



CITY OF
FOLSOM
DISTINCTIVE BY NATURE

Agenda

City Council Regular Meeting

City Council Chambers | 50 Natoma Street, Folsom CA 95630

June 14, 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 OF
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City Council Regular Meeting

Folsom City Council Chambers
50 Natoma Street, Folsom, CA

www.folsom.ca.us

Tuesday, June 14, 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: 2551 510 5507

Meeting Password: 06 14 2022

Join the meeting by WebEx online:

<https://cityoffolsom.my.webex.com/cityoffolsom.my/j.php?MTID=mbbb8b7b1df8da07726c1a89bcefea455>

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: Kozlowski, Rodriguez, Aquino, Chalamcherla, 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. A Proclamation of the Mayor of the City of Folsom Proclaiming June 19, 2022 as Juneteenth National Freedom Day in the City of Folsom
2. A Proclamation of the Mayor of the City of Folsom Proclaiming July 1 - 3, 2022 as Western Rodeo Days in the City of Folsom

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. Approval of May 10, 2022 Special and Regular Meeting Minutes
4. Approval of May 24, 2022 Special and Regular Meeting Minutes
5. Resolution No. 10862 - A Resolution Calling and Giving Notice of the Holding of a General Municipal Election to be Held on Tuesday, November 8, 2022, Requesting the Board of Supervisors of the County of Sacramento Consolidate the General Municipal Election with the Statewide General Election, and Establishing Policies for Candidates' Statements
6. Resolution No. 10863 – A Resolution Authorizing the City Manager to Execute a Regional Water Authority Biological Opinion Services and Support Program Agreement and Appropriation of Funds
7. Resolution No. 10864 – A Resolution Authorizing the City Manager to Execute an Agreement with E Source Companies, LLC to Complete the City of Folsom's Water Loss Control Program and Appropriation of Funds
8. Resolution No. 10865 - A Resolution Authorizing Public Fireworks Displays During the Annual Folsom Pro Rodeo Activities
9. Resolution No. 10866 – A Resolution Authorizing the City Manager to Execute a Subdivision Improvement Agreement and Accept Offers of Dedication for the Toll Brothers at Folsom Ranch Phase 1E Subdivision, and Approval of the Final Map for the Toll Brothers at Folsom Ranch Phase 1E Subdivision
10. Resolution No. 10867 - A Resolution Authorizing the City Manager to Execute Non-Exclusive Agreements with Approved Licensed Contractors to Implement the Sacramento Housing and Redevelopment Agency Inter-Agency Contract for the Seniors Helping Seniors Home Repair Program
11. Resolution No. 10869 - A Resolution Authorizing the City Manager to Adopt Local Assistance Procedures Manual Chapter 10, Consultant Selection, Policies and Procedures for Federal and State-only Funded Projects

- [12.](#) Resolution No. 10872 - A Resolution Authorizing the City Manager to Submit an Application for Grant Funds to the United States Department of Justice, Community Oriented Policing Services (COPS) Hiring Program
- [13.](#) Resolution No. 10873 - A Resolution Authorizing the City Manager to Execute an Agreement with BrightView Landscape Services for Landscaping and Lighting Districts, Community Facilities Districts, and Folsom Plan Area Landscapes for the City of Folsom and Appropriation of Funds

PUBLIC HEARING:

- [14.](#) 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

OLD BUSINESS:

- [15.](#) Resolution No. 10871 - A Resolution Adopting the Public Works and Parks and Recreation Departments 2022 Active Transportation Plan (ATP)

NEW BUSINESS:

- [16.](#) Resolution No. 10868 - A Resolution of the City Council Determining that the Proposed Lease Renewal is Exempt from the California Environmental Quality Act and Authorizing the City Manager to Execute and Agreement to Renew a Land Lease with the Placerville & Sacramento Valley Railroad for the Use of the Wye Property
- [17.](#) Resolution No. 10870 - A Resolution of Consideration of the City Council of the City of Folsom to Amend the Rate and Method of Apportionment for Improvement Area No. 6 within the City of Folsom Community Facilities District No. 23 (Folsom Ranch), and Related Matters

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.

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

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PROCLAMATION

OF THE MAYOR OF THE CITY OF FOLSOM
PROCLAIMING JUNE 19, 2022

AS

JUNETEENTH NATIONAL FREEDOM DAY IN THE CITY OF FOLSOM

WHEREAS, our nation was conceived on July 4, 1776, with the Declaration of Independence. One of the foundational statements of the Declaration was:

"We hold these truths to be self-evident, that all men are created equal, that they are endowed by their Creator with certain unalienable Rights, that among these are Life, Liberty and the pursuit of Happiness"; and

WHEREAS, President Abraham Lincoln signed the Emancipation Proclamation on January 1, 1863, declaring the slaves in Confederate territory free, paving the way for the passing of the 13th Amendment which formally abolished slavery in the United States of America; and

WHEREAS, word about the signing of the Emancipation Proclamation was delayed over two years, finally reaching authorities and African Americans in the South and Southwestern United States on June 19, 1865; and

WHEREAS, June 19th has a special meaning, and is called "Juneteenth" combining the words June and Nineteenth. Juneteenth honors the end to slavery in the United States and it is considered the longest-running African American holiday; and

WHEREAS, Juneteenth, also called Juneteenth National Independence Day, Emancipation Day, Freedom Day, Jubilee Day, Black Independence Day, and Juneteenth Independence Day, commemorates the emancipation of African American slaves. It officially became a federal holiday in 2021, and it is a day that should be celebrated by all Americans:

NOW, THEREFORE, BE IT RESOLVED, that the Folsom City Council hereby proclaims June 19, 2022 as "Juneteenth National Freedom Day" in Folsom. Juneteenth is an opportunity to learn about American history and the ideals of equality and freedom. We encourage residents, schools, businesses, and community groups to celebrate Juneteenth as a day of remembrance and celebration.

PROCLAIMED this 14th day of June 2022.

Attest:

Kerri M. Howell, Mayor

Christa Freemantle, City Clerk

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PROCLAMATION

OF THE MAYOR OF THE CITY OF FOLSOM
PROCLAIMING JULY 1 - 3, 2022

AS

WESTERN RODEO DAYS IN THE CITY OF FOLSOM

WHEREAS, the City of Folsom proudly recognizes Folsom’s western heritage and acknowledges the benefits of preserving the traditions and customs of the City’s history; and

WHEREAS, the annual Folsom Pro Rodeo is a cornerstone of Folsom’s link to its colorful past and is thoroughly enjoyed by residents and visitors alike; and

WHEREAS, this year’s event, to be held July 1 - 3 at the Dan Russell Arena, marks the 61st anniversary of the Folsom Pro Rodeo and marks it as one of the longest-running events in Northern California; and

WHEREAS, this year’s Grand Marshal and the rodeo’s own “Uncle Sam” is Adam Frick. An astounding community partner and volunteer who has been a member of the Chamber of Commerce and a rodeo volunteer since 2005; and

WHEREAS, the 61st anniversary event highlights include traditional rodeo events such as saddle and bareback bronc riding, steer wrestling, team roping, barrel racing, bull riding, performance by the Painted Ladies Drill Team, Flying Cowboys, rodeo clowns, nightly fireworks, mutton busting, and live music in the Saloon Under the Stars; and

WHEREAS, in honor of the traditional patriotic theme, the Folsom Pro Rodeo will celebrate with the ever-popular in-arena spectacular fireworks; and

WHEREAS, the Folsom Pro Rodeo is made possible with the assistance of hundreds of volunteers and thousands of fans and spectators who enjoy every minute of the exciting action-packed rodeo and entertainment; and

NOW, THEREFORE, I, Kerri M. Howell, Mayor of the City of Folsom, do hereby proclaim July 1 - 3, 2022, as **WESTERN RODEO DAYS IN FOLSOM** and call upon all citizens to “cowboy up” and join in the festivities celebrating the 61st anniversary of the Folsom Pro Rodeo; and

BE IT FURTHER PROCLAIMED that the Folsom City Council extends sincere best wishes to the Chamber of Commerce for a successful rodeo season.

PROCLAIMED this 14th day of June 2022.

Attest:

Kerri M. Howell, Mayor

Christa Freemantle, City Clerk

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City Council Special Meeting

MINUTES

Tuesday, May 10, 2022 6:00 PM

CALL TO ORDER

The special City Council meeting was called to order at 6:00 pm with Mayor Kerri Howell presiding.

ROLL CALL:

Councilmembers Present: Sarah Aquino, Councilmember
YK Chalamcherla, Councilmember
Rosario Rodriguez, Vice Mayor
Kerri Howell, Mayor

Councilmembers Absent: Mike Kozlowski, Councilmember

Participating Staff: City Manager Elaine Andersen
City Attorney Steven Wang
Deputy City Clerk Lydia Konopka

ADJOURNMENT TO CLOSED SESSION FOR THE FOLLOWING PURPOSES:

1. Conference with Legal Counsel - Anticipated Litigation. Significant Exposure to Litigation Pursuant to Government Code section 54956.9(e)(3): Application for Leave to File a Late Claim by George Lane

Motion by Councilmember Sarah Aquino, second by Vice Mayor Rosario Rodriguez to adjourn to Closed Session for the above referenced item. Motion carried with the following roll call vote:

AYES: Councilmember(s): Rodriguez, Aquino, Chalamcherla, Howell
NOES: Councilmember(s): None
ABSENT: Councilmember(s): Kozlowski
ABSTAIN: Councilmember(s): None

RECONVENE

City Attorney Steven Wang announced that no final action was taken during Closed Session.

ADJOURNMENT

The meeting was adjourned at 6:17 p.m.

SUBMITTED BY:

Lydia Konopka, Deputy City Clerk

ATTEST:

Kerri Howell, Mayor

City Council Regular Meeting

MINUTES

Tuesday, May 10, 2022 6:30 PM

CALL TO ORDER

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

ROLL CALL:

Councilmembers Present: Sarah Aquino, Councilmember
YK Chalamcherla, Councilmember
Rosario Rodriguez, Vice Mayor
Kerri Howell, Mayor

Councilmembers Absent: Mike Kozlowski, Councilmember (arrived at 7:39 pm)

Participating Staff: City Manager Elaine Andersen
City Attorney Steven Wang
Deputy City Clerk Lydia Konopka
Communications Director Christine Brainerd
Administrative Assistant Jennifer Thiot
Police Lieutenant Lou Wright
Police Lieutenant Brian Lockhart
Senior Office Assistant Lindsey Tayler
CFO/Finance Director Stacey Tamagni
Associate Planner Josh Kincade
Community Development Director Pam Johns
Public Works Director Mark Rackovan

PLEDGE OF ALLEGIANCE

The Pledge of Allegiance was recited.

AGENDA UPDATE

City Attorney Steven Wang announced that item 18 had additional information.

BUSINESS FROM THE FLOOR:

None

SCHEDULED PRESENTATIONS:

1. Proclamation of the Mayor of the City of Folsom Proclaiming May 15-21, 2022 as National Police Week in the City of Folsom

Mayor Kerri Howell presented the proclamation to Lieutenant Lou Wright and Lieutenant Brian Lockhart.

2. Proclamation of the Mayor of the City of Folsom Proclaiming May 15 through May 21, 2022 as "National Public Works Week" and May 18, 2022 as "City Works Day" in the City of Folsom

Communications Manager Christine Brainerd introduced the item. Administrative Assistant Jennifer Thiot and Senior Office Assistant Lindsey Tayler made a presentation.

Councilmember Sarah Aquino presented the proclamation.

3. City Manager's Fiscal Year 2021-22 Third Quarter Financial Report

CFO/Finance Director Stacey Tamagni made a presentation and responded to questions from the City Council.

4. Presentation of the City Manager's Fiscal Year 2022-23 Proposed Operating and Capital Budgets for the City of Folsom, the Successor Agency, the Folsom Public Financing Authority, and the Folsom Ranch Public Financing Authority

CFO/Finance Director Stacey Tamagni made a presentation and responded to questions from the City Council.

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.

5. Approval of April 12, 2022 Special and Regular Meeting Minutes
6. Approval of April 26, 2022 Regular Meeting Minutes
7. Resolution No. 10839 – A Resolution of the City Council Ratifying the City Manager's Authorization for Emergency Replacement of the On-Site Fuel Tanks at the City of Folsom Corporation Yard, Determining the Project is Exempt from CEQA, and Appropriation of Funds
8. Resolution No. 10840 – A Resolution Authorizing the City Manager to Execute a Subdivision Improvement Agreement and Accept Offers of Dedication for the Mangini

Ranch Phase 2 Village No. 3 Subdivision, and Approval of the Final Map for the Mangini Ranch Phase 2 Village No. 3 Subdivision

9. Resolution No 10841 – A Resolution Ratifying the City Manager’s Execution of a Purchase Agreement with Golden State Fire Apparatus Inc. for a Ladder Truck from Pierce Manufacturing Inc. Pursuant to Folsom Municipal Code Section 2.36.150, and the Approval of an Interfund Loan and Appropriation of Funds
10. Resolution No. 10842 – A Resolution Authorizing the City Manager to Execute an Agreement with McGuire and Hester for Construction of the Water Treatment Plant Backwash and Recycled Water Upgrades Project and Appropriation of Funds
11. Resolution No. 10843 – A Resolution Authorizing the City Manager to Execute an Agreement with Inferrera Construction Management Group, Inc. for Construction Management and Inspection Services for the Water Treatment Plant Backwash and Recycled Water Upgrades Project
12. Resolution No. 10844 – A Resolution Approving the Preliminary Engineer’s Report for the following Landscaping and Lighting Districts for Fiscal Year 2022-2023 and Setting Public Hearing for American River Canyon North, American River Canyon North No. 2, American River Canyon North No. 3, Blue Ravine Oaks, Blue Ravine Oaks No. 2, Briggs Ranch, Broadstone, Broadstone No. 4, Broadstone Unit No. 3, Cobble Ridge, Cobble Hills Ridge II/Reflections II, Folsom Heights, Folsom Heights No. 2, Hannaford Cross, Lake Natoma Shores, Los Cerros, Natoma Station, Natoma Valley, Prairie Oaks Ranch, Prairie Oaks Ranch No. 2, Prospect Ridge, Sierra Estates, Silverbrook, Steeplechase, The Residences at American River Canyon, The Residences at American River Canyon II, Willow Creek Estates East, Willow Creek Estates East No. 2, Willow Creek Estates South, and Willow Springs
13. Resolution No. 10845 – A Resolution Authorizing the City Manager to Execute an Amendment to the Memorandum of Understanding Agreement (Contract No. 174-21 20-062) with the Capital Southeast Connector Joint Powers Authority for the Southeast Connector Segment D3(A) Bike Trail and Appropriation of Funds
14. Resolution No. 10846 - A Resolution Authorizing the City Manager to Execute a Design and Consulting Services Contract with Bennett Engineering Services, Inc. for the East Bidwell Street/Iron Point Road and US50 Onramp Improvement Project and Appropriation of Funds
15. Resolution No. 10847 - A Resolution Authorizing the City Manager to Execute a Contract Change Order for the Pedestrian/Bike Trail with Goodfellow Brothers, LLC (Contract No. 174-21 20-060) for the Capital SouthEast Connector Segment D3(A), Project No. PW1607, Federal Project No. 5288(046)
16. Resolution No. 10848 – A Resolution Adopting a List of Projects for Fiscal Year 2022-23 to be Funded by Senate Bill 1: The Road Repair and Accountability Act
17. Resolution No. 10850 - A Resolution Authorizing the City Manager to Execute a Subdivision Improvement Agreement and Accept Offers of Dedication for the Mangini

Ranch Phase 1C South Village No. 4 Subdivision, and Approval of the Final Map for the Mangini Ranch Phase 1C South Village No. 4 Subdivision

Motion by Vice Mayor Rosario Rodriguez second by Councilmember YK Chalamcherla, to approve the Consent Calendar.

Motion carried with the following roll call vote:

AYES: Councilmember(s): Aquino, Chalamcherla, Rodriguez, Howell
NOES: Councilmember(s): None
ABSENT: Councilmember(s): Kozlowski
ABSTAIN: Councilmember(s): None

PUBLIC HEARING:

(item taken out of order)

19. 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. Resolution No. 10849 - A Resolution to Adopt a Mitigated Negative Declaration, Approve a General Plan Amendment, and Approve a Planned Development Permit for the Folsom Corporate Center Apartments Project
 - ii. 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 (Introduction and First Reading)

Councilmember Sarah Aquino announced that she needed to recuse herself from this item due to both members of Cole Partners being family friends and one is also a client at her insurance business. She left the room for the duration of this agenda item.

Councilmember Mike Kozlowski arrived at 7:39 pm.

Community Development Director Pam Johns made a presentation and responded to questions from the City Council. Traffic consultant Dr. Thomas Kear from T. Kear Transportation, Planning and Management, Inc. provided clarification.

Mayor Kerri Howell opened the public hearing. Hearing no public comments, the public hearing was closed.

Motion by Vice Mayor Rosario Rodriguez second by Councilmember Mike Kozlowski, to approve Resolution No. 10849.

Motion carried with the following roll call vote:

AYES: Councilmember(s): Chalamcherla, Kozlowski, Rodriguez, Howell
NOES: Councilmember(s): None

ABSENT: Councilmember(s): Aquino (recused)
ABSTAIN: Councilmember(s): None

Motion by Councilmember Mike Kozlowski second by Vice Mayor Rosario Rodriguez, to introduce and conduct the first reading of Ordinance No. 1327.

Motion carried with the following roll call vote:

AYES: Councilmember(s): Chalamcherla, Kozlowski, Rodriguez, Howell
NOES: Councilmember(s): None
ABSENT: Councilmember(s): Aquino (recused)
ABSTAIN: Councilmember(s): None

Councilmember Sarah Aquino returned to the dais.

18. Appeal by Igor Semenyuk of a Decision by the Historic District Commission Denying a Conditional Use Permit for the Lakeside Memorial Lawn Crematorium project (PN 19-182) located at 1201 Forrest Street **(Continued from April 26, 2022)**

Associate Planner Josh Kinkade made a presentation and responded to questions from the City Council. Additional clarification was provided by Community Development Director Pam Johns.

Appellant Igor Semenyuk addressed the City Council and responded to questions.

Mayor Kerri Howell opened the public hearing.

The following speakers addressed the City Council:

1. Janice Brial
2. Dean Dodson
3. Dan Charlebois
4. Dan Winkelman
5. Steve Walsh
6. Matt Almas
7. Larry Allbauch
8. Isaac Monical
9. Dwight B.
10. Kathryn Corbett
11. Dr. McGary (via teleconference)
12. Owen Thomas (via teleconference)
13. Mike Reynolds (via teleconference)
14. Tim McGary (via teleconference)

Hearing no further comments, the public hearing was closed.

Appellant Igor Semenyuk provided closing remarks to the City Council.

Associate Planner Josh Kinkade responded to questions from the City Council.

Motion by Councilmember Sarah Aquino, second by Councilmember Mike Kozlowski, to deny the appeal and affirm the Historic District Commission’s decision to deny the conditional use permit.

City Attorney Steven Wang provided clarification regarding the finding of the conditional use permit as it related to the motion.

Each of the Councilmembers commented regarding the project.

City Attorney Steven Wang asked Mayor Kerri Howell to allow community member Loretta Hettinger to speak on this item now, as she was unable to comment using her Webex connection at home. Mayor Howell agreed.

The following speaker addressed the City Council:

- Loretta Hettinger

Mayor Kerri Howell called for the vote on Councilmember Sarah Aquino’s motion.

Motion failed with the following roll call vote:

AYES: Councilmember(s): Aquino, Kozlowski
NOES: Councilmember(s): Chalamcherla, Rodriguez, Howell
ABSENT: Councilmember(s): None
ABSTAIN: Councilmember(s): None

City Attorney Steven Wang explained that the motion failed, but another motion may be made. He suggested that the Mayor call for a recess to help craft the findings should the Council wish to make a different motion.

Motion by Vice Mayor Rosario Rodriguez to grant the appeal and overturn the Historic District Commission’s decision.

Councilmember YK Chalamcherla asked to amend the motion to add the requirement that the applicant add a weather station for monitoring air quality to the project and that the project go before a design review committee. Vice Mayor Rosario Rodriguez agreed to the amendment to her motion.

Mayor Kerri Howell called for a recess at 9:56 pm. The City Council resumed the meeting at 10:09 pm.

City Attorney Steven Wang reminded the City Council that the pending motion was a motion to grant the appeal by Igor Semenyuk, thereby overturning the decision of the Historic District Commission denying a Conditional Use Permit for the Lakeside Memorial Lawn Crematorium (PN 19-182) located at 1201 Forrest Street, based upon the conditions of approval and based upon the following findings:

**Community Development Director Pam Johns read the findings for the record:
General Findings:**

- A. Notice of hearing has been given at the time and in the manner required by State law and City code.**
- B. The project is consistent with the General Plan and the Zoning Code of the City**

CEQA Findings:

- C. A mitigated negative declaration has been prepared for the project in accordance with CEQA.**
- D. Pursuant to AB 52, before release of the Mitigated Negative Declaration for this project, the City contacted all California Native American tribes on the City's AB 52 contact list in association with the project.**
- E. The City received one request for consultation from California Native American tribes and consultation was subsequently concluded. No changes to the project were required as a result of the consultation.**
- F. The City Council has considered the Initial Study, the proposed Mitigated Negative Declaration and all comments received during the public review process before making a decision regarding the project.**
- G. The Mitigated Negative Declaration reflects the independent judgement and analysis of the City of Folsom.**
- H. The Mitigated Negative Declaration has determined that the proposed project would not have a significant effect on the environment with the required with the required mitigation measures and the conditions of approval on the project.**
- I. On the basis of the whole record, there is no substantial evidence that the project will have a significant effect on the environment with the required mitigation measures and the conditions of approval on the project.**

Land Use Compatibility Finding:

- J. As conditioned, the proposed crematory is appropriate as an accessory use to the existing cemetery.**

Conditional Use Permit Finding:

- K. As conditioned, the establishment, maintenance and operation of the use applied for will not, under the circumstances of this particular case, be detrimental to the health, safety, peace, morals, comfort, and general welfare of persons residing or working in the neighborhood, or be detrimental or injurious to property and improvements in the neighborhood or to the general welfare of the City, as the proposed project will not have negative impacts to nearby commercial or residential uses that have not been mitigated.**

Additionally, the conditions in the staff report Attachment 2 starting on page 514 as presented to the Historic District Commission, Conditions No. 1-30, with the addition of new condition No. 31.

New condition 31 would read:

“31. A Davis Instruments Vantage Vue, Vantage Pro2 or similar weather station shall be installed on the shed on which the crematory machine is proposed prior to installation of the crematorium to the satisfaction of the Community Development Department.”

City Attorney Steven Wang reminded the City Council that If the Council were to approve this motion, the Council will also be approving the Initial Study and Mitigated Negative Declaration.

There was more discussion and clarification between the City Council and staff on requiring the applicant to install a weather station. Vice Mayor Rosario Rodriguez recommended that the motion not include requiring the applicant to install a weather station because it is not a requirement of the Air Quality Management District for other crematoriums. Councilmember YK Chalamcherla concurred. Community Development Director Pam Johns confirmed that a condition requiring the applicant to install a weather station will not be a part of the approval.

Motion carried with the following roll call vote:

AYES: Councilmember(s): Chalamcherla, Rodriguez, Howell
NOES: Councilmember(s): Aquino, Kozlowski
ABSENT: Councilmember(s): None
ABSTAIN: Councilmember(s): None

OLD BUSINESS:

- 20. Resolution No. 10831 - A Resolution of the City Council of the City of Folsom Approving an Affordable Housing Loan in the Amount of \$588,265.55 to Bidwell Place, LP for Construction of the 75-unit Bidwell Place Affordable Multifamily Project, and Appropriation of Funds

Mayor Kerri Howell announced that she needed to recuse herself from this item due to leasing property within 500 feet of the project location. She left the room for the duration of this agenda item.

Community Development Director Pam Johns made a presentation and responded to questions from the City Council.

Motion by Councilmember Sarah Aquino second by Councilmember Mike Kozlowski, to approve Resolution No. 10831.

Motion carried with the following roll call vote:

AYES: Councilmember(s): Aquino, Chalamcherla, Rodriguez, Kozlowski
NOES: Councilmember(s): None
ABSENT: Councilmember(s): Howell (recused)
ABSTAIN: Councilmember(s): None

Mayor Kerri Howell returned to the dais.

Councilmember Sarah Aquino asked that the 10:30 rule be waived in order to continue the meeting.

Motion by Councilmember Sarah Aquino second by Vice Mayor Rosario Rodriguez to waive the 10:30 rule.

Motion carried with the following roll call vote:

AYES: Councilmember(s): Aquino, Chalamcherla, Kozlowski, Rodriguez, Howell
NOES: Councilmember(s): None
ABSENT: Councilmember(s): None
ABSTAIN: Councilmember(s): None

NEW BUSINESS:

21. 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 (Introduction and First Reading)

Police Lieutenant Brian Lockhart made a presentation.

Motion by Councilmember Sarah Aquino second by Councilmember YK Chalamcherla, to introduce and conduct the first reading of Ordinance No. 1326.

Motion carried with the following roll call vote:

AYES: Councilmember(s): Aquino, Chalamcherla, Kozlowski, Rodriguez, Howell
NOES: Councilmember(s): None
ABSENT: Councilmember(s): None
ABSTAIN: Councilmember(s): None

22. Consideration of Letter in Response to Demand Letter Received from Scott Rafferty Regarding Alleged Non-Compliance with the Brown Act

Motion by Councilmember Mike Kozlowski second by Councilmember YK Chalamcherla, to continue to comply with the Brown Act.

Motion carried with the following roll call vote:

AYES: Councilmember(s): Aquino, Chalamcherla, Kozlowski, Rodriguez, Howell
NOES: Councilmember(s): None
ABSENT: Councilmember(s): None
ABSTAIN: Councilmember(s): None

CITY MANAGER REPORTS:

City Manager Elaine Andersen announced that Folsom was named in the top 50 livable small cities in the United States by the Personal Finance website. She congratulated Folsom businesses and apartment communities for diverting food waste from landfills and explained that voters can drop off their ballots at the ballot drop box location at City Hall or the vote center at the Community Center.

CITY COUNCIL COMMENTS:

Vice Mayor Rosario Rodriguez commented regarding her positive experience on the recent Cap to Cap trip. Mayor Kerri Howell responded with her past experiences on that trip.

Councilmember YK Chalamcherla spoke of the recent School Board/City Council Two by Two meeting and the Golden State Regional Scouts Council meeting he attended. He stated that he will also be attending the City Leadership Summit. He commented about attending the upcoming City Works Day and thanked staff for all their hard work.

Councilmember Mike Kozlowski commented regarding the recent SACOG Policy and Innovation meeting he attended and the Vista Del Lago Varsity track meet and their 8th consecutive win.

Mayor Kerri Howell spoke of the continuing construction of the Southeast Connector segment and the recent Regional Transit meeting. She encouraged everyone to drive safely.

ADJOURNMENT

There being no further business to come before the Folsom City Council, Mayor Kerri Howell adjourned the meeting at 10:44 pm.

SUBMITTED BY:

Lydia Konopka, Deputy City Clerk

ATTEST:

Kerri Howell, Mayor

City Council Special Meeting

MINUTES

Tuesday, May 24, 2022 5:30 PM

CALL TO ORDER

The special City Council meeting was called to order at 5:30 pm with Mayor Kerri Howell presiding.

ROLL CALL:

Councilmembers Present: YK Chalamcherla, Councilmember
Rosario Rodriguez, Vice Mayor
Sarah Aquino, Councilmember
Kerri Howell, Mayor

Councilmembers Absent: Mike Kozlowski, Councilmember (*arrived during Closed Session*)

Participating Staff: City Manager Elaine Andersen
City Attorney Steven Wang
City Clerk Christa Freemantle

ADJOURNMENT TO CLOSED SESSION FOR THE FOLLOWING PURPOSES:

1. Conference with Legal Counsel – Existing Litigation - Pursuant to Government Code Section 54956.9(d)(1): Eric Weitzel v. City of Folsom, Workers' Compensation Appeals Board Case Nos. ADJ7048246 and ADJ8729812
2. Conference with Real Property Negotiator - Pursuant to Government Code section 54956.8: Exchange a portion of City property located at 814 Comstock Drive, APN 071-0190-054, consisting of 3,086 sq.ft., for 3,817 sq.ft. of adjacent property. Negotiating Parties: City Manager Elaine Andersen on behalf of the City of Folsom, and Asghar and Patricia Agheli. Under Negotiation: Price and Terms of Exchange
3. Conference with Labor Negotiator - Pursuant to Government Code Section 54957.6. Agency Negotiator: Interim Human Resources Director John Spittler. Employee Organization: International Union of Operating Engineers, Local 39

Motion by Councilmember Sarah Aquino second by Vice Mayor Rosario Rodriguez to adjourn to Closed Session for the above referenced items. Motion carried with the following roll call vote:

AYES: Councilmember(s): Chalamcherla, Rodriguez, Aquino, Howell
NOES: Councilmember(s): None
ABSENT: Councilmember(s): Kozlowski
ABSTAIN: Councilmember(s): None

RECONVENE

City Attorney Steven Wang announced that no final action was taken during Closed Session.

ADJOURNMENT

The meeting was adjourned at 6:36 p.m.

SUBMITTED BY:

Christa Freemantle, City Clerk

ATTEST:

Kerri Howell, Mayor

City Council Regular Meeting

MINUTES

Tuesday, May 24, 2022 6:30 PM

CALL TO ORDER

The regular City Council meeting was called to order at 6:36 pm with Mayor Kerri Howell presiding.

ROLL CALL:

Councilmembers Present: YK Chalamcherla, Councilmember
Mike Kozlowski, Councilmember
Rosario Rodriguez, Vice Mayor
Sarah Aquino, Councilmember
Kerri Howell, Mayor

Councilmembers Absent: None

Participating Staff: City Manager Elaine Andersen
City Attorney Steven Wang
City Clerk Christa Freemantle
Community Development Director Pam Johns
City Engineer Steve Krahn
CFO/Finance Director Stacey Tamagni
Police Chief Rick Hillman (via teleconference)
Fire Chief Ken Cusano
Engineering Manager Brian Reed

PLEDGE OF ALLEGIANCE

The Pledge of Allegiance was recited.

AGENDA UPDATE

City Attorney Steven Wang announced that items 10, 11 and 12 were continued to a future meeting and items 5 and 14 have been revised.

BUSINESS FROM THE FLOOR:

None

SCHEDULED PRESENTATIONS:

1. Presentation by the Sacramento-Yolo Mosquito and Vector Control District

General Manager Gary Goodman of the Sacramento-Yolo Mosquito and Vector Control District made a presentation via teleconference and responded to questions from the City Council.

Craig Burnett, Folsom's representative to the Sacramento-Yolo Mosquito and Vector Control District provided additional information and comments.

2. Folsom Plan Area Semi-Annual Report

Community Development Director Pam Johns and City Engineer Steve Krahn made a presentation and responded to questions from the City Council.

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. pulled for separate vote
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 (**amended**)
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 **(amended)**

Motion by Councilmember Mike Kozlowski second by Vice Mayor Rosario Rodriguez, to approve Consent Calendar items 3, 6-9, 13, and items 5 and 14 as amended.

Motion carried with the following roll call vote:

AYES: Councilmember(s): Chalamcherla, Kozlowski, Rodriguez, Aquino, Howell
NOES: Councilmember(s): None
ABSENT: Councilmember(s): None
ABSTAIN: Councilmember(s): None

CONSENT CALENDAR ITEM PULLED FOR COMMENT:

- 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)

Councilmember Sarah Aquino explained that she pulled this item to recuse herself due to a potential conflict of interest.

Motion by Vice Mayor Rosario Rodriguez second by Councilmember YK Chalamcherla, to conduct second reading and adopt Ordinance No. 1327.

Motion carried with the following roll call vote:

AYES: Councilmember(s): Chalamcherla, Kozlowski, Rodriguez, Howell

NOES: Councilmember(s): None
ABSENT: Councilmember(s): Aquino (*recused*)
ABSTAIN: Councilmember(s): None

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

CFO/Finance Director Stacey Tamagni made a presentation and responded to questions from the City Council. Police Chief Rick Hillman and Fire Chief Ken Cusano responded to additional questions from the City Council.

Mayor Kerri Howell opened the public hearing.

The following speaker addressed the City Council:

- Judi Alexander regarding budgeting funds for the homeless

There being no further speakers, the public hearing was closed.

The City Council discussed the item and asked questions. CFO/Finance Director Stacey Tamagni and City Manager Elaine Andersen responded.

Councilmember YK Chalamcherla expressed concern regarding the Fire Department’s overtime budget and recommended using the amount of estimated overtime for additional fire personnel.

