-	-	-
Transit Coordinator	1.00	-	-	-	-
Transit Scheduler	1.00	-	-	-	-
Transit Trainer	1.00	-	-	-	-
Total Public Works Department	49.25	34.40	34.40	34.55	34.55
Environmental and Water Resources					
Water Resources Administration					
Director	1.00	1.00	1.00	1.00	1.00
Administrative Assistant	1.00	1.00	1.00	1.00	1.00
Administrative Technician	-	-	-	-	1.00
Associate Civil Engineer	1.00	1.00	1.00	1.00	1.00
Engineering Technician I/II	1.00	1.00	1.00	1.00	1.00
Marketing & Graphics Coord	0.25	0.25	0.25	-	-
PW / Utilities Section Manager	1.00	1.00	1.00	1.00	1.00
SCADA Programmer	1.00	1.00	1.00	1.00	1.00
Senior Civil Engineer	2.00	2.00	2.00	2.00	2.00
Senior Office Assistant	1.00	1.00	1.00	2.00	2.00

	FY 19 Approved	FY 20 Approved	FY 21 Approved	FY 22 Approved	FY 23 Proposed
Environmental and Water Resources (cont.)					
Wastewater					
Revenue Technician I/II	-	-	-	-	1.00
Senior Wastewater Collection Technician	2.00	2.00	2.00	2.00	2.00
Utilities Technician	1.00	-	-	-	-
Wastewater Collection Supervisor	1.00	1.00	1.00	1.00	1.00
Wastewater Collection Tech I/II	10.00	11.00	11.00	11.00	11.00
Water Conservation					
Water Management Coordinator	1.00	1.00	1.00	1.00	1.00
Water Management Specialist	2.00	2.00	2.00	2.00	2.00
Water Utility Maintenance					
Senior Water Utility Worker	1.00	1.00	1.00	1.00	1.00
Utility Maintenance Supervisor	1.00	1.00	1.00	1.00	1.00
Water Utility Worker I/II	5.00	5.00	5.00	5.00	5.00
Water Treatment Plant					
Lead Plant Mechanic	1.00	1.00	1.00	1.00	1.00
Plant Mechanic	1.00	1.00	1.00	-	-
Senior Office Assistant	1.00	1.00	1.00	-	-
Water Treatment Plant Chief Operator	1.00	1.00	1.00	1.00	1.00
Water Treatment Plant Operator III	3.00	3.00	3.00	4.00	4.00
Water Treatment Plant Operator I / II	1.00	1.00	1.00	1.00	1.00
Water Treatment Plant Supervisor	1.00	1.00	1.00	1.00	1.00
Water Quality					
Water Distribution Chief Operator	1.00	1.00	1.00	1.00	1.00
Water Distribution Operator I/II	3.00	3.00	3.00	3.00	3.00
Water Quality Technician	1.00	1.00	1.00	1.00	1.00
Water Distribution Supervisor	1.00	1.00	1.00	1.00	1.00
Water Metering Program					
Utility Maintenance Supervisor	1.00	1.00	1.00	1.00	1.00
Senior Water Utility Worker	-	-	1.00	1.00	2.00
Senior Water Meter Worker	1.00	1.00	-	-	-
Water Utility Worker I/II	3.00	3.00	3.00	3.00	3.00
Total Environmental and Water Resources	53.25	53.25	53.25	53.00	56.00

	FY 19 Approved	FY 20 Approved	FY 21 Approved	FY 22 Approved	FY 23 Proposed
Solid Waste Department					
Solid Waste Collections					
Public Works Director	0.20	0.20	0.20	0.20	0.20
PW / Utilities Section Manager	0.60	0.65	0.65	0.65	0.65
Solid Waste / Fleet Manager	0.80	0.80	0.80	0.65	0.65
Solid Waste Supervisor	1.00	1.00	1.00	1.00	1.00
Administrative Assistant	0.50	0.90	0.90	0.90	0.90
Account Technician	1.00	1.00	1.00	1.00	1.00
Senior Management Analyst	0.25	0.25	0.25	0.25	0.25
Maintenance Worker I/II	1.80	1.80	1.80	1.00	1.00
Mechanic II	1.00	1.00	1.00	1.80	1.80
Refuse Driver	31.00	31.00	31.00	37.00	38.00
Senior Maintenance Worker	2.00	2.00	2.00	2.00	2.00
Senior Office Assistant	3.00	3.00	3.00	3.00	3.00
Hazardous Materials					
Hazardous Materials Coordinator	1.00	1.00	1.00	1.00	1.00
Maintenance Specialist	1.00	1.00	1.00	1.00	1.00
Senior Environmental Specialist	1.00	1.00	1.00	1.00	1.00
Recycling					
Environmental Specialist Supervisor	1.00	1.00	1.00	1.00	1.00
Senior Environmental Specialist	-	-	-	2.00	2.00
Total Solid Waste Department	47.15	47.60	47.60	55.45	56.45
Total Staffing Positions	466.90	452.50	452.50	461.25	479.25

*Transit -- During Fiscal Year 2019 the City Transit Services were annexed by Sacramento Regional Transit

This page is intentionally left blank.

Meeting Minutes

Joint Folsom City Council, Folsom Redevelopment Successor Agency, Folsom Public Financing Authority, South of 50 Parking Authority, and Folsom Ranch Financing Authority Meeting

March 22, 2022

ROLL CALL: Council / Board Members: Chalamcherla, Kozlowski, Rodriguez, Aquino, Howell

CONSENT CALENDAR:

- 15. Approval of the December 14, 2021 Joint City Council / Successor Agency / Public Financing Authority / Folsom South of 50 Parking Authority / Folsom Ranch Financing Authority Meeting Minutes
- 16. Receive and File the City of Folsom, the Folsom Redevelopment Successor Agency, the Folsom Public Financing Authority, the Folsom Ranch Financing Authority, and the South of 50 Parking Authority Monthly Investment Reports for the Month of December 2021

Motion by Councilmember Mike Kozlowski, second by Vice Mayor Rosario Rodriguez to approve the Consent Calendar.

Motion carried with the following roll call vote:

AYES: Council/Board Member(s): Chalamcherla, Kozlowski, Rodriguez, Aquino, Howell
NOES: Council/Board Member(s): None
ABSENT: Council/Board Member(s): None
ABSTAIN: Council/Board Member(s): None

ADJOURNMENT

There being no further business to come before the joint City Council / Redevelopment Successor Agency / Public Financing Authority / Folsom South of 50 Parking Authority / Folsom Ranch Financing Authority, the meeting was adjourned to the regular City Council meeting at 6:52 pm.

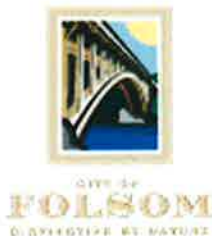
SUBMITTED BY:

Christa Freemantle, City Clerk/Board Secretary

ATTEST:

Kerri Howell, Mayor/Board Chair

This page is intentionally left blank.



Folsom City Council Staff Report

MEETING DATE:	5/24/2022
AGENDA SECTION:	Consent Calendar
SUBJECT:	Receive and File the City of Folsom, the Folsom Redevelopment Successor Agency, the Folsom Public Financing Authority, the Folsom Ranch Financing Authority, and the South of 50 Parking Authority Monthly Investment Reports for the Month of March 2022
FROM:	Finance Department

RECOMMENDATION / CITY COUNCIL ACTION

The Finance Department recommends that the City Council receive and file the City of Folsom, the Folsom Redevelopment Successor Agency, the Folsom Public Financing Authority, the Folsom Ranch Financing Authority, and the South of 50 Parking Authority monthly Investment Reports for the month of March 2022.

BACKGROUND / ISSUE

Under the Charter of the City of Folsom and the authority granted by the City Council, the Finance Director is responsible for investing the unexpended cash of the City Treasury. The primary objectives of the City's investment policy are to maintain the safety of investment principal, provide liquidity to meet the short and long-term cash flow needs of the City, and earn a market-average yield on investments. The City's portfolio is managed in a manner responsive to the public trust and is consistent with state and local laws and the City's investment policy. The Finance Department hereby submits the investment reports for the City of Folsom, the Folsom Redevelopment Successor Agency, the Folsom Public Financing Authority, the Folsom Ranch Financing Authority, and the South of 50 Parking Authority for the month of March 2022.