After more discussion the City Council agreed to continue the item to the June 14 City Council meeting.

Motion by Councilmember YK Chalamcherla second by Vice Mayor Sarah Aquino, to continue the item to the June 14, 2022 City Council meeting.

There was more discussion regarding the Fire Department overtime budget and hiring additional personnel.

Motion carried with the following roll call vote:

AYES: Councilmember(s): Chalamcherla, Kozlowski, Rodriguez, Aquino, Howell
NOES: Councilmember(s): None
ABSENT: Councilmember(s): None
ABSTAIN: Councilmember(s): None

CONVENE JOINT MEETING

JOINT CITY COUNCIL AGENDA

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

ROLL CALL:

Councilmembers Present: YK Chalamcherla, Councilmember
Mike Kozlowski, Councilmember
Rosario Rodriguez, Vice Mayor
Sarah Aquino, Councilmember
Kerri Howell, Mayor

Councilmembers Absent: None

Participating Staff: City Manager Elaine Andersen
City Attorney Steven Wang
City Clerk Christa Freemantle

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

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 8:40 pm.

CITY MANAGER REPORTS:

City Manager Elaine Andersen announced that the City is conducting public outreach for input regarding the future funding gap. She also mentioned the City's emergency order in effect for high fire risk open spaces which are closed to the public; compost available to residents free of charge and the opening of Aquatic Center summer season on May 28th.

CITY COUNCIL COMMENTS:

Vice Mayor Rosario Rodriguez spoke of the upcoming Chamber of Commerce forum regarding business climate and other topics that directly impact our community. She sent condolences to the families of the shooting in Uvalde, Texas.

Councilmember YK Chalamcherla stated that he is participating on the panel to hire a new Cable Commission director. He commented regarding the recent Public Works Day and thanked staff and spoke of attending the CAPS volunteer reception and thanked the volunteers. Lastly, he commented regarding meeting with residents in American River Canyon area to discuss water restrictions.

Councilmember Mike Kozlowski shared an update of topics at the recent SACOG board meeting. He mentioned the NorCal Special Olympics held at Vista Del Lago High School.

Councilmember Sarah Aquino requested the following agenda items come to future City Council meetings which all relate to the Folsom Municipal Code: appeals, garage sale regulations and the sidewalk vendor ordinance. She congratulated all the high school graduates.

Mayor Kerri Howell encouraged everyone to slow down and drive safely. She announced the upcoming JPA Connector meeting Friday and gave a Regional Transit board update. She wished everyone a great and safe Memorial Day weekend.

ADJOURNMENT

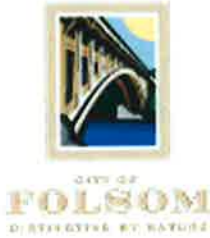
There being no further business to come before the Folsom City Council, Mayor Kerri Howell adjourned the meeting at 8:53 pm.

SUBMITTED BY:

Christa Freemantle, City Clerk

ATTEST:

Kerri Howell, Mayor



Folsom City Council Staff Report



MEETING DATE:	06/14/2022
AGENDA SECTION:	Consent Calendar
SUBJECT:	Resolution No. 10862 - A Resolution Calling and Giving Notice of the Holding of a General Municipal Election to be Held on Tuesday, November 8, 2022, Requesting the Board of Supervisors of the County of Sacramento Consolidate the General Municipal Election with the Statewide General Election, and Establishing Policies for Candidates' Statements
FROM:	City Clerk's Department

RECOMMENDATION / CITY COUNCIL ACTION

Staff recommends that the Folsom City Council adopt Resolution No. 10862 - A Resolution Calling and Giving Notice of the Holding of a General Municipal Election to be Held on Tuesday, November 8, 2022, Requesting the Board of Supervisors of the County of Sacramento Consolidate the General Municipal Election with the Statewide General Election, and Establishing Policies for Candidates' Statements.

BACKGROUND:

The term of office for three City Council Members (Council Members Sarah Aquino, Kerri Howell, and Mike Kozlowski) who were elected as at-large Councilmembers in 2018 will expire in November 2022. The term of office for two City Council Members (Council Members YK Chalamcherla and Rosario Rodriguez) who were elected as at-large Councilmembers in 2020 will expire in November 2024.

The City of Folsom has recently completed the transition to by-district elections, meaning that Councilmembers will no longer be elected at-large by all City residents. Instead, Councilmembers will be elected from five City Council Districts. In the November 2022

election, Councilmembers will be elected from Districts 1, 3, and 5. In the November 2024 election, Councilmembers will be elected from Districts 2 and 4.

Candidates for City Council seats may file a candidate statement which is included in the sample ballot mailed to voters. The candidate statement is a brief description of the candidate, and Elections Code establishes certain legal parameters for the statement’s form and content.

POLICY/RULE:

Pursuant to Folsom Municipal Code Section 2.40.010, the date of the General Municipal Election shall be the same date as the Statewide General Election in even numbered years. Elections Code Section 10400 establishes that, whenever two elections are to be held on the same day, they may be consolidated. In addition, Elections Code Section 10403 sets forth the requirement that jurisdictions file a resolution requesting consolidation with the local county board of supervisors.

Folsom Charter Section 2.01 establishes that City Council members shall be elected to four-year, staggered terms.

Elections Code Section 13307 provides that the governing body of any local agency may adopt regulations pertaining to the materials prepared by any candidate, including costs of the candidate’s statement. The candidate’s statement fee, which is paid for by the candidates, is set by the Sacramento County Registrar of Voters prior to the election, and County elections staff have advised this fee will be set once the ballot printer provides printing costs.

FINANCIAL IMPACT:

The Sacramento County Registrar of Voters has estimated the election cost at approximately \$51,000. Funds have been included in the proposed FY 2022/23 budget to cover this cost.

ATTACHMENT

Resolution No. 10862 - A Resolution Calling and Giving Notice of the Holding of a General Municipal Election to be Held on Tuesday, November 8, 2022, Requesting the Board of Supervisors of the County of Sacramento Consolidate the General Municipal Election with the Statewide General Election, and Establishing Policies for Candidates’ Statements

Submitted,

Christa Freemantle, City Clerk

RESOLUTION NO. 10862

**A RESOLUTION CALLING AND GIVING NOTICE OF THE HOLDING OF A
GENERAL MUNICIPAL ELECTION TO BE HELD ON TUESDAY, NOVEMBER 8, 2022,
REQUESTING THE BOARD OF SUPERVISORS OF THE COUNTY OF SACRAMENTO
CONSOLIDATE THE GENERAL MUNICIPAL ELECTION WITH THE
STATEWIDE GENERAL ELECTION, AND
ESTABLISHING POLICIES FOR CANDIDATES' STATEMENTS**

WHEREAS, an election will be held within the City of Folsom on November 8, 2022, for the purpose of electing three City Council members; and

WHEREAS, a Statewide General Election will be held within the County of Sacramento on the same day; and

WHEREAS, Elections Code Section 10403 requires jurisdictions to file with the Board of Supervisors, and a copy with the Registrar of Voters, a resolution requesting consolidation with a statewide election; and

WHEREAS, Section 13307 of the Elections Code of the State of California provides that the governing body of any local agency adopt regulations pertaining to materials prepared by any candidate for a municipal election, including costs of the candidate's statement:

NOW, THEREFORE, BE IT RESOLVED as follows:

SECTION 1. The Folsom City Council hereby requests that the Sacramento County Board of Supervisors consolidate the November 8, 2022, General Municipal Election with the Statewide Election to be held on that same date; and

SECTION 2. That each candidate for elective office to be voted for at the General Municipal Election to be held in the City of Folsom on November 8, 2022, may prepare a candidate's statement on an appropriate form provided by the City Clerk. The statement may include the name, age, and occupation of the candidate and a brief description of not more than two hundred (200) words of the candidate's qualifications, as expressed by the candidate. The statement shall not include any party affiliation of the candidate, nor membership or activity in partisan political organizations. The statements shall be filed in with the City Clerk at the time the candidate's nomination papers are filed. The statements may be withdrawn, but not changed, during the period for filing nomination papers and until 5:00 P.M. the next working day after the close of the nomination period. The Sacramento County Voter Registration and Elections Department will set the cost of the candidate's statement prior to the election; this fee will be paid to the City of Folsom by the candidate at the time the nomination papers and candidate's statement are filed; and

SECTION 3. That the City of Folsom agrees to reimburse the Registrar of Voters for actual costs accrued for each election, such costs to be calculated by the proration method set forth in the County's current Schedule of Fees and Charges.

PASSED AND ADOPTED on this 14th day of June 2022, by the following roll-call vote:

AYES: Councilmember(s):

NOES: Councilmember(s):

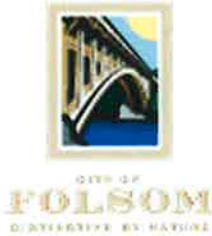
ABSENT: Councilmember(s):

ABSTAIN: Councilmember(s):

Kerri M. Howell, MAYOR

ATTEST:

Christa Freemantle, CITY CLERK



Folsom City Council Staff Report



MEETING DATE:	6/14/2021
AGENDA SECTION:	Consent Calendar
SUBJECT:	Resolution No. 10863 – A Resolution Authorizing the City Manager to Execute a Regional Water Authority Biological Opinion Services and Support Program Agreement and Appropriation of Funds
FROM:	Environmental and Water Resources Department

RECOMMENDATION / CITY COUNCIL ACTION

The Environmental and Water Resources Department recommends the City Council pass and adopt Resolution No. 10863 - A Resolution Authorizing the City Manager to Execute a Regional Water Authority Biological Opinion Services and Support Program Agreement and Appropriation of Funds.

BACKGROUND / ISSUE

In September 2021, the Bureau of Reclamation (Reclamation) indicated its intent to engage in the reinitiation of consultation on the coordinated long-term operation (ROC on LTO) of the Central Valley Project (CVP) and the State Water Project, pursuant to the federal Endangered Species Act (ESA). Under the ESA, reinitiation requires the federal agencies to take an updated look at the current and best available science and develop a new Biological Opinion (BiOp) based on the best available data. This effort will result in the development of an Environmental Impact Statement (EIS) and Record of Decision (ROD) pursuant to the National Environmental Policy Act (NEPA), as well as a Biological Assessment (BA) that will support BiOps issued by the National Marine Fisheries Service (NMFS) and the U.S. Fish and Wildlife Service (USFWS).

Reclamation has indicated that it will complete a “proposed action,” the main project description for evaluation in a BiOp, by the end of 2022. In order for Reclamation to meet this deadline, a description of the proposed action will be needed by June 2022, which will then be

technically evaluated until September 2022. Reclamation will then submit an initial draft proposed action to NMFS and USFWS and will have some additional exchange of technical information and refinement until December 2022.

The American River Division of the Central Valley Project (CVP) had actions that were incorporated into the 2019 BiOps and included important measures such as the Modified Flow Management Standard and temperature management criteria. It is anticipated the federal agencies will need to reevaluate all elements of the prior BiOps, including those on the American River, as well as new or modified operations that were not included in the 2019 BiOps.

POLICY / RULE

In accordance with Chapter 2.36 of the Folsom Municipal Code, supplies, equipment, services, and construction with a value of \$66,141 or greater shall be awarded by City Council.

ANALYSIS

As part of the development of the BA and the BiOps, the Water Infrastructure Improvements for the Nation (WIIN) Act provides that water providers who contract for the delivery of water with Reclamation be included in the development of a new BiOp. This engagement also includes other enforceable arrangements, such as settlement agreements, with Reclamation for the delivery of water. This includes:

- Having the opportunity to submit to and discuss information with U.S. Fish and Wildlife Service and the National Oceanic and Atmospheric Administration (NOAA) for consideration in the development of a biological assessment
- Be informed of the schedule for preparing a biological assessment
- Be informed of the schedule for preparing a BiOp
- Receive a copy of any draft BiOp and have an opportunity to review and comment on the BiOp
- Having the opportunity to confer with USFWS or NOAA and the applicant about any reasonable and prudent alternatives (RPAs) prior to them being identified
- Be informed of how each component of the RPAs will contribute to conserving species and the scientific justification supporting the RPAs. Further, be informed as to why other proposed alternative actions that would have fewer adverse economic and water supply effects were not adequate as an RPA.

It is anticipated that, given current stress CVP-wide due to extended drought conditions and a changing climate, there will be enhanced pressure upon the American River Division, and specifically Folsom Reservoir, to be a key source of water to balance needs across an expansive water supply system. Thus, it will be critical for water providers in the American River Division to be alert to, and be ready to counter, any modifications that may occur in association with the development of new BiOps that could cause water supply or fisheries-related impacts to Folsom Reservoir or the American River. It will be critical for the region to have qualified

technical resources with the capability to provide hydrologic modeling and temperature modeling; analysis and synthesis of data; and qualified resources for timely and efficient program management.

The most effective way to coordinate regionally on the BiOps is to pool resources in the American River Division by having water providers who contract with Reclamation for the delivery of water engage in a subscription program to fund technical and program management support. The Biological Opinion Services and Support (BOSS) program would provide funding to legal support staff, who would contract with needed technical resources. Further, the agreement would fund the Regional Water Authority (RWA) Manager of Strategic Affairs for program management of the BiOps for the region. Estimating nine program participants, the total cost per entity would be \$95,750.

The RWA and the Participants desire to work collaboratively to ensure that information provided in support of the American River region's operations are carried out by qualified technical support staff and that all interests from Participants are reflected through a coordinated effort, called the Biological Opinion Services and Support (BOSS) Program ("Program"). The Program will provide the following:

- A coordinated effort to timely respond to information requests from Participants, Reclamation, or other interested parties.
- Consolidation and rectification of Participant comments on key documents used to support the BiOps.
- Attendance at meetings related to the development of regulatory documents to support the BiOps and forthcoming ROD.
- Preparation and facilitation of correspondence to appropriate parties.
- Conducting modeling for hydrologic, habitat, and temperature conditions.
- Analysis and synthesis of technical work.
- Establishment and implementation of a water provider technical team (WPTT) to review and discuss results from various analyses.
- Advocacy of American River water provider needs with Reclamation, California Department of Water Resources, USFWS, NMFS, California Department of Fish and Wildlife, or other entities to ensure local interests are being represented.
- Ensuring activities occurring outside of the watershed are considered and impacts to the American River watershed are disclosed appropriately.
- Legal support services as needed.

FINANCIAL IMPACT

The City's cost share for the Biological Opinion Services and Support Program is \$95,750. This program was not anticipated to be included in the FY 2021-22 Water Operating Fund Budget. Staff is requesting an appropriation of \$95,750 to be appropriated in the Water

Operating Fund (Fund 520) in Fiscal Year 2021-22 for participation in this program. Funds are available in the Water Operating Fund for this appropriation.

ENVIRONMENTAL REVIEW

Execution of this agreement is not considered a project and therefore not subject to CEQA.

ATTACHMENTS

1. Resolution No. 10863 - A Resolution Authorizing the City Manager to Execute a Regional Water Authority Biological Opinion Services and Support Program Agreement and Appropriation of Funds
2. Regional Water Authority Biological Opinion Services and Support Program Agreement
3. Common Interest and Cost-Share Agreement for Coordinated Participation: Reconsultation on the Biological Opinion for the Central Valley Project and Related Matters

Submitted,

Marcus Yasutake, Director
ENVIRONMENTAL AND WATER RESOURCES DEPARTMENT

ATTACHMENT 1

RESOLUTION NO. 10863

A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE A REGIONAL WATER AUTHORITY BIOLOGICAL OPINION SERVICES AND SUPPORT PROGRAM AGREEMENT AND APPROPRIATION OF FUNDS

WHEREAS, the City is part of the American River Division of the Central Valley Project (CVP) and holds a contract for the delivery of water from the CVP; and

WHEREAS, the American River CVP Contractors are public water agencies who desire to cooperate, coordinate efforts and share costs in order to collectively participate in the reconsultation of the Biological Opinion for the Coordinated Long-term Operation of the Central Valley Project and the State Water Project; and

WHEREAS, the Regional Water Authority has established the Biological Opinion Services and Support (BOSS) Program pursuant to which individual RWA members can agree to pay certain sums in return for RWA providing certain project services; and

WHEREAS, an additional appropriation of funds in the amount of \$95,750 is needed for this agreement and sufficient funds are available in the Water Operating Fund (Fund 520) in Fiscal Year 2021-22 for this appropriation; and

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

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Folsom Authorizes the City Manager City Manager to Execute a Regional Water Authority Biological Opinion Services and Support Program Agreement for a not to exceed fee of \$95,750.

BE IT FURTHER RESOLVED that the Finance Director is authorized to appropriate \$95,750 for this agreement. The additional appropriation will be from the Water Operating Fund (Fund 520) in the amount of \$95,750.

PASSED AND ADOPTED this 14th day of June 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

**REGIONAL WATER AUTHORITY
PROGRAM AGREEMENT**

BIOLOGICAL OPIONION SERVICES AND SUPPORT

This Agreement is made and entered into as of the ___th day of _____, 20___, by and between the Regional Water Authority (“RWA”), a joint exercise of powers authority formed under California Government Code section 6500, and following, and the Members and Contracting Entities of RWA listed in Exhibit 1 to this Agreement, upon their execution of this Agreement (who are collectively referred to in this Agreement as “Participants”), to provide for carrying out a project or program that is within the authorized purposes of RWA, and sharing in the cost and benefits by the Participants.

RECITALS

A. RWA is a joint powers authority, formed to serve and represent regional water supply interests and to assist its members in protecting and enhancing the reliability, availability, affordability and quality of water resources.

B. The joint powers agreement (“RWA JPA”) pursuant to which RWA was formed and operates, and as was amended on October 8, 2013, authorizes RWA to enter into a “Project or Program Agreement,” which is defined in the RWA JPA as an agreement between RWA and two or more of its Members or Contracting Entities to provide for carrying out a project or program that is within the authorized purposes of RWA and sharing in the cost and benefits by the parties to the Project or Program Agreement.

C. Article 21 of the RWA JPA states: “The Regional Authority’s projects are intended to facilitate and coordinate the development, design, construction, rehabilitation, acquisition or financing of water-related facilities (including sharing in the cost of federal, State or local projects) on behalf of Members and/or Contracting Entities. The Regional Authority may undertake the development, design, construction, rehabilitation, acquisition or funding of all or any portion of such projects on behalf of Members and/or Contracting Entities in the manner and to the extent authorized by such Members and/or Contracting Entities as provided in this Agreement, but shall not accomplish these functions, nor acquire or own water-related facilities in its own name.”

D. Article 22 of the RWA JPA states: “Prior to undertaking a project or program, the Members and/or Contracting Entities who elect to participate in a project or program shall enter into a Project or Program Agreement. Thereafter, all assets, benefits and obligations attributable to the project shall be assets, benefits and obligations of those Members and/or Contracting Entities that have entered into the Project or Program Agreement. Any debts, liabilities, obligations or indebtedness incurred by the Regional Authority in regard to a particular project or program, including startup costs advanced by the Regional Authority, shall be obligations of the participating Members and/or Contracting Entities, and shall not be the debts, liabilities, obligations and indebtedness of those Members and/or Contracting Entities who have not executed the Project or Program Agreement.”

E. RWA and the Participants desire to carry out a program as more fully described below and share in the costs and benefits of the program, as a Project or Program Agreement as provided for in Articles 21 and 22 of the RWA JPA.

F. The Bureau of Reclamation, responsible for the operation of Central Valley Project (CVP) facilities, such as Folsom Reservoir on the American River, has started the reinitiation of consultation on the coordinate long-term operation (ROC on LTO) of the CVP and the State Water Project, pursuant to the federal Endangered Species Act. This effort will result in the development of an Environmental Impact Statement (EIS) and Record of Decision (ROD) pursuant to the National Environmental Policy Act (NEPA), as well as a Biological Assessment (BA) that will support Biological Opinions (BiOps) issued by the National Marine Fisheries Service (NMFS) and the U.S. Fish and Wildlife Service.

G. As part of the development of the BA and the BiOps, the Water Infrastructure Improvements for the Nation (WIIN) Act provides that water providers who contract for the delivery of water with Reclamation be included in the development of a new BiOp. This engagement also includes other enforceable arrangements, such as settlement agreements, with Reclamation for the delivery of water. This includes:

- Having the opportunity to submit to and discuss information with U.S. Fish and Wildlife Service (USFWS) and the National Oceanic and Atmospheric Administration (NOAA) for consideration in the development of a biological assessment;
- Be informed of the schedule for preparing a biological assessment;
- Be informed of the schedule for preparing a BiOp;
- Receive a copy of any draft BiOp and have an opportunity to review and comment on the BiOp;
- Having the opportunity to confer with USFWS or NOAA and the applicant about any reasonable and prudent alternatives (RPAs) prior to them being identified; and,
- Be informed of how each component of the RPAs will contribute to conserving species and the scientific justification supporting the RPAs. Further, be informed as to why other proposed alternative actions that would have fewer adverse economic and water supply effects were not adequate as an RPA.

H. Participants to this Program all contract or have agreements for the delivery of water with Reclamation and have a vested need to ensure that their interests are protected throughout the BiOp development process.

In consideration of the promises, terms, conditions and covenants contained herein, the parties to this Agreement hereby agree as follows:

1. **Recitals Incorporated.** The foregoing recitals are hereby incorporated by reference.
2. **Defined Terms.** Terms defined in the RWA JPA will have the same meaning in this Agreement.

3. Description of the Program. The RWA and the Participants desire to work collaboratively to ensure that information provided in support of the American River region's operations are carried out by qualified technical support staff and that all interests from Participants are reflected through a coordinated effort, called the Biological Opinion Services and Support (BOSS) Program ("Program"). The Program will provide the following:

- A coordinated effort to timely respond to information requests from Participants, Reclamation, or other interested parties.
- Consolidation and rectification of Participant comments on key documents used to support the BiOps, including: white papers, technical documentation, development of alternatives, development of a Proposed Action (PA) for the BA, coordination of EIS scoping comments, Draft and Final EIS comments, the Draft BiOps, etc.
- Attendance at meetings related to the development of regulatory documents to support the BiOps and forthcoming ROD.
- Preparation and facilitation of correspondence to appropriate parties.
- Conducting modeling for hydrologic, habitat, and temperature conditions.
- Analysis and synthesis of technical work.
- Establishment and implementation of a water provider technical team (WPTT) to review and discuss results from various analyses.
- Coordination between the WPTT and the Water Forum to disseminate information, as needed, and ensure a common understanding of any necessary information.
- Advocacy of American River water provider needs with Reclamation, California Department of Water Resources, USFWS, NMFS, California Department of Fish and Wildlife, or other entities to ensure local interests are being represented.
- Ensuring activities occurring outside of the watershed, such as those in-Delta or in other CVP divisions, are considered and impacts to the American River watershed are disclosed appropriately.
- Legal support services as needed.

4. Program Committee. The Participants hereby form a Program Committee consisting of one representative (and alternates) designated by each Participant. The Program Committee will meet as necessary from time to time to administer and implement this Agreement on behalf of the Participants. The Program Committee will appoint a Chair and Vice-Chair from among its members. A majority of the total members of the Program Committee will constitute a quorum. Each member of the Program Committee will have one vote, either by its representative or an alternate. To proceed with a vote to take action, a quorum must be present at a meeting, with a majority of the number present required for an affirmative vote. In no event shall the composition of the Program Committee be such that the membership of the Program Committee constitutes a quorum of any RWA legislative body.

5. Program Staffing and Resources. RWA will utilize existing staff to implement the

program, primarily the Manager of Strategic Affairs.

6. Work Products. Participants shall have full access to the work products of the Program, which will be provided upon execution of each member agency of a nondisclosure agreement.

7. Sharing in Program Costs and Benefits. The assessments for each Participant are further described and attached hereto as Exhibit 2 (“Financing Plan”). Each of the Participants shall pay the assessments set forth on Exhibit 2 at the time of entering the Program and pay such other assessments as are adopted by the Program Committee. In accordance with the provisions of Articles 21 and 22 of the RWA JPA, any debts, liabilities, obligations or indebtedness incurred by RWA in regard to the Program will be the obligations of the Participants, and will not be the debts, liabilities, obligations and indebtedness of those Members and/or Contracting Entities who have not executed this Agreement. The total cost for the Program is estimated as \$861,750. The breakdown of these costs is to be as follows:

- Approximately 45% of RWA staff time over the next year with overhead and expenses, beginning at the time of execution of this Agreement: \$141,750.
- Costs for technical consultants, with contracts to be executed by Bartkiewicz, Kronick, and Shanahan and Placer County Water Agency General Counsel: \$700,000.
- Legal support services provided by Bartkiewicz, Kronick, and Shanahan for needed legal review and support: \$20,000.

Future costs and allocations will be determined through a Work Plan approved by the Program Committee.

8. Role of RWA. The RWA will (a) ensure that the interests of Members and Contracting Entities of RWA who do not participate in this Program are not adversely affected in performing this Agreement, (b) provide information to the Participants on the status of implementation of the Program, (c) assist the Program Committee in carrying out its activities under this Agreement, (d) secure consultant support services through a competitive selection process as identified in RWA Policy 300.2, where applicable; and (e) manage consultant support services in completion of the Program.

9. Authorization to Proceed with the Program. The Biological Opinion Support and Services Program is authorized to proceed upon the commitment of \$850,000 to fund staff and technical consulting work. Upon execution of this Agreement, the Participants agree to fund their portion of the Program costs in an amount and manner as described in Exhibit 3 (“Financing Plan”) to this Agreement.

10. Term. This Agreement will remain in effect for so long as any obligations under this Agreement and/or obligations from other sources of funding secured remain outstanding.

11. Withdrawal. A Participant may withdraw from this Agreement without requiring termination of this Agreement, effective upon ninety days’ notice to RWA and the other Participants,

provided that, the withdrawing Participant will remain responsible for any indebtedness incurred by the Program and allocated to the Participant under this Agreement prior to the effective date of withdrawal. If any surplus funds remain after the withdrawing Participant has met all of its financial obligations under this Agreement, then such funds will be returned to the withdrawing Participant in proportion to the total contribution made by each Participant.

12. Amendments. This Agreement may be amended from time to time with the approval of all current Participants and RWA.

13. Unspent Funds. In the event that RWA has remaining funds left at the conclusion of the work completed through agreements with BKS and Placer County Water Agency, then those funds shall be distributed back equally to BOSS Participants.

14. Privileges and Immunities. All of the privileges and immunities from liability; exemptions from laws, ordinances and rules; and all pension, relief, disability, worker's compensation and other benefits that apply to the activity of officers, agents or employees of RWA or the Participants when performing their respective functions for those agencies will, to the extent permitted by law, apply to them to the same degree and extent while engaged in the performance of any of the functions and other duties under this Agreement. It is further understood and agreed by RWA and the Participants that, notwithstanding anything contained herein, the employees of RWA and of each Participant shall continue to be entirely and exclusively under the direction, supervision and control of the employing party.

15. No Third-Party Beneficiary. RWA and the Participants understand and agree that this Agreement creates rights and obligations solely between RWA and the Participants and is not intended to benefit any other party. No provision of this Agreement shall in any way inure to the benefit of any third person so as to constitute any such third person as a third-party beneficiary of this Agreement or any of its items of conditions, or otherwise give rise to any cause of action in any person not a party hereto.

16. Liabilities. With respect to this Agreement, RWA and the Participants expressly agree that the debts, liabilities and obligations of RWA and of each Participant shall remain the debts, liabilities and obligations of that party alone and shall not be the debts, liabilities and obligations of any other party to this Agreement, except as may be otherwise set forth herein or in an amendment to this Agreement.

17. Audits and Accounting. All funds provided under this Agreement shall be separately accounted for and maintained, with books and records of such funding open to inspection by the Participants. Funding under this Agreement shall be subject to and consistent with the audit and accounting procedures set forth in Articles 27 and 28 of the RWA JPA.

18. General Provisions. Any notice to be given under this Agreement shall be made by: (a) depositing in any United States Post Office, postage prepaid, and shall be deemed received at the expiration of 72 hours after its deposit; (b) transmission by facsimile copy; (c) transmission by electronic mail; or (d) personal delivery. This Agreement shall be governed by the laws of the State of California. The contact information for each Participant with respect to this section of the

Agreement is set forth in Exhibit 3 (“Notice Information”). This Agreement may be executed by the parties in counterpart and by facsimile or PDF signatures, each of which when executed and delivered shall be an original and all of which together will constitute one and the same document.

19. Signatories’ Authority. The signatories to this Agreement represent that they have authority to execute this Agreement and to bind the Participant on whose behalf they execute it.

The foregoing Biological Opinion Services and Support Agreement is hereby agreed to by RWA and the Participants.

Dated: , 2022

Jim Peifer
Executive Director
Regional Water Authority

Dan York
Board Chair
Regional Water Authority

Marcus Yasutake
City of Folsom

Andy Fecko
Placer County Water Agency

Sean Bigley
City of Roseville

Michael Peterson
Sacramento County Water Agency

Bill Busath
City of Sacramento

Ansel Lundberg
Sacramento Municipal Utility District

Jim Abercrombie
El Dorado Irrigation District

Dan York
Sacramento Suburban Water District

Ken Payne
El Dorado Water Agency

List of Agreement Exhibits

Exhibit 1 – Program Participants

Exhibit 2 – Financing Plan

Exhibit 3 – Notice Information

EXHIBIT 1

PROGRAM PARTICIPANTS

REGIONAL WATER AUTHORITY

BIOLOGICAL OPINION SERVICES AND SUPPORT PROGRAM

Agency (Proposed)

City of Folsom
City of Roseville
City of Sacramento
El Dorado Irrigation District
El Dorado Water Agency
Placer County Water Agency
Sacramento County Water Agency
Sacramento Municipal Utility District
Sacramento Suburban Water District

EXHIBIT 2
FINANCING PLAN
REGIONAL WATER AUTHORITY
BIOLOGICAL OPINION SERVICES AND SUPPORT PROGRAM

The fee for each Participant is shown in the table below. A Participant’s fee will not be increased without the approval of that Participant.

Proposed Fee Table

Agency	Total Fee
City of Folsom	\$95,750
City of Roseville	\$95,750
City of Sacramento	\$95,750
El Dorado Irrigation District	\$95,750
El Dorado Water Agency	\$95,750
Placer County Water Agency	\$95,750
Sacramento County Water Agency	\$95,750
Sacramento Municipal Utility District	\$95,750
Sacramento Suburban Water District	\$95,750
Total	\$861,750

EXHIBIT 3
NOTICE INFORMATION
REGIONAL WATER AUTHORITY
BIOLOGICAL OPINION SERVICES AND SUPPORT PROGRAM

City of Folsom
Attn: Marcus Yasutake
50 Natoma Street
Folsom, CA 95630
Phone: (916) 461-6161
Email: myasutake@folsom.ca.us

City of Roseville
Attn: Sean Bigley
2005 Hilltop Circle
Roseville, CA 95747
Phone: (916) 774-5513
Email: sbigley@roseville.ca.us

City of Sacramento
Attn: Bill Busath
1395 35th Avenue
Sacramento, CA 95822
Phone: (916) 808-1434
Email: bbusath@cityofsacramento.org

El Dorado Irrigation District
Attn: Jim Abercrombie
280 Mosquito Road
Placerville, CA 95667
Phone: (530) 622-4513
Email: jimabercrombie@eid.org

El Dorado Water Agency
Attn: Ken Payne
4330 Golden Center Drive, Suite C
Placerville, CA 95667
Phone: (530) 672-6721
Email: ken.payne@edcgov.us

Placer County Water Agency
Attn: Andy Fecko
144 Ferguson Road
Auburn, CA 95603
Phone: (530) 823-4965
Email: afecko@pcwa.net

Sacramento County Water Agency
Attn: Kerry Schmitz
827 7th Street, Room 301
Sacramento, CA 95814
Phone: (916) 874-4681
Email: schmitzk@SacCounty.NET

Sacramento Suburban Water District
Attn: Dan York
3701 Marconi #100
Sacramento, CA 95821
Phone: (916) 679-3973
Email: dyork@sswd.org

Sacramento Municipal Utility District
Attn: Ansel Lundberg
6301 S Street
Mail Stop A-404
Sacramento, CA 95817-1899
Phone: (916) 732-6919
Email: ansel.lundberg@smud.org

Regional Water Authority
Attn: James Peifer
5620 Birdcage Street, Suite 180
Citrus Heights, CA 95610
Phone: (916) 967-7692
Email: jpeifer@rwah2o.org

ATTACHMENT 3

COMMON INTEREST and COST-SHARE AGREEMENT
for COORDINATED PARTICIPATION:
RECONSULTATION ON THE BIOLOGICAL OPINION FOR THE
CENTRAL VALLEY PROJECT AND RELATED MATTERS

This Common Interest and Cost-Share Agreement (Agreement) is entered into by and among the City of Folsom, City of Roseville, City of Sacramento, El Dorado Irrigation District, El Dorado Water Agency, Placer County Water Agency, Regional Water Authority, Sacramento County Water Agency, Sacramento Suburban Water District, and Sacramento Municipal Utilities District and made effective on the date the last of the aforementioned parties signs this Agreement.

RECITALS

A. The City of Folsom, City of Roseville, City of Sacramento, El Dorado Irrigation District, El Dorado Water Agency, Placer County Water Agency, Sacramento County Water Agency, Sacramento Suburban Water District, and the Sacramento Municipal Utilities District (collectively the “American River CVP Contractors”) are public agencies who hold contracts for the delivery of water from the Central Valley Project (CVP) and who desire to cooperate, coordinate efforts and share costs in order to collectively participate in the reconsultation of the Biological Opinion for the Coordinated Long-term Operation of the Central Valley Project and the State Water Project under Section 7 of the Endangered Species Act (BiOp). The Parties desire to provide the technical basis to enable their counsel to provide informed legal advice to the respective Parties and to enable the Parties to identify and pursue appropriate approaches to protect American River water supplies and interests of the American River CVP Contractors, by jointly pursuing technical work to, among other things, provide comments as part of the BiOp reconsultation and otherwise participate in the BiOp reconsultation process. The Parties share a common interest in achieving all of the above.

B. The Regional Water Authority (“RWA”) is a joint powers authority formed for the purposes, among others, of serving and representing American River regional water supply interests in protecting and enhancing the reliability, availability, affordability, and quality of water resources in the American River region.

C. Through this Agreement, the American River CVP Contractors and RWA desire to: (i) acknowledge and affirm their common interest to cooperate and coordinate efforts

to protect American River water supplies and other common interests as part of the BiOp reconsultation process; (ii) establish cost-sharing arrangements for related consultant work and expenses; and (iii) provide for the management of the cooperative and coordinated effort contemplated by this Agreement.

D. The American River CVP Contractors and RWA desire, based on their common interests, to cooperate, coordinate, and share information related to the BiOp reconsultation process, while continuing to preserve, to the fullest extent possible, the protections of the attorney-client privilege, work product privilege, common-interest doctrine, deliberative process privilege, executive privilege, or any other privilege or protection existing under state or federal law.

AGREEMENT

NOW, THEREFORE, in consideration of the above recitals, and the mutual covenants and conditions contained herein, the American River CVP Contractors and RWA agree as follows:

1. Management of Coordinated Effort. The American River CVP Contractors desire to have RWA serve as the project manager for this coordinated effort. RWA agrees to act as the project manager for this coordinated effort, provided that RWA is reimbursed for its cost in acting as project manager. All costs for RWA's role as project manager will be funded through RWA's Biological Opinion Services and Support (BOSS) Program. As provided in Paragraph 2(a), all American River CVP Contractors participating in this coordinated effort must also be a party to Biological Opinion Services and Support (BOSS) Program Agreement.

2. Cost-Sharing.

(a) Cost Sharing for RWA's Project Management Services. RWA has established the Biological Opinion Services and Support (BOSS) Program pursuant to which individual RWA members can agree to pay certain sums in return for RWA providing certain project services. At all times that an American River CVP Contractor is participating in the coordinated efforts contemplated by this Agreement, that American River CVP Contractor shall also be a party to the Biological Opinion Services and Support (BOSS) Program Agreement. In the event an American River CVP Contractor fails or ceases to be a party to the Biological Opinion Services and Support (BOSS) Program Agreement, that American River

CVP Contractor will be deemed to have withdrawn from this Agreement pursuant to Paragraph 5.

(b) Cost Sharing for Consultant Work. The American River CVP Contractors desire to share in the costs of consultant work that will be required as part of the Parties' activities related to the BiOp reconsultation process. The total obligation of the American River CVP Contractors to fund the consultants' work on matters contemplated by this Agreement shall not exceed \$[AMOUNT] without written amendment to this Agreement. The American River CVP Contractors' respective percentage shares of the costs and fees for consultant work under this Agreement are set forth in Exhibit A to this Agreement. RWA shall not be responsible for any consultant costs under this Agreement.

3. Steering Committee: Retention and Direction of Consultants.

(a) Steering Committee. The American River CVP Contractors will each appoint a representative to a Steering Committee, which will make decisions for the American River CVP Contractors concerning work by consultants under this Agreement and provide direction to RWA in managing the coordinated effort. The Steering Committee will also make decisions on matters related to executing strategy and policy matters. The Steering Committee generally will meet at least once a month during this Agreement's term. Unless specifically provided otherwise herein, an affirmative vote by 2/3 of all members of the Steering Committee shall be required for all decisions contemplated by this Agreement. The Steering Committee may vote by e-mail provided that all Steering Committee members are included in the circulation list for those e-mails.

(b) Retention, Direction and Compensation of Consultants. The American River CVP Contractors will jointly authorize one or more of the American River CVP Contractors' legal counsel to retain consultants to perform scopes of work as approved by the Steering Committee, subject to applicable law for the confidentiality and protection of the work performed and work products produced by consultants. Retention of a consultant under this Agreement by an American River CVP Contractor or its counsel will not prevent that consultant from performing work for another American River CVP Contractor or RWA on matters not included in scopes of work authorized under this Agreement. The American River CVP Contractors, and not their legal counsel, collectively will be responsible for compensating

consultants retained under this Agreement according to their respective shares as set forth in Exhibit A.

(c) Management of Consultants' Work. RWA will manage all work by consultants under the direction of the Steering Committee. RWA will ensure that its communications with consultants comply with this Agreement's confidentiality arrangements. Provided that RWA's manager of the Biological Opinion Services and Support (BOSS) Program and all American River CVP Contractors' legal counsel are included on the relevant communications, Steering Committee members may have direct contact with consultants and consultants may circulate information and drafts directly to Steering Committee members.

4. Cost-Sharing Upon Addition of Parties. A new American River CVP Contractor may be added to this Agreement with: (i) approval by all members of the Steering Committee, and (ii) a written commitment by the new American River CVP Contractor to pay its proportionate share of all of the consultants' costs and fees incurred for the applicable scope or scopes of work by consultants, including work already performed under the applicable scope or scopes of work. Upon the addition of a new American River CVP Contractor to the Agreement, that new American River CVP Contractor's share, and the shares of the pre-existing American River CVP Contractors, of any costs and fees incurred in relation to the applicable scope or scopes of work will be as determined by the Steering Committee prior to the new American River CVP Contractor's admission into this Agreement.

5. Withdrawal, Removal, and Cost-Sharing.

(a) Withdrawal. Any American River CVP Contractor may withdraw from this Agreement at any time; provided, however, in the event that an American River CVP Contractor withdraws after the Steering Committee has authorized consultants to proceed with certain scopes of work and related task orders, the withdrawing American River CVP Contractor shall remain obligated for payment of its proportionate share of the costs for such authorized work completed as of the date of the American River CVP Contractor's withdrawal. Written notice of withdrawal shall be sent to all members of the Steering Committee. A withdrawing American River CVP Contractor shall not receive any Joint Defense Materials (as defined in Section 8) produced after the date of its written notice of withdrawal, whether or not those Joint Defense Materials reflect consultant work performed before the date of that written notice of withdrawal.

(b) Removal. An American River CVP Contractor may be removed from this Agreement at any time by a three-fourths (3/4) vote of the remaining American River CVP Contractors; provided, however, in the event that an American River CVP Contractor is removed from this Agreement after the Steering Committee has authorized consultants to proceed with certain scopes of work and related task orders, the removed American River CVP Contractor shall remain obligated for payment of its proportionate share of the costs for such authorized work completed as of the date of the American River CVP Contractor's removal. A removed American River CVP Contractor shall not receive any Joint Defense Materials (as defined in Section 8) produced after the date of its removal, whether or not those Joint Defense Materials reflect consultant work performed before the date of that removal.

6. Term. This Agreement shall remain in effect until either of the following events occurs: (a) a majority of the Parties withdraw from the Agreement; or (b) the Steering Committee votes, by a two-thirds majority, to terminate this Agreement.

7. Billing Procedures. For all approved scopes of work by consultants under this Agreement, RWA will have the responsibility for collecting and managing each American River CVP Contractor's contribution of funds to pay for that work; processing invoices submitted by the consultants pursuant to the approved scopes of work and budgets; preparing invoices to the American River CVP Contractors based on the shares specified in Exhibit A or any future cost-sharing allocation approved by the American River CVP Contractors; and for maintaining an accurate accounting of this administration of funds. The American River CVP Contractors will make payments on invoices presented by RWA within 30 days of the date of the specific invoice.

8. Privileged and Confidential Communications.

(a) For purposes of this Agreement, "Joint Defense Materials" includes, but is not limited to, all communications (including communications related to the above-referenced proceedings made prior to the execution of this Agreement), factual materials, mental impressions, legal analyses, theories or strategies, memoranda, reports, notes, emails or any other communications or documents that are protected from disclosure by the attorney-client privilege, work product privilege, deliberative process privilege, executive privilege, common-interest doctrine joint prosecution/defense doctrine, privileges regarding

mediation or settlement communications, or any other privilege or protection existing under state or federal law, and that are exchanged among the American River CVP Contractors, RWA, and/or their respective counsel in connection with their cooperative efforts related to the matters described in this Agreement's recitals.

(b) The American River CVP Contractors and RWA will maintain as confidential all Joint Defense Materials. Disclosure of Joint Defense Materials shall be limited to the American River CVP Contractors and their employees and contractors as well as any counsel and consultants retained by the American River CVP Contractors, or on behalf of the American River CVP Contractors, for the purpose of maintaining a joint defense with respect to the matters described in this Agreement's recitals. RWA, as a public entity separate from its members, shall maintain as confidential all Joint Defense Materials within RWA as a separate public entity. Joint Defense Materials shall not be made available to RWA members that are not party to this Agreement.

(c) Any Joint Defense Materials shared or transmitted by or between American River CVP Contractors and/or RWA should be clearly designated with the label "CONFIDENTIAL: JOINT DEFENSE MATERIALS" or a substantially similar label referencing "joint defense." However, the failure to include such designation shall not preclude such materials from being afforded the protections of this Agreement, and shall not be construed to constitute a waiver of any privilege or other protection.

(d) Each American River CVP Contractor and RWA shall take all appropriate measures to ensure that any person who is granted access to Joint Defense Materials is familiar with the terms of this Agreement and complies with those terms.

(e) Except where required by the order of a court of competent jurisdiction, or by the prior written consent of the remaining American River CVP Contractors, neither an American River CVP Contractor nor RWA will disclose to non-Parties any Joint Defense Materials that it has received from another American River CVP Contractor or RWA.

(f) Each American River CVP Contractor and/or RWA shall notify the party that generated any Joint Defense Materials and all remaining American River CVP Contractors of any request to disclose the Joint Defense Materials to any non-Party (whether pursuant to the California Public Records Act or other authority), or of any proceeding before any court,

administrative agency, or tribunal to compel the disclosure of such Joint Defense Materials, as soon as practicable after receipt of such request or the initiation of such proceeding. If an American River CVP Contractor or RWA becomes subject to any judicial or administrative order to compel release of Joint Defense Materials, that American River CVP Contractor or RWA shall promptly notify the party that generated the materials and all remaining American River CVP Contractors. The purpose of these notifications is to provide the party that generated the Joint Defense Materials or any remaining American River CVP Contractor an opportunity to take such steps as they may deem appropriate to protect the Joint Defense Materials.

(g) The sharing of Joint Defense Materials among the American River CVP Contractors and/or RWA is not intended to and will not constitute a waiver of any privilege or other protection of confidentiality, including but not limited to the attorney-client privilege, work product privilege, common-interest doctrine, deliberative process privilege, executive privilege, privileges relating to mediation or settlement communications, or any other privilege or protection existing under state or federal law.

(h) Execution of this Agreement constitutes the mutual agreement of the American River CVP Contractors and RWA that any sharing of Joint Defense Materials among themselves is, pursuant to Evidence Code section 912, subdivision (d), and other applicable authorities, reasonably necessary for the accomplishment of the American River CVP Contractors' and RWA's common purposes as described in this Agreement. Any sharing of Joint Defense Materials among the American River CVP Contractors and/or RWA is in reliance on this Agreement and the protections that arise from the parties' common interests related to the matters described in Recital B to this Agreement.

(i) If an American River CVP Contractor or RWA withdraws from this Agreement, the provisions of this Agreement shall continue to apply to the Joint Defense Materials that the party received or sent during the time period when that party was a party to this Agreement, including without limitation the duty to maintain those materials' confidentiality under Section 8(b).

(j) If this Agreement is terminated for any reason, the Joint Defense Materials shared pursuant to this Agreement shall remain subject to all privileges cited herein and any other applicable confidentiality protections.

9. Attorney-Client Relationships. The American River CVP Contractors and RWA are represented by their respective legal counsel in connection with the above-referenced proceedings. A party's legal counsel will not have an attorney-client relationship with any other party to this Agreement as a result of that legal counsel's participation in discussions and actions related to the parties' cooperative efforts on the above-described proceedings. Similarly, no legal counsel will have a duty of loyalty or confidentiality to any other American River CVP Contractor or RWA other than that legal counsel's specific client(s), and consequently, no American River CVP Contractor may seek to disqualify the legal counsel for another American River CVP Contractor as a result of the legal counsel's participation in discussions and actions related to the parties' cooperative efforts under this Agreement.

10. Representations. The individuals signing this Agreement in a representative capacity warrant that they have the authority to do so on behalf of the entity or entities they represent, and further agree that as representatives of the entity or entities that they respectively represent, they themselves are bound by all terms of this Agreement.

11. Entire Agreement. This Agreement and any later-approved amendments or exhibits constitute the entire agreement of the parties with respect to the subject matter of this Agreement and supersede any prior oral or written agreement, understanding, or representation relating to the subject matter of this Agreement.

12. Counterparts. This Agreement may be executed in counterparts, each of which shall be deemed an original irrespective of the date of the execution, and said executed counterparts shall together constitute one and the same Agreement. Further, facsimile or .PDF copies of signatures shall be as effective as original signatures for evidencing execution of this Agreement. To ensure that each party has a full copy of this Agreement, upon a party's initial execution of this Agreement, that party shall transmit a copy of its signature to its legal counsel, who shall transmit copies of that copy to all other legal counsel under this Agreement.

13. Notices. All notices and other communications required to be given to a party under the terms of this Agreement (a) shall be in writing; (b) shall be personally delivered, sent via first class mail, or transmitted by facsimile or email with confirmation of receipt; and (c) shall be directed to such party at the address, facsimile number or email address specified

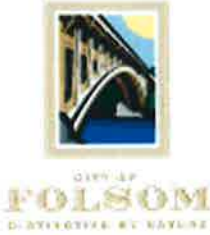
below, or at such other address, facsimile number or email address as such party may hereafter designate by notice in accordance with this Section.

IN WITNESS WHEREOF, the Parties hereto have executed this Common Interest and Cost-Share Agreement for Coordinated Participation: Reconsultation on Biological Opinion for the Central Valley Project and Related Matters.

EXHIBIT A
Cost Allocation

American River CVP Contractor	Percent
City of Folsom	11.11%
City of Roseville	11.11%
City of Sacramento	11.11%
El Dorado Irrigation District	11.11%
El Dorado Water Agency	11.11%
Placer County Water Agency	11.11%
Sacramento County Water Agency	11.11%
Sacramento Suburban Water District	11.11%
Sacramento Municipal Utilities District	11.11%

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Folsom City Council Staff Report



MEETING DATE:	6/14/2022
AGENDA SECTION:	Consent Calendar
SUBJECT:	Resolution No. 10864 – A Resolution Authorizing the City Manager to Execute an Agreement with E Source Companies, LLC to Complete the City of Folsom’s Water Loss Control Program and Appropriation of Funds
FROM:	Environmental and Water Resources Department

RECOMMENDATION / CITY COUNCIL ACTION

The Environmental and Water Resources Department recommends the City Council pass and adopt Resolution No. 10864 - A Resolution Authorizing the City Manager to Execute an Agreement with E Source Companies, LLC to Complete the City of Folsom’s Water Loss Control Program and Appropriation of Funds.

BACKGROUND / ISSUE

The Environmental and Water Resources (EWR) Department is requesting that E Source Companies, LLC provide professional services to complete the City’s Water Loss Control Program. The City’s water distribution system consists of approximately 400 miles of water pipes and is comprised of transmission mains, distribution mains, service lateral connections (approximately 23,000), blow-offs, fire hydrants, backflow preventors, valves, and other appurtenances. The City’s water pipes range in size from 1-inch service lines to 24-inch transmission mains.

The Water Loss Control Program will include a review of previous water audits completed by the City, source meter accuracy testing, billing data assessment, meter accuracy testing recommendations, an analysis of real and apparent losses for the City, the appropriate leak detection survey frequency, and an analysis of Senate Bill 555 water loss standards relative to the City’s real and apparent losses and input values to the State Economic Water Loss Model.

This will also include support to calculate revised proposed standards for the City to submit to the State for approval.

The City issued a Request for Proposals (RFP) to provide professional services to complete the City’s Water Loss Control Program. Upon evaluation of qualifications, experience, cost, and overall best value, City staff recommends authorizing the City Manager to execute an agreement with E Source Companies, LLC to complete the City’s Water Loss Control Program.

POLICY / RULE

In accordance with Chapter 2.36 of the Folsom Municipal Code, supplies, equipment, services, and construction with a value of \$66,141 or greater shall be awarded by City Council.

ANALYSIS

The City issued the RFP on February 28, 2022 for the Water Loss Control Program and received three proposals. EWR staff evaluated the proposals based on the consultant’s understanding of the background and requirements of the project, relevant project experience, the qualifications and experience of the consultant’s team, and proposal costs. Proposal costs were submitted under a separate sealed envelope and were not opened until after the evaluation was completed based on qualifications and experience of the project team. The proposals consisted of the following tasks:

- Program Management
- Meter data assessment and gap analysis
- Water audit reviews
- Volumetric source and production meter testing
- Customer meter testing assessment and development
- Rel and apparent loss component analysis
- Senate Bill555 support and standards response
- Final report

During the review of the submitted proposals, EWR staff identified E Source Companies, LLC as having the relevant project experience and qualifications and would provide the best value to the City. Table 1 below outlines the scoring prior to including the project costs. The evaluation criteria included the consultant’s project understanding and approach, qualifications and experience, and project team. The maximum number of points that could be earned based on the evaluation criteria (not including costs) was 75 points.

Company	EWR 1	EWR 2	EWR 3	EWR 4	EWR 5	EWR 6	Total	Average
M.E. Simpson	57	59	52	58	55	60	341	56.8
E Source	68	63	69	57	55	50	362	60.3
Black & Veatch	64	68	60	53	48	63	356	59.3

Table 1. Consultant scoring prior to reviewing the costs of the proposals.

After reviewing the proposals based on consultant’s project understanding and approach, qualifications and experience, and project team, EWR staff reviewed total project costs. Proposal costs from each consultant were required to be submitted under a separate sealed envelope. Table 2 shows the companies that submitted proposals, their fees, and total hours to complete the project.

Company	Proposal Costs	Total Hours
M.E. Simpson	\$154,930	638
E Source	\$143,320	776
Black & Veatch	\$199,500	880

Table 2. Consultant project costs and hours associated with the RFP.

Based on the consultant’s understanding of the background and requirements of the project, relevant project experience, the qualifications and experience of the consultant’s team, their proposal costs, and overall best value to the City, EWR staff proposes using E Source Companies, LLC for these services for a not-to-exceed amount of \$143,320. Table 3 below shows the final scores with the inclusion of project costs.

Company	EWR 1	EWR 2	EWR 3	EWR 4	EWR 5	EWR 6	Total	Average
M.E. Simpson	78.2	80.2	73.2	79.2	76.2	81.2	468.2	78.0
E-Source	93	88	94	82	80	75	512	85.3
Black & Veatch	80.5	84.5	76.5	69.5	64.5	79.5	455	75.8

Table 3. Consultant overall scoring including project costs.

FINANCIAL IMPACT

The Environmental and Water Resources Department recommends that the contract be awarded to E Source Companies, LLC for a not-to-exceed amount \$143,320. EWR staff is requesting an appropriation of \$143,320 to be appropriated in the Fiscal Year 2021-22 Water Operating Fund (Fund 520) budget . Funds are available in the Water Operating Fund for this appropriation.

ENVIRONMENTAL REVIEW

This project is categorically exempt from environmental review under the California Environmental Quality Act as noted in Title 14 - California Code of Regulations, Chapter 3 - Guidelines for Implementation of the California Environmental Quality Act, Article 19 - Categorical Exemptions, Section 15301 – Existing Facilities.

ATTACHMENT

Resolution No. 10864 - A Resolution Authorizing the City Manager to Execute an Agreement with E Source Companies, LLC to Complete the City of Folsom’s Water Loss Control Program and Appropriation of Funds

Submitted,

Marcus Yasutake, Director
ENVIRONMENTAL AND WATER RESOURCES DEPARTMENT

RESOLUTION NO. 10864

A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE AN AGREEMENT WITH E SOURCE COMPANIES, LLC TO COMPLETE THE CITY OF FOLSOM'S WATER LOSS CONTROL PROGRAM AND APPROPRIATION OF FUNDS

WHEREAS, this project consists of completing a water loss control program; and

WHEREAS, the Environmental and Water Resources Department issued a Request for Proposals on February 28, 2022 for this project; and

WHEREAS, E Source Companies, LLC by reason of their past experience, abilities for performing these types of services, and overall best value for these services, is qualified to perform the required water loss control program; and

WHEREAS, an additional appropriation of funds in the amount of \$143,320 is needed for this agreement of \$143,320 and sufficient funds are available in the Water Operating Fund (Fund 520) for this appropriation; and

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

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Folsom authorizes the City Manager to execute an agreement with E Source Companies, LLC for the City of Folsom's Water Loss Control Program and Appropriation of Funds; and,

BE IT FURTHER RESOLVED that the Finance Director is authorized to appropriate \$143,320 for this agreement. The appropriation will be from the Water Operating Fund (Fund 520) in the amount of \$143,320.

PASSED AND ADOPTED this 14th day of June, 2022, by the following roll-call vote:

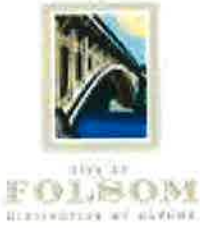
- AYES:** Councilmember(s):
- NOES:** Councilmember(s):
- ABSENT:** Councilmember(s):
- ABSTAIN:** Councilmember(s):

Kerri M. Howell, MAYOR

ATTEST:

Christa Freemantle, CITY CLERK

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Folsom City Council Staff Report



MEETING DATE:	6/14/2022
AGENDA SECTION:	Consent Calendar
SUBJECT:	Resolution No. 10865 – A Resolution Authorizing Public Fireworks Displays During the Annual Folsom Pro Rodeo Activities
FROM:	Fire Department

RECOMMENDATION / CITY COUNCIL ACTION

The Fire Department recommends that the City Council pass and approve Resolution No.10865 – A Resolution Authorizing Public Fireworks Displays during the Annual Folsom Pro Rodeo Activities on July 1, July 2, and July 3, 2022.

BACKGROUND / ISSUE

The annual Folsom Pro Rodeo is scheduled for July 1, July 2, and July 3, 2022, at Rodeo Park, with a proximate firework display each night.

The Fire Department is coordinating the safety requirements for these fireworks displays with the Greater Folsom Partnership and the California State Fire Marshal’s Office. The licensed firm of Fireworks & Stage FX America has been secured by the Greater Folsom Partnership to operate these fireworks displays.

POLICY / RULE

Section 9.36.020 of the Folsom Municipal Code states that public displays of fireworks may only be held when authorized by resolution of the City Council, after recommendation of the Fire Chief, and when under the supervision of a licensed pyrotechnic operator.

ANALYSIS

A public display of fireworks is proposed by the sponsor of the event to be fired each night at the conclusion of the rodeo. Staff has reviewed all safety issues relative to public fireworks display and is working with the Greater Folsom Partnership and Fireworks & Stage FX America to mitigate any potential issues. Staff believes that these mitigation measures will reasonably satisfy the safety concerns.

FINANCIAL IMPACT

There is no fiscal impact as the overtime staff costs for the required fire safety officer standby each night will be paid by the Greater Folsom Partnership.

ENVIRONMENTAL REVIEW

There are no foreseeable environmental impacts.

ATTACHMENTS

1. Resolution No. 10865 – A Resolution Authorizing Public Fireworks Displays during the Annual Folsom Pro Rodeo Activities
2. Fire Department Permit Application from Fireworks & Stage FX America

Submitted,



Ken Cusano, Fire Chief

ATTACHMENT 1

RESOLUTION NO. 10865

**A RESOLUTION AUTHORIZING PUBLIC FIREWORKS DISPLAYS
DURING THE ANNUAL PRO RODEO ACTIVITIES**

WHEREAS, on the evenings of July 1, July 2, and July 3, 2022, the Folsom Chamber of Commerce will be sponsoring the annual Folsom Pro Rodeo at the Dan Russell Arena; and

WHEREAS, Folsom Municipal Code Section 9.36.020 authorizes the public display of fireworks; and

WHEREAS, the City of Folsom wishes to support the festivities of our nation’s independence, as well as family-oriented activities within the community,

NOW, THEREFORE, BE IT RESOLVED that the City Council authorizes this public display of fireworks to celebrate this special occasion, with the recommendation of the Fire Chief, and under the supervision of licensed pyrotechnic operators.

PASSED AND ADOPTED this 14th day of June 2022, by the following roll-call vote:

- AYES:** Council Member(s):
- NOES:** Council Member(s):
- ABSENT:** Council Member(s):
- ABSTAIN:** Council Member(s):

Kerri M. Howell, MAYOR

ATTEST:

Christa Freemantle, CITY CLERK

ATTACHMENT 2



FOLSOM FIRE DEPARTMENT

535 Glenn Drive Folsom, CA 95630
Office (916) 461-6300 Fax (916) 984-7081
www.folsom.ca.us



CITY OF
FOLSOM
DISTINCTIVE BY NATURE

FIRE SAFETY OFFICER SERVICE AGREEMENT

APPLICANT: Fireworks & Stage FX America

TAX ID/SS#: 45-5334907

ADDRESS: PO Box 488 Lakeside, CA 92040

TELEPHONE: 619-938-8277

It has determined by the Fire Chief, in accordance with City of Folsom Municipal Code Chapter 8.36 (Folsom Fire Code § 107.8) that provision must be made for Fire Safety Officer Services at the following event/activity:

Date(s)	Start Time	Finish Time	Total Hours
7/1-7/4	6:00pm	10:00pm	4.0

LOCATION OF EVENT: Folsom Rodeo

TYPE OF EVENT: Pyrotechnics for Folsom Rodeo

The Fire Chief hereby agrees to furnish, and Applicant hereby agrees to accept and pay for, the requisite Fire Safety Officer Services subject to the following terms and conditions:

1. The event/activity will require approximately 12 hours of service by 1 Fire Safety Officer(s), to be provided at an hourly rate of \$94.10 per hour;
2. In the event additional hours of Fire Safety Officer services are required by the length and/or nature of the event/activity, such additional services shall be provided by the Fire Department at the same hourly rate(s) as aforesaid;
3. The Folsom Fire Department shall bill by invoice for the aforesaid services by invoice;
4. The Applicant shall remit the full sum due and owing within thirty (30) days of the date of the invoice.

Julie Julie Andrews, Office Manager 5/25/2022
 Signature of Applicant (If authorized representative, give title) Date

 Signature of Fire Department Representative (include title) Date

Working Together to Provide Superior Services in a Safe, Thorough, and Efficient Manner



FOLSOM FIRE DEPARTMENT

535 Glenn Drive Folsom, CA 95630
Office (916) 461-6300 Fax (916) 984-7081
www.folsom.ca.us



CITY OF
FOLSOM
DISTINCTIVE BY NATURE

FIRE DEPARTMENT PERMIT APPLICATION OPERATIONAL PERMIT

BUSINESS NAME (Print)	Fireworks & Stage FX America
ADDRESS	PO Box 488 Lakeside, CA 92040
APPLICANT NAME	Julie Andrews
BILLING ADDRESS (IF DIFFERENT)	
TELEPHONE NUMBER	619-938-8277
E-MAIL	office@fireworksamerica.com
ACTIVITY DESCRIPTION	Pyrotechnics for Folsom Rodeo

A property owner or owner's authorized agent who intends to conduct an operation or business, or install or modify systems and equipment that are regulated by the California Fire Code, or to cause any such work to be performed, shall first make application to the fire code official and obtain the required permit. (CFC 105)

Conditions of Permit

The conditions, surroundings, and arrangements for the operation(s) or activities subject to this permit shall be in accordance with all applicable regulations. The premises shall be subject to periodic inspection by the City of Folsom to ensure compliance with the applicable regulations and any condition(s) imposed. The permit is subject to revocation for failure to comply with those regulations and any specific conditions that are in effect at the time of inspection.

In obtaining a fire department permit the applicant understands and acknowledges that Folsom Fire Department has the right to enter and inspect that for which the permit is issued for compliance within the rules and regulations enforced by the City of Folsom. The applicant acknowledges that right and agrees to pay all costs incurred by the City of Folsom in securing any judicial writ or inspection warrant to fulfill that right wherein the applicant fails to give consent for inspection.

Application is made to Folsom Fire Department for inspection and approval of the described operation or activity, which will conform to all applicable standards. No operation or activity requiring a permit will be performed until a Fire Department permit is received. It is understood that working without approved plans and a permit will result in delays and additional fees.

FIRE CODE PERMIT FEES (To operate, conduct, perform, store, or use the following):

Operational Permits* (\$185 each) (Check One or More)	
<input type="checkbox"/>	Activities in Hazardous Fire Areas
<input type="checkbox"/>	Liquid or Gas-fueled Vehicles or Equip in Assembly Bldgs.
<input type="checkbox"/>	Aerosol Products Storage/Handling
<input type="checkbox"/>	Liquefied Petroleum (LP) Gas Storage and Use**
<input type="checkbox"/>	Amusement Buildings
<input type="checkbox"/>	Magnesium Storage/Handling
<input type="checkbox"/>	Aviation Facilities
<input type="checkbox"/>	Miscellaneous Combustible Storage (2500+ sq. ft.)
<input type="checkbox"/>	Carbon Dioxide Systems (100+ pounds)
<input type="checkbox"/>	Mobile Fueling of Hydrogen-Fueled Vehicles
<input type="checkbox"/>	Carnivals and Fairs
<input type="checkbox"/>	Mobile Food Preparation Vehicles
<input type="checkbox"/>	Cellulose Nitrate Film
<input type="checkbox"/>	Motion Picture and Other Filming
<input type="checkbox"/>	Christmas Tree Lots
<input type="checkbox"/>	Motor Vehicle Fuel Dispensing Facilities
<input type="checkbox"/>	Combustible Dust-Producing Operations
<input type="checkbox"/>	Open Burning
<input type="checkbox"/>	Combustible Fiber Storage/Handling
<input type="checkbox"/>	Open Flames and Torches
<input type="checkbox"/>	Compressed Gases Storage/Handling**
<input type="checkbox"/>	Open Flames and Candles
<input type="checkbox"/>	Covered and Open Mall Buildings
<input type="checkbox"/>	Organic Coatings
<input type="checkbox"/>	Cryogenic Fluids Storage/Handling**
<input type="checkbox"/>	Places of Assembly (50 or more people)
<input type="checkbox"/>	Cutting & Welding
<input type="checkbox"/>	Production Facilities (Live Audiences)
<input type="checkbox"/>	Dry Cleaning
<input checked="" type="checkbox"/>	Pyrotechnics / Special Effects Material
<input type="checkbox"/>	Exhibits and Trade Shows
<input type="checkbox"/>	Pyroxylin Plastics Storage/Handling
<input type="checkbox"/>	Explosives Storage/Handling
<input type="checkbox"/>	Refrigeration Equipment Storage/Handling
<input type="checkbox"/>	Fire Hydrants and Valves (Including private)
<input type="checkbox"/>	Repair Garages
<input type="checkbox"/>	Flam. /Comb. Liquids Storage and Pipelines**
<input type="checkbox"/>	Rooftop Heliports
<input type="checkbox"/>	Floor Finishing (350+ sq. ft.)
<input type="checkbox"/>	Spraying or Dipping**
<input type="checkbox"/>	Fruit & Crop Ripening
<input type="checkbox"/>	Storage of Scrap Tires and Tire Byproducts
<input type="checkbox"/>	Fumigation/Insecticidal Fogging
<input type="checkbox"/>	Temporary Membrane Structures and Tents**
<input type="checkbox"/>	Hazardous Materials Storage/Handling**
<input type="checkbox"/>	Tire Rebuilding Plants
<input type="checkbox"/>	Hazardous Production Material (HPM) Facilities
<input type="checkbox"/>	Waste Handling
<input type="checkbox"/>	High Piled Combustible Storage (500+ sq. ft.)**
<input type="checkbox"/>	Wood Products Storage/Handling
<input type="checkbox"/>	Hot Work Operations
<input type="checkbox"/>	Expedited Service Fees (1.5 X Regular Fee)
<input type="checkbox"/>	Industrial Ovens**
<input type="checkbox"/>	Technical Assistance / Third Party (Actual Cost)
<input type="checkbox"/>	Lumber Yards and Woodworking Plants
<input type="checkbox"/>	Re-Inspection (2 nd and subsequent) \$228 each

* Includes initial fire and life safety inspection and one re-inspection.