POLICY / RULE

1. Section 3.30.010(a) of the Folsom Municipal Code states “the term ‘city’ shall encompass the city of Folsom, the Folsom community *redevelopment agency*, and all other agencies and instrumentalities of the city under either the direct or indirect control of the city council, and this chapter regulates the investment of all moneys of those agencies.”
2. Section 3.30.030(f) of the Folsom Municipal Code states that “the city’s chief investment officer shall each month submit an investment report to the city council, which report shall include all required elements as prescribed by California Government code section 53646.”
3. California Government Code, Sections 53601 through 53659 sets forth the state law governing investments for municipal governments in California.
4. Section 3.30.020(g) of the Folsom Municipal Code states that “all city cash shall be consolidated into one general bank account as set out in this code and invested on a pooled concept basis. Interest earnings shall be allocated to all city funds and subfunds according to fund and subfund cash and investment balance on at least a quarterly basis.”

ANALYSIS

Overview

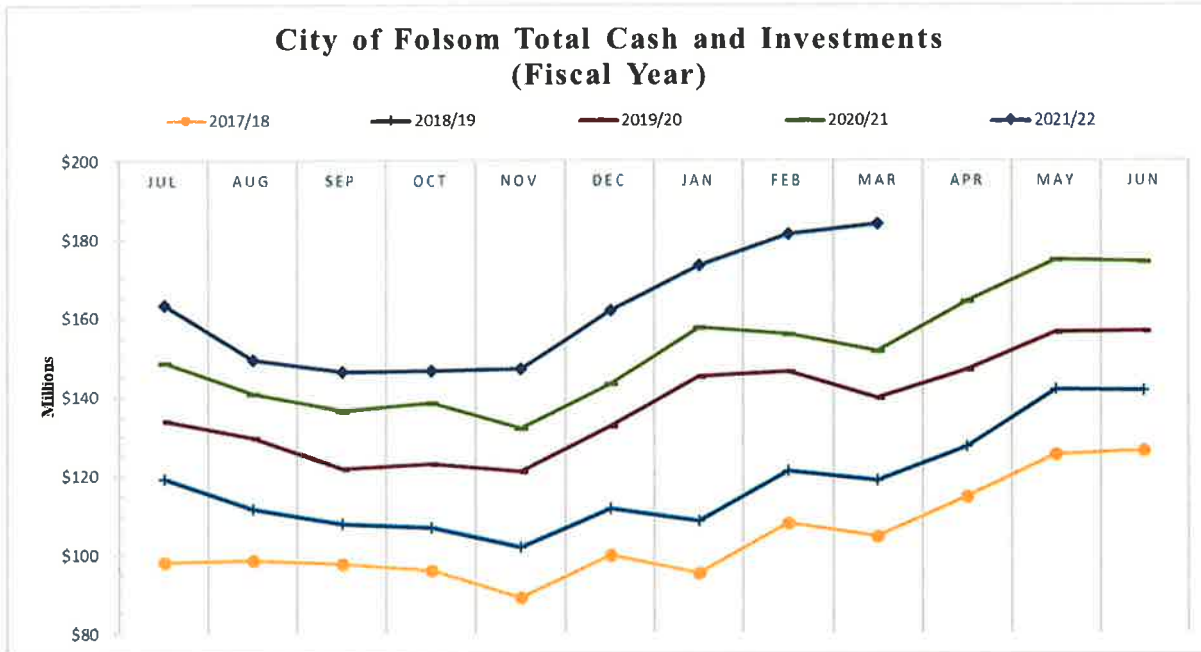
The City has diversified investments in accordance with the City Investment Policy and Government Code. The City of Folsom’s total cash and investments are invested on a pooled basis as required by the Folsom Municipal Code.

The Portfolio Summary of the City’s current report includes a “Pooled Equity Section” identifying the Redevelopment Successor Agency’s (RDSA) and Folsom Public Financing Authority’s (FPFA) portion of the investment pool. The RDSA and FPFA list these amounts under “Cash” in their respective sections. Currently, the Folsom Ranch Financing Authority (FRFA) has no funds invested in Pooled Equity.

City of Folsom

Total Cash and Investments

The following graph illustrates the City’s monthly cash and investment balances for fiscal years 2018 through 2022. Monthly fluctuations in cash and investments are the result of typical receipt of revenues less expenditures for operations, debt service, and capital improvements. As of March 31, 2022, the City’s cash and investments totaled \$183,902,215; an increase of \$32,300,827 (21%) from March 31, 2021.

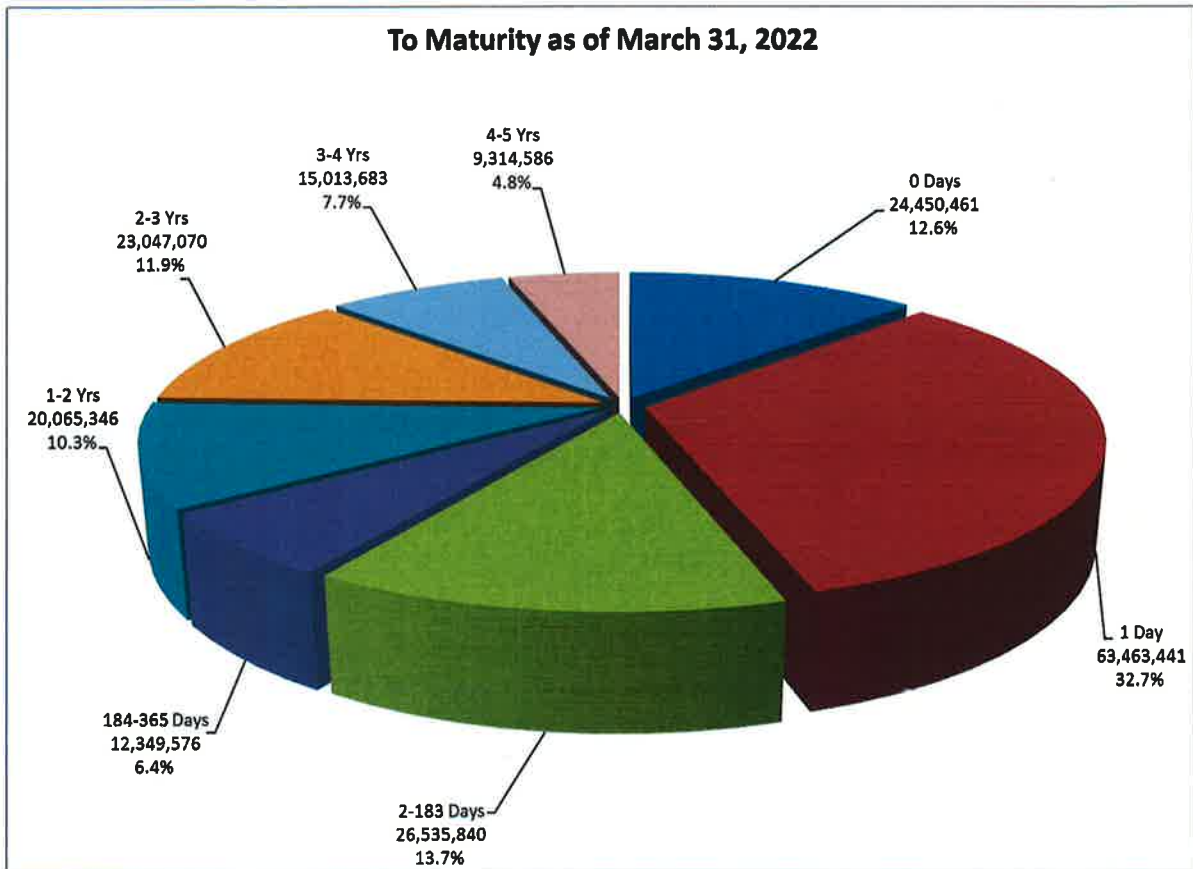


The following chart shows the City’s monthly cash and investment balances and percentage change for Fiscal Year 2021-22 along with the yearly dollar and percentage changes.