** In addition to fire and life safety inspection(s), these processes may also require a construction plan review. Plan review fees are based on the project's valuation or on third-party plan review costs; whichever is higher.

TOTAL FEE(S) DUE

\$ _____

MAKE CHECKS PAYABLE TO:

CITY OF FOLSOM
FOLSOM FIRE DEPARTMENT
ACCTS RECEIVABLE
535 GLENN DRIVE
FOLSOM, CA 95630

Click [here](#) to Submit by Email
(Attach this form and any plans to the email)

(OFFICE USE ONLY)

PAYMENT RECEIVED: _____ CHECK NUMBER: _____ CASH: _____

PERMIT NUMBER: _____ INSPECTOR: _____

Application for Permit for a Public Display of Pyrotechnics



P. La 06/14/2022 Item No.8.
(619) 938-8277
Fax (619) 938-8273

Authority having Jurisdiction: 22165

Lauren Ono
Folsom Fire Department
48 Natoma Street
Folsom, CA 95630

Client:
Folsom Chamber of Commerce
Attn: Libby Siino
200 Wool Street
Folsom, CA 95630

Fireworks & Stage FX America, Inc. on behalf of the Sponsor Listed Above requests a permit to conduct a public display of fireworks in accordance with Federal, State and Local Laws and Ordinances.

Date(s): 7/1/2022 7/2/2022, 7/3/2022

Time/Length: 9:45PM

Pyrotechnic Operator(s) and License Number: Brandon Waits 2936-02
(Operator Name) (License No.)

and License and assistants.

Number: _____

(where required)

Brandon Cell: 916-802-4482

Email: bfwaits@gmail.com

Site Information:

Folsom Rodeo Arena
See Plot Map
200 Wool Street
Folsom, CA 95630

Proof of current **General Liability Insurance and Workers Compensation Insurance** is attached.

A detailed diagram of the proposed firing site is attached. **Office contact: Julie Andrews (619) 938-8277, Fax (619) 938-8273**

Description of Display:

Folsom Chamber of Commerce on 7/1/2022 in Folsom, CA.
Fireworks fired Electrically, in Racks.

Ground Level Pyrotechnics (0 - 50 Foot typical Altitude):

Low Level Pyrotechnics (51 - 125 foot typical altitude):

Devices - 60;
Bombardments - 26;

Aerial Pyrotechnics (>125 foot typical altitude):

PERMISSION TO CONDUCT A PUBLIC DISPLAY OF PYROTECHNICS AS SPECIFIED HEREIN

IS HEREBY: PERMITTED DENIED

Circle Appropriate

Signature of Permitting Authority

Date

Title

Application for Permit for a Public Display of Pyrotechnics



P. La 06/14/2022 Item No.8.
(619) 938-8277
Fax (619) 938-8273

Authority having Jurisdiction: 22166

Lauren Ono
Folsom Fire Department
48 Natoma Street
Folsom, CA 95630

Client:
Folsom Chamber of Commerce
Attn: Libby Siino
200 Wool Street
Folsom, CA 95630

Fireworks & Stage FX America, Inc. on behalf of the Sponsor Listed Above requests a permit to conduct a public display of fireworks in accordance with Federal, State and Local Laws and Ordinances.

Date(s): 7/2/2022 7/1/2022, 7/3/2022

Time/Length: 9:45PM

Pyrotechnic Operator(s) and License Number: Brandon Waits 2936-02
(Operator Name) (License No.)

and assistants.

Number: _____

(where required)

Brandon Cell: 916-802-4482

Email: bfwaits@gmail.com

Site Information:

Folsom Rodeo Arena
See Plot Map
200 Wool Street
Folsom, CA 95630

Proof of current **General Liability Insurance and Workers Compensation Insurance** is attached.

A **detailed diagram** of the proposed firing site is attached. **Office contact: Julie Andrews (619) 938-8277, Fax (619) 938-8273**

Description of Display:

Folsom Chamber of Commerce on 7/2/2022 in Folsom, CA.
Fireworks fired Electrically, in Racks.

Ground Level Pyrotechnics (0 - 50 Foot typical Altitude):

Low Level Pyrotechnics (51 - 125 foot typical altitude):

Devices - 60;
Bombardments - 26;

Aerial Pyrotechnics (>125 foot typical altitude):

PERMISSION TO CONDUCT A PUBLIC DISPLAY OF PYROTECHNICS AS SPECIFIED HEREIN

IS HEREBY: PERMITTED DENIED

Circle Appropriate

Signature of Permitting Authority

Date

Title

Application for Permit for a Public Display of Pyrotechnics



P. La 06/14/2022 Item No.8.
(619) 938-8277
Fax (619) 938-8273

Authority having Jurisdiction: 22167

Lauren Ono
Folsom Fire Department
48 Natoma Street
Folsom, CA 95630

Client:
Folsom Chamber of Commerce
Attn: Libby Siino
200 Wool Street
Folsom, CA 95630

Fireworks & Stage FX America, Inc. on behalf of the Sponsor Listed Above requests a permit to conduct a public display of fireworks in accordance with Federal, State and Local Laws and Ordinances.

Date(s): 7/3/2022 7/1/2022, 7/2/2022

Time/Length: 9:45PM

Pyrotechnic Operator(s) and License Number: Brandon Waits 2936-02
(Operator Name) (License No.)

and assistants.

Number: _____
(where required)

Brandon Cell: 916-802-4482

Email: bfwaits@gmail.com

Site Information:

Folsom Rodeo Arena
See Plot Map
200 Wool Street
Folsom, CA 95630

Proof of current **General Liability Insurance and Workers Compensation Insurance** is **attached**.

A **detailed diagram** of the proposed firing site is **attached**. **Office contact: Julie Andrews (619) 938-8277, Fax (619) 938-8273**

Description of Display:
Folsom Chamber of Commerce on 7/3/2022 in Folsom, CA.
Fireworks fired Electrically, in Racks.

Ground Level Pyrotechnics (0 - 50 Foot typical Altitude):

Low Level Pyrotechnics (51 - 125 foot typical altitude):

- Devices - 60;
- Bombardments - 26;

Aerial Pyrotechnics (>125 foot typical altitude):

PERMISSION TO CONDUCT A PUBLIC DISPLAY OF PYROTECHNICS AS SPECIFIED HEREIN

IS HEREBY: PERMITTED DENIED
Circle Appropriate

Signature of Permitting Authority Date

Title





CERTIFICATE OF LIABILITY INSURANCE

06/14/2022 Item No.8.

DATE (MM/DD/YYYY)
5/16/2022

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER The Partners Group Ltd 11225 SE 6th St., Suite 110 Bellevue WA 98004	CONTACT NAME: Janet Nau PHONE (A/C, No, Ext): 425-455-5640 E-MAIL ADDRESS: jnau@tpgrp.com	FAX (A/C, No): 425-455-6727
	INSURER(S) AFFORDING COVERAGE	
INSURED 14567 Fireworks and Stage FX America, Inc. Fireworks and Stage FX America, LLC PO Box 488 Lakeside CA 92040-0488	INSURER A : Everest Indemnity Insurance Co	NAIC # 10851
	INSURER B : Everest Denali Insurance Company	16044
	INSURER C : AXIS Surplus Lines Insurance Company	26620
	INSURER D : Arch Specialty Insurance Company	21199
	INSURER E :	
	INSURER F :	

COVERAGES CERTIFICATE NUMBER: 133091620 REVISION NUMBER:


THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSR	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS
A	GENERAL LIABILITY <input checked="" type="checkbox"/> COMMERCIAL GENERAL LIABILITY <input type="checkbox"/> CLAIMS-MADE <input checked="" type="checkbox"/> OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: <input type="checkbox"/> POLICY <input checked="" type="checkbox"/> PRO.JECT <input type="checkbox"/> LOC	Y		SI8ML02461221	2/11/2022	2/11/2023	EACH OCCURRENCE \$ 1,000,000 DAMAGE TO RENTED PREMISES (Ea occurrence) \$ 500,000 MED EXP (Any one person) \$ Excluded PERSONAL & ADV INJURY \$ 1,000,000 GENERAL AGGREGATE \$ 2,000,000 PRODUCTS - COMP/OP AGG \$ 2,000,000 \$
B	AUTOMOBILE LIABILITY <input checked="" type="checkbox"/> ANY AUTO <input type="checkbox"/> ALL OWNED AUTOS <input type="checkbox"/> SCHEDULED AUTOS <input checked="" type="checkbox"/> HIRED AUTOS <input checked="" type="checkbox"/> NON-OWNED AUTOS <input checked="" type="checkbox"/> Comp \$2,000 <input checked="" type="checkbox"/> Coll \$2,000			SI8CA00278221	2/11/2022	2/11/2023	COMBINED SINGLE LIMIT (Ea accident) \$ 1,000,000 BODILY INJURY (Per person) \$ BODILY INJURY (Per accident) \$ PROPERTY DAMAGE (Per accident) \$ \$
C	UMBRELLA LIAB <input checked="" type="checkbox"/> OCCUR <input checked="" type="checkbox"/> EXCESS LIAB <input type="checkbox"/> CLAIMS-MADE DED RETENTION \$			P001000739376001	2/11/2022	2/11/2023	EACH OCCURRENCE \$ 4,000,000 AGGREGATE \$ 4,000,000 \$
	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below		Y/N N/A				<input type="checkbox"/> WC STATUTORY LIMITS <input type="checkbox"/> OTHER E.L. EACH ACCIDENT \$ E.L. DISEASE - EA EMPLOYEE \$ E.L. DISEASE - POLICY LIMIT \$
D B	Excess Liability - Occurrence Hired Auto Phys Dmg. - \$66,000			UXP104811300 SI8CA00278221	2/11/2022 2/11/2022	2/11/2023 2/11/2023	Each Occ/Aggregate \$5,000,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (Attach ACORD 101, Additional Remarks Schedule, if more space is required)

The following are Additional Insured on General Liability as their interest may appear as respects to operations performed by or on behalf of the Named Insured, as required by written contract:
 City of Folsom, Folsom Chamber of Commerce, Dan Russel Arena, Folsom Fire Department; its officers, agents, employees, and servants when acting in their official capacity as such. The duly licensed operator required by law to supervise and discharge the public show, acting either as an employee of the insured or as an independent contractor and the State of California, its officers, agents, employees, and servants are included as additional insureds per written contract.

Show Date: 7/1, 7/2, 7/3/2022
 Show Location: Folsom Rodeo Arena

CERTIFICATE HOLDER Folsom Chamber of Commerce 200 Wool Street Folsom CA 95630	CANCELLATION SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.
	AUTHORIZED REPRESENTATIVE 



CERTIFICATE OF LIABILITY INSURANCE

06/14/2022 Item No.8.

02/11/2022

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER The Partners Group Ltd 11225 SE 6th St. Suite 110 Bellevue WA 98004		CONTACT NAME: Janet Nau PHONE (A/C, No, Ext): (877) 455-5640 E-MAIL ADDRESS: jnau@tpgrp.com		FAX (A/C, No): (425) 455-6727	
INSURED Fireworks and Stage FX America, Inc., Fireworks and Stage FX America, LLC PO Box 488 Lakeside CA 92040-0488		INSURER(S) AFFORDING COVERAGE			NAIC #
		INSURER A: Everest Indemnity Insurance Co			10851
		INSURER B: Everest Denali Insurance Company			16044
		INSURER C: AXIS Surplus Lines Insurance Company			26620
		INSURER D: Everest Indemnity Insurance Co			10851
		INSURER E:			
		INSURER F:			

COVERAGES

CERTIFICATE NUMBER: 22-23

REVISION NUMBER:

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS
A	<input checked="" type="checkbox"/> COMMERCIAL GENERAL LIABILITY <input type="checkbox"/> CLAIMS-MADE <input checked="" type="checkbox"/> OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: <input type="checkbox"/> POLICY <input checked="" type="checkbox"/> PRO-JECT <input type="checkbox"/> LOC OTHER:			SI8ML02461221	02/11/2022	02/11/2023	EACH OCCURRENCE \$ 1,000,000 DAMAGE TO RENTED PREMISES (Ea occurrence) \$ 100,000 MED EXP (Any one person) \$ Excluded PERSONAL & ADV INJURY \$ 1,000,000 GENERAL AGGREGATE \$ 2,000,000 PRODUCTS - COMP/OP AGG \$ 2,000,000
B	AUTOMOBILE LIABILITY <input checked="" type="checkbox"/> ANY AUTO OWNED AUTOS ONLY <input checked="" type="checkbox"/> HIRED AUTOS ONLY <input type="checkbox"/> SCHEDULED AUTOS NON-OWNED AUTOS ONLY			SI8CA00278221	02/11/2022	02/11/2023	COMBINED SINGLE LIMIT (Ea accident) \$ 1,000,000 BODILY INJURY (Per person) \$ BODILY INJURY (Per accident) \$ PROPERTY DAMAGE (Per accident) \$
C	<input checked="" type="checkbox"/> UMBRELLA LIAB <input checked="" type="checkbox"/> EXCESS LIAB <input type="checkbox"/> OCCUR <input type="checkbox"/> CLAIMS-MADE DED RETENTION \$			P-001-000793760-01	02/11/2022	02/11/2023	EACH OCCURRENCE \$ 4,000,000 AGGREGATE \$ 4,000,000
	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) If yes, describe under DESCRIPTION OF OPERATIONS below		Y / N N / A				PER STATUTE OTH-ER E.L. EACH ACCIDENT \$ E.L. DISEASE - EA EMPLOYEE \$ E.L. DISEASE - POLICY LIMIT \$
D	Excess Liability ~ Per Occurrence			TBD	02/11/2022	02/11/2023	Each Occurrence 5,000,000 Aggregate 5,000,000


DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)

Evidence of Insurance

The duly licensed pyrotechnic operator required by law to supervise and discharge the public display, The State of California, its officers, agents, employees and servants when acting in their official capacity as such.

CERTIFICATE HOLDER

CANCELLATION

Office of the State Fire Marshal Po Box 944246 Sacramento CA 94244-2460	SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS. AUTHORIZED REPRESENTATIVE 
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FIRE&ST-01

06/14/2022 Item No.8.

CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY)
5/26/2021

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW. THIS CERTIFICATE OF INSURANCE DOES NOT CONSTITUTE A CONTRACT BETWEEN THE ISSUING INSURER(S), AUTHORIZED REPRESENTATIVE OR PRODUCER, AND THE CERTIFICATE HOLDER.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement. A statement on this certificate does not confer rights to the certificate holder in lieu of such endorsement(s).

PRODUCER Whiteboard Risk & Insurance Solutions, LLC 8787 Complex Drive Ste 202 San Diego, CA 92123	CONTACT NAME: John Tillery
	PHONE (A/C, No, Ext): (858) 223-1170
INSURED Fireworks & Stage FX America, LLC DBA Fireworks America P.O. Box 488 Lakeside, CA 92040	FAX (A/C, No): (858) 223-1170
	E-MAIL ADDRESS: solutions@whiteboardrisk.com
INSURER(S) AFFORDING COVERAGE	
INSURER A : State Compensation Ins Fund	NAIC # 35076
INSURER B :	
INSURER C :	
INSURER D :	
INSURER E :	
INSURER F :	

COVERAGES **CERTIFICATE NUMBER:** **REVISION NUMBER:**

THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES. LIMITS SHOWN MAY HAVE BEEN REDUCED BY PAID CLAIMS.

INSR LTR	TYPE OF INSURANCE	ADDL INSD	SUBR WVD	POLICY NUMBER	POLICY EFF (MM/DD/YYYY)	POLICY EXP (MM/DD/YYYY)	LIMITS	
	COMMERCIAL GENERAL LIABILITY <input type="checkbox"/> CLAIMS-MADE <input type="checkbox"/> OCCUR GEN'L AGGREGATE LIMIT APPLIES PER: <input type="checkbox"/> POLICY <input type="checkbox"/> PROJECT <input type="checkbox"/> LOC OTHER:						EACH OCCURRENCE	\$
	AUTOMOBILE LIABILITY <input type="checkbox"/> ANY AUTO OWNED AUTOS ONLY <input type="checkbox"/> HIRED AUTOS ONLY <input type="checkbox"/> SCHEDULED AUTOS <input type="checkbox"/> NON-OWNED AUTOS ONLY						COMBINED SINGLE LIMIT (Ea accident)	\$
	UMBRELLA LIAB <input type="checkbox"/> OCCUR EXCESS LIAB <input type="checkbox"/> CLAIMS-MADE DED RETENTION \$						EACH OCCURRENCE	\$
A	WORKERS COMPENSATION AND EMPLOYERS' LIABILITY ANY PROPRIETOR/PARTNER/EXECUTIVE OFFICER/MEMBER EXCLUDED? (Mandatory in NH) <input type="checkbox"/> Y/N N/A If yes, describe under DESCRIPTION OF OPERATIONS below			9080254-2021	6/1/2021	6/1/2022	<input checked="" type="checkbox"/> PER STATUTE <input type="checkbox"/> OTHER	
							E.L. EACH ACCIDENT	\$ 1,000,000
							E.L. DISEASE - EA EMPLOYEE	\$ 1,000,000
							E.L. DISEASE - POLICY LIMIT	\$ 1,000,000
A	USLH			L&H 905100-21	6/1/2021	6/1/2022	Limit	1,000,000

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)
Proof of insurance.

CERTIFICATE HOLDER Proof of Insurance	CANCELLATION SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.
	AUTHORIZED REPRESENTATIVE



CERTIFICATE OF LIABILITY INSURANCE

DATE (MM/DD/YYYY) 5/31/2022

THIS CERTIFICATE IS ISSUED AS A MATTER OF INFORMATION ONLY AND CONFERS NO RIGHTS UPON THE CERTIFICATE HOLDER. THIS CERTIFICATE DOES NOT AFFIRMATIVELY OR NEGATIVELY AMEND, EXTEND OR ALTER THE COVERAGE AFFORDED BY THE POLICIES BELOW.

IMPORTANT: If the certificate holder is an ADDITIONAL INSURED, the policy(ies) must have ADDITIONAL INSURED provisions or be endorsed. If SUBROGATION IS WAIVED, subject to the terms and conditions of the policy, certain policies may require an endorsement.

PRODUCER: Whiteboard Risk & Insurance Solutions, LLC
CONTACT NAME: John Tillery
PHONE: (858) 223-1170
INSURER(S) AFFORDING COVERAGE: State Compensation Ins Fund

COVERAGES CERTIFICATE NUMBER: REVISION NUMBER:

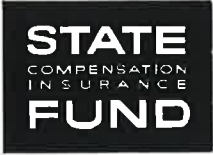
THIS IS TO CERTIFY THAT THE POLICIES OF INSURANCE LISTED BELOW HAVE BEEN ISSUED TO THE INSURED NAMED ABOVE FOR THE POLICY PERIOD INDICATED. NOTWITHSTANDING ANY REQUIREMENT, TERM OR CONDITION OF ANY CONTRACT OR OTHER DOCUMENT WITH RESPECT TO WHICH THIS CERTIFICATE MAY BE ISSUED OR MAY PERTAIN, THE INSURANCE AFFORDED BY THE POLICIES DESCRIBED HEREIN IS SUBJECT TO ALL THE TERMS, EXCLUSIONS AND CONDITIONS OF SUCH POLICIES.

Table with columns: INSR LTR, TYPE OF INSURANCE, ADDL INSD, SUBR WVD, POLICY NUMBER, POLICY EFF (MM/DD/YYYY), POLICY EXP (MM/DD/YYYY), LIMITS. Includes rows for Commercial General Liability, Automobile Liability, Umbrella Liab, and Workers Compensation.

DESCRIPTION OF OPERATIONS / LOCATIONS / VEHICLES (ACORD 101, Additional Remarks Schedule, may be attached if more space is required)
Proof of insurance.

CERTIFICATE HOLDER: Proof of insurance. CANCELLATION: SHOULD ANY OF THE ABOVE DESCRIBED POLICIES BE CANCELLED BEFORE THE EXPIRATION DATE THEREOF, NOTICE WILL BE DELIVERED IN ACCORDANCE WITH THE POLICY PROVISIONS.

BROKER



**ENDORSEMENT AGREEMENT
WAIVER OF SUBROGATION
BLANKET BASIS**

REP 04
9080254-22
RENEWAL
SP
3-61-12-03
PAGE 1 OF 1

HOME OFFICE
SAN FRANCISCO

**EFFECTIVE JUNE 1, 2022 AT 12.01 A.M.
AND EXPIRING JUNE 1, 2023 AT 12.01 A.M.**

ALL EFFECTIVE DATES ARE
AT 12:01 AM PACIFIC
STANDARD TIME OR THE
TIME INDICATED AT
PACIFIC STANDARD TIME

**FIREWORKS AMERICA
PO BOX 488
LAKESIDE, CA 92040**

WE HAVE THE RIGHT TO RECOVER OUR PAYMENTS FROM ANYONE
LIABLE FOR AN INJURY COVERED BY THIS POLICY. WE WILL
NOT ENFORCE OUR RIGHT AGAINST THE PERSON OR
ORGANIZATION NAMED IN THE SCHEDULE.

THIS AGREEMENT APPLIES ONLY TO THE EXTENT THAT YOU
PERFORM WORK UNDER A WRITTEN CONTRACT THAT REQUIRES YOU
TO OBTAIN THIS AGREEMENT FROM US.

THE ADDITIONAL PREMIUM FOR THIS ENDORSEMENT SHALL BE
2.00% OF THE TOTAL POLICY PREMIUM.

SCHEDULE

<u>PERSON OR ORGANIZATION</u>	<u>JOB DESCRIPTION</u>
ANY PERSON OR ORGANIZATION FOR WHOM THE NAMED INSURED HAS AGREED BY WRITTEN CONTRACT TO FURNISH THIS WAIVER	BLANKET WAIVER OF SUBROGATION

NOTHING IN THIS ENDORSEMENT CONTAINED SHALL BE HELD TO VARY, ALTER, WAIVE
OR EXTEND ANY OF THE TERMS, CONDITIONS, AGREEMENTS, OR LIMITATIONS OF THIS
POLICY OTHER THAN AS STATED. NOTHING ELSEWHERE IN THIS POLICY SHALL BE
HELD TO VARY, ALTER, WAIVE OR LIMIT THE TERMS, CONDITIONS, AGREEMENTS OR
LIMITATIONS OF THIS ENDORSEMENT.

COUNTERSIGNED AND ISSUED AT SAN FRANCISCO: **MAY 26, 2022**

Kent R. Va...
AUTHORIZED REPRESENTATIVE

Warren Steiner
PRESIDENT AND CEO

2572



FIREWORKS LICENSE

FOR

Public Display - General

LICENSE NUMBER: GPD-0528

Licensee : FIREWORKS & STAGE FX AMERICA, LLC

12485 CA 67
LAKESIDE, CA, 92040-0488
619-938-8277

Issue Date : 05/12/2022
Expiration Date : 06/30/2023

The Public Display - General Fireworks License is issued to the above Licensee by the California Office of the State Fire Marshal and maybe revoked or suspended for errors or for providing incorrect information provided by the applicant or company representatives. This license does not serve as or provide any warranties or guarantees of continued licensure and is subject to investigation.

Display Information:

Display Address	City	Zip	County
VARIOUS	VARIOUS	00000	USA

Franklin

Issued By Vikkie Franklin
Fire Engineering License Manager
Fire Engineering and Investigations Division

Reviewed and Approved By Caleb Phillips
Program Coordinator
Fire Engineering and Investigations Division

OFFICE OF THE STATE FIRE MARSHAL

Please visit calfire.govmotus.org for more information on licensing and permitting with CAL FIRE



FIREWORKS LICENSE

FOR

Wholesaler

LICENSE NUMBER: W-1132

Licensee : FIREWORKS & STAGE FX AMERICA

12485 CA 67

LAKESIDE, CA, 92040

na

Issue Date : 05/02/2022

Expiration Date : 06/30/2023

The Wholesaler Fireworks License is issued to the above Licensee by the California Office of the State Fire Marshal and maybe revoked or suspended for errors or for providing incorrect information provided by the applicant or company representatives. This license does not serve as or provide any warranties or guarantees of continued licensure and is subject to investigation.

Franklin

Issued By Vikkie Franklin
Fire Engineering License Manager
Fire Engineering and Investigations Division

Reviewed and Approved By Caleb Phillips
Program Coordinator
Fire Engineering and Investigations Division

OFFICE OF THE STATE FIRE MARSHAL

please visit calfire.govmotus.org for more information on licensing and permitting with CAL FIRE



FIREWORKS LICENSE

FOR

Importer/Exporter

LICENSE NUMBER: I/E-1129

Licensee : FIREWORKS & STAGE FX AMERICA, LLC

12485 CA 67

LAKESIDE, CA, 92040-0488

619-938-8277

Issue Date : 05/02/2022

Expiration Date : 06/30/2023

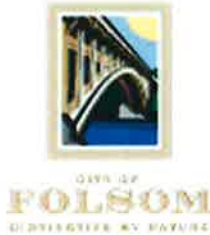
The Importer/Exporter Fireworks License is issued to the above Licensee by the California Office of the State Fire Marshal and maybe revoked or suspended for errors or for providing incorrect information provided by the applicant or company representatives. This license does not serve as or provide any warranties or guarantees of continued licensure and is subject to investigation.

Issued By Vikkie Franklin
Fire Engineering License Manager
Fire Engineering and Investigations Division

Reviewed and Approved By Caleb Phillips
Program Coordinator
Fire Engineering and Investigations Division

OFFICE OF THE STATE FIRE MARSHAL

Please visit calfire.govmotus.org for more information on licensing and permitting with CAL FIRE



Folsom City Council Staff Report



MEETING DATE:	6/14/2022
AGENDA SECTION:	Consent Calendar
SUBJECT:	Resolution No. 10866 – A Resolution Authorizing the City Manager to Execute a Subdivision Improvement Agreement and Accept Offers of Dedication for the Toll Brothers at Folsom Ranch Phase 1E Subdivision, and Approval of the Final Map for the Toll Brothers at Folsom Ranch Phase 1E Subdivision
FROM:	Community Development Department

RECOMMENDATION / CITY COUNCIL ACTION

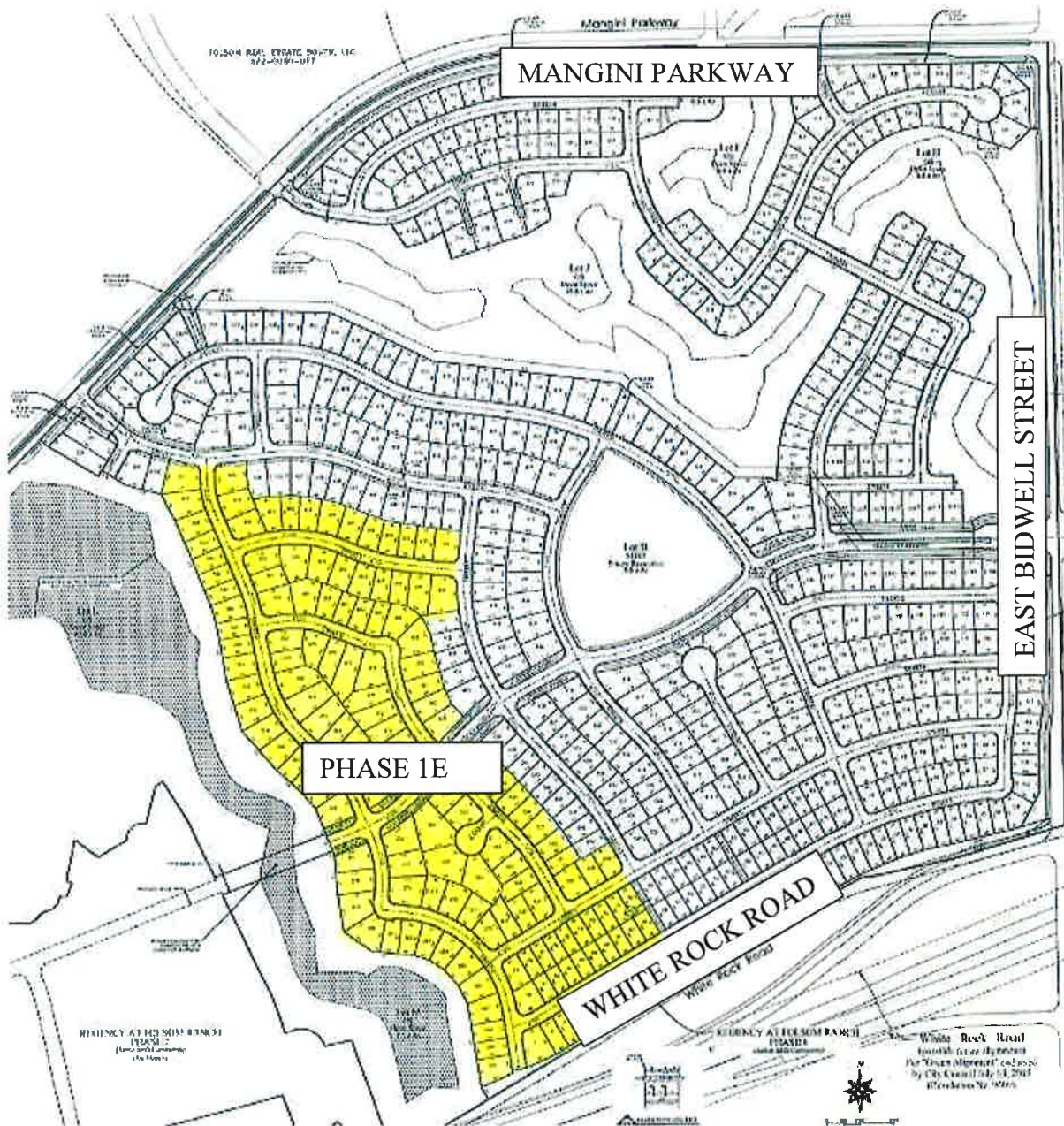
Staff recommends that the City Council move to adopt:

Resolution No. 10866 - A Resolution Authorizing the City Manager to Execute a Subdivision Improvement Agreement and Accept Offers of Dedication for the Toll Brothers at Folsom Ranch Phase 1E Subdivision, and Approval of the Final Map for the Toll Brothers at Folsom Ranch Phase 1E Subdivision

BACKGROUND / ISSUE

The Vesting Tentative Subdivision Map (VTSM) for the Toll Brothers at Folsom Ranch Phase 1E Subdivision was approved by the City Council on March 10, 2020.

The action for consideration by the City Council is the approval of the Final Map and Subdivision Improvement Agreement for the Toll Brothers at Folsom Ranch Phase 1E Subdivision. The Final Map for the Toll Brothers at Folsom Ranch Phase 1E Subdivision will create a total of 116 single-family high density (SFHD) residential lots and 41 multi-family low density (MLD) residential lots. With the approval of the Final Map, the subdivision process for this phase will be complete.



The Toll Brothers at Folsom Ranch Phase 1E Subdivision is located on the north side of White Rock Road, west of East Bidwell Street, south of Mangini Parkway and east of the future Toll Brothers at Folsom Ranch Phase 2 subdivision in the Folsom Plan Area (FPA) (see above).

POLICY / RULE

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

ANALYSIS

The Final Map and conditions of approval for the Toll Brothers at Folsom Ranch Phase 1E Subdivision have been reviewed by the Community Development Department and other City departments. The Final Map has been found to be in substantial compliance with the approved Vesting Tentative Subdivision Map, and all conditions pertaining to the map have been satisfied.

Attached is a table which includes the conditions of approval for the Toll Brothers at Folsom Ranch Phase 1E Vesting Tentative Subdivision Map. The tables include information concerning when the condition is required to be satisfied (e.g. at Final Map, building permit, etc.), which City department is responsible to verify that it has been satisfied, and comments or an explanation on how the condition was satisfied. This subdivision is consistent with the Folsom Plan Area Specific Plan (FPASP) in regards to zoning and unit count.

ENVIRONMENTAL REVIEW

An Addendum to the Folsom Plan Area Environmental Impact Report was previously approved for the Toll Brothers at Folsom Ranch Phase 1D Subdivision (PN 19-091) on March 10, 2020 in accordance with the California Environmental Quality Act (CEQA). The project is consistent with this Addendum to the Folsom Plan Area Specific Plan EIR/EIS, and all mitigation measures have been applied as conditions of approval for this project. In addition, none of the conditions described in Section 21166 of the Public Resources Code or Section 15162 of the CEQA Guidelines calling for the preparation of a subsequent EIR have occurred. Therefore, no additional environmental review is required under CEQA.

ATTACHMENTS

1. Resolution No. 10866 - A Resolution Authorizing the City Manager to Execute a Subdivision Improvement Agreement and Accept Offers of Dedication for the Toll Brothers at Folsom Ranch Phase 1E Subdivision, and Approval of the Final Map for the Toll Brothers at Folsom Ranch Phase 1E Subdivision
2. Toll Brothers at Folsom Ranch Phase 1E Subdivision Improvement Agreement
3. Toll Brothers at Folsom Ranch Phase 1E Subdivision Final Map
4. Toll Brothers at Folsom Ranch Phase 1E Vesting Tentative Subdivision Map
5. Table of Conditions of Approval for the Toll Brothers at Folsom Ranch Phase 1E Vesting Tentative Subdivision Map

Submitted



PAM JOHNS, Community Development Director

ATTACHMENT 1

Resolution No. 10866 - A Resolution Authorizing the City Manager to Execute a Subdivision Improvement Agreement and Accept Offers of Dedication for the Toll Brothers at Folsom Ranch Phase 1E Subdivision, and Approval of the Final Map for the Toll Brothers at Folsom Ranch Phase 1E Subdivision

RESOLUTION NO. 10866

**A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE
A SUBDIVISION IMPROVEMENT AGREEMENT AND
ACCEPT OFFERS OF DEDICATION FOR THE
TOLL BROTHERS AT FOLSOM RANCH PHASE 1E SUBDIVISION, AND
APPROVAL OF THE FINAL MAP FOR THE
TOLL BROTHERS AT FOLSOM RANCH PHASE 1E SUBDIVISION**

WHEREAS, the Final Map for the Toll Brothers at Folsom Ranch Phase 1E 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 Toll Brothers at Folsom Ranch Phase 1E subdivision; and,

WHEREAS, the City Council agrees to accept, subject to improvement, any and all offers of dedication as shown on the Final Map for the Toll Brothers at Folsom Ranch Phase 1E subdivision.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Folsom that the Final Map for the Toll Brothers at Folsom Ranch Phase 1E subdivision is hereby approved; and

BE IT FURTHER RESOLVED that the City Manager is hereby authorized to execute the Subdivision Improvement Agreement with Toll West, Inc. which will do business in California as Toll Brothers West, Inc. in a form acceptable to the City Attorney and accept the offers of dedication for the Toll Brothers at Folsom Ranch Phase 1E subdivision.

PASSED AND ADOPTED this 14th day of June 2022, by the following roll-call vote:

AYES: Council Member(s)

NOES: Council Member(s)

ABSENT: Council Member(s)

ABSTAIN: Council Member(s)

Kerri M. Howell, MAYOR

ATTEST:

Christa Freemantle, CITY CLERK

ATTACHMENT 2

Toll Brothers at Folsom Ranch Phase 1E 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 **Toll West, Inc. which will do business in California as Toll Brothers West, Inc., a Delaware Corporation** hereinafter referred to as "Subdivider".

RECITALS

- A. Subdivider has presented to the City a certain Final Map of a proposed subdivision of land located within the corporate limits of the City that has been prepared in accordance with the Subdivision Map Act of the State of California, the subdivision ordinances of the City, and the Tentative Subdivision Map, if any, of the subdivision previously approved by the City Council of the City.
- B. The proposed subdivision of land is commonly known and described as **Toll Brothers at Folsom Ranch Phase 1E Subdivision** and is herein referred to as the "subdivision".
- C. Subdivider has requested approval of the Final Map prior to the construction and completion of the public improvements (as shown on the approved improvement plans and listed in Exhibit A), including, but not limited to streets, highways, public ways, sidewalks, curbs, gutters, bikeways, storm drainage facilities, sanitary sewer facilities, domestic water facilities, public utility facilities, landscaping, public lighting facilities, park or recreational improvements and appurtenances thereto, in or required by the Subdivision Map Act, the subdivision ordinances of the City, the Tentative Subdivision Map and development agreement, if any, approved by the City. The foregoing improvements, more specifically listed on Exhibit A attached hereto, are hereinafter referred to as "the required improvements".

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

NOW, THEREFORE, the parties agree as follows:

1. Performance of Work. Subdivider agrees to furnish, construct, and install at his own expense the required improvements as shown on the approved plans and specifications of the subdivision, a copy of which is on file in the Community Development Department, and is incorporated herein by reference, along with any changes or modifications as may be required by the City Engineer due to errors, omissions, changes in conditions, or changes in facilities as required by the City Engineer. The approved plans and specifications of the required improvements may be modified by the Subdivider as the development progresses, provided that any modification is approved in writing by the City Engineer. The total estimated cost of the required improvements, as shown on Exhibit A, is **FIVE MILLION ONE HUNDRED FORTY-SIX THOUSAND FORTY-THREE AND 00/100 DOLLARS (\$5,146,043.00).**

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 **FIVE MILLION ONE HUNDRED FORTY-SIX THOUSAND FORTY-THREE AND 00/100 DOLLARS (\$5,146,043.00)**, 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 **FIVE MILLION ONE HUNDRED FORTY-SIX THOUSAND FORTY-THREE AND 00/100 DOLLARS (\$5,146,043.00)**, 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:

**Toll West, Inc. which will do business in California as Toll Brothers West, Inc., a
Delaware Corporation
2330 East Bidwell Street, Suite 201
Folsom, CA 95630
ATTN; Greg Van Dam, Vice President – Land Development**

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

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

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

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

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

SUBDIVIDER

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

BY: _____ BY: _____

Print Name: _____ Print Name: _____

Title: _____ Title: _____

DATE _____ DATE: _____

CITY OF FOLSOM, a Municipal Corporation

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 – Toll Brothers at Folsom Ranch Phase 1E Subdivision

EXHIBIT A

FOLSOM PLAN AREA

*Bond Estimate Summary
for
Toll Brothers Phase 1E*

May 9, 2022



Improvement Plans for Toll Brothers Phase 1E

	Total	Cost to Complete
Site Preparation	\$ 27,500.00	\$ 27,500.00
Sanitary Sewer System	\$ 606,009.00	\$ 606,009.00
Storm Drain System	\$ 628,543.75	\$ 628,543.75
Potable Water Distribution System	\$ 620,540.00	\$ 620,540.00
Concrete	\$ 460,635.00	\$ 460,635.00
Streetwork	\$ 623,535.45	\$ 623,535.45
Miscellaneous	\$ 13,760.00	\$ 13,760.00
Street Lights & Joint Trench	\$ 1,575,240.00	\$ 1,575,240.00
Landscaping	\$ 122,460.00	\$ 122,460.00
Contingency (10%)	\$ 467,820.00	\$ 467,820.00
Grand Total Cost of Improvements	\$ 5,146,043.20	\$ 5,146,043.20



Cost of Improvements

ITEM NO.	QUANTITY	UNIT	DESCRIPTION	UNIT PRICE	AMOUNT	% Complete	Cost to Complete
Site Preparation and Earthwork							
1.	27.5	AC	Erosion Control	\$ 1,000.00	\$ 27,500.00	0%	\$ 27,500.00
Subtotal Site Preparation					\$ 27,500.00		\$ 27,500.00
Sanitary Sewer System							
1.	1	EA	Adjust Sanitary Sewer Manhole Rlm	\$ 500.00	\$ 500.00	0%	\$ 500.00
2.	24	EA	48" Standard Sanitary Sewer Manhole	\$ 4,500.00	\$ 108,000.00	0%	\$ 108,000.00
3.	146	EA	4" Sanitary Sewer Service	\$ 1,000.00	\$ 146,000.00	0%	\$ 146,000.00
4.	1,263	LF	6" Sanitary Sewer, PVC SDR 26	\$ 60.00	\$ 75,756.60	0%	\$ 75,756.60
5.	3,939	LF	8" Sanitary Sewer, PVC SDR 26	\$ 70.00	\$ 275,752.40	0%	\$ 275,752.40
Subtotal Sanitary Sewer System					\$606,009.00		\$ 606,009.00
Storm Drain System							
1.	1,313	LF	12" Storm Drain, RCP CL III	\$ 45.00	\$ 59,103.90	0%	\$ 59,103.90
2.	359	LF	15" Storm Drain, RCP CL III	\$ 55.00	\$ 19,745.55	0%	\$ 19,745.55
3.	805	LF	18" Storm Drain, RCP CL III	\$ 60.00	\$ 48,303.00	0%	\$ 48,303.00
4.	1,241	LF	24" Storm Drain, RCP CL III	\$ 65.00	\$ 80,636.40	0%	\$ 80,636.40
5.	462	LF	30" Storm Drain, RCP CL III	\$ 70.00	\$ 32,328.10	0%	\$ 32,328.10
6.	236	LF	36" Storm Drain, RCP CL III	\$ 80.00	\$ 18,899.20	0%	\$ 18,899.20
7.	234	LF	42" Storm Drain, RCP CL III	\$ 90.00	\$ 21,027.60	0%	\$ 21,027.60
8.	17	EA	48" Standard Storm Drain Manhole	\$ 5,000.00	\$ 85,000.00	0%	\$ 85,000.00
9.	10	EA	60" Standard Storm Drain Manhole	\$ 7,000.00	\$ 70,000.00	0%	\$ 70,000.00
10.	2	EA	72" Standard Storm Drain Manhole	\$ 9,000.00	\$ 18,000.00	0%	\$ 18,000.00
11.	1	EA	96" Storm Drain Manhole	\$ 14,500.00	\$ 14,500.00	0%	\$ 14,500.00
12.	17	EA	Type GOL-7 (On-Grade) Drainage Inlet	\$ 4,500.00	\$ 76,500.00	0%	\$ 76,500.00
13.	1	EA	Type GOL-10 (On-Grade) Drainage Inlet	\$ 7,500.00	\$ 7,500.00	0%	\$ 7,500.00
14.	22	EA	Modified Type 'B' Drainage Inlet	\$ 3,500.00	\$ 77,000.00	0%	\$ 77,000.00
Subtotal Storm Drain System					\$628,543.75		\$628,543.75
Potable Water Distribution System							
1.	4,066	LF	8" Water Main, PVC C900 CL 235	\$ 55.00	\$ 223,630.00	0%	\$ 223,630.00
2.	1,713	LF	12" Water Main, PVC C900 CL 235	\$ 70.00	\$ 119,910.00	0%	\$ 119,910.00
3.	144	EA	1" Water Service	\$ 1,000.00	\$ 144,000.00	0%	\$ 144,000.00
4.	18	EA	8" Gate Valve	\$ 2,000.00	\$ 36,000.00	0%	\$ 36,000.00
5.	7	EA	12" Butterfly Valve	\$ 2,500.00	\$ 17,500.00	0%	\$ 17,500.00
6.	2	EA	4" Blow-Off Valve & Box	\$ 2,500.00	\$ 5,000.00	0%	\$ 5,000.00
7.	5	EA	Remove Blow-Off Valve & Connect	\$ 500.00	\$ 2,500.00	0%	\$ 2,500.00
8.	13	EA	Fire Hydrant Assembly (6" Lead &	\$ 5,000.00	\$ 65,000.00	0%	\$ 65,000.00
9.	2	EA	2" Air & Vacuum Release Valve	\$ 3,500.00	\$ 7,000.00	0%	\$ 7,000.00
Subtotal Potable Water Distribution System					\$620,540.00		\$620,540.00
Concrete							
1.	9,871	LF	Type 1 Rolled Curb & Gutter	\$ 20.00	\$ 197,420.00	0%	\$ 197,420.00
2.	1,200	LF	Type 2 Vertical Curb & Gutter	\$ 20.00	\$ 24,000.00	0%	\$ 24,000.00
3.	37	LF	Type 5 Median Curb	\$ 15.00	\$ 555.00	0%	\$ 555.00
4.	40,692	SF	Sidewalk (6" PCC)	\$ 5.00	\$ 203,460.00	0%	\$ 203,460.00
5.	7,040	SF	Separated Sidewalk (6" PCC)	\$ 5.00	\$ 35,200.00	0%	\$ 35,200.00
Subtotal Concrete					\$460,635.00		\$460,635.00



Streetwork							
1.	3,705	Ton	Asphalt Concrete (Type 'B')	\$ 80.00	\$ 296,400.00	0%	\$ 296,400.00
2.	15,042	Ton	Aggregate Base (Class 2)	\$ 20.00	\$ 300,840.00	0%	\$ 300,840.00
3.	181	LF	12" White Stripe Limit Line (Stop Line)	\$ 2.00	\$ 362.00	0%	\$ 362.00
4.	861	LF	6" Pavement Striping	\$ 1.00	\$ 861.00	0%	\$ 861.00
5.	926	SF	Pavement Markings	\$ 5.00	\$ 4,632.45	0%	\$ 4,632.45
6.	12	EA	Stop Sign (R1-1) on Post	\$ 500.00	\$ 6,000.00	0%	\$ 6,000.00
7.	24	EA	Street Name Sign on Post	\$ 500.00	\$ 12,000.00	0%	\$ 12,000.00
8.	34	LF	Street Barricade	\$ 60.00	\$ 2,040.00	0%	\$ 2,040.00
9.	16	LF	Sidewalk Barricade	\$ 25.00	\$ 400.00	0%	\$ 400.00
Subtotal Streetwork					\$623,535.45		\$623,535.45

Miscellaneous							
1.	608	LF	4" PVC (SCH 80) Irrigation Sleeves	\$ 15.00	\$ 9,120.00	0%	\$ 9,120.00
2.	232	LF	6" PVC (SCH 80) Irrigation Sleeves	\$ 20.00	\$ 4,640.00	0%	\$ 4,640.00
Subtotal Miscellaneous					\$13,760.00		\$13,760.00

Street Lights & Joint Trench							
1	144	LOT	Joint Trench Excavation & Backfill	\$ 8,000.00	\$ 1,152,000.00	0%	\$ 1,152,000.00
2	418	LF	Joint Trench Excavation & Backfill	\$ 180.00	\$ 75,240.00	0%	\$ 75,240.00
3	30	EA	LED Street Light (Including Conduit, Wiring and Appurtenances)	\$ 11,600.00	\$ 348,000.00	0%	\$ 348,000.00
Subtotal Street Lights & Joint Trench					\$ 1,575,240.00		\$ 1,575,240.00

Landscaping							
1	12,246	SF	Landscape & Irrigation	\$ 10.00	\$ 122,460.00	0%	\$ 122,460.00
Subtotal Landscaping					\$ 122,460.00		\$ 122,460.00

Total Phase 1E		\$ 4,678,223.20		\$ 4,678,223.20
Contingency	10%	\$ 467,820.00		\$ 467,820.00
Total Bond Estimate		\$ 5,146,043.20		\$ 5,146,043.20

<u>Summary Phase 1E</u>	Total Cost	Cost to Complete
Site Preparation & Earthwork	\$ 27,500.00	\$ 27,500.00
Sanitary Sewer	\$ 606,009.00	\$ 606,009.00
Storm Drain	\$ 628,543.75	\$ 628,543.75
Potable Water	\$ 620,540.00	\$ 620,540.00
Concrete	\$ 460,635.00	\$ 460,635.00
Streetwork	\$ 623,535.45	\$ 623,535.45
Miscellaneous	\$ 13,760.00	\$ 13,760.00
Street Lights & Joint Trench	\$ 1,575,240.00	\$ 1,575,240.00
Landscaping	\$ 122,460.00	\$ 122,460.00
Contingency	\$ 467,820.00	\$ 467,820.00
TOTALS	\$ 5,146,043.20	\$ 5,146,043.20

BOND # _____
PREMIUM: _____

PERFORMANCE BOND
for
Subdivision Improvement Agreement

WHEREAS, The City Council of the City of Folsom, a Municipal Corporation in the State of California, and **Toll West, Inc. which will do business in California as Toll Brothers West, Inc., a Delaware Corporation**, (hereinafter designated as “Principal”) have entered into an agreement where by principal agrees to install and complete certain designated public improvements, which said agreement, dated _____ 2022, and identified as the **Toll Brothers at Folsom Ranch Phase 1E 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 **FIVE MILLION ONE HUNDRED FORTY-SIX THOUSAND FORTY-THREE AND 00/100 DOLLARS (\$5,146,043.00)**, 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 **Toll West, Inc. which will do business in California as Toll Brothers West, Inc., a Delaware Corporation** (hereinafter designated as “Principal”), have entered into an agreement whereby principal agrees to install and complete certain designated public improvements, which said agreement, dated _____ 2022, and identified as the **Toll Brothers at Folsom Ranch Phase 1E 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 **FIVE MILLION ONE HUNDRED FORTY-SIX THOUSAND FORTY-THREE AND 00/100 DOLLARS (\$5,146,043.00)** 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

Toll Brothers at Folsom Ranch Phase 1E Subdivision Final Map

OWNER'S STATEMENT

THE UNDERSIGNED DOES HEREBY STATE THAT WE ARE THE ONLY PARTIES HAVING ANY RECORD TITLE INTEREST IN THE REAL PROPERTY INCLUDED WITHIN THE BOUNDARIES OF THIS FINAL MAP OF TOLL BROTHERS AT FOLSOM RANCH - PHASE 1E AND DO HEREBY DECLARE THE CONSENT FROM NO OTHER PERSON IS NECESSARY, AND WE CONSENT TO THE PREPARATION AND RECORDATION OF THIS FINAL MAP.

WE DO HEREBY DEDICATE FOR SPECIFIC PURPOSES THE FOLLOWING:

1. A PUBLIC EASEMENT FOR THE INSTALLATION AND MAINTENANCE OF DRAIN, GAS, SEWER AND WATER PIPES AND FOR UNDERGROUND WIRES AND CONDUITS FOR ELECTRICAL, TELEVISION AND COMMUNICATIONS SERVICES, TOGETHER WITH ANY AND ALL APPURTENANCES PERTAINING THERETO ON, OVER, UNDER AND ACROSS LOTS E, AK, AL, AM, AN, AND 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 LOT E 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 AND OUTSIDE THE PROPERTY LINE OF LOT E (PRIVATE ROAD).

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

BY: _____ DATE _____
NAME: _____ TITLE: _____

BY: _____ DATE _____
NAME: _____ TITLE: _____

SURVEYOR'S STATEMENT

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



FOR REVIEW ONLY

PAUL FERGUSON, JR., PLS 9265
EXPIRATION DATE: MARCH 31, 2024

DATE: **5-26-2022**

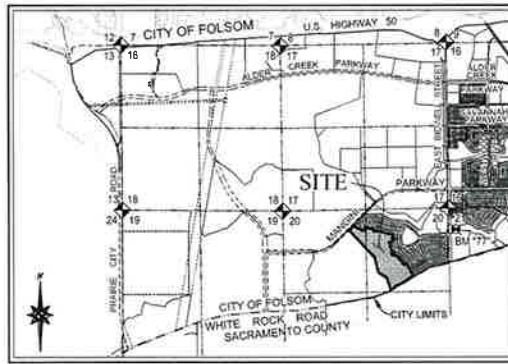
NAVD88 BENCHMARK-CITY OF FOLSOM

BENCHMARK "77" ELEVATION = 380.28 NAVD88

BRASS DISK STAMPED "CITY OF FOLSOM BM 77" ON THE NORTHWEST CORNER OF A CONCRETE DRAINAGE STRUCTURE. LOCATION OF SITE IS APPROXIMATELY 1300 FEET SOUTH OF THE INTERSECTION OF MANGINI PARKWAY AND E BOWELL STREET ON THE EAST SIDE OF E. BOWELL STREET. APPROXIMATE LATITUDE: N380 37' 30.01" LONGITUDE: W121 06' 45.04"

ELEVATION OF 380.28 WAS ESTABLISHED BY A DIFFERENTIAL LEVEL CIRCUIT FROM COUNTY BENCHMARK U01B-009 STAMPED "X-856" IN FEBRUARY 2014 BY MACKAY AND SOMPS CIVIL ENGINEERS, INC.

SEE SHEET 2 FOR TRUSTEE'S STATEMENT AND ACKNOWLEDGMENT



VICINITY MAP
N.T.S.

NOTARY'S ACKNOWLEDGMENT

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

STATE OF CALIFORNIA

COUNTY OF _____

ON _____ BEFORE ME, _____, A NOTARY PUBLIC

PERSONALLY APPEARED

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

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

WITNESS MY HAND AND OFFICIAL SEAL.

SIGNATURE _____ PRINTED NAME _____

MY PRINCIPAL PLACE OF BUSINESS IS _____ COUNTY

MY COMMISSION EXPIRES: _____ MY COMMISSION NUMBER: _____

NOTARY'S ACKNOWLEDGMENT

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

STATE OF CALIFORNIA

COUNTY OF _____

ON _____ BEFORE ME, _____, A NOTARY PUBLIC

PERSONALLY APPEARED

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

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

WITNESS MY HAND AND OFFICIAL SEAL.

SIGNATURE _____ PRINTED NAME _____

MY PRINCIPAL PLACE OF BUSINESS IS _____ COUNTY

MY COMMISSION EXPIRES: _____ MY COMMISSION NUMBER: _____

CITY ENGINEER'S STATEMENT

I HEREBY STATE THAT I HAVE EXAMINED THIS FINAL MAP OF TOLL BROTHERS AT FOLSOM RANCH - PHASE 1E 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, ROE 49291
CITY ENGINEER
CITY OF FOLSOM
LICENSE EXPIRES: 09/30/2022

DATE: _____

CITY SURVEYOR'S STATEMENT

I HEREBY STATE THAT I HAVE EXAMINED THIS FINAL MAP OF TOLL BROTHERS AT FOLSOM RANCH - PHASE 1E AND I AM SATISFIED THAT SAID MAP IS TECHNICALLY CORRECT.

GERALD A. YOUNG, L.S. 3652
CITY SURVEYOR
LICENSE EXPIRES: 06/30/2024

DATE: _____

CITY CLERK'S STATEMENT

I HEREBY STATE THAT THE CITY COUNCIL OF THE CITY OF FOLSOM HAS APPROVED THIS FINAL MAP OF TOLL BROTHERS AT FOLSOM RANCH - PHASE 1E, 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: \$ _____

**FINAL MAP (PN 19-091)
TOLL BROTHERS AT FOLSOM
RANCH PHASE 1E**

A SUBDIVISION OF LOT 1E OF THAT CERTAIN FINAL MAP TITLED TOLL BROTHERS AT FOLSOM RANCH PHASE 1B & 1C FILED FOR RECORD SEPTEMBER 13, 2021 IN BOOK 431 OF MAPS, AT PAGE 1, SACRAMENTO COUNTY RECORDS, BEING IN SECTION 20, TOWNSHIP 9 NORTH, RANGE 8 EAST, MOUNT DIABLO MERIDIAN

CITY OF FOLSOM • SACRAMENTO COUNTY • CALIFORNIA



JUNE 2022

SHEET 1 OF 9

TRUSTEE'S STATEMENT

FIRST AMERICAN TITLE COMPANY, AS TRUSTEE UNDER DEED OF TRUST AND ASSIGNMENT OF RENTS WITH FUTURE FILING, RECORDED AUGUST 24, 2020, AS DOCUMENT NUMBER 20200240890 AND AMENDED BY DOCUMENT NUMBER 20210122096, RECORDED JANUARY 22, 2021, OFFICIAL RECORDS, HEREBY CONSENTS TO THE RECORDATION OF THIS MAP AND THE SUBDIVISION OF THE LANDS SHOWN HEREON.

NAME: _____ DATE: _____
 TITLE: _____

NOTARY'S ACKNOWLEDGMENT

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

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

PERSONALLY APPEARED
 WHO PROVED TO ME ON THE BASIS OF SATISFACTORY EVIDENCE TO BE THE PERSON(S) WHOSE NAME(S) IS/ARE SUBSCRIBED TO THE WITHIN INSTRUMENT AND ACKNOWLEDGED TO ME THAT HE/SHE/IT/ THEY/ THEY/ 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: _____

LEGEND

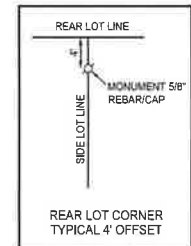
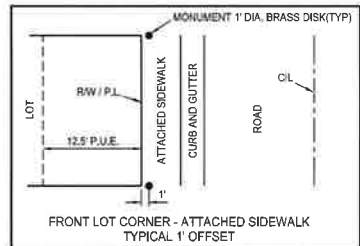
- ◆ SECTION CORNER AS NOTED
- ⊕ 1/4 SECTION CORNER AS NOTED
- ⊕ CENTER OF SECTION AS NOTED
- ⊗ STANDARD CITY OF FOLSOM MONUMENT WELL STAMPED "LS 9171" TO BE SET PER (4)
- ⊙ 3/4" IRON PIPE WITH COPPER DISK STAMPED "LS 9171" TO BE SET PER (4)
- ⊗ 3/4" BRASS TAG STAMPED "LS 9171" TO BE SET PER (4)
- ⊕ 5/8" REBAR WITH PLASTIC CAP STAMPED "LS 9265" TO BE SET PER (3)
- ⊕ 5/8" REBAR WITH PLASTIC CAP STAMPED "LS 9171" TO BE SET PER (4)
- ⊗ 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 3/4" BRASS TAG STAMPED "LS 9265"
- DIMENSION POINT
- () RECORD DATA PER REFERENCE
- AC ACRES
- B.M. BOOK OF MAPS
- BNDY BOUNDARY
- CL CENTERLINE
- D.C.R. DECLARATION OF CONVENTS AND RESTRICTIONS DOCUMENT NUMBER, OR
- DN EMERGENCY VEHICLE ACCESS EASEMENT
- H.O.A. HOMEOWNERS ASSOCIATION
- I.O.D. IRREVOCABLE OFFER OF DEDICATION
- L.E. LANDSCAPE EASEMENT
- (OA) OVERALL
- O.R. OFFICIAL RECORDS OF SACRAMENTO COUNTY
- P.A.E. PEDESTRIAN ACCESS EASEMENT
- P.L. PROPERTY LINE
- P.M. PARCEL MAP
- P.P.A. PRIVATE PEDESTRIAN ACCESS (SEE NOTE 9)
- P.R.E. PRIVATE ROADWAY EASEMENT (SEE NOTE 10)
- P.U.E. PUBLIC UTILITY EASEMENT
- P.V.RD PRIVATE ROAD
- (R) RADIAL BEARING
- R.S. RECORD OF SURVEY
- R/W RIGHT-OF-WAY
- S.F. SQUARE FEET
- S.S.E. SANITARY SEWER EASEMENT

- (X) SHEET INDEX NUMBER
- _____ BOUNDARY
- _____ LOT LINE
- _____ LOT LINE & RIGHT OF WAY
- _____ PUBLIC UTILITY EASEMENT
- _____ CENTER LINE
- _____ EASEMENT LINE
- _____ SECTION LINE
- _____ ADJACENT PROPERTY LINE
- _____ MUNICIPAL LIMITS

NOTES

1. ALL CURVE DIMENSIONS ARE RADIUS, DELTA AND ARC LENGTH. ALL DISTANCES SHOWN ARE GROUND DISTANCES AND ARE IN FEET AND DECIMALS THEREOF. DUE TO ROUNDING THE SUM OF INDIVIDUAL DIMENSIONS MAY NOT EQUAL THE OVERALL DIMENSION.
2. THIS FINAL MAP CONTAINS 36.21± ACRES GROSS CONSISTING OF 147 RESIDENTIAL LOTS AND 6 LETTERED LOTS. THE RESIDENTIAL LOTS ARE NUMBERED WITH THE FOLLOWING SEQUENCES: 297 - 443. THE LETTERED LOTS ARE: E, L, AM, AN, AL AND AK.
3. "GEOECHANICAL ENGINEERING STUDY - UPDATE FOR REGENCY AT FOLSOM RANCH" (PROJECT NO. E17053/042) WAS PREPARED BY YOUNG&SMITH CONSULTING GROUP, INC. IN MAY, 2019, AND IS AVAILABLE FOR PUBLIC INSPECTION AT THE CITY OF FOLSOM COMMUNITY DEVELOPMENT DEPARTMENT.
4. ALL FRONT LOT CORNERS WILL BE SET WITH A 1" DIAMETER BRASS DISC STAMPED "LS 9265" ON THE SIDEWALK WITH A 1.00 FOOT OFFSET ON THE SIDE PROPERTY LINE EXTENDED. (SEE DETAILS HEREON).
5. REAR CORNERS WILL BE SET AS FOLLOWS (UNLESS SHOWN OTHERWISE)
 - 5.1. FOR LOTS 300, 301, 310, 311, 341 - 382, 387 - 405, 408 - 424, 429 - 439 AND COMMON LINES OF 319317, 382383/384396, 386387/382, 407408 AND 424425 WILL BE SET WITH A 5/8" REBAR AND PLASTIC CAP STAMPED "LS 9265"
 - 5.2. FOR LOTS 297, 298, 304 - 308, 318 - 328, 330 - 340 AND COMMON LINES OF 299300, 302303, 309310, 312313, 314, 314/315, 317/318, 328/329, 426/427, 440/441 AND 442/443 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).
 - 5.3. FOR LOTS 315, 316, 329 AND COMMON LINE OF 384/385/386, 407/425, 426/441 AND 427/428/429/440 WHICH FALL WITHIN A MASONRY SOUND/RETAINING WALL, WILL BE SET WITH A 3/4" BRASS TAG STAMPED "LS 9265" TO THE FACE OF WALL 2.00 FOOT ABOVE GROUND OR ON TOP OF THE WALL.
6. LOT E (PRIVATE ROAD) SHOWN HEREON SHALL BE GRANTED IN FEE SIMPLE TO THE REGENCY AT FOLSOM RANCH OWNERS ASSOCIATION (FILED WITH SECRETARY OF STATE, STATE OF CALIFORNIA ON 2/4/2021, FILING # 4899707) AS A PRIVATE ROAD FOR THE BENEFIT AND GENERAL USE OF THE LOTS SHOWN HEREON.
7. LOTS AM, AN, AL, AND AK SHOWN HEREON SHALL BE GRANTED IN FEE SIMPLE TO THE REGENCY AT FOLSOM RANCH OWNERS ASSOCIATION AS COMMON AREAS FOR LANDSCAPING AND FOR THE BENEFIT AND GENERAL USE OF THE LOTS SHOWN HEREON.
8. LOT L IS AN OPEN SPACE LOT AND WILL BE DEEDED IN FEE TO THE CITY OF FOLSOM BY SEPARATE DOCUMENT AND SUBJECT TO THE PRIVATE ROAD EASEMENT (P.R.E.) SHOWN HEREON. THE PRIVATE ROAD EASEMENT (P.R.E.) SHOWN ON LOT L IS APPURTENANT TO PARCEL 2B, PER DN 20211241370, SHOWN HEREON AND WILL BE MAINTAINED BY THE REGENCY AT FOLSOM RANCH OWNERS ASSOCIATION.
9. A PRIVATE PEDESTRIAN ACCESS EASEMENT FOR THE BENEFIT AND GENERAL USE OF THE MEMBERS OF THE REGENCY AT FOLSOM RANCH OWNERS ASSOCIATION, OVER AND ACROSS THOSE STRIPS OF LAND SHOWN HEREON AND DESIGNATED "PRIVATE PEDESTRIAN ACCESS" (P.P.A.).
10. THIS MAP IS A PORTION OF THE VESTING TENTATIVE MAP SUBDIVISION, TOLL BROTHERS AT FOLSOM RANCH RESOLUTION NO. 10400 PASSED AND ADOPTED BY THE CITY COUNCIL, CITY OF FOLSOM, MARCH 10, 2023.
11. PROPERTY SUBJECT TO COVENANTS, CONDITIONS AND RESTRICTIONS AS CONTAINED IN THE DEED FROM CATHERINE HOLTHOUSE MANGINI AND ALBERT D. MANGINI (WHO ACQUIRED TITLE AS ALBERT D. MANGINI, WIFE AND HUSBAND, RECORDED SEPTEMBER 12, 2002, (BOOK) 20220912 (PAGE) 282, OFFICIAL RECORDS AND RE-RECORDED MAY 9, 2007, (BOOK) 20075059 (PAGE) 525, OFFICIAL RECORDS.
12. PROPERTY SUBJECT TO THE TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "FIRST AMENDED AND RESTATED TIER 1 DEVELOPMENT AGREEMENT" RECORDED JULY 15, 2014 AS BOOK 20180129, PAGE 0381 OF OFFICIAL RECORDS.
 - DOCUMENT(S) DECLARING MODIFICATIONS THEREOF RECORDED JANUARY 25, 2016 AS BOOK 20180129, PAGE 0382 OF OFFICIAL RECORDS.
 - DOCUMENT(S) DECLARING MODIFICATIONS THEREOF RECORDED OCTOBER 6, 2020 AS BOOK 20201006, PAGE 1511 OF OFFICIAL RECORDS.
 - "PARTIAL ASSIGNMENT AND ASSUMPTION AGREEMENT RELATIVE TO THE FOLSOM SPECIFIC PLAN AMENDED AND RESTATED TIER 1 DEVELOPMENT AGREEMENT" RECORDED AUGUST 24, 2020, AS INSTRUMENT NO. 20200620895 OF OFFICIAL RECORDS.
13. PROPERTY SUBJECT TO THE TERMS, CONDITIONS, PROVISIONS AND STIPULATIONS AS CONTAINED IN THE AGREEMENT ENTITLED "WATER SUPPLY AND FACILITIES FINANCING PLAN AND AGREEMENT", BY AND BETWEEN THE CITY OF FOLSOM, AND FOLSOM REAL ESTATE SOUTH, LLC, ET AL, RECORDED JANUARY 24, 2013, (BOOK) 20130124 (PAGE) 1382, OFFICIAL RECORDS; AMENDMENT TO THE WATER SUPPLY AND FACILITIES FINANCING PLAN AND AGREEMENT, RECORDED JUNE 3, 2014, BOOK 20140603, PAGE 959, OFFICIAL RECORDS; AND AMENDMENT TO THE WATER SUPPLY AND FACILITIES FINANCING PLAN AND AGREEMENT, RECORDED JUNE 3, 2014, BOOK 20140603, PAGE 960, OFFICIAL RECORDS.
14. THE LAND DESCRIBED HEREIN LIES WITHIN THE BOUNDARY OF THE CITY OF FOLSOM COMMUNITY FACILITIES DISTRICT 2013-1 (WATER FACILITIES & SUPPLY), AS DISCLOSED BY THAT CERTAIN ASSESSMENT MAP, RECORDED DECEMBER 30, 2013, AS (BOOK) 20121230 (PAGE) 311, AND IS SUBJECT TO ANY FUTURE ASSESSMENT THEREOF.
15. PROPERTY SUBJECT TO AN EASEMENT OVER SAID LAND FOR AVIGATION AND INCIDENTAL PURPOSES, AS GRANTED TO THE COUNTY OF SACRAMENTO AND THE CITY OF FOLSOM, IN DEED RECORDED JULY 15, 2014, (BOOK) 20140715 (PAGE) 427, OFFICIAL RECORDS.
16. THE LAND DESCRIBED HEREIN LIES WITHIN THE BOUNDARY OF THE CITY OF FOLSOM COMMUNITY FACILITIES DISTRICT NO. 17 (WILLOW HILL PIPELINE), AS DISCLOSED BY THAT CERTAIN ASSESSMENT MAP, RECORDED FEBRUARY 24, 2015, AS (BOOK) 20150224 (PAGE) 424, AND IS SUBJECT TO ANY FUTURE ASSESSMENT THEREOF.