Total City Cash and Investments

	2021-22	Monthly Change	2020-21	Monthly Change	Yearly \$ Change	Yearly % Change
Jul	\$ 163,280,753		\$ 148,832,109		\$ 14,448,645	10%
Aug	\$ 149,509,252	-8%	\$ 140,982,833	-5%	\$ 8,526,419	6%
Sep	\$ 146,444,211	-2%	\$ 136,560,020	-3%	\$ 9,884,190	7%
Oct	\$ 146,610,398	0%	\$ 138,527,756	1%	\$ 8,082,642	6%
Nov	\$ 147,062,416	0%	\$ 132,111,422	-5%	\$ 14,950,994	11%
Dec	\$ 161,954,751	10%	\$ 143,343,763	9%	\$ 18,610,988	13%
Jan	\$ 173,392,655	7%	\$ 157,682,958	10%	\$ 15,709,697	10%
Feb	\$ 181,302,338	5%	\$ 156,040,724	-1%	\$ 25,261,614	16%
Mar	\$ 183,902,215	1%	\$ 151,601,388	-3%	\$ 32,300,827	21%

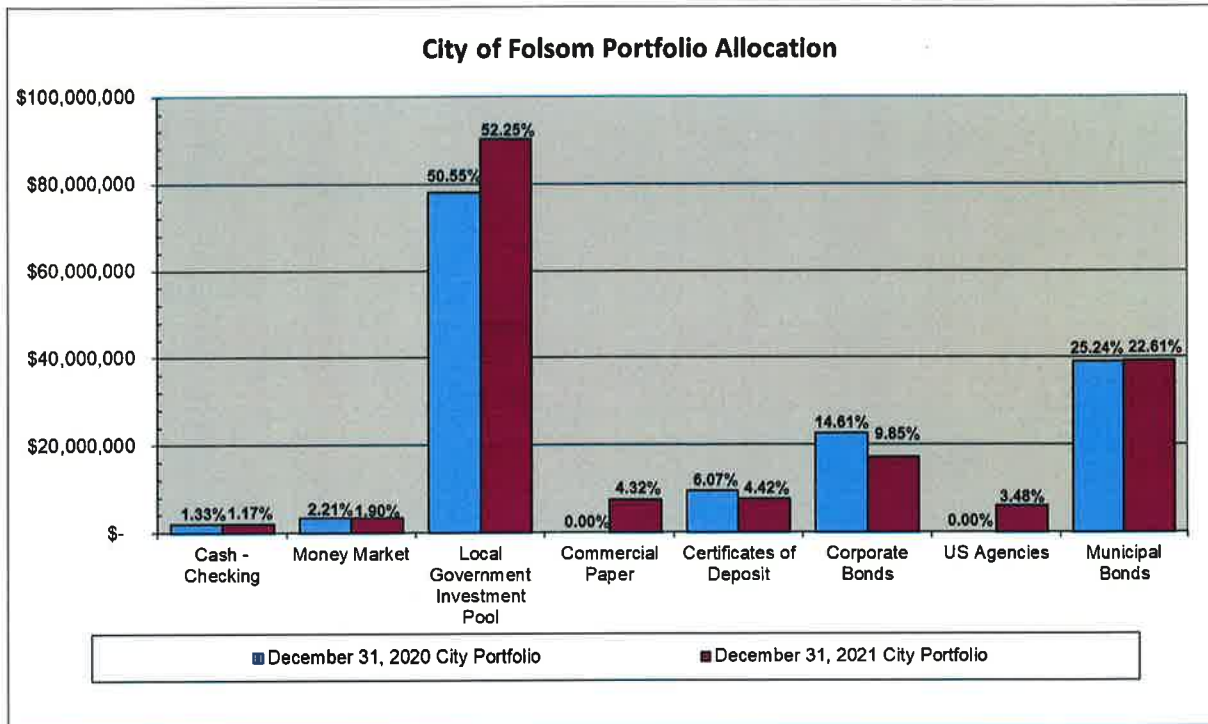
The City’s projected cash needs for the next six months are sufficiently provided for by anticipated revenues and the liquidity of its cash and investments. In addition, in accordance with Section 3.30.020(c) of the Municipal Code, less than 50% of the City’s total cash is invested for a period longer than one year.



Investment Performance

The City’s Portfolio Management Summary report for the month of March 2022 is presented in Attachment 1 to this report. Portfolio investment earnings (including pooled equity earnings for the RDSA and FPFA) for the three-month quarter ended March 31, 2022 totaled \$372,752. The total rate of return of the investment portfolio for the same period was 0.82%.

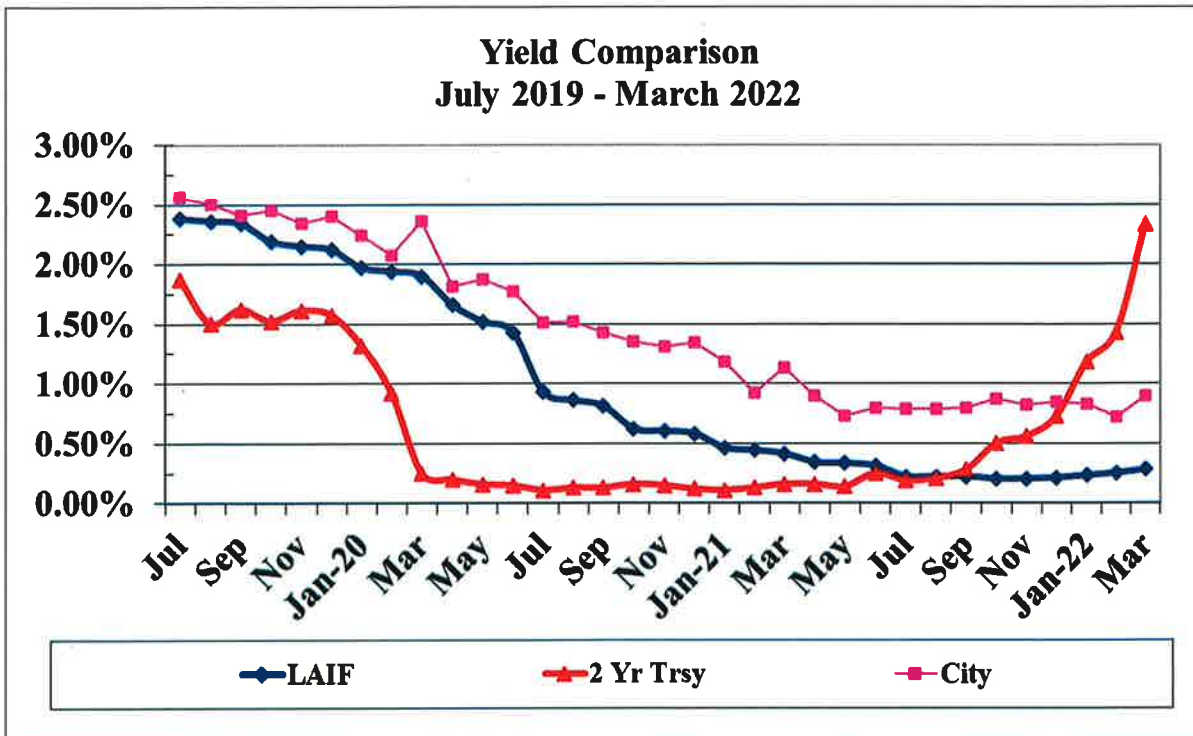
The following graph illustrates the total dollar amount and allocation percentages for March 31, 2021 and March 31, 2022. The percentages in this graph are based on book value.



A detailed listing of the portfolio holdings as of March 31, 2022 is included in Attachment 2 to this report.

The Local Government Investment Pool (LAIF) yield typically moves in the same direction as market yields, but is less volatile, lagging somewhat behind market moves. This can be seen in the chart on the next page, illustrating the historical monthly change in yield from July 2019 through March 2022 for LAIF and two-year US Treasury securities. The effective rate of return for the City Portfolio is also included.