17. THE LAND DESCRIBED HEREIN LIES WITHIN THE BOUNDARY OF THE CITY OF FOLSOM COMMUNITY FACILITIES DISTRICT NO. 18 (FOLSOM PLAN AREA - WIDE IMPROVEMENTS AND SERVICES), AS DISCLOSED BY THAT CERTAIN ASSESSMENT MAP, RECORDED DECEMBER 9, 2015, AS (BOOK) 20151209 (PAGE) 427, AND IS SUBJECT TO ANY FUTURE ASSESSMENT THEREOF.
 - DOCUMENT(S) DECLARING MODIFICATIONS THEREOF RECORDED NOVEMBER 16, 2018 AS BOOK 20181116, PAGE 0465 OF OFFICIAL RECORDS.
18. THE LAND DESCRIBED HEREIN LIES WITHIN THE BOUNDARY OF THE CITY OF FOLSOM COMMUNITY FACILITIES DISTRICT NO. 23 (FOLSOM RANCH) IMPROVEMENT AREA NO. 3, RECORDED JUNE 8, 2020 AS (BOOK) 20200608 (PAGE) 1611 AS DISCLOSED BY THAT CERTAIN ASSESSMENT MAP (BOOK/150 OF MAPS AT (PAGE) 27, RECORDED APRIL 20, 2020 OF OFFICIAL RECORDS.
 - DOCUMENT(S) DECLARING MODIFICATIONS THEREOF RECORDED DECEMBER 20, 2021 AS BOOK 20211220, PAGE 0572 OF OFFICIAL RECORDS.
19. THE LAND DESCRIBED HEREIN LIES WITHIN THE BOUNDARY OF THE CITY OF FOLSOM COMMUNITY FACILITIES DISTRICT NO. 23 (FOLSOM RANCH) IMPROVEMENT AREA NO. 7, RECORDED DECEMBER 20, 2021 AS BOOK 20211220, PAGE 0571 OF OFFICIAL RECORDS.
20. PROPERTY SUBJECT TO FOLSOM CORDOVA UNIFIED SCHOOL DISTRICT SCHOOL FACILITIES IMPROVEMENT DISTRICT NO. 3 PER 20060707 O.R. 0662
21. THE LAND LIES WITH THE BOUNDARIES OF PROPOSED SCHOOL FACILITIES IMPROVEMENT DISTRICT NO. 2.
22. LOT L SHOWN HEREON IS SUBJECT TO THE PHASE 1 - REGENCY AT FOLSOM RANCH FUEL MODIFICATION PLAN, PREPARED BY MACKAY AND SOMPS, ON FILE IN THE CITY OF FOLSOM COMMUNITY DEVELOPMENT DEPARTMENT.
23. ANY EASEMENT FOR WATER COURSE OVER THAT PORTION OF THE LAND LYING WITHIN ALDER CREEK TOGETHER WITH ANY RIGHTS IN FAVOR OF THE PUBLIC FOR FISHING AND RECREATION PURPOSES OVER THE PORTION OF THE LAND THAT IS PRESENTLY COVERED BY WATER DISCLOSED ON ASSESSOR PLAT BOOK 72 PAGE 6.
24. PROPERTY SUBJECT TO THE TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "AGREEMENT AFFECTING REAL PROPERTY (INCLUSIONARY HOUSING AGREEMENT)" PER DN 20210402051.
25. PURSUANT TO SECTION 66434(G) OF THE SUBDIVISION ACT THE FILING OF THIS FINAL MAP SHALL CONSTITUTE ABANDONMENT OF THE EASEMENT LISTED BELOW, NOT SHOWN HEREON:
 - A. 18.5' WIDE AND 12.5' WIDE PUBLIC UTILITY EASEMENT (P.U.E.) WITHIN LOT 1E PER 431 B.M. 1.



BASIS OF BEARINGS

THE BASIS OF BEARINGS FOR THIS MAP IS THE SOUTHWESTERLY LINE OF LOT 1E AS SHOWN ON THAT CERTAIN FINAL MAP TITLED "TOLL BROTHERS AT FOLSOM RANCH PHASE 1B & 1C" FILED FOR RECORD ON SEPTEMBER 13, 2021 IN BOOK 431 OF MAPS, AT PAGE 1, SACRAMENTO COUNTY RECORDS AND HAVING A BEARING OF NORTH 43°02'29" WEST BETWEEN THE FOUND MONUMENTS SHOWN HEREON.

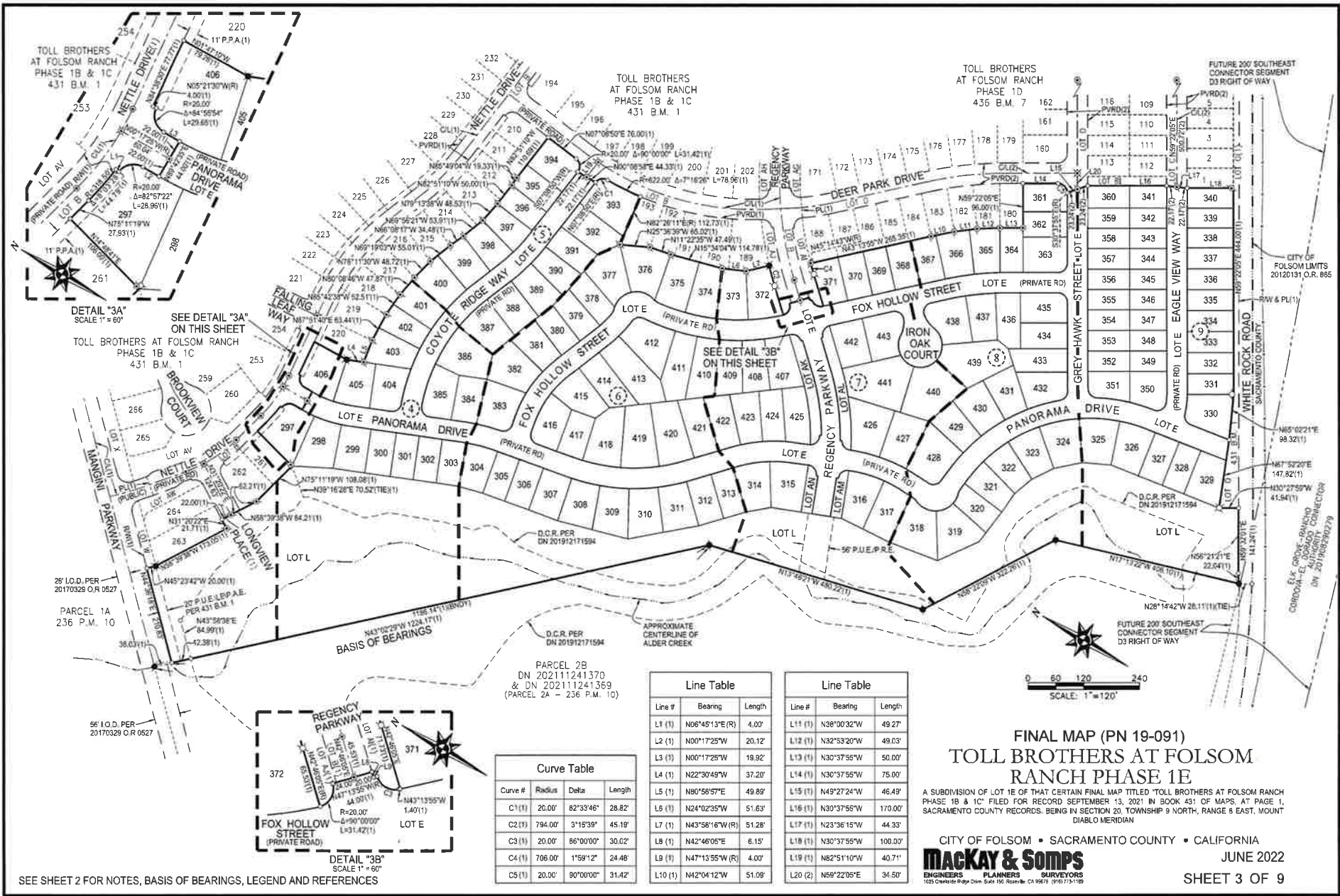
REFERENCES

- (1) 431 B.M. 1 (TB PHASE 1B & 1C)
- (2) 438 B.M. 7 (TB PHASE 1D)
- (3) 236 P.M. 19
- (4) DN 202204110367 (CERTIFICATE OF CORRECTION)

**FINAL MAP (PN 19-091)
 TOLL BROTHERS AT FOLSOM
 RANCH PHASE 1E**

A SUBDIVISION OF LOT 1E OF THAT CERTAIN FINAL MAP TITLED "TOLL BROTHERS AT FOLSOM RANCH PHASE 1B & 1C" FILED FOR RECORD SEPTEMBER 13, 2021 IN BOOK 431 OF MAPS, AT PAGE 1, SACRAMENTO COUNTY RECORDS, BEING IN SECTION 20, TOWNSHIP 9 NORTH, RANGE 8 EAST, MOUNT DIABLO MERIDIAN

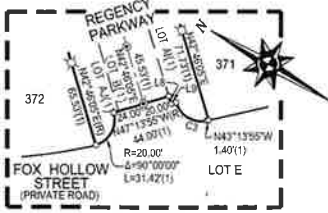
CITY OF FOLSOM • SACRAMENTO COUNTY • CALIFORNIA
MACKAY & SOMPS
 ENGINEERS PLANNERS SURVEYORS
 1055 Crestside Ridge Drive, Suite 100, Roseville, CA 95678 (916) 773-1199
 JUNE 2022
 SHEET 2 OF 9



DETAIL "3A"
SCALE 1" = 60'
SEE DETAIL "3A" ON THIS SHEET
TOLL BROTHERS AT FOLSOM RANCH
PHASE 1B & 1C
431 B.M. 1

26 I.O.D. PER
20170325 O.R. 0527
PARCEL 1A
236 P.M. 10

56 I.O.D. PER
20170329 C.R. 0527



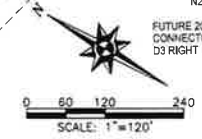
SEE SHEET 2 FOR NOTES, BASIS OF BEARINGS, LEGEND AND REFERENCES

PARCEL 2B
DN 202111241370
& DN 202111241369
(PARCEL 2A - 236 P.M. 10)

Curve #	Radius	Delta	Length
C1 (1)	20.00'	82°33'46"	28.82'
C2 (1)	794.00'	3°15'39"	45.18'
C3 (1)	20.00'	86°00'00"	30.02'
C4 (1)	706.00'	1°59'12"	24.48'
C5 (1)	20.00'	90°00'00"	31.42'

Line #	Bearing	Length
L1 (1)	N06°45'13"E (R)	4.00'
L2 (1)	N00°17'25"W	20.12'
L3 (1)	N00°17'25"W	19.92'
L4 (1)	N22°30'49"W	37.20'
L5 (1)	N80°58'57"E	49.89'
L6 (1)	N24°02'35"W	51.63'
L7 (1)	N43°56'16"W (R)	51.26'
L8 (1)	N42°46'05"E	6.15'
L9 (1)	N47°13'55"W (R)	4.00'
L10 (1)	N42°04'12"W	51.98'

Line #	Bearing	Length
L11 (1)	N38°00'32"W	49.27'
L12 (1)	N32°53'20"W	49.03'
L13 (1)	N30°37'55"W	50.00'
L14 (1)	N30°37'55"W	75.00'
L15 (1)	N49°27'24"W	46.49'
L16 (1)	N30°37'55"W	170.00'
L17 (1)	N23°36'15"W	44.33'
L18 (1)	N30°37'55"W	100.00'
L19 (1)	N82°51'10"W	40.71'
L20 (2)	N59°22'05"E	34.50'



**FINAL MAP (PN 19-091)
TOLL BROTHERS AT FOLSOM
RANCH PHASE 1E**

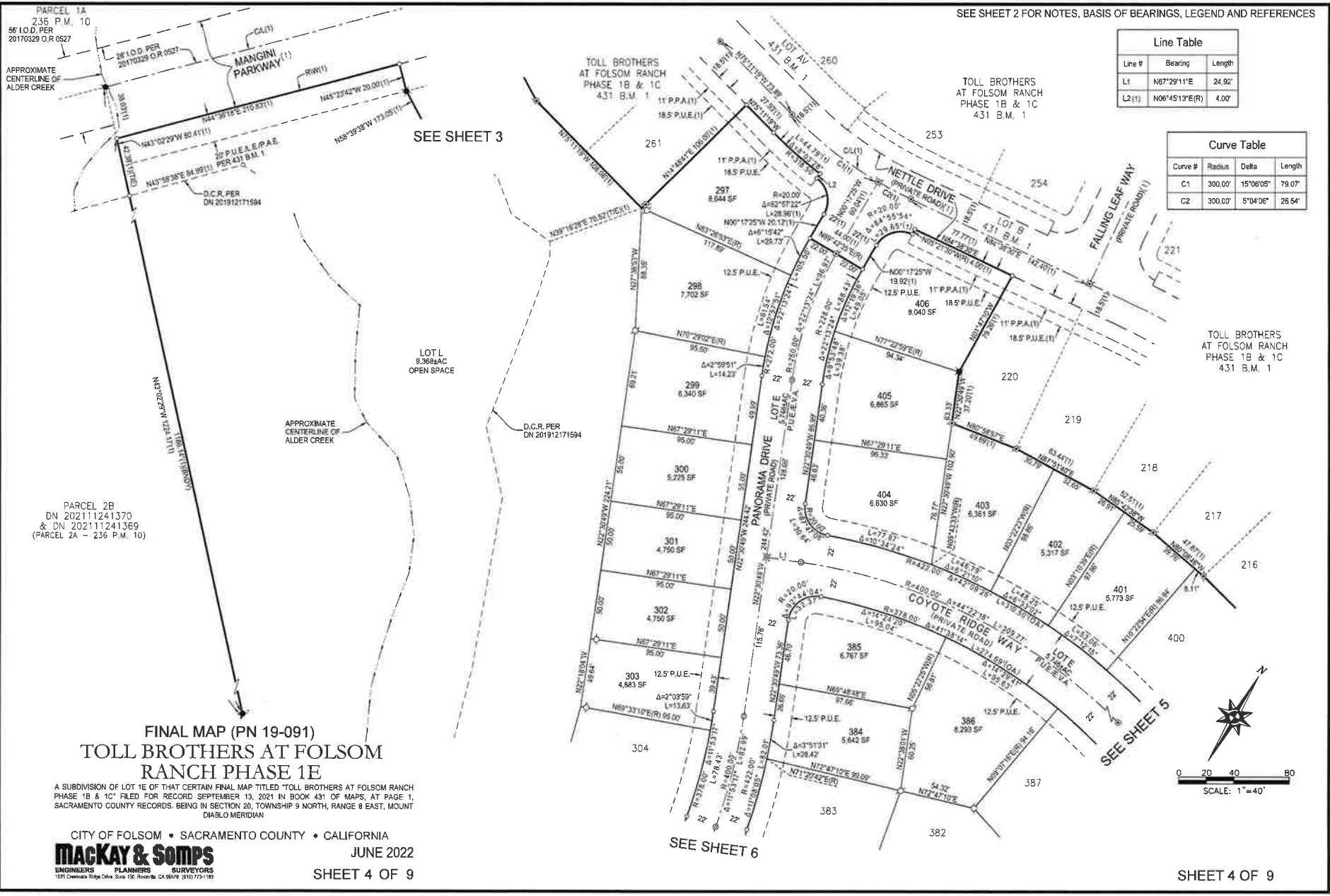
A SUBDIVISION OF LOT 1E OF THAT CERTAIN FINAL MAP TITLED "TOLL BROTHERS AT FOLSOM RANCH PHASE 1B & 1C" FILED FOR RECORD SEPTEMBER 13, 2021 IN BOOK 431 OF MAPS, AT PAGE 1, SACRAMENTO COUNTY RECORDS, BEING IN SECTION 20, TOWNSHIP 9 NORTH, RANGE 6 EAST, MOUNT DIABLO MERIDIAN

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SHEET 3 OF 9

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

Line Table		
Line #	Bearing	Length
L1	N67°29'11"E	24.92'
L2(1)	N06°45'19"E(R)	4.00'

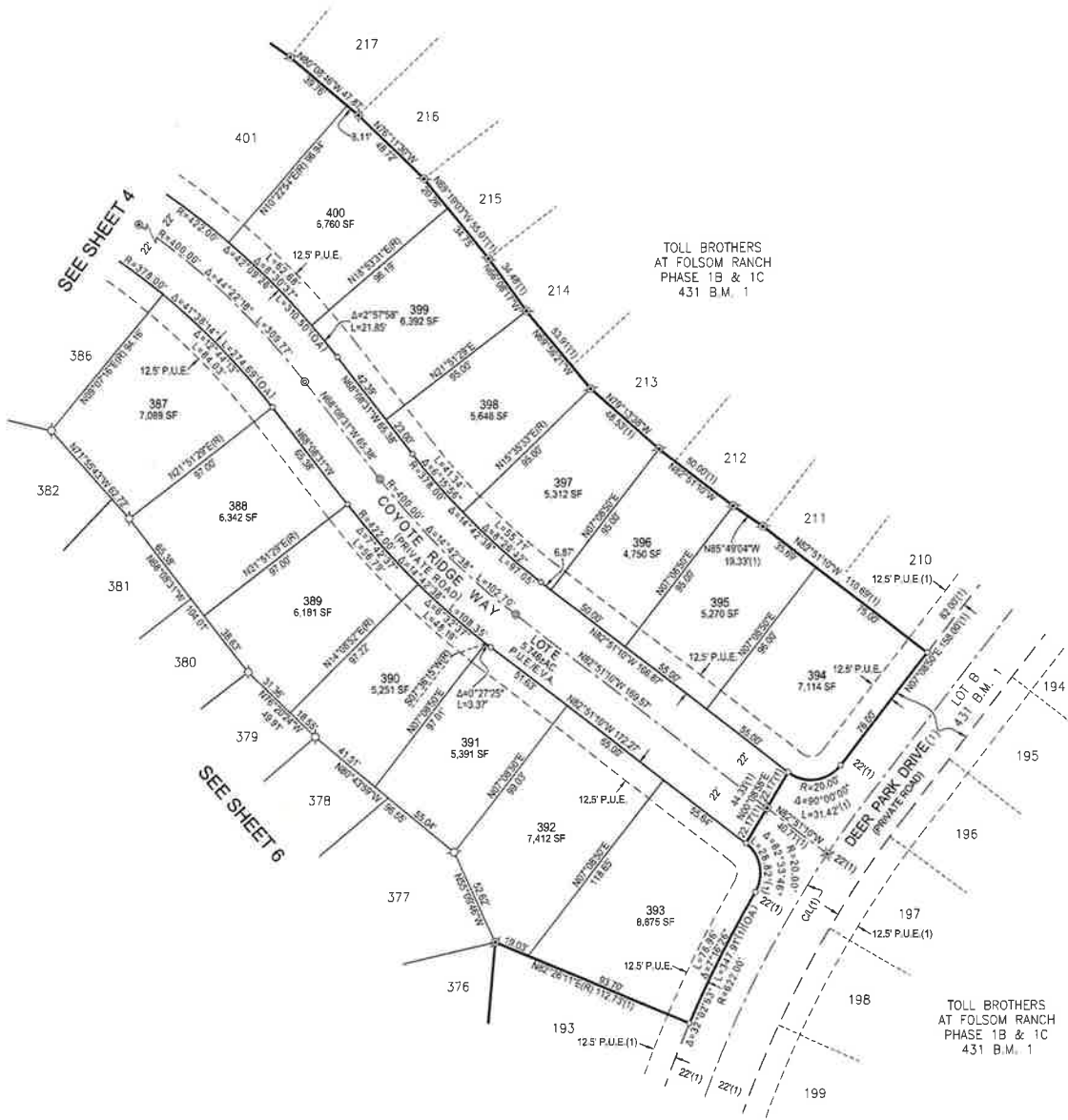
Curve Table			
Curve #	Radius	Delta	Length
C1	300.00'	15°06'05"	79.07'
C2	300.00'	5°04'06"	26.54'



**FINAL MAP (PN 19-091)
TOLL BROTHERS AT FOLSOM
RANCH PHASE 1E**

A SUBDIVISION OF LOT 1E OF THAT CERTAIN FINAL MAP TITLED 'TOLL BROTHERS AT FOLSOM RANCH PHASE 1B & 1C' FILED FOR RECORD SEPTEMBER 13, 2021 IN BOOK 431 OF MAPS, AT PAGE 1, SACRAMENTO COUNTY RECORDS, BEING IN SECTION 20, TOWNSHIP 9 NORTH, RANGE 8 EAST, MOUNT DIABLO MERIDIAN

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JUNE 2022
SHEET 4 OF 9

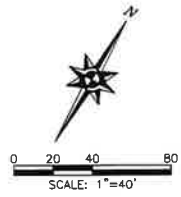


TOLL BROTHERS
AT FOLSOM RANCH
PHASE 1B & 1C
431 B.M. 1

TOLL BROTHERS
AT FOLSOM RANCH
PHASE 1B & 1C
431 B.M. 1

SEE SHEET 4

SEE SHEET 6



FINAL MAP (PN 19-091)
TOLL BROTHERS AT FOLSOM RANCH
RANCH PHASE 1E

A SUBDIVISION OF LOT 1E OF THAT CERTAIN FINAL MAP TITLED "TOLL BROTHERS AT FOLSOM RANCH PHASE 1B & 1C" FILED FOR RECORD SEPTEMBER 13, 2021 IN BOOK 431 OF MAPS, AT PAGE 1, SACRAMENTO COUNTY RECORDS, BEING IN SECTION 20, TOWNSHIP 9 NORTH, RANGE 8 EAST, MOUNT DIABLO MERIDIAN

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JUNE 2022
SHEET 5 OF 9

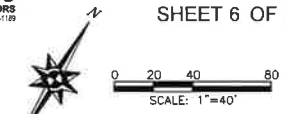
SEE SHEET 2 FOR NOTES, BASIS OF BEARINGS, LEGEND AND REFERENCES

SEE SHEET 4

**FINAL MAP (PN 19-091)
TOLL BROTHERS AT FOLSOM
RANCH PHASE 1E**

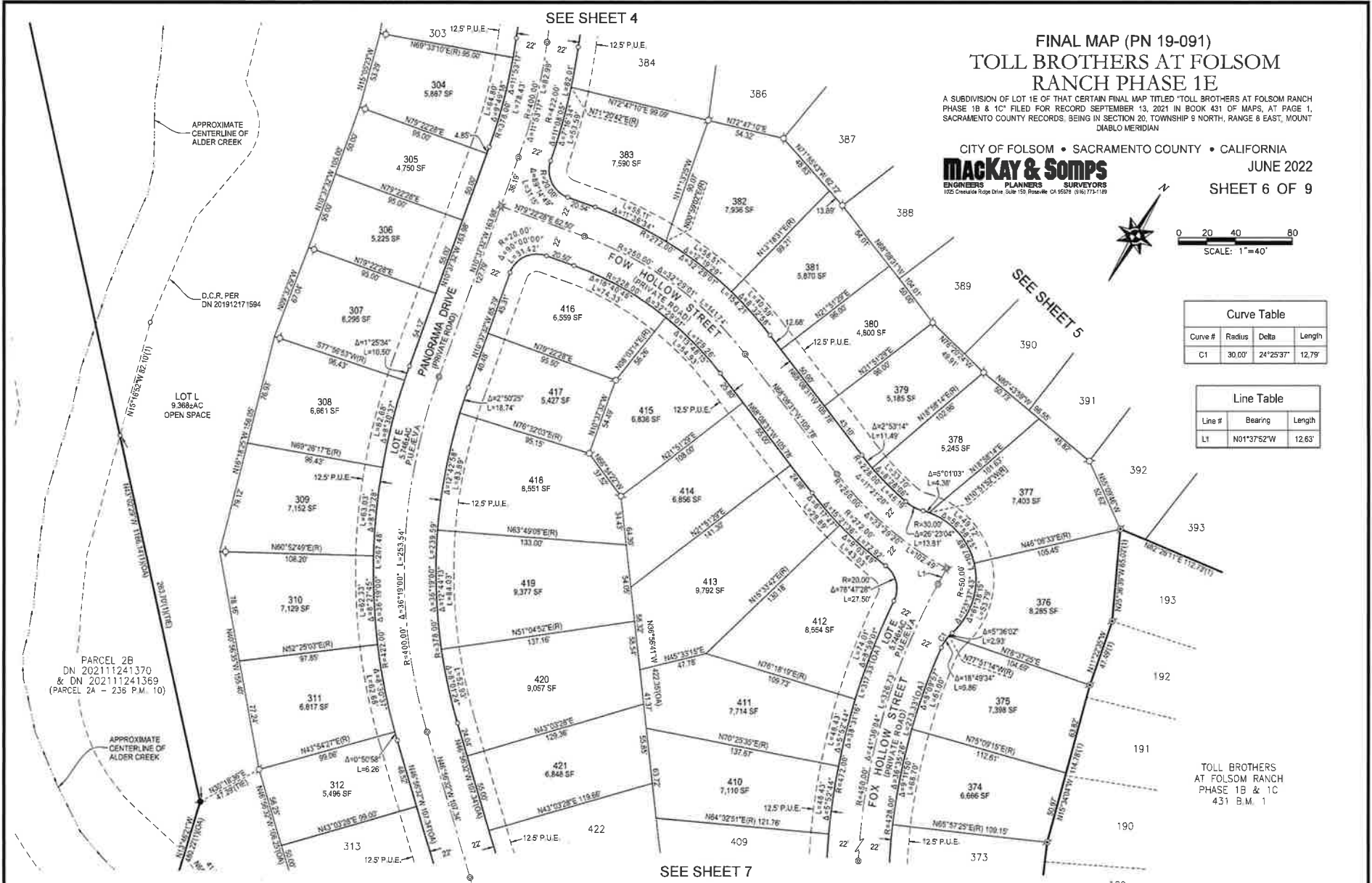
A SUBDIVISION OF LOT 1E OF THAT CERTAIN FINAL MAP TITLED "TOLL BROTHERS AT FOLSOM RANCH PHASE 1B & 1C" FILED FOR RECORD SEPTEMBER 13, 2021 IN BOOK 431 OF MAPS, AT PAGE 1, SACRAMENTO COUNTY RECORDS, BEING IN SECTION 20, TOWNSHIP 9 NORTH, RANGE 6 EAST, MOUNT DIABLO MERIDIAN

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JUNE 2022
SHEET 6 OF 9



Curve Table			
Curve #	Radius	Delta	Length
C1	30.00'	24°25'37"	12.79'

Line Table		
Line #	Bearing	Length
L1	N01°37'52"W	12.63'

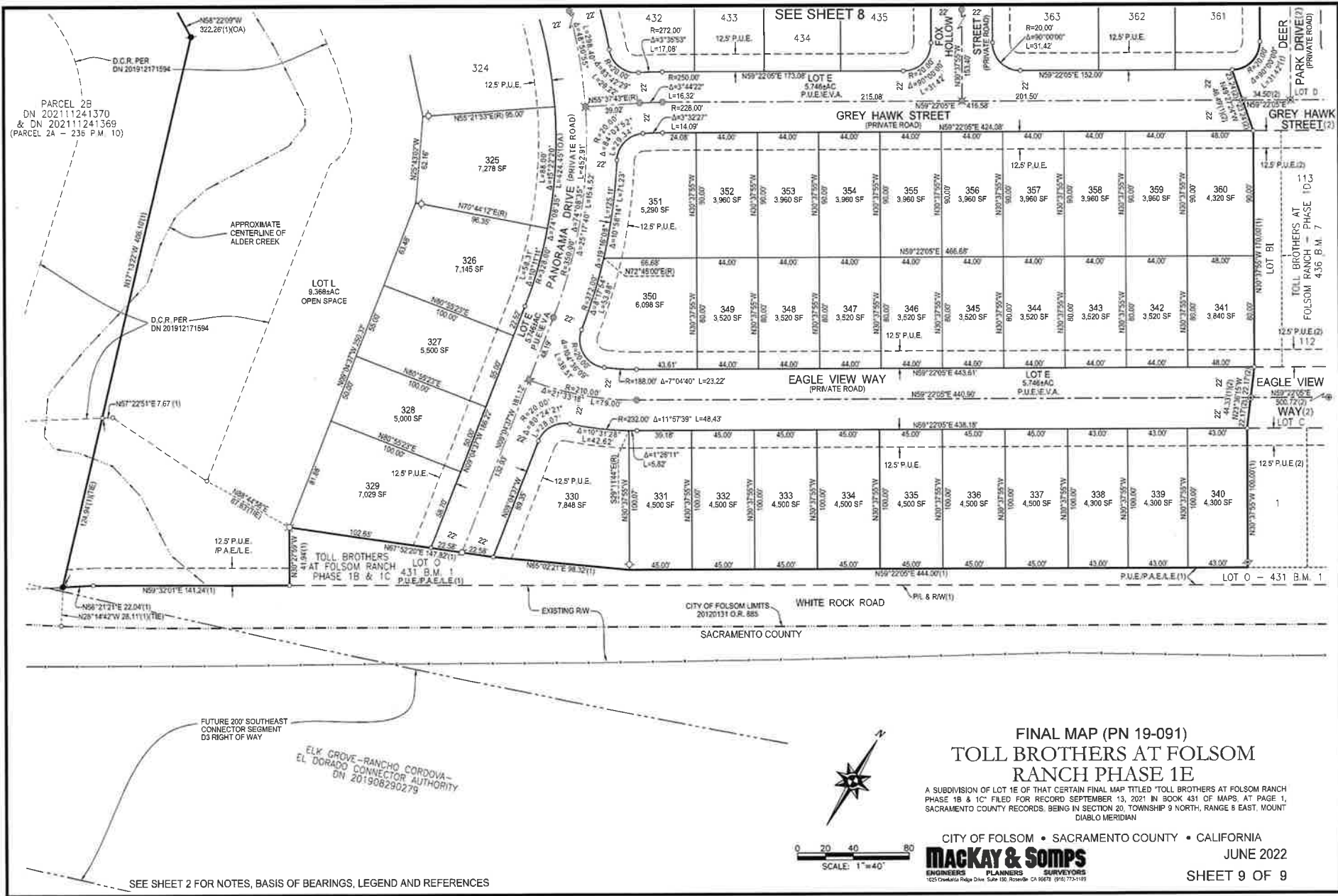


SEE SHEET 7

SEE SHEET 5

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

SHEET 6 OF 9



ATTACHMENT 4
Toll Brothers at Folsom Ranch Phase 1E Tentative
Subdivision Map

ATTACHMENT 5

Table of Conditions of Approval for the Toll Brothers at Folsom Ranch Phase 1E Vesting Tentative Subdivision Map

CONDITIONS OF APPROVAL FOR THE TOLL BROTHERS AT FOLSOM RANCH PROJECT (PN 19-091) WEST OF EAST BIDWELL ROAD, NORTH OF WHITE ROCK ROAD, EAST OF OAK AVENUE PARKWAY, AND SOUTH OF MANGINI PARKWAY GPA, SPA, DA AMENDMENTS, SLVTSM, PD PERMIT, AND INCLUSIONARY HOUSING PLAN						
#	Mitigation Measure	Condition of Approval	When Required	Responsible Department	Comments	Condition Satisfied?
1.		<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. General Plan/Specific Plan Amendment Exhibit, dated January 24, 2020 2. Illustrative Master Plan Exhibit, dated January 24, 2020 3. Small-Lot Vesting Tentative Subdivision Maps, dated February 5, 2020 4. Backbone Infrastructure Exhibit, dated February 5, 2020 5. Conceptual Phasing Exhibit, dated January 24, 2020 6. Preliminary Grading and Drainage Plan, dated February 5, 2020 7. Preliminary Utility Plan, dated February 5, 2020 8. Preliminary Tree Preservation/Removal Plan, dated February 5, 2020 9. Preliminary Landscape Plan and Details, dated January 24, 2020 10. Wall and Fence Exhibit and Details, dated January 24, 2020 11. Local Road Section Exhibit, dated January 24, 2020 12. Trail System Modification Exhibit, dated January 24, 2020 13. Walkability Exhibit, dated January 24, 2020 14. Trailhead and Signage Exhibit, dated January 24, 2020 15. Dog Park Exhibit, dated January 24, 2020 16. Model Home Complex Exhibit, dated January 24, 2020 17. Product Mix Exhibit, dated January 24, 2020 18. Streetscene Exhibit, dated August 30, 2019 19. Building Elevations and Floor Plans, dated August 30, 2019 20. Residential Design Details, dated August 30, 2019 21. Color and Materials Board, dated August 30, 2019 22. Inclusionary Housing Plan, dated March 7, 2019 <p>The General Plan Amendment, Specific Plan Amendment, Development Agreement Amendments, Planned Development Permit, Design Review, and Inclusionary Housing Plan are approved for the development of a 804-unit single-family residential subdivision (Toll Brothers at Folsom Ranch). 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, the tree preservation/removal plans, 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

CONDITIONS OF APPROVAL FOR THE TOLL BROTHERS AT FOLSOM RANCH PROJECT (PN 19-091) WEST OF EAST BIDWELL ROAD, NORTH OF WHITE ROCK ROAD, EAST OF OAK AVENUE PARKWAY, AND SOUTH OF MANGINI PARKWAY GPA, SPA, DA AMENDMENTS, SLVTSM, PD PERMIT, AND INCLUSIONARY HOUSING PLAN						
#	Mitigation Measure	Condition of Approval	When Required	Responsible Department	Comments	Condition Satisfied?
2.		<i>Plan Submittal</i> All civil engineering, improvement, and landscape and irrigation plans, shall be submitted to the Community Development Department for review and approval to ensure conformance with this approval and with relevant codes, policies, standards and other requirements of the City of Folsom.	G, I	CD (P)(E)	Improvement plans for East Bidwell Street, Mangini Parkway, Regency Parkway and the subdivision have been approved by the City and these improvements are currently under construction.	Yes
3.		<i>Validity</i> This approval of the Small-Lot Vesting Tentative Subdivision Map shall be valid for a period of twenty four months pursuant to Section 16.16.110A of the Folsom Municipal Code and the Subdivision Map Act. The term of the approved Inclusionary Housing Agreement shall track the term of the Small-Lot Vesting Tentative Subdivision Map, as may be extended from time to time pursuant to Section 16.16.110.A and 16.16.120 of the Folsom Municipal Code and the Subdivision Map Act.	M	CD (P)	The small-lot vesting tentative subdivision map for the Toll Brothers at Folsom Ranch Phase 1E subdivision was approved by the City Council on March 10, 2020.	Yes
4.		<i>FMC Compliance</i> The Small-Lot Final Map shall comply with the Folsom Municipal Code and the Subdivision Map Act.	M	CD (E)	The small-lot vesting tentative subdivision map for the Toll Brothers at Folsom Ranch Phase 1E subdivision was approved by the City Council on March 10, 2020.	Yes
5.		<i>Development Rights</i> The approval of this Small-Lot Vesting Tentative Subdivision Map conveys the right to develop. As noted in these conditions of approval for the Small-Lot Vesting Tentative Subdivision Map, the City has identified improvements necessary to develop the subject parcels. These improvements include on and off-site roadways, water, sewer, storm drainage, landscaping, sound-walls, and other improvements.	OG	CD (P)(E)(B) PW, PR, FD, PD	The Community Development Department has reviewed and approved the improvement plans for the both the required on-site and off-site improvements for the Phase 1E subdivision.	Yes

CONDITIONS OF APPROVAL FOR THE TOLL BROTHERS AT FOLSOM RANCH PROJECT (PN 19-091) WEST OF EAST BIDWELL ROAD, NORTH OF WHITE ROCK ROAD, EAST OF OAK AVENUE PARKWAY, AND SOUTH OF MANGINI PARKWAY GPA, SPA, DA AMENDMENTS, SLVTSM, PD PERMIT, AND INCLUSIONARY HOUSING PLAN						
#	Mitigation Measure	Condition of Approval	When Required	Responsible Department	Comments	Condition Satisfied?
6.		<p>Public Right of Way Dedication</p> <p>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 traditional home portion of the Toll Brothers at Folsom Ranch project as shown on the Small-Lot Vesting Tentative Subdivision Map (Lots 1-214). In addition, public utility easements shall be provided for public utilities within private streets to the satisfaction of the Community Development Department.</p>	M	CD (E)(P)	The final map for the Phase 1E subdivision includes all required public right-of-way and public utility easements necessary to serve all lots in the subdivision. The public right-of-way and public utility easements are shown on the final map. The residential streets serving the lots in this subdivision are private and are shown on the final map.	Yes
7.		<p>Street Names</p> <p>The street names identified below shall be used for the Final Small-Lot Maps: Avazedo, Black Sage, Blue Oak, Blue Sky, Boulder Creek, Bridgeview, Brookview, Clearview, Clubhouse, Cold Creek, Copperwood, Coyote Ridge, Creekwood, Crestview, Dalea, Dawn Light, Deer Park, Eagle View, Edgewood, Emerald Glen, Fallen Leaf, Fountain Heights, Fox Hollow, Gateway, Glenbrook, Glenridge, Goldenrod, Granite Point, Grey Hawk, Gully, Heather Glen, Heritage Oaks, Iron Oak, Japanese Maple, Knollbrook, Lone Tree, Longview, Manzanita, Maple, Meadow Crest, Midway, Monument, Nettle, Oak Bridge, Oakridge, Olive Orchard, Pacific Wren, Panorama, Paradise, Patina, Pinyon Pine, Quail Run, Rainbow Ridge, Ravine, Redtail, Regency Parkway, Rimrock, Robinwood, Rock Ridge, Rocky Creek, Rocky Point, Sagewood, Salvia, Scenic, Skymeadow, Skyway, Springcreek, Starling, Sundown, Sunny Oaks, Sunnyview, Sweetwater, Timber, Upland, Vale, Valley View, White Cedar, Wildwood.</p>	M	CD (E)(P)	The required street names are shown on the final map for the subdivision.	Yes

CONDITIONS OF APPROVAL FOR THE TOLL BROTHERS AT FOLSOM RANCH PROJECT (PN 19-091) WEST OF EAST BIDWELL ROAD, NORTH OF WHITE ROCK ROAD, EAST OF OAK AVENUE PARKWAY, AND SOUTH OF MANGINI PARKWAY GPA, SPA, DA AMENDMENTS, SLVTSM, PD PERMIT, AND INCLUSIONARY HOUSING PLAN						
#	Mitigation Measure	Condition of Approval	When Required	Responsible Department	Comments	Condition Satisfied?
8.		<p>Indemnity for City</p> <p>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 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.</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
9.		<p>Small-Lot Vesting Tentative Subdivision Map</p> <p>The Small-Lot Vesting Tentative Subdivision map is expressly conditioned upon compliance with all environmental mitigation measures identified in the Folsom Plan Area Specific Plan (FEIR/EIS) as amended by the Toll Brothers at Folsom Ranch CEQA Addendum dated February-2020 (Attachment 31 to the staff report)</p>	OG	CD	The owner/applicant complied with all applicable mitigation measures from the FPASP FEIR/EIS and other approved environmental documents prior to the issuance of a grading permit. Additionally, construction inspection and monitoring is being conducted throughout construction by the City and/or its Consultants.	Yes

CONDITIONS OF APPROVAL FOR THE TOLL BROTHERS AT FOLSOM RANCH PROJECT (PN 19-091) WEST OF EAST BIDWELL ROAD, NORTH OF WHITE ROCK ROAD, EAST OF OAK AVENUE PARKWAY, AND SOUTH OF MANGINI PARKWAY GPA, SPA, DA AMENDMENTS, SLVTSM, PD PERMIT, AND INCLUSIONARY HOUSING PLAN						
#	Mitigation Measure	Condition of Approval	When Required	Responsible Department	Comments	Condition Satisfied?
10.		<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 including but not limited to Amendment No. 2 to the First Amended and Restated Tier 1 Development Agreement by and between the City of Folsom and Easton Valley Holdings, LLC, Amendment No. 2 to the First Amended and Restated Tier 1 Development Agreement by and between the City of Folsom and West Scott Road, LLC/Toll West Coast, LLC, Amendment No. 2 to the First Amended and Restated Tier 1 Development Agreement by and between the City of Folsom and Oak Avenue Holdings, LLC, and Amendment No. 3 to the First Amended and Restated Tier 1 Development Agreement by and between the City of Folsom and Folsom Real Estate South, LLC/Toll West Coast, LLC.	M	CD (E)	The Community Development Department has reviewed the subdivision and verified that it is in compliance with Amendment No. 1 and No. 2 to the First Amended and Restated Tier 1 Development Agreement.	Yes
11.	✓	<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 and the Toll Brothers at Folsom Ranch Addendum to the FPASP EIR/EIS have been incorporated into these conditions of approval in order to mitigate or avoid significant effects on the environment. These mitigation monitoring and reporting measures are identified in the mitigation measure column. Applicant shall fund on a Time and Materials basis all mitigation monitoring (e.g., staff and consultant time).	OG	CD (P)	The owner/applicant has funded and participated in a MMRP reporting program performed by the City's consultant (Helix) and/or City staff.	Yes

CONDITIONS OF APPROVAL FOR THE TOLL BROTHERS AT FOLSOM RANCH PROJECT (PN 19-091) WEST OF EAST BIDWELL ROAD, NORTH OF WHITE ROCK ROAD, EAST OF OAK AVENUE PARKWAY, AND SOUTH OF MANGINI PARKWAY GPA, SPA, DA AMENDMENTS, SLVTSM, PD PERMIT, AND INCLUSIONARY HOUSING PLAN						
#	Mitigation Measures	Condition of Approval	When Required	Responsible Department	Comments	Condition Satisfied?
POLICE/SECURITY REQUIREMENT						
12.		<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
DEVELOPMENT COSTS AND FEE REQUIREMENTS						
13.		<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 Amendment No. 1 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
14.		<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

CONDITIONS OF APPROVAL FOR THE TOLL BROTHERS AT FOLSOM RANCH PROJECT (PN 19-091) WEST OF EAST BIDWELL ROAD, NORTH OF WHITE ROCK ROAD, EAST OF OAK AVENUE PARKWAY, AND SOUTH OF MANGINI PARKWAY GPA, SPA, DA AMENDMENTS, SLVTSM, PD PERMIT, AND INCLUSIONARY HOUSING PLAN						
#	Mitigation Measures	Condition of Approval	When Required	Responsible Department	Comments	Condition Satisfied?
15.		<p><i>FPASP Development Impact Fees</i> 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 (March 10, 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 Folsom Plan Area wide fees prior to issuance of building permits.	Condition will be satisfied prior to issuance of a building permit.
16.		<p><i>Legal Counsel</i> 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

CONDITIONS OF APPROVAL FOR THE TOLL BROTHERS AT FOLSOM RANCH PROJECT (PN 19-091) WEST OF EAST BIDWELL ROAD, NORTH OF WHITE ROCK ROAD, EAST OF OAK AVENUE PARKWAY, AND SOUTH OF MANGINI PARKWAY GPA, SPA, DA AMENDMENTS, SLVTSM, PD PERMIT, AND INCLUSIONARY HOUSING PLAN						
#	Mitigation Measures	Condition of Approval	When Required	Responsible Department	Comments	Condition Satisfied?
17.		<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 construction inspection related services for this subdivision.	Yes
GRADING PERMIT REQUIREMENTS						
18.		<p>Walls/Fences/Gates The final location, design, height, materials, and colors of the walls, fences, and gates shall consistent with the submitted Wall and Fence Exhibit and Details, dated January 24, 2020 subject to review and approval by the Community Development Department to ensure consistency with the Folsom Ranch Central District Design Guidelines.</p>	G, I, B	CD (P)(E)	The Community Development Department has verified that the proposed walls and fences for the subdivision are in compliance with the Folsom Ranch Central Design Guidelines.	Yes
19.		<p>Roadway Improvement Phasing The owner/applicant shall construct the following improvements as shown on the Small-Lot Vesting Tentative Subdivision Map with each applicable phase. Roadways shall be to the ultimate horizontal and vertical alignment unless otherwise noted.</p> <p>For the purposes of these conditions, phasing of the project is defined per Figure ES-6 of the Transportation Impact Analysis dated November 20, 2019 (Attachment 31 to the staff report) and the following:</p> <ul style="list-style-type: none"> Phase 1 consists of the first 305 age-restricted dwelling units within Regency Phase 1, all located on the eastern portion of the Project site and labeled as "2021" on Figure ES-6 of the Transportation Impact Analysis dated November 20, 2019 (Attachment 31 to the staff report). Phase 1 also includes an additional 45 model home units that would be used for sales and marketing purposes initially. Conditions of approval for Phase 1 shall be met before issuance of the first building permit. 	B	CD(E), PW, FD	The owner/applicant is currently constructing the on-site and off-site public and private improvements for the Phase 1E subdivision. The public and private improvements will serve all of the lots in the subdivision. The Phase 1E subdivision is a phased portion of the 593 age-restricted dwelling units which are included in the approved Regency Phase 1 vesting tentative subdivision map. The tentative subdivision map for the Phase 2 portion of the age-restricted Regency project has been approved by the City Council.	Yes

**CONDITIONS OF APPROVAL FOR THE TOLL BROTHERS AT FOLSOM RANCH PROJECT (PN 19-091)
WEST OF EAST BIDWELL ROAD, NORTH OF WHITE ROCK ROAD, EAST OF OAK AVENUE PARKWAY, AND
SOUTH OF MANGINI PARKWAY
GPA, SPA, DA AMENDMENTS, SLVTSM, PD PERMIT, AND INCLUSIONARY HOUSING PLAN**

#	Mitigation Measures	Condition of Approval	When Required	Responsible Department	Comments	Condition Satisfied?
		<ul style="list-style-type: none"> • Phase 2 consists of the next 377 dwelling units (240 age-restricted dwelling units located within Regency Phase 1 on the eastern portion of the Project site, and 137 Traditional Subdivision units located on the western portion of the project site.) These units are labeled as “2022” on Figure ES-6 of the Transportation Impact Analysis dated November 20, 2019 (Attachment 31 to the staff report). Conditions of approval for Phase 2 shall be met before issuance of the 306th Regency Phase 1 building permit (excludes 45 model home units) or the first building permit for the Traditional Subdivision within the project site. • Phase 3 consists of the remaining 543 dwelling units (466 age-restricted dwelling units within Regency Phase 1 and 2 plus 77 Traditional Subdivision units) These units are labeled as “2023” and 2024 on Figure ES-6 of the Transportation Impact Analysis dated November 20, 2019 (Attachment 31 to the staff report). Conditions of approval for Phase 3 shall be met before issuance of the 546th age restricted building permit for Regency Phase 1/Phase 2 or the 138th building permit for the Traditional Subdivision within the Project site. <p>The following conditions defined the roadway improvements which shall be installed for each phase, as described above.</p>				

20.	<p>Phasing of Roadways</p> <p>Roadway construction shall be phased as described in the Transportation Impact Analysis and as shown on Figure ES-6 of the Transportation Impact Analysis dated November 20, 2019 (Attachment 31 to the staff report). Changes in the timing and/or progression of construction of homes may result in a change in the timing and/or sequencing of roadway construction subject to review and approval by the Community Development Department.</p> <p><u>Phase 1</u></p> <ul style="list-style-type: none"> Construct Mangini Parkway from East Bidwell Street to Driveway #4 located on the south side of Mangini Parkway as a two-lane roadway prior to issuance of the first building permit in Regency Phase 1. Construct Regency Parkway as a two-lane roadway from East Bidwell Street to Street F. Construct Mangini Parkway/Driveway #4 intersection, East Bidwell Street/Regency Parkway intersection, and internal project roads as required to access to new homes. <p><u>Phase 2</u></p> <ul style="list-style-type: none"> Construct Mangini Parkway from Driveway #4 to Oak Avenue Parkway as a two-lane roadway prior to issuance of the first Traditional Subdivision building permit within the project. Construct Oak Avenue Parkway from Mangini Parkway to Driveway #1 prior to issuance of the first Traditional Subdivision building permit within the project. Construct Oak Avenue Parkway from Driveway #1 to White Rock Road as an EVA access prior to issuance of the first Traditional Subdivision building permit within the Project. Construct Oak Avenue Parkway/Driveway #1 intersection, Mangini Parkway Driveway #2 intersection, Mangini Parkway Driveway #4 intersection, and internal project roads as required to access new homes. Construct Regency Parkway as a two-lane roadway from Street F to planned bridge over creek at the western of the Phase 2 active adult homes. <p><u>Phase 3</u></p> <ul style="list-style-type: none"> Construct Oak Avenue Parkway from Driveway #1 to White Rock Road as a two-lane roadway prior to issuance of the 138th Traditional Subdivision building permit within the project. 	B	CD (E), PW, FD	<p>The Community Development Department has reviewed and approved the improvement plans for the subdivision. The owner/applicant is currently constructing the on-site and off-site public and private improvements for the Phase 1E subdivision. The public and private improvements will serve all of the lots in the subdivision. The Phase 1E subdivision is a phased portion of the 593 age-restricted dwelling units which are included in the approved Regency Phase 1 vesting tentative subdivision map. The tentative subdivision map Phase 2 portion of the age-restricted Regency project has been approved by the City Council. The vesting tentative subdivision map for Phase 3 was approved by the City Council but has not yet moved forward into development at this time.</p>	<p>The condition will be satisfied prior to issuance of a building permit.</p>
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CONDITIONS OF APPROVAL FOR THE TOLL BROTHERS AT FOLSOM RANCH PROJECT (PN 19-091) WEST OF EAST BIDWELL ROAD, NORTH OF WHITE ROCK ROAD, EAST OF OAK AVENUE PARKWAY, AND SOUTH OF MANGINI PARKWAY GPA, SPA, DA AMENDMENTS, SLVTSM, PD PERMIT, AND INCLUSIONARY HOUSING PLAN						
#	Mitigation Measures	Condition of Approval	When Required	Responsible Department	Comments	Condition Satisfied?
		<ul style="list-style-type: none"> Construct Regency Parkway from prior terminus to Mangini Parkway prior to issuance of the 546th Regency Phase 1 building permit within the project. <p>All driveway intersections and the Oak Avenue Parkway/Mangini Parkway intersection shall be constructed as the corresponding portions of those roads are built.</p>				
21.		<p><i>Phasing of Improvements to Specific Intersections</i></p> <p>Improvements to specific intersections identified in the November 20, 2019, Transportation Impact Study (Attachment 31 to staff report) shall be constructed as follows in Condition Nos. 22-52:</p>	B	CD (E), PW, FD	The Community Development Department has reviewed and approved the public and private improvement plans for the subdivision and verified that these improvements are consistent with the approved Transportation Impact Study.	Condition will be satisfied prior to issuance of the first building permit.
22.		<p><i>Mangini Parkway (Segment 1)</i></p> <p>Construct Mangini Parkway from East Bidwell Street westerly to Driveway #4 ("Street C") as a two-lane roadway prior to issuance of the first Regency Phase 1 building permit.</p> <p>Timing: Prior to issuance of the first Regency Phase 1 building permit.</p>	B	CD (E), PW, FD	The Community Development Department has reviewed and approved the public and private improvement plans for the subdivision and verified that these improvements are consistent with the approved Transportation Impact Study. These required improvements are included in the approved plans for this roadway section and are currently under construction.	Condition will be satisfied prior to issuance of the first building permit.

CONDITIONS OF APPROVAL FOR THE TOLL BROTHERS AT FOLSOM RANCH PROJECT (PN 19-091) WEST OF EAST BIDWELL ROAD, NORTH OF WHITE ROCK ROAD, EAST OF OAK AVENUE PARKWAY, AND SOUTH OF MANGINI PARKWAY GPA, SPA, DA AMENDMENTS, SLVTSM, PD PERMIT, AND INCLUSIONARY HOUSING PLAN						
#	Mitigation Measures	Condition of Approval	When Required	Responsible Department	Comments	Condition Satisfied?
23.		<p><i>Mangini Parkway (Segment 2)</i></p> <p>Construct Mangini Parkway from Driveway #4 ("Street C") to Oak Avenue Parkway as a two-lane roadway prior to issuance of the first Traditional Subdivision building permit within the project.</p> <p>Timing: Prior to issuance of the first Traditional Subdivision building permit.</p>	B	CD (E), PW, FD	This condition will be satisfied prior to issuance of the first building permit in the Phase 3 portion (Traditional Lots) of the Toll Brothers at Folsom Ranch	Condition will be satisfied prior to issuance of the first building permit in Phase 3
24.		<p><i>Regency Parkway (Segment 1)</i></p> <p>Construct Regency Parkway as a two-lane roadway from East Bidwell Street to Street F.</p> <p>Timing: Prior to issuance of the first Regency Phase 1 building permit.</p>	B	CD (E), PW, FD	The Community Development Department has reviewed and approved the public and private improvement plans for the subdivision and verified that these improvements are consistent with the approved Transportation Impact Study. These required improvements are included in the approved plans for this roadway section and are currently under construction.	Condition will be satisfied prior to issuance of the first building permit.
25		<p><i>Regency Parkway (Segment 2)</i></p> <p>Construct Regency Parkway as a two-lane roadway from Street F to the planned bridge over creek at the western edge of the Regency Phase 1 Small-Lot Vesting Tentative Subdivision Map.</p> <p>Timing: Prior to issuance of 306th Regency Phase 1 building permit.</p>	B	CD (E), PW, FD	This condition will be satisfied prior to issuance of the 306 th building permit in the Toll Brothers at Folsom Ranch Regency project.	Condition will be satisfied prior to issuance of the 306 th building permit.

CONDITIONS OF APPROVAL FOR THE TOLL BROTHERS AT FOLSOM RANCH PROJECT (PN 19-091) WEST OF EAST BIDWELL ROAD, NORTH OF WHITE ROCK ROAD, EAST OF OAK AVENUE PARKWAY, AND SOUTH OF MANGINI PARKWAY GPA, SPA, DA AMENDMENTS, SLVTSM, PD PERMIT, AND INCLUSIONARY HOUSING PLAN						
#	Mitigation Measures	Condition of Approval	When Required	Responsible Department	Comments	Condition Satisfied?
26.		<p><i>Regency Parkway (Segment 3)</i></p> <p>Construct Regency Parkway as a two-lane roadway from the eastern edge of the planned bridge over the creek bisecting the project site to Mangini Parkway.</p> <p>Timing: Prior to issuance of the first Regency Phase 2 building permit (546th overall Regency Phase 1/2 building permit excluding the 45 model home building permits).</p>	B	CD (E), PW, FD	This condition will be satisfied prior to issuance of the 546 th building permit in the Phase 2 portion of the Toll Brothers at Folsom Ranch Regency project. The Phase 1 portion of the Regency project consists of 593 dwelling units. The VTSM for the Phase 2 portion of the Regency project has been approved by the City Council.	This condition will be satisfied prior to issuance of the 546 th building permit
27.		<p><i>Oak Avenue Parkway (Segment 1)</i></p> <p>Construct Oak Avenue Parkway as a two-lane roadway from Mangini Parkway to Driveway 1.</p> <p>Timing: Prior to issuance of the first Traditional Subdivision building permit.</p>	B	CD (E), PW, FD	This condition will be satisfied with the future development of the Phase 3 portion of the Toll Brothers at Folsom Ranch project (Traditional Subdivision)	Condition will be satisfied prior to issuance of the first building permit in Phase 3
28.		<p><i>Oak Avenue Parkway (Segment 2)</i></p> <p>Construct Oak Avenue Parkway as an EVA from Driveway 1 to White Rock Road.</p> <p>Timing: Prior to issuance of the first Traditional Subdivision building permit.</p>	B	CD (E), PW, FD	This condition will be satisfied with the future development of the Phase 3 portion of the Toll Brothers at Folsom Ranch project (Traditional Subdivision)	Condition will be satisfied prior to issuance of the first building permit in Phase 3

CONDITIONS OF APPROVAL FOR THE TOLL BROTHERS AT FOLSOM RANCH PROJECT (PN 19-091) WEST OF EAST BIDWELL ROAD, NORTH OF WHITE ROCK ROAD, EAST OF OAK AVENUE PARKWAY, AND SOUTH OF MANGINI PARKWAY GPA, SPA, DA AMENDMENTS, SLVTSM, PD PERMIT, AND INCLUSIONARY HOUSING PLAN						
#	Mitigation Measures	Condition of Approval	When Required	Responsible Department	Comments	Condition Satisfied?
29.		<i>Oak Avenue Parkway (Segment 2)</i> Construct Oak Avenue Parkway as a two-lane roadway from Driveway 1 to White Rock Road. Timing: Prior to issuance of the 138 th Traditional Subdivision building permit.	B	CD (E), PW, FD	This condition will be satisfied with the future development of the Phase 3 portion of the Toll Brothers at Folsom Ranch project (Traditional Subdivision).	Condition will be satisfied prior to issuance of the 138 th building permit in Phase 3
30.		<i>Oak Avenue Parkway/Driveway 1 (Stage 1)</i> Construct Driveway as shown in (Figure 43 of the November 20, 2019 Transportation Impact Study): <ul style="list-style-type: none"> • Northbound: Oak Ave Parkway shall be barricaded south of Driveway 1 and configured as an EVA; • Southbound: one shared through-left lane; • Westbound: one shared lane; • Control: side-street-stop-control. Timing: Prior to issuance of first Traditional Subdivision building permit.	B	CD (E), PW, FD	This condition will be satisfied with the future development of the Phase 3 portion of the Toll Brothers at Folsom Ranch project (Traditional Subdivision).	Condition will be satisfied prior to issuance of the first building permit in Phase 3

CONDITIONS OF APPROVAL FOR THE TOLL BROTHERS AT FOLSOM RANCH PROJECT (PN 19-091) WEST OF EAST BIDWELL ROAD, NORTH OF WHITE ROCK ROAD, EAST OF OAK AVENUE PARKWAY, AND SOUTH OF MANGINI PARKWAY GPA, SPA, DA AMENDMENTS, SLVTSM, PD PERMIT, AND INCLUSIONARY HOUSING PLAN						
#	Mitigation Measures	Condition of Approval	When Required	Responsible Department	Comments	Condition Satisfied?
31.		<p><i>Oak Avenue Parkway/Driveway 1 (Stage 2)</i></p> <p>Construct driveway as shown in (Figure 44 of the November 20, 2019 Transportation Impact Study):</p> <ul style="list-style-type: none"> • Northbound: one shared through-right lane with a 150' right turn taper; • Southbound: one shared through-left lane; • Westbound: one shared lane; • Control: side-street-stop-control. <p>Timing: Prior to issuance of 138th Traditional Subdivision building permit.</p>	B	CD (E), PW, FD	This condition will be satisfied with the future development of the Phase 3 portion of the Toll Brothers at Folsom Ranch project (Traditional Subdivision).	Condition will be satisfied prior to issuance of the 138 th building permit in Phase 3
32.		<p><i>Oak Avenue Parkway/Driveway 1 (Cumulative Right-of-Way)</i></p> <p>Applicant shall dedicate right-of-way to City of Folsom for future construction of the ultimate Driveway 1 intersection (Figure 45 of the November 20, 2019 Transportation Impact Study):</p> <ul style="list-style-type: none"> • Northbound: one left-turn lane with 150' pocket plus 60'taper, one through, and one shared through-right lane with a 150' right turn taper; • Southbound: one left-turn lane with 150' pocket plus 60'taper, one through, and one shared through-right lane with a 150 right turn taper; • Westbound: one shared lane; • Eastbound: one shared lane; • Control: side-street-stop-control. <p>Timing: Prior to issuance of first Traditional Subdivision building permit.</p>	B	CD (E), PW, FD	This condition will be satisfied with the future development of the Phase 3 portion of the Toll Brothers at Folsom Ranch project (Traditional Subdivision).	Condition will be satisfied prior to issuance of the first building permit in Phase 3

CONDITIONS OF APPROVAL FOR THE TOLL BROTHERS AT FOLSOM RANCH PROJECT (PN 19-091) WEST OF EAST BIDWELL ROAD, NORTH OF WHITE ROCK ROAD, EAST OF OAK AVENUE PARKWAY, AND SOUTH OF MANGINI PARKWAY GPA, SPA, DA AMENDMENTS, SLVTSM, PD PERMIT, AND INCLUSIONARY HOUSING PLAN						
#	Mitigation Measures	Condition of Approval	When Required	Responsible Department	Comments	Condition Satisfied?
33.		<p><i>Mangini Parkway/Driveway 2</i></p> <p>Construct driveway as shown in (Figure 46 of the November 20, 2019 Transportation Impact Study):</p> <ul style="list-style-type: none"> • Northbound: one shared lane; • Westbound: one through lane and one left turn lane in a 60' pocket with 60'taper; • Eastbound: one through lane and one right turn lane in a 150' pocket with 60'taper; • Control: side-street-stop-control. <p>Timing: Prior to issuance of first Traditional Subdivision building permit.</p>	B	CD (E), PW, FD	This condition will be satisfied with the future development of the Phase 3 portion of the Toll Brothers at Folsom Ranch project (Traditional Subdivision).	Condition will be satisfied prior to issuance of the first building permit in Phase 3
34.		<p><i>Mangini Parkway/Regency Parkway (Driveway 3)</i></p> <p>Construct driveway as shown in (Figure 47 of the November 20, 2019 Transportation Impact Study):</p> <ul style="list-style-type: none"> • Northbound: one shared lane; • Westbound: one through lane and one left turn lane in a 60' pocket with 60'taper; • Eastbound: one through lane and one right turn lane in a 150' pocket with 60'taper; • Control: side-street-stop-control. <p>Timing: Prior to issuance of the first Regency Phase 2 building permit (546th overall Regency Phase 1/2 building permit excluding the 45 model home building permits).</p>	B	CD (E), PW, FD	This condition will be satisfied prior to issuance of the 546 th building permit in the Phase 2 portion of the Toll Brothers at Folsom Ranch Regency project. The Phase 1 portion of the Regency project consists of 593 dwelling units, The VTSM for the Phase 2 portion of the Regency project has been approved by the City Council.	This condition will be satisfied prior to issuance of the 546 th building permit in Phase 2

CONDITIONS OF APPROVAL FOR THE TOLL BROTHERS AT FOLSOM RANCH PROJECT (PN 19-091) WEST OF EAST BIDWELL ROAD, NORTH OF WHITE ROCK ROAD, EAST OF OAK AVENUE PARKWAY, AND SOUTH OF MANGINI PARKWAY GPA, SPA, DA AMENDMENTS, SLVTSM, PD PERMIT, AND INCLUSIONARY HOUSING PLAN						
#	Mitigation Measures	Condition of Approval	When Required	Responsible Department	Comments	Condition Satisfied?
35.		<p><i>Mangini Parkway/Driveway 4</i></p> <p>Construct driveway as shown in (Figure 48 of the November 20, 2019 Transportation Impact Study):</p> <ul style="list-style-type: none"> • Northbound: one shared lane; • Westbound: one through lane and one left turn lane in a 60' pocket with 60'taper; • Eastbound: one through lane and one right turn lane in a 150' pocket with 60'taper; • Control: side-street-stop-control. <p>Timing: Prior to issuance of first Regency Phase 1 building permit.</p>	B	CD (E), PW, FD	The Community Development Department has reviewed and approved the public and private improvement plans for the subdivision and verified that these improvements are consistent with the approved Transportation Impact Study. These required improvements are included in the approved plans for this intersection and are currently under construction.	Condition will be satisfied prior to issuance of the first building permit.
36.		<p><i>Mangini Parkway/Driveway 5 (Stage 1)</i></p> <p>Construct driveway as shown in (Figure 49 of the November 20, 2019 Transportation Impact Study):</p> <ul style="list-style-type: none"> • Northbound: one shared lane; • Westbound: one shared through-left turn lane; • Eastbound: one shared through-right turn lane; • Control: side-street-stop-control. <p>Timing: Prior to issuance of 306th Regency Phase 1 building permit (excludes 45 model home unit building permits).</p>	B	CD (E), PW, FD	This condition will be satisfied prior to issuance of the 306 th production building permit in the Toll Brothers at Folsom Ranch Regency project. The Phase 1 portion of the Regency project consists of 593 dwelling units.	This condition will be satisfied prior to issuance of the 306 th building permit in Phase 1

CONDITIONS OF APPROVAL FOR THE TOLL BROTHERS AT FOLSOM RANCH PROJECT (PN 19-091) WEST OF EAST BIDWELL ROAD, NORTH OF WHITE ROCK ROAD, EAST OF OAK AVENUE PARKWAY, AND SOUTH OF MANGINI PARKWAY GPA, SPA, DA AMENDMENTS, SLVTSM, PD PERMIT, AND INCLUSIONARY HOUSING PLAN						
#	Mitigation Measures	Condition of Approval	When Required	Responsible Department	Comments	Condition Satisfied?
37.		<p><i>Mangini Parkway/Driveway 5 Right-of-Way</i></p> <p>Applicant shall dedicate right-of-way to City of Folsom for future construction of the ultimate Mangini Parkway/Driveway 5 intersection (Figure 50 of the November 20, 2019 Transportation Impact Study):</p> <ul style="list-style-type: none"> • Northbound: one shared lane; • Southbound: one right turn lane in a 150' pocket plus 60' taper and one shared through-left lane; • Westbound: one through-right lane and one left turn lane in a 60' pocket with 60'taper; • Eastbound: one through-right lane and one left turn lane in a 60' pocket with 60'taper; • Control: side-street-stop-control. <p>Timing: Prior to issuance of 306th Regency Phase 1 building permit (excludes 45 model home unit building permits).</p>	B	CD (E), PW, FD	This condition will be satisfied prior to issuance of the 306 th building permit in the Toll Brothers at Folsom Ranch Regency project. The Phase 1 portion of the Regency project consists of 593 dwelling units.	This condition will be satisfied prior to issuance of the 306 th building permit in Phase 1
38.		<p><i>East Bidwell Street/Regency Parkway (Driveway 6) Stage 1</i></p> <p>Construct driveway as follows:</p> <ul style="list-style-type: none"> • Northbound: one through lane and one left turn lane in a 150' pocket with 60' taper; • Southbound: one through lane and one right turn lane in a 150' pocket with 60'taper; • Eastbound: one shared lane; • Westbound departure: two lanes separated by a median for two access gates shall be subject to City Engineers prior approval. • Control: side-street-stop-control. <p>Timing: Prior to issuance of first Regency Phase 1 building permit.</p>	B	CD (E), PW, FD	The Community Development Department has reviewed and approved the public and private improvement plans for the subdivision and verified that these improvements are consistent with the approved Transportation Impact Study. These required improvements are included in the approved plans for this intersection and are currently under construction.	Condition will be satisfied prior to issuance of the first building permit in Phase 1.