The Federal Funds rate has been at 0.0%-0.25% since March 15, 2020 after two rate cuts in that month to help consumers and businesses handle the financial challenges posed by the economic slowdown due to the onset of the Covid-19 pandemic. The Federal Open Market Committee (FOMC) increased the Federal Funds rate in its March 2022 meeting by 25 basis points, and in its May 2022 meeting by 50 basis points, the first time in over 20 years that rates had increased by more than 25 basis points in a single meeting. The anticipation is that the June and July meetings will also see rates rise by 50 basis points each, and then taper off to 25 basis point increases throughout the end of the year, to end the year around 2.50%, matching the high during the post-2008 global economic downturn. The reasoning behind these rate hikes is an attempt to curb inflation that was at 8.5% year over year in March 2022. It remains to be seen whether these rates hikes will achieve their desired goal, since the conflict in Ukraine has raised oil, gas, and food prices, and lockdowns in China due to Covid-19 have only exacerbated continuing supply chain issues driving prices higher.



A listing of transactions for the third quarter of fiscal year 2022 is included in Attachment 3 to this report.

Folsom Redevelopment Successor Agency

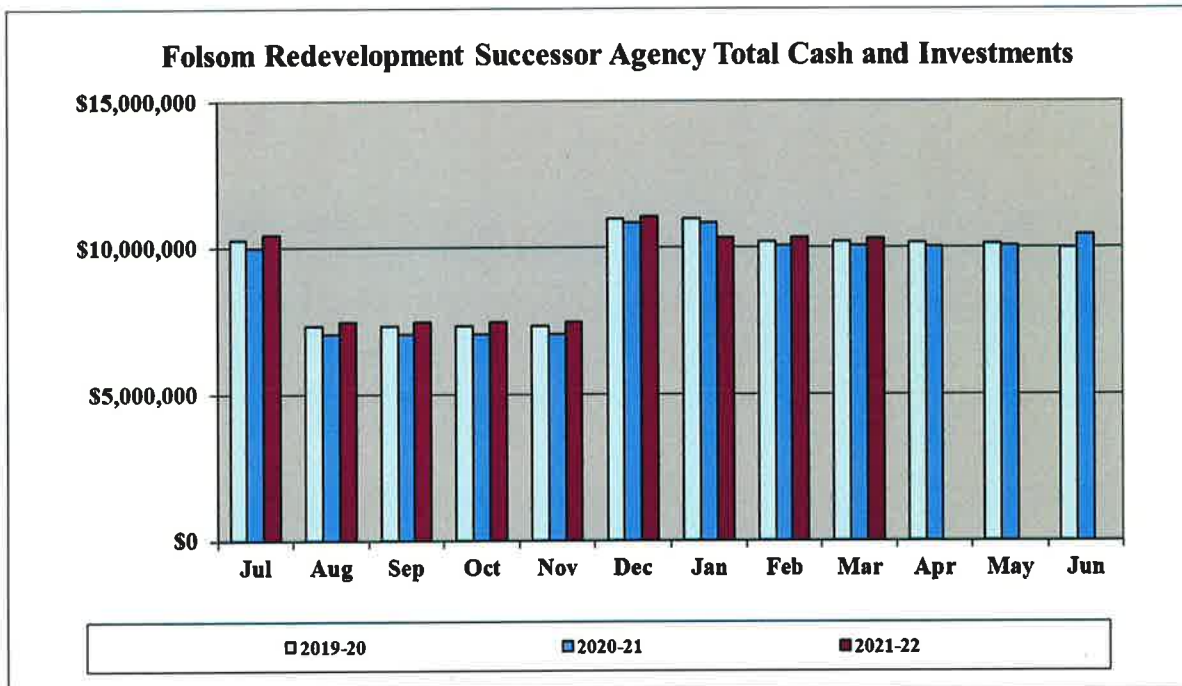
Total Cash and Investments

The RDSA had total cash and investments of \$10,317,959 as of March 31, 2022. This is an increase of \$240,426 (2%) since March 31, 2021. The cash held by the RDSA is comprised of city-held funds, as well as 2011 bond proceeds to be utilized for housing and non-housing projects. These proceeds held by the Agency are broken out individually in the Portfolio Management Summary in Attachment 1.

The following table and graph illustrate the monthly balances and their respective percentage changes for the reporting period. Monthly fluctuations in cash and investments are the result of typical receipt of revenues less expenditures for operations, debt service, and capital improvements.

Folsom Redevelopment Successor Agency

	2021-22	Monthly Change	2020-21	Monthly Change	Yearly \$ Change	Yearly % Change
Jul	\$ 10,454,334		\$ 10,002,863		\$ 451,471	5%
Aug	\$ 7,474,685	-29%	\$ 7,059,737	-29%	\$ 414,948	6%
Sep	\$ 7,474,875	0%	\$ 7,059,862	0%	\$ 415,013	6%
Oct	\$ 7,474,989	0%	\$ 7,056,132	0%	\$ 418,857	6%
Nov	\$ 7,474,989	0%	\$ 7,051,717	0%	\$ 423,273	6%
Dec	\$ 11,074,605	48%	\$ 10,861,946	54%	\$ 212,659	2%
Jan	\$ 10,330,729	-7%	\$ 10,862,106	0%	\$ (531,377)	-5%
Feb	\$ 10,325,593	0%	\$ 10,077,418	-7%	\$ 248,175	2%
Mar	\$ 10,317,959	0%	\$ 10,077,532	0%	\$ 240,426	2%



The RDSA’s projected cash needs for the next six months are sufficiently provided for by anticipated revenues and the liquidity of its cash and investments.

Investment Performance

The RDSA’s Portfolio Management Summary report for the month of March 2021 is presented in Attachment 1. The RDSA’s investment earnings for the three-month quarter ended March 31, 2022 totaled \$20,872.45. The effective rate of return for the RDSA investment portfolio for the same time period is 0.81%.

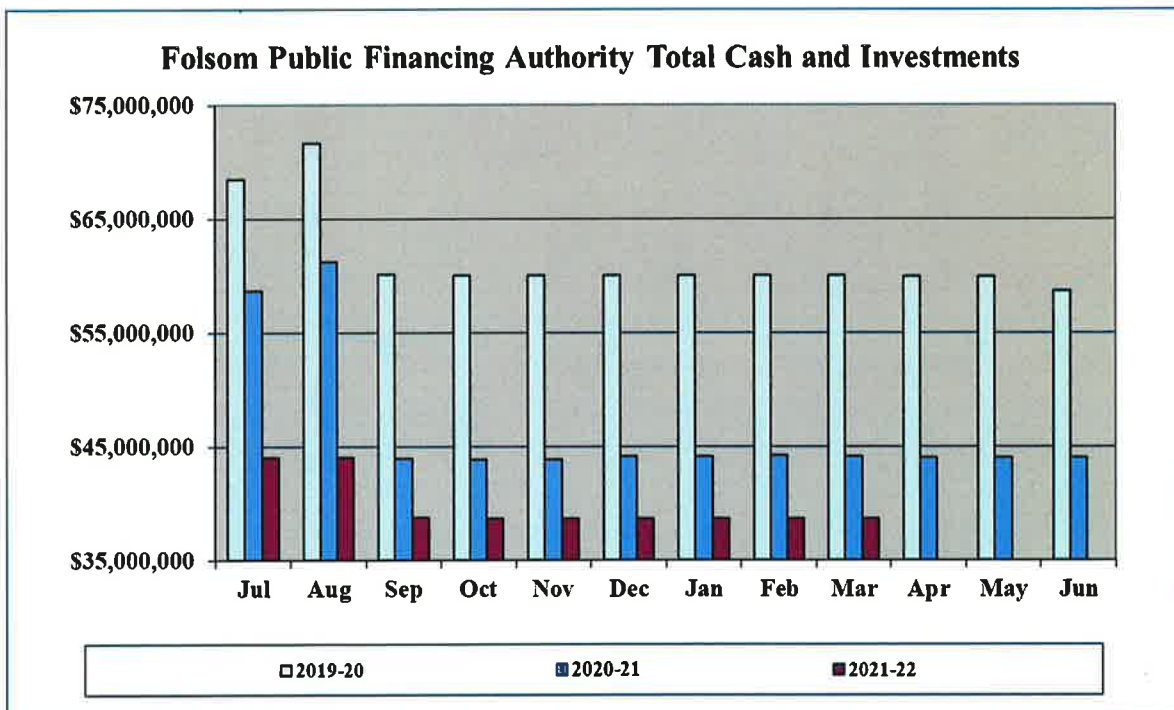
Folsom Public Financing Authority

Total Cash and Investments

The FPFA cash and investments totaled \$38,637,684 as of March 31, 2022. This is a decrease of \$5,447,481 (12%) from March 31, 2021. Monthly fluctuations in cash and investments are the result of typical receipt of debt service repayment revenues and the subsequent debt service expenditures. The following table and graph illustrate the monthly balances and their respective percentage changes for the reporting period.

Folsom Public Financing Authority

	2021-22	Monthly Change	2020-21	Monthly Change	Yearly \$ Change	Yearly % Change
Jul	\$ 43,982,425		\$ 58,623,181		\$ (14,640,756)	-25%
Aug	\$ 43,982,425	0%	\$ 61,219,871	4%	\$ (17,237,446)	-28%
Sep	\$ 38,732,656	-12%	\$ 43,955,323	-28%	\$ (5,222,667)	-12%
Oct	\$ 38,623,009	0%	\$ 43,845,768	0%	\$ (5,222,759)	-12%
Nov	\$ 38,623,010	0%	\$ 43,845,770	0%	\$ (5,222,760)	-12%
Dec	\$ 38,623,011	0%	\$ 44,064,764	0%	\$ (5,441,753)	-12%
Jan	\$ 38,623,020	0%	\$ 44,064,765	0%	\$ (5,441,745)	-12%
Feb	\$ 38,623,021	0%	\$ 44,179,572	0%	\$ (5,556,551)	-13%
Mar	\$ 38,637,684	0%	\$ 44,085,165	0%	\$ (5,447,481)	-12%



The FPFA’s projected cash needs for the next six months are sufficiently provided for by anticipated revenues and the liquidity of its cash and investments.

Investment Performance

The FPFA's Portfolio Management Summary report for the month of March 2022 is presented in attachment 1. The FPFA's investment earnings for the three-month quarter ended March 31, 2022 totaled \$287,145. The effective rate of return for the FPFA investment portfolio for the same time period is 3.01%.

Folsom Ranch Financing Authority**Total Cash and Investments**

The FRFA cash and investments totaled \$95,290,000 as of March 31, 2022, an increase of \$11,260,000 from the prior year. This increase is due to the issuance of \$11,815,000 Community Facilities District No. 21 (White Rock Springs Ranch) Local Obligations on April 21, 2021. The only other activity within FRFA was the maturing of \$555,000 of local obligations held by FRFA on September 1, 2021.

The Authority's projected cash needs for the next six months are sufficiently provided for by anticipated revenues and the liquidity of its cash and investments.

Investment Performance

The FRFA's Portfolio Management Summary report for the month of March 2022 is presented in attachment 1. The FRFA's investment earnings for the three-month quarter ended March 31, 2022 totaled \$1,106,091. The effective rate of return for the FRFA investment portfolio for the same time period is 4.72%.

South of 50 Parking Authority**Total Cash and Investments**

The South of 50 Parking Authority cash and investments totaled \$0 as of March 31, 2022.

The Authority's projected cash needs for the next six months are sufficiently provided for by anticipated revenues and the liquidity of its cash and investments.

Investment Performance

There is no investment activity for the South of 50 Parking Authority.

ATTACHMENTS

1. City of Folsom, Folsom Redevelopment Successor Agency, Folsom Public Financing Authority, and Folsom Ranch Financing Authority Portfolio Management Summary March 2022
2. City of Folsom Portfolio Holdings as of March 31, 2022
3. City of Folsom Transaction Summary, Third Quarter of Fiscal Year 2022

Submitted,



Stacey Tamagni, Finance Director
Agency Finance Officer
Folsom Public Financing Authority Treasurer
Folsom Ranch Financing Authority Treasurer
South of 50 Parking Authority Treasurer

ATTACHMENT 1



**City of Folsom
Combined City of Folsom, Redevelopment
Successor Agency, FPFA & FRFA
Portfolio Summaries
March 31, 2022**

50 Natoma St.
Folsom, CA 95630
(916) 461-6080

City of Folsom	YTM @ Cost	Face Amount/ Shares	Cost Value	Book Value	Market Value	Days to Maturity	Accrued Interest	% of Portfolio
Cash	0.280%	2,425,984.00	2,425,984.00	2,425,984.00	2,425,984.00	1	-	1.25
Certificate Of Deposit	2.161%	7,160,000.00	7,158,335.19	7,158,542.61	7,140,411.71	546	30,753.13	3.69
Commercial Paper	0.633%	17,500,000.00	17,424,601.38	17,435,861.10	17,419,650.00	147	-	9.02
Corporate Bond	1.764%	21,476,000.00	21,569,359.64	21,546,202.53	20,959,024.98	793	121,478.15	11.07
FFCB Bond	1.472%	4,000,000.00	3,977,140.00	3,978,640.20	3,906,000.00	846	7,315.56	2.06
FHLB Bond	1.355%	9,350,000.00	9,369,940.00	9,367,558.28	8,994,448.50	1424	12,971.88	4.82
FHLMC Bond	1.482%	1,500,000.00	1,473,436.50	1,474,549.84	1,461,780.00	511	385.42	0.77
Local Government Investment Pool	0.320%	80,655,112.62	80,655,112.62	80,655,112.62	80,655,112.62	1	-	41.57
Money Market	0.060%	4,832,805.24	4,832,805.24	4,832,805.24	4,832,805.24	1	-	2.49
Municipal Bond	1.425%	43,145,000.00	43,355,272.45	43,397,720.28	42,315,353.95	688	180,374.34	22.23
Treasury Note	1.102%	2,000,000.00	1,963,750.00	1,967,026.24	1,929,380.00	624	728.02	1.03
Total / Average	0.923%	\$ 194,044,901.86	\$ 194,205,737.02	\$ 194,240,002.74	\$ 192,039,951.00	371	\$ 354,006.50	100.00

Pooled Equity	Book Value	% of Portfolio	Interest Earnings (FY)	Total Rate of Return (FY)
City of Folsom Cash and Investments (excluding RDSA, FPFA & FRFA amounts)	\$ 183,902,215.22	94.68%	\$ 1,030,528.39	0.62%
Redevelopment Successor Agency (included in RDSA Investment Report)	10,317,956.54	5.31%	54,376.92	0.82%
Public Financing Authority (included in PFA Investment Report)	19,830.98	0.01%	893,823.10	2.99%
Folsom Ranch Financing Authority (included in FRFA Investment Report)	-	0.00%	3,333,608.08	4.88%
Total Pooled Equity	\$ 194,240,002.74	100.00%		

Redevelopment Successor Agency	YTM @ Cost	Face Amount/ Shares	Cost Value	Book Value	Market Value	Days to Maturity	Accrued Interest	% of Portfolio
Cash	0.900%	3,213,784.37	3,213,784.37	3,213,784.37	3,213,784.37	1	-	31.15
Non-Housing 2011A Proceeds	0.900%	2,591,295.00	2,591,295.00	2,591,295.00	2,591,295.00	1	-	25.11
Housing 2011B Proceeds	0.900%	4,512,877.17	4,512,877.17	4,512,877.17	4,512,877.17	1	-	43.74
Money Market	0.190%	2.17	2.17	2.17	2.17	1	-	0.00
Total / Average	0.900%	\$ 10,317,956.71	\$ 10,317,956.71	\$ 10,317,956.71	\$ 10,317,956.71	1	\$ -	100.00

Folsom Public Financing Authority	YTM @ Cost	Face Amount/ Shares	Cost Value	Book Value	Market Value	Days to Maturity	Accrued Interest	% of Portfolio
Cash	0.900%	19,830.98	19,830.98	19,830.98	19,830.98	1	-	0.05
Money Market	0.190%	172,852.84	172,852.84	172,852.84	172,852.84	1	-	0.45
Municipal Bond	2.987%	38,445,000.00	38,445,000.00	38,445,000.00	38,445,000.00	2605	95,696.00	99.50
Total / Average	2.974%	\$ 38,637,683.82	\$ 38,637,683.82	\$ 38,637,683.82	\$ 38,637,683.82	2592	\$ 95,696.00	100.00

Folsom Ranch Financing Authority	YTM @ Cost	Face Amount/ Shares	Cost Value	Book Value	Market Value	Days to Maturity	Accrued Interest	% of Portfolio
Money Market	0.190%	0.27	0.27	0.27	0.27	1	-	0.00
Municipal Bond	4.643%	95,290,000.00	95,290,000.00	95,290,000.00	95,290,000.00	7307	368,696.86	100.00
Total / Average	4.643%	\$ 95,290,000.27	\$ 95,290,000.27	\$ 95,290,000.27	\$ 95,290,000.27	7307	\$ 368,696.86	100.00

Stacey Tamagni

Stacey Tamagni, Finance Director
Date: May 11, 2022

ATTACHMENT 2

City of Folsom Portfolio Holdings

Portfolio Holdings for Inv. Report
Report Format: By Transaction
Portfolio / Report Group: City of Folsom

Group By: Security Type
Average By: Face Amount / Shares
As of 3/31/2022

Description	Issuer	Coupon Rate	Face Amt/Shares	% of Portfolio
Cash				
Wells Fargo Cash	Wells Fargo	0.000	425,984.00	0.22
Wells Fargo Cash	Wells Fargo	0.340	2,000,000.00	1.03
Sub Total / Average Cash		0.280	2,425,984.00	1.25
Certificate Of Deposit				
Belmont Savings Bank 2.75 3/14/2023	Belmont Savings Bank	2.750	246,000.00	0.13
Beneficial Bank 2.15 10/18/2022	Beneficial Bank	2.150	247,000.00	0.13
Citizens Deposit Bank of Arlington, Inc. 3.1 6/29/	Citizens Deposit Bank of Arlington, Inc.	3.100	246,000.00	0.13
Essential FCU 3.55 12/5/2023	Essential FCU	3.550	245,000.00	0.13
Farmer's & Merchants Bank 3.3 9/27/2023	Farmer's & Merchants Bank	3.300	245,000.00	0.13
First Bank of Highland Park 2.2 8/23/2022	First Bank of Highland Park	2.200	247,000.00	0.13
Jefferson Financial FCU 2.45 11/10/2022	Jefferson Financial FCU	2.450	245,000.00	0.13
Jonesboro State Bank 1.1 12/8/2026	Jonesboro State Bank	1.100	249,000.00	0.13
Medallion Bank 2.15 10/11/2022	Medallion Bank	2.150	247,000.00	0.13
Morgan Stanley Bank, NA 2.2 7/25/2024	Morgan Stanley Bank, NA	2.200	247,000.00	0.13
Morgan Stanley Private Bank, NA 2.2 7/18/2024	Morgan Stanley Private Bank, NA	2.200	247,000.00	0.13
National Cooperative Bank, NA 3.4 12/21/2023	National Cooperative Bank, NA	3.400	245,000.00	0.13
Neighbors FCU 3.3 9/19/2023	Neighbors FCU	3.300	245,000.00	0.13
New York Community Bank 0.65 9/10/2024	New York Community Bank	0.650	249,000.00	0.13
Pentagon FCU 1.4 2/18/2025	Pentagon FCU	1.400	249,000.00	0.13
ProGrowth Bank 1.2 8/22/2024	ProGrowth Bank	1.200	249,000.00	0.13
Raymond James Bank, NA 1.95 8/23/2023	Raymond James Bank, NA	1.950	247,000.00	0.13
Safra National Bank of NY 2 3/24/2025-22	Safra National Bank of NY	2.000	247,000.00	0.13
Sallie Mae Bank 2.6 4/18/2022	Sallie Mae Bank	2.600	246,000.00	0.13
Synchrony Bank 2.4 5/19/2022	Synchrony Bank	2.400	240,000.00	0.12
Synovus Bank 1.45 10/17/2022	Synovus Bank	1.450	248,000.00	0.13
Texas Exchange Bank, SSB 1.25 12/10/2026	Texas Exchange Bank, SSB	1.250	249,000.00	0.13
TIAA, FSB 2.2 8/16/2022	TIAA, FSB	2.200	247,000.00	0.13
Toyota Financial Savings Bank 0.65 9/9/2024	Toyota Financial Savings Bank	0.650	249,000.00	0.13
UBS Bank USA 2.9 4/3/2024	UBS Bank USA	2.900	249,000.00	0.13
Uinta County Bank 2.6 2/16/2023	Uinta County Bank	2.600	246,000.00	0.13
VisionBank of Iowa 2.15 5/31/2022	VisionBank of Iowa	2.150	247,000.00	0.13
Wells Fargo National Bank West LV 1.9 1/29/2023	Wells Fargo National Bank West LV	1.900	249,000.00	0.13
Wex Bank 1.4 4/8/2022	Wex Bank	1.400	248,000.00	0.13
Sub Total / Average Certificate Of Deposit		2.153	7,160,000.00	3.89
Commercial Paper				
BofA Securities Inc. 0 10/20/2022	BofA Securities Inc.	0.000	5,000,000.00	2.58
MUFG Bank Ltd/NY 0 7/25/2022	MUFG Bank Ltd/NY	0.000	5,000,000.00	2.58
Natixis NY 0 8/19/2022	Natixis NY	0.000	5,000,000.00	2.58
Toyota Motor Credit Corp 0 7/20/2022	Toyota Motor Credit Corp	0.000	2,500,000.00	1.29
Sub Total / Average Commercial Paper		0.000	17,500,000.00	9.02
Corporate Bond				
Bank of America Corp 0.8 2/24/2026-22	Bank of America Corp	0.800	2,000,000.00	1.03
Bank of Montreal 1.22 3/17/2026-22	Bank of Montreal	1.220	2,000,000.00	1.03
Bank of Montreal Step 7/30/2025-21	Bank of Montreal	1.000	2,000,000.00	1.03
Bank of NY Mellon 3.5 4/28/2023	Bank of NY Mellon	3.500	1,000,000.00	0.52
Barclays Bank PLC 3 10/17/2023-22	Barclays Bank PLC	3.000	2,000,000.00	1.03
Pacific Life GF II 1.2 6/24/2025	Pacific Life GF II	1.200	1,500,000.00	0.77
PNC Bank NA 2.7 11/1/2022-22	PNC Bank NA	2.700	2,000,000.00	1.03
Royal Bank of Canada Var. Corp 3/18/2025	Royal Bank of Canada	2.250	3,000,000.00	1.55
State Street Corp 2.653 5/15/2023-22	State Street Corp	2.653	2,530,000.00	1.30
US Bank NA Cincinnati 2.85 1/23/2023-22	US Bank NA Cincinnati	2.850	2,448,000.00	1.26
Wells Fargo & Co 2.625 7/22/2022	Wells Fargo & Co	2.625	1,000,000.00	0.52

Sub Total / Average Corporate Bond		2.133	21,476,000.00	11.07
FFCB Bond				
FFCB 0.68 12/20/2023	FFCB	0.680	2,000,000.00	1.03
FFCB 1.75 2/25/2025	FFCB	1.750	2,000,000.00	1.03
Sub Total / Average FFCB Bond		1.215	4,000,000.00	2.06
FHLB Bond				
FHLB 0.6 12/17/2024-21	FHLB	0.600	2,000,000.00	1.03
FHLB 1.375 8/26/2026-22	FHLB	1.375	2,000,000.00	1.03
FHLB Step 1/27/2027-23	FHLB	1.000	2,000,000.00	1.03
FHLB Step 2/18/2025-22	FHLB	0.750	1,350,000.00	0.70
FHLB Step 7/29/2026-21	FHLB	0.600	2,000,000.00	1.03
Sub Total / Average FHLB Bond		0.873	9,350,000.00	4.82
FHLMC Bond				
FHLMC 0.25 8/24/2023	FHLMC	0.250	1,500,000.00	0.77
Sub Total / Average FHLMC Bond		0.250	1,500,000.00	0.77
Local Government Investment Pool				
LAIF City LGIP	LAIF City	0.320	55,343,647.58	28.52
LAIF FPFA LGIP	LAIF FPFA	0.320	25,311,465.04	13.04
Sub Total / Average Local Government Investment Pool		0.320	80,655,112.62	41.57
Money Market				
Wells Fargo MM	Wells Fargo	0.060	808,328.65	0.42
Wells Fargo MM	Wells Fargo	0.060	4,024,476.59	2.07
Sub Total / Average Money Market		0.060	4,832,805.24	2.49
Municipal Bond				
Alvord USD GOBs 1.062 8/1/2025	Alvord USD GOBs	1.062	1,280,000.00	0.66
Belmont-Redwood Shores SD 0.269 8/1/2022	Belmont-Redwood Shores SD	0.269	300,000.00	0.15
Belmont-Redwood Shores SD 0.369 8/1/2023	Belmont-Redwood Shores SD	0.369	125,000.00	0.06
Belmont-Redwood Shores SD 0.638 8/1/2024	Belmont-Redwood Shores SD	0.638	250,000.00	0.13
Belmont-Redwood Shores SD Ser B 0.269 8/1/2022	Belmont-Redwood Shores SD Ser B	0.269	140,000.00	0.07
Belmont-Redwood Shores SD Ser B 0.369 8/1/2023	Belmont-Redwood Shores SD Ser B	0.369	170,000.00	0.09
Beverly Hills PFA Lease Rev 0.499 6/1/2023	Beverly Hills PFA Lease Rev	0.499	300,000.00	0.15
Beverly Hills PFA Lease Rev 0.73 6/1/2024	Beverly Hills PFA Lease Rev	0.730	300,000.00	0.15
CA St DWR Pwr Supp Rev 2 5/1/2022	CA St DWR Pwr Supp Rev	2.000	1,000,000.00	0.52
CA St DWR Pwr Supp Rev 2 5/1/2022	CA St DWR Pwr Supp Rev	2.000	1,000,000.00	0.52
Cabrillo CCD 1.913 8/1/2022	Cabrillo CCD	1.913	230,000.00	0.12
Cal St Hlth Fac Fin Auth Rev 1.893 6/1/2022	Cal St Hlth Fac Fin Auth Rev	1.893	1,000,000.00	0.52
Carson RDASA TABs 0.909 8/1/2022	Carson RDASA TABs	0.909	400,000.00	0.21
Carson RDASA TABs 0.981 8/1/2023	Carson RDASA TABs	0.981	300,000.00	0.15
Carson RDASA TABs 1.188 8/1/2024	Carson RDASA TABs	1.188	400,000.00	0.21
Carson RDASA TABs 1.288 8/1/2025	Carson RDASA TABs	1.288	300,000.00	0.15
Citrus CCD GOBs 0.669 8/1/2024	Citrus CCD GOBs	0.669	400,000.00	0.21
Citrus CCD GOBs 0.819 8/1/2025	Citrus CCD GOBs	0.819	400,000.00	0.21
Coast CCD GOBs 1.975 8/1/2023	Coast CCD GOBs	1.975	1,265,000.00	0.65
Colton USD 0.702 8/1/2023	Colton USD	0.702	1,000,000.00	0.52
Colton USD 0.882 8/1/2024	Colton USD	0.882	1,000,000.00	0.52
CSU Revenue Bonds 0.563 11/1/2024	CSU Revenue Bonds	0.563	615,000.00	0.32
CSU Revenue Bonds 0.685 11/1/2024	CSU Revenue Bonds	0.685	500,000.00	0.26
Davis RDA-SA TABs 1.72 9/1/2022	Davis RDA-SA TABs	1.720	1,225,000.00	0.63
Davis RDA-SA TABs 1.75 9/1/2023	Davis RDA-SA TABs	1.750	625,000.00	0.32
Dixon USD 0.953 8/1/2025	Dixon USD	0.953	100,000.00	0.05
Folsom Cordova USD Imp Dist 2 2 10/1/2022	Folsom Cordova USD Imp Dist 2	2.000	160,000.00	0.08
Folsom Cordova USD Imp Dist 2 2 10/1/2023	Folsom Cordova USD Imp Dist 2	2.000	165,000.00	0.09
Folsom Cordova USD Imp Dist 2 2 10/1/2024	Folsom Cordova USD Imp Dist 2	2.000	1,000,000.00	0.52
Folsom Cordova USD Imp Dist 2 2 10/1/2025	Folsom Cordova USD Imp Dist 2	2.000	1,040,000.00	0.54
Hope ESD 0.97 8/1/2025	Hope ESD	0.970	300,000.00	0.15
Hope ESD 1.17 8/1/2026	Hope ESD	1.170	285,000.00	0.15
LA Cnty RDA Ref Auth 2 9/1/2022	LA Cnty RDA Ref Auth	2.000	1,235,000.00	0.64
Los Altos SD 1 10/1/2024	Los Altos SD	1.000	2,000,000.00	1.03
Moreno Valley USD 1.671 8/1/2023	Moreno Valley USD	1.671	140,000.00	0.07
Moreno Valley USD 1.941 8/1/2024	Moreno Valley USD	1.941	195,000.00	0.10
Moreno Valley USD 2.203 8/1/2025	Moreno Valley USD	2.203	100,000.00	0.05
Moreno Valley USD 2.328 8/1/2026	Moreno Valley USD	2.328	110,000.00	0.06
Murrieta RDA-SA TABs 2.5 8/1/2022	Murrieta RDA-SA TABs	2.500	250,000.00	0.13

Oak Grove SD 0.561 8/1/2024	Oak Grove SD	0.561	600,000.00	0.31
Oxnard SD GOBs 0.587 8/1/2022	Oxnard SD GOBs	0.587	700,000.00	0.36
Oxnard SD GOBs 0.82 8/1/2024	Oxnard SD GOBs	0.820	345,000.00	0.18
Oxnard UHSD 0.372 8/1/2022	Oxnard UHSD	0.372	250,000.00	0.13
Oxnard UHSD 1.256 8/1/2025	Oxnard UHSD	1.256	500,000.00	0.26
Palomar CCD 0.881 8/1/2025	Palomar CCD	0.881	300,000.00	0.15
Pittsburg USD 0.67 8/1/2024	Pittsburg USD	0.670	680,000.00	0.35
Rancho Santiago CCD GOBs 0.634 9/1/2024	Rancho Santiago CCD GOBs	0.634	1,000,000.00	0.52
Riverside Cnty PFA 1.84 7/1/2023	Riverside Cnty PFA	1.840	195,000.00	0.10
San Bernardino CCD 0.605 8/1/2024	San Bernardino CCD	0.605	1,000,000.00	0.52
San Jose Evergreen CCD 0.921 9/1/2025	San Jose Evergreen CCD	0.921	1,000,000.00	0.52
San Jose RDA-SA 2.63 8/1/2022	San Jose RDA-SA	2.630	1,000,000.00	0.52
San Jose RDA-SA 2.63 8/1/2022	San Jose RDA-SA	2.630	1,000,000.00	0.52
San Jose RDASA TABs 2.828 8/1/2023	San Jose RDASA TABs	2.828	500,000.00	0.26
Santa Clarita PFA Lease Rev 0.976 6/1/2024-20	Santa Clarita PFA Lease Rev	0.976	355,000.00	0.18
Santa Clarita PFA Lease Rev 1.176 6/1/2025-20	Santa Clarita PFA Lease Rev	1.176	360,000.00	0.19
SF BART Rev Bonds 2.621 7/1/2023-17	SF BART Rev Bonds	2.621	735,000.00	0.38
St. of Texas GOB's 3.011 10/1/2026-25	St. of Texas GOB's	3.011	2,000,000.00	1.03
State of CA GO 2.5 10/1/2022	State of CA GO	2.500	1,000,000.00	0.52
Univ of CA Revenue 0.828 5/15/2023-23	Univ of CA Revenue	0.828	125,000.00	0.06
Univ of CA Revenue 0.833 5/15/2024-24	Univ of CA Revenue	0.833	250,000.00	0.13
Univ of CA Revenue 2.657 5/15/2023-19	Univ of CA Revenue	2.657	500,000.00	0.26
Univ of CA Revenue 3.063 7/1/2025	Univ of CA Revenue	3.063	985,000.00	0.51
Univ of CA Revenue 3.283 5/15/2022-18	Univ of CA Revenue	3.283	500,000.00	0.26
West Contra Costa USD 1.434 8/1/2022	West Contra Costa USD	1.434	360,000.00	0.19
West Contra Costa USD 1.761 8/1/2024	West Contra Costa USD	1.761	1,000,000.00	0.52
West Sacramento Area Flood Control Agy 1.847 9/1/2	West Sacramento Area Flood Control Agy	1.847	200,000.00	0.10
Yosemite CCD 0.561 8/1/2023	Yosemite CCD	0.561	1,000,000.00	0.52
Yosemite CCD 0.79 8/1/2022	Yosemite CCD	0.790	550,000.00	0.28
Yosemite CCD 0.804 8/1/2024	Yosemite CCD	0.804	500,000.00	0.26
Yosemite CCD 1.14 8/1/2023	Yosemite CCD	1.140	750,000.00	0.39
Yosemite CCD 1.44 8/1/2024	Yosemite CCD	1.440	300,000.00	0.15
Yosemite CCD 1.689 8/1/2025	Yosemite CCD	1.689	750,000.00	0.39
Yosemite CCD 1.912 8/1/2026	Yosemite CCD	1.912	250,000.00	0.13
Sub Total / Average Municipal Bond		1.539	43,145,000.00	22.23
Treasury Note				
T-Note 0.125 12/15/2023	Treasury	0.125	2,000,000.00	1.03
Sub Total / Average Treasury Note		0.125	2,000,000.00	1.03
Total / Average		0.866	194,044,901.86	100

ATTACHMENT 3

City of Folsom Transactions Summary

Transaction Summary - Investment Report
Portfolio / Report Group: City of Folsom

Group By: Action
Begin Date: 01/01/2022, End Date: 03/31/2022

Description	Security Type	Settlement Date	Maturity Date	Face Amt/Shares	Principal	YTM @ Cost
Buy						
BofA Securities Inc. 0 10/20/2022	Commercial Paper	3/14/2022	10/20/2022	5,000,000.00	4,958,750.00	1.361
CSU Revenue Bonds 0.563 11/1/2024	Municipal Bond	3/4/2022	11/1/2024	615,000.00	596,365.50	1.734
FFCB 0.68 12/20/2023	FFCB Bond	1/19/2022	12/20/2023	2,000,000.00	1,987,140.00	1.019
FFCB 1.75 2/25/2025	FFCB Bond	3/14/2022	2/25/2025	2,000,000.00	1,990,000.00	1.925
FHLB Step 1/27/2027-23	FHLB Bond	1/27/2022	1/27/2027	2,000,000.00	2,000,000.00	1.933
FHLB Step 2/18/2025-22	FHLB Bond	2/18/2022	2/18/2025	1,350,000.00	1,350,000.00	2.042
FHLMC 0.25 8/24/2023	FHLMC Bond	3/9/2022	8/24/2023	1,500,000.00	1,473,436.50	1.482
Moreno Valley USD 1.671 8/1/2023	Municipal Bond	3/15/2022	8/1/2023	140,000.00	140,000.00	1.671
Moreno Valley USD 1.941 8/1/2024	Municipal Bond	3/15/2022	8/1/2024	195,000.00	195,000.00	1.941
Moreno Valley USD 2.203 8/1/2025	Municipal Bond	3/15/2022	8/1/2025	100,000.00	100,000.00	2.203
Moreno Valley USD 2.328 8/1/2026	Municipal Bond	3/15/2022	8/1/2026	110,000.00	110,000.00	2.328
MUFG Bank Ltd/NY 0 7/25/2022	Commercial Paper	3/24/2022	7/25/2022	5,000,000.00	4,982,233.33	1.044
Pentagon FCU 1.4 2/18/2025	Certificate Of Deposit	2/18/2022	2/18/2025	249,000.00	249,000.00	1.400
PNC Bank NA 2.7 11/1/2022-22	Corporate Bond	3/14/2022	11/1/2022	2,000,000.00	2,017,040.00	1.337
ProGrowth Bank 1.2 8/22/2024	Certificate Of Deposit	2/22/2022	8/22/2024	249,000.00	249,000.00	1.200
Royal Bank of Canada Var. Corp 3/18/2025	Corporate Bond	3/18/2022	3/18/2025	3,000,000.00	3,000,000.00	0.000
Safra National Bank of NY 2 3/24/2025-22	Certificate Of Deposit	3/23/2022	3/24/2025	247,000.00	247,000.00	2.000
T-Note 0.125 12/15/2023	Treasury Note	1/28/2022	12/15/2023	2,000,000.00	1,963,750.00	1.102
Univ of CA Revenue 3.063 7/1/2025	Municipal Bond	2/4/2022	7/1/2025	985,000.00	1,028,753.70	1.715
US Bank NA Cincinnati 2.85 1/23/2023-22	Corporate Bond	2/3/2022	1/23/2023	2,448,000.00	2,490,859.64	0.950
Yosemite CCD 0.79 8/1/2022	Municipal Bond	2/17/2022	8/1/2022	550,000.00	550,000.00	0.790
Yosemite CCD 1.14 8/1/2023	Municipal Bond	2/17/2022	8/1/2023	750,000.00	750,000.00	1.140
Yosemite CCD 1.44 8/1/2024	Municipal Bond	2/17/2022	8/1/2024	300,000.00	300,000.00	1.440
Yosemite CCD 1.689 8/1/2025	Municipal Bond	2/17/2022	8/1/2025	750,000.00	750,000.00	1.689
Yosemite CCD 1.912 8/1/2026	Municipal Bond	2/17/2022	8/1/2026	250,000.00	250,000.00	1.912
Sub Total / Average Buy				33,786,000.00	33,728,328.67	
Called						
Bank of NY Mellon 2.6 2/7/2022-22	Corporate Bond	1/13/2022	2/7/2022	1,000,000.00	1,000,000.00	0.000
MUFG Union Bank NA 3.15 4/1/2022-22	Corporate Bond	3/1/2022	4/1/2022	1,000,000.00	1,000,000.00	0.000
Wells Fargo & Co. 3.069 1/24/2023-22	Corporate Bond	1/24/2022	1/24/2023	1,000,000.00	1,000,000.00	0.000
Sub Total / Average Called				3,000,000.00	3,000,000.00	
Matured						
Appalachian Community CU 3.2 2/28/2022	Certificate Of Deposit	2/28/2022	2/28/2022	245,000.00	245,000.00	0.000
Carson RDA SA TABs 2.992 2/1/2022-17	Municipal Bond	2/1/2022	2/1/2022	100,000.00	100,000.00	0.000
CenterState Bank, NA 1.4 3/30/2022	Certificate Of Deposit	3/30/2022	3/30/2022	248,000.00	248,000.00	0.000
CIT Bank, NA 1.05 3/28/2022	Certificate Of Deposit	3/28/2022	3/28/2022	248,000.00	248,000.00	0.000
Discover Bank 2.25 2/15/2022	Certificate Of Deposit	2/15/2022	2/15/2022	247,000.00	247,000.00	0.000
Greenstate Credit Union 1.9 2/28/2022	Certificate Of Deposit	2/28/2022	2/28/2022	249,000.00	249,000.00	0.000
Highland RDA-SA TABs 2.25 2/1/2022	Municipal Bond	2/1/2022	2/1/2022	390,000.00	390,000.00	0.000
Sub Total / Average Matured				1,727,000.00	1,727,000.00	