CONDITIONS OF APPROVAL FOR THE TOLL BROTHERS AT FOLSOM RANCH PROJECT (PN 19-091) WEST OF EAST BIDWELL ROAD, NORTH OF WHITE ROCK ROAD, EAST OF OAK AVENUE PARKWAY, AND SOUTH OF MANGINI PARKWAY GPA, SPA, DA AMENDMENTS, SLVTSM, PD PERMIT, AND INCLUSIONARY HOUSING PLAN						
#	Mitigation Measures	Condition of Approval	When Required	Responsible Department	Comments	Condition Satisfied?
39.		<p><i>East Bidwell Street/Regency Parkway (Driveway 6)</i></p> <p>Modify driveway as shown in (Figure 51 of the November 20, 2019, Transportation Impact Study), unless intersection has been signalized:</p> <ul style="list-style-type: none"> • Northbound: one through lane and one left turn lane in a 150' pocket with 60' taper; • Southbound: one through lane and one right turn lane in a 150' pocket with 60' taper; • Eastbound: one shared lane, plus a 300' northbound acceleration lane on East Bidwell Street to receive left-turns from Regency Parkway (a second NB lane on East Bidwell Street starting from Regency Parkway is equivalent to the 300' acceleration lane); • Westbound departure: two lanes separated by a median for two access gates shall be subject to City Engineers prior approval. • Control: side-street-stop-control. <p>Timing: Prior to issuance of the first Regency Phase 2 building permit (546th overall Regency Phase 1/2 building permit excluding the 45 model home building permits).</p>	B	CD (E), PW, FD	This condition will be satisfied prior to issuance of the 546 th building permit in the Phase 2 portion of the Toll Brothers at Folsom Ranch Regency project. The Phase 1 portion of the Regency project consists of 593 dwelling units. The VTSM for the Phase 2 portion of the Regency project has been approved by the City Council.	This condition will be satisfied prior to issuance of the 546 th building permit in Phase 2

CONDITIONS OF APPROVAL FOR THE TOLL BROTHERS AT FOLSOM RANCH PROJECT (PN 19-091) WEST OF EAST BIDWELL ROAD, NORTH OF WHITE ROCK ROAD, EAST OF OAK AVENUE PARKWAY, AND SOUTH OF MANGINI PARKWAY GPA, SPA, DA AMENDMENTS, SLVTSM, PD PERMIT, AND INCLUSIONARY HOUSING PLAN						
#	Mitigation Measures	Condition of Approval	When Required	Responsible Department	Comments	Condition Satisfied?
40.		<p><i>Mangini Parkway/Regency Parkway (Driveway 6) Right-of-Way</i></p> <p>The owner/applicant shall dedicate right-of-way to City of Folsom for future construction of the ultimate Mangini Parkway/Driveway 6 intersection (Figure 52 of the November 20, 2019, Transportation Impact Study):</p> <ul style="list-style-type: none"> • Northbound: one left turn lane in a 150' pocket with 60' taper, two through lanes, and a right turn lane in a 150' pocket with 60' taper; • Southbound: one right turn lane in a 150' pocket with 60' taper, two through lanes, and two left turn lanes in a 250' pocket with 120' taper. (Note that the FPASP assumed a single southbound left turn lane.); • Westbound: one shared left-through-right lane, and one right turn lane; • Westbound departure: two lanes separated by a median for two access gates shall be subject to City Engineers approval. • Eastbound: one shared lane <p>Timing: Prior to issuance of first Regency Phase 1 building permit</p>	B	CD (E), PW, FD	The final map for the subdivision includes the required right-of-way for the Mangini Parkway/Regency Parkway intersection. The right-of-way dedication is shown on the final map.	Yes

CONDITIONS OF APPROVAL FOR THE TOLL BROTHERS AT FOLSOM RANCH PROJECT (PN 19-091) WEST OF EAST BIDWELL ROAD, NORTH OF WHITE ROCK ROAD, EAST OF OAK AVENUE PARKWAY, AND SOUTH OF MANGINI PARKWAY GPA, SPA, DA AMENDMENTS, SLVTSM, PD PERMIT, AND INCLUSIONARY HOUSING PLAN						
#	Mitigation Measures	Condition of Approval	When Required	Responsible Department	Comments	Condition Satisfied?
41.		<p>Phase 1 Internal Stop Control</p> <p>Stop Control shall be installed at the following five locations within the Regency Phase 1 portion of the Toll Brothers at Folsom Ranch project:</p> <ul style="list-style-type: none"> • Regency Parkway/Street A (two-way-stop-control). Stop on A, no control on Regency. • Regency Parkway/Street D (two-way-stop-control). Stop on D, no control on Regency. • Regency Parkway/Street E (all-way-stop-control). • Regency Parkway/Street F (two-way-stop-control). Stop on F, no control on Regency. • Street D/Street S (all-way-stop-control). <p>Roundabouts may replace stop control at internal intersections with authorization from the City Engineer. Location of Stop Control is shown in Figure 24, page 73 of the November 20, 2019, Transportation Impact Study.</p> <p>Timing: prior to issuance of the first Regency Phase 1 building permit.</p>	B	CD (E), PW, FD	The required stop control for the various street intersections are shown on the approved plans for the subdivision. The Community Development Department will verify compliance with this condition prior to building permit issuance.	Condition will be satisfied prior to issuance of a building permit.

CONDITIONS OF APPROVAL FOR THE TOLL BROTHERS AT FOLSOM RANCH PROJECT (PN 19-091) WEST OF EAST BIDWELL ROAD, NORTH OF WHITE ROCK ROAD, EAST OF OAK AVENUE PARKWAY, AND SOUTH OF MANGINI PARKWAY GPA, SPA, DA AMENDMENTS, SLVTSM, PD PERMIT, AND INCLUSIONARY HOUSING PLAN						
#	Mitigation Measures	Condition of Approval	When Required	Responsible Department	Comments	Condition Satisfied?
42.		<p>Phase 1 Internal Stop Control (Regency Phase 1)</p> <p>Stop Control shall be installed at the following locations within the Regency Phase 1 portion of the Toll Brothers at Folsom Ranch project:</p> <ul style="list-style-type: none"> • Regency Parkway/Street G (two-way-stop-control). Stop on G, no control on Regency. • Regency Parkway/Street H (two-way-stop-control). Stop on H, no control on Regency. <p>Roundabouts may replace stop control at internal intersections with authorization from the City Engineer. Location of Stop Control is shown in Figure 24, Page 73 of the November 20, 2019, Transportation Impact Study.</p> <p>Timing: prior to issuance of the 306th Regency Phase 1 building permit (excludes 45 model home unit building permits).</p>	B	CD (E), PW, FD	The required stop control for the various street intersections is shown on the approved plans for the subdivision. The Community Development Department will verify compliance with this condition prior to issuance of the 306 th building permit in Phase 1.	Condition will be satisfied prior to issuance of the 306 th building permit in Phase 1.
43.		<p>Phase 2 Internal Stop Control (Traditional Subdivision)</p> <p>Stop Control shall be installed at the following locations:</p> <ul style="list-style-type: none"> • Street TA/Street TC (two-way-stop-control). Stop on TC, no control on TA. • Street TA/Street TG (two-way-stop-control). Stop on TG, no control on TA. • Street TB/Street TC (two-way-stop-control). Stop on TC, no control on TB. <p>Roundabouts may replace stop control at internal intersections with authorization from the City Engineer. Location of Stop Control is shown in preceding Figure 25, page 74.</p> <p>Timing: prior to issuance of the first Traditional Subdivision building permit.</p>	B	CD (E), PW, FD	The required stop control for the various street intersections will be shown on the approved plans for the future Phase 3 subdivision (Traditional Subdivision). The Community Development Department will verify compliance with this condition prior to building permit issuance in Phase 3.	Condition will be satisfied prior to issuance of the first building permit in Phase 3.

CONDITIONS OF APPROVAL FOR THE TOLL BROTHERS AT FOLSOM RANCH PROJECT (PN 19-091) WEST OF EAST BIDWELL ROAD, NORTH OF WHITE ROCK ROAD, EAST OF OAK AVENUE PARKWAY, AND SOUTH OF MANGINI PARKWAY GPA, SPA, DA AMENDMENTS, SLVTSM, PD PERMIT, AND INCLUSIONARY HOUSING PLAN						
#	Mitigation Measures	Condition of Approval	When Required	Responsible Department	Comments	Condition Satisfied?
44.		<p><i>Regency Phase 2 Internal Stop Control</i></p> <p>Stop Control shall be installed at any internal Regency Phase 2 intersections with four (or more) legs as directed by the City Engineer. Roundabouts may replace stop control at internal intersections with authorization from the City Engineer.</p> <p>Timing: Prior to issuance of the first Regency Phase 2 building permit (546th overall Regency Phase 1/2 building permit excluding the 45 model home building permits).</p>	B	CD (E), PW, FD	The required stop control for the various street intersections will be shown on the approved plans for the future Phase 2 subdivision. The Community Development Department will verify compliance with this condition prior to building permit issuance in Phase 2.	Condition will be satisfied prior to issuance of the 546 th building permit in Phase 2.

CONDITIONS OF APPROVAL FOR THE TOLL BROTHERS AT FOLSOM RANCH PROJECT (PN 19-091) WEST OF EAST BIDWELL ROAD, NORTH OF WHITE ROCK ROAD, EAST OF OAK AVENUE PARKWAY, AND SOUTH OF MANGINI PARKWAY GPA, SPA, DA AMENDMENTS, SLVTSM, PD PERMIT, AND INCLUSIONARY HOUSING PLAN						
#	Mitigation Measures	Condition of Approval	When Required	Responsible Department	Comments	Condition Satisfied?
45.		<p><i>Oak Ave Parkway/White Rock Rd</i></p> <p>Implement either (A) or (B) below:</p> <p>(A) The Capital Southeast Connector Joint Powers Authority (JPA) has programmed to realign this portion of White Rock Road and building a partial signal to accommodate anticipated U-Turns. Expand or construct a signalized intersection as follows:</p> <ul style="list-style-type: none"> • SB: A single shared lane for left and right turns. • EB: A through lane and a left/U-turn in 300' pocket plus taper. • WB: A through lane and a right-turn in 300' pocket plus taper. • Signalize with protected phasing for left turns and U-turns. • Geometric design shall be consistent with Capital Southeast Connector Joint Powers Authority adopted standards. <p><i>OR</i></p> <p>(B) Channelize the intersection on the existing White Rock Road alignment to restrict turning movements to westbound right turns and southbound right turns. The westbound right turn requires a 365' deceleration lane, and the southbound right turn requires a 960' acceleration lane (Figure 53 of the November 20, 2019, Transportation Impact Study).</p> <p>Timing: Prior to opening the segment of Oak Avenue Parkway between Driveway 1 and White Rock Road, or prior to issuance of the 138th Traditional Subdivision building permit, whichever occurs first.</p>	B	CD (E), PW, FD	This condition will be satisfied with the development of the Phase 3 portion (Traditional Subdivision) of the Toll Brothers at Folsom Ranch project.	Condition will be satisfied prior to issuance of the 138 th building permit in Phase 3.

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#	Mitigation Measures	Condition of Approval	When Required	Responsible Department	Comments	Condition Satisfied?
46.		<p><i>East Bidwell St./White Rock Road</i></p> <p>Signalize the existing White Rock Rd/East Bidwell Street intersection implementing either (A) or (B) below:</p> <p>(A) The Capital Southeast Connector Joint Powers Authority (JPA) project has programmed to relocate and signalize the East Bidwell Street/White Rock Road intersection as shown in the October 2017 geometric conceptual drawing , or equivalent improvements (i.e., three southbound approach lanes, four eastbound approach lanes, and three westbound approach lanes). Figure 54 of the November 20, 2019, Transportation Impact Study provides a conceptual intersection layout for this mitigation. Under option A, fair share is defined as the Toll Brothers at Folsom Ranch Project’s responsibility to the Sacramento County Transportation Development Fee. The Applicant is required to pay the Sacramento County Transportation Development Fee. Option A can be considered to be implemented once the JPA has let contracts for construction of the new intersection. This will ensure that the mitigation is constructed before project traffic adds 5 or more seconds of delay to the intersection.</p> <p><i>OR</i></p> <p>(B) Signalize the existing East Bidwell Street/White Rock Road intersection with the existing geometry. Figure 55 of the November 20, 2019, Transportation Impact Study provides a conceptual intersection layout for this mitigation.</p> <p>Timing: Prior to issuance of the first Regency Phase 1 building permit.</p>	B	CD (E), PW, FD	The Capital Southeast Connector -JPA has executed a construction contract with Goodfellow Brothers, Inc. to construct the Capital Southeast Connector from Prairie City Road to East Bidwell Street. The construction contract was executed in December of 2020. Grading and construction commenced in April 2021. The project will include the relocation and signalization of the existing White Rock Road/East Bidwell Street intersection. The project is expected to be complete in the Spring of 2022. The owner/applicant will pay the Sacramento County Transportation Development Fee prior to issuance of all building permits in the subdivision.	Condition will be satisfied prior to issuance of a building permit.

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47.		<p>East Bidwell St/Mangini Pkwy</p> <p>Signalize the intersection with the following geometry (Figure 56 of the November 20, 2019, Transportation Impact Study):</p> <ul style="list-style-type: none"> • NB: One left-turn lane in a 200' pocket with 60' taper, one through lane, and one right-turn lane in a 150' pocket with a 60' taper; • SB: One left-turn lane in a 200' pocket with 60' taper, one through lane, and one right-turn lane in a 150' pocket with 60' taper; • EB and WB: One left-turn lane in a 200' pocket with 60' taper, one through lane, and one right-turn lane in a 200' pocket with 60' taper. <p>Timing: prior to issuance of first Regency Phase 1 building permit.</p>	B	CD (E), PW, FD	The Community Development Department has reviewed and approved the improvement plans for the construction of these required improvements including the plans for the modification to the existing traffic signal. These improvements are currently under construction.	Condition will be satisfied prior to issuance of a building permit in the subdivision.
48.		<p>East Bidwell St/Mangini Pkwy</p> <p>Expand the intersection and update signal configuration as follows (Figure 57 of the November 20, 2019 Transportation Impact Study):</p> <ul style="list-style-type: none"> • NB: One left-turn lane in a 200' pocket with 60' taper, two through lanes, and one right-turn lane in a 150' pocket with a 60' taper (the second through lane should be developed 300' south of the intersection); • SB: One left-turn lane in a 200' pocket with 60' taper, one through lane, and one right-turn lane in a 150' pocket with 60' taper; • EB and WB: One left-turn lane in a 200' pocket with 60' taper, one through lane, and one right-turn lane in a 200' pocket with 60' taper. <p>Timing: Prior to issuance of the first Regency Phase 2 building permit (546th overall Regency Phase 1/2 building permit excluding the 45 model home building permits).</p>	B	CD (E), PW, FD	This condition of approval will be satisfied during the development of the future Phase 2 portion (Regency Phase 2) of the Toll Brothers at Folsom Ranch project. The vesting tentative subdivision map for the Phase 2 (Regency) portion of the project has been approved by the City Council.	Condition will be satisfied prior to issuance of the 546 th building permit in the Regency project.

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49.		<p><i>East Bidwell St/Alder Creek Parkway</i></p> <p>Reconstruct and signalize the East Bidwell St/Alder Creek Parkway intersection as shown in Figure 58 of the November 20, 2019, Transportation Impact Study:</p> <ul style="list-style-type: none"> • NB Approach: One U-turn lane in a 150' pocket with a 60' taper, one through lane, and one right turn lane in a 150' pocket plus 60' taper. • SB Approach: One left turn lane in a 200' pocket plus 60' taper, and one through lane. • WB Approach: One right turn lane, plus one left-turn lane in a 200' pocket plus 60' taper. <p>Timing: Prior to issuance of the first Regency Phase 1 building permit.</p>	B	CD (E), PW, FD	The Community Development Department has approved the plans for the reconstruction and signalization of the East Bidwell Street/Alder Creek Parkway intersection in accordance with this condition.	Condition will be satisfied prior to issuance of a building permit in the subdivision.
50.		<p><i>East Bidwell St/Alder Creek Parkway</i></p> <p>Reconstruct and modify signal at the East Bidwell St/Alder Creek Parkway intersection as shown in Figure 59 of the November 20, 2019, Transportation Impact Study:</p> <ul style="list-style-type: none"> • NB Approach: One U-turn lane in a 150' pocket with a 60' taper, two through lanes, and one right turn lane in a 150' pocket plus 60' taper. • SB Approach: One left turn lane in a 240' pocket plus 60' taper, and two through lanes. The second SB through lane can be dropped south of Old Ranch Way, the estimated taper for merging the two southbound lanes into one should be 660 feet long based on a 55 mph design speed and 12-foot lane width. • WB Approach: One right turn lane, plus one left-turn lane in a 200' pocket plus 60' taper. <p>Timing: Prior to issuance of the first Regency Phase 2 building permit (546th overall Regency Phase 1/2 building permit excluding the 45 model home building permits).</p>	B	CD (E), PW, FD	The owner/applicant will be required to submit grading and improvement plans to the Community Development Department for review and approval to construct these required improvements. The required improvements will have to be constructed and accepted by the City prior to issuance of the 546 th building permit in the Regency Phase 2 portion of the project.	Condition will be satisfied prior to issuance of the 546 th building permit in Phase 2 of the Regency project.

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51.		<p><i>East Bidwell St/Savannah Parkway</i></p> <p>Reconstruct the East Bidwell St/Savannah Pkwy intersection with the following geometry (Figure 60 of the November 20, 2019, Transportation Impact Study):</p> <ul style="list-style-type: none"> • NB Approach: One shared through-right lane with a 150' taper; • SB Approach: One left turn lane in a 150' pocket plus 60' taper, and one through lane; • WB Approach: One left turn lane in a 60' pocket plus 60' taper, and one through lane; • SB departure: Construct a southbound receiving and acceleration lane for westbound left turn traffic. The acceleration lane shall be in a 300' pocket plus an appropriate taper. <p>Timing: Prior to issuance of the first Regency Phase 1 building permit.</p>	B	CD (E), PW, FD	The required improvements in this condition have been completed and accepted by the City. These improvements were constructed as part of the off-site improvements for the Mangini Ranch Phase 2, Village No. 7 subdivision.	Yes
52.		<p><i>East Bidwell St/Savannah Parkway</i></p> <p>Reconstruct the East Bidwell St/Savannah Pkwy intersection with the following geometry (Figure 61 of the November 20, 2019, Transportation Impact Study):</p> <ul style="list-style-type: none"> • NB Approach: One through lane and one shared through-right lane with a 150' taper; • SB Approach: One left turn lane in a 150' pocket plus 60' taper, and one through lane; • WB Approach: One left turn lane in a 60' pocket plus 60' taper, and one through lane; • SB departure: Construct a southbound receiving and acceleration lane for westbound left turn traffic. The acceleration lane shall be in a 300' pocket plus an appropriate taper. <p>Timing: Prior to issuance of the first Regency Phase 2 building permit (546th overall Regency Phase 1/2 building permit excluding the 45 model home building permits).</p>	B	CD (E), PW, FD	The owner/applicant will be required to submit grading and improvement plans to the Community Development Department for review and approval to construct these required improvements. The required improvements will have to be constructed and accepted by the City prior to issuance of the 546 th building permit in the Regency Phase 2 portion of the project.	Condition will be satisfied prior to issuance of the 546 th building permit in Phase 2 of the Regency project.

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53.		<p>Utility Infrastructure</p> <ul style="list-style-type: none"> Utilities shall be constructed concurrent with the roadway phasing, as deemed appropriate and necessary to support the particular phase by the City Engineer. A particular development phase may be developed into sub-phases in which the roadway and utility phasing may change. If sub-phasing is proposed, the City Engineer shall determine what roadway and utility improvements are appropriate and necessary to serve the sub-phase. 	G, I, M	CD (E), PW, FD	The Community Development Department has reviewed and approved the phasing plan for Phase 1 of the Toll Brothers at Folsom Ranch Regency project. The City Engineer has approved the phasing plan to verify that the proposed roadway and infrastructure is appropriate for each phase.	Yes
54.		<p>Off-site improvements / Rights of Entry</p> <p>For any improvements constructed on private property that are not under the ownership or control of the owner/applicant, all rights-of-entry, and if necessary, a permanent easement shall be obtained and provided to the City. All rights of entry, construction easements, either permanent or temporary and other easements shall be obtained as set forth in Amendments No. 1 and 2 to ARDA, which shall be fully executed by all affected parties and shall be recorded with the Sacramento County Recorder, where applicable, prior to approval of grading and/or improvement plans.</p>	G, I	CD (E)	The owner/applicant has provided copies of fully executed rights-of-entry from privately owned parcels that adjoin the Toll Brothers at Folsom Ranch project. The fully executed rights-of-entry are on file with the Community Development Department.	Yes
55.		<p>Mine Shaft Remediation</p> <p>The owner/applicant shall locate and remediate all antiquated mine shafts, drifts, open cuts, tunnels, and water conveyance or impoundment structures existing on the project site, with specific recommendations for the sealing, filling, or removal of each that meet all applicable health, safety and engineering standards. Recommendations shall be prepared by an appropriately licensed engineer or geologist. All remedial plans shall be reviewed and approved by the City prior to approval of grading plans.</p>	G	CD (E)	During the course of grading and construction for the subdivision no mine shafts or tunnels were located or discovered.	Yes

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56.		<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. • A phone number and City contact for inquiries about the schedule of the construction throughout the construction period. This information will be posted in a local newspaper, via the City's web site, or at City Hall and will be updated on a monthly basis. 	G	CD (E)	The Community Development Department has reviewed and approved and will review and approve all proposed traffic control plans necessary to construct the required subdivision improvements. Grading and construction of the subdivision improvements commenced in August of 2020 and will continue through to the second quarter of 2022.	Yes
57.		<p>State and Federal Permits The owner/applicant shall obtain all required State and Federal permits and provide evidence that said permits have been obtained, or that the permit is not required, subject to staff review prior to approval of any grading or improvement plan.</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 Department.	Yes
58.		<p>Water Quality Certification A water quality certification pursuant to Section 401 of the Clean Water Act is required before issuance of the record of decision and before issuance of the Section 404 permit. Before construction in any areas containing wetland features, the owner/applicant shall obtain water quality certification for the project. Any measures required as part of the issuance of water quality certification shall be implemented pursuant to the permit conditions.</p>	G	CD (E)	The owner/applicant has obtained all required State and Federal permits including Section 401 water quality certification and copies are available from the Community Development Department.	Yes

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59.		<i>Landslide /Slope Failure</i> The owner/applicant shall retain an appropriately licensed engineer during the grading activities to identify existing landslides and potential slope failure hazards. The said engineer shall be notified a minimum of two days prior to any site clearing or grading to facilitate meetings with the grading contractor in the field.	G	CD (E) PW	The owner/applicant retained a geotechnical engineer and implemented recommendations for this mitigation measure. A geotechnical report outlining these recommendations is available from Community Development Department.	Yes
IMPROVEMENT PLAN REQUIREMENTS						
60.		<i>Improvement Plans</i> 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
61.		<i>Standard Construction Specifications and Details</i> 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><i>Standard Construction Specifications and Details</i></u> and the <u><i>Design and Procedures Manual and Improvement Standards</i></u> .	I	CD (P)(E)	The owner/applicant submitted improvement plans in accordance with the City's Standard Specifications.	Yes

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62.		<p><i>Water and Sewer Infrastructure</i> All City-owned water and sewer infrastructure shall be placed within the street right of way. In the event that a City-maintained public water or sewer main needs to be placed in an area other than the public right of way, such as through an open space corridor, landscaped area, etc., the following criteria must be met;</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. However, no access road is required within the two pedestrian paseos (Lot BI and BJ) as shown on the Small-Lot Vesting Tentative Subdivision Map) • In no case shall a City-maintained public water or public sewer line be placed on private residential property. • The domestic water and irrigation system owned and maintained by the City shall be separately metered per City of Folsom <i>Standard Construction Specifications and Details</i>. 	I	CD (E)	The owner/applicant has installed all sewer and water infrastructure within the street right of way. The outfall sewer line has been installed within easements or planned right of way within future streets.	Yes

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63.		<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 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. 	I	CD (P)	The owner/applicant submitted a Lighting Plan for all roadways and this subdivision in accordance with the Design Guidelines and City Standards for Street Lighting. A copy of the lighting plans are available from the Community Development Department.	Yes
64.		<p>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 all final maps.</p>	M	CD (P)(E)	The owner/applicant has coordinated with all various utility agencies. All required utility easements are shown on the final map for this subdivision.	Yes

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65.		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 East Bidwell Street to the satisfaction of the Community Development Department. There is a general note on the approved improvements plans requiring compliance with this condition.	Yes
66.		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
67.		Water Meter Fixed Network System The owner owner/applicant shall pay for, furnish and install all infrastructure associated with the water meter fixed network system for any City-owned and maintained water meter within the project.	I	CD (E), EWR	The Owner/applicant has completed the infrastructure allowing for the water meter fixed network system. Meters will be furnished and installed during home construction for each individual metered connection.	Yes
68.		Vertical Curb All curbs located adjacent to landscaping, whether natural or manicured, and where parking is allowed shall be vertical.	I	CD (P)(B)	The approved improvement plans for this subdivision include vertical concrete curb in compliance with this condition.	Yes

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69.		<i>Class II Bike Lanes</i> All Class II bike lanes shall be striped, and the legends painted to the satisfaction of the Community Development Department. No parking shall be permitted within the Class II bike lanes.	I	CD (E)(P)	All Class II bike lanes have been constructed in accordance with the Specific Plan, Design Guidelines and City standards.	Yes

70.	✓	<p>Noise Barriers Based on the Environmental Noise Assessment (the “2019 Noise Assessment”) prepared by Bollard Acoustical Consultants on November 24, 2019, the following measures shall be implemented to the satisfaction of the Community Development Department:</p> <ul style="list-style-type: none"> • 6-foot-tall solid noise barriers, relative to backyard elevations, shall be constructed along all residential property boundaries adjacent to East Bidwell Street, Mangini Parkway, and Oak Avenue Parkway prior to occupancy of any residences adjacent to the aforementioned streets. • For the proposed Traditional Subdivision portion of the project located at the northeast corner of White Rock Road and Oak Avenue Parkway, a 7-foot-tall solid noise barrier, relative to backyard elevations, shall be constructed along all property boundaries adjacent to White Rock Road prior to occupancy of any residences adjacent to White Rock Road. • For the proposed Regency Phase 1 and Phase 2 portions of the project (which are located at the northwest corner of the intersection of White Rock Road and East Bidwell Street and north of White Rock Road in the central portion of the Toll Brothers at Folsom Ranch project site), an 8-foot-tall solid noise barrier, relative to backyard elevations, shall be constructed along all residential property boundaries adjacent to White Rock Road. • Suitable materials for the traffic noise barriers include masonry and precast concrete panels. The overall barrier height may be achieved by utilizing a barrier and earthen berm combination. Other materials may be acceptable but shall be reviewed by an acoustical consultant and approved by the Community Development Department prior to use. • Mechanical ventilation (air conditioning) shall be provided for all residences in this development to allow the occupants to close doors and windows as desired to achieve compliance with the applicable interior noise level criteria. • For the first row of homes located within the Traditional Subdivision portion of the project located along White Rock Road, the west-, south-, and east-facing second-floor building facades shall maintain minimum window assembly STC ratings of 34. 	I, O	CD (E)(P)	<p>The approved landscape plans for East Bidwell Street, Mangini Parkway and White Rock Road include the required sound walls with the required heights along all of these public streets in accordance with the recommendations of the noted acoustical study.</p> <p>The Community Development Department will review and approve all site plans for each and every lot in the subdivision to verify compliance with this condition.</p>	<p>Yes</p> <p>Condition will be satisfied prior to issuance of a building permit the various phase of development.</p>
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#	Mitigation Measures	Condition of Approval	When Required	Responsible Department	Comments	Condition Satisfied?
71.		<p>Master Plan Updates</p> <p>The City has approved the Folsom Plan Area Storm Drainage Master Plan, Wastewater Master Plan, and Water Master Plan. The owner/applicant shall submit complete updates to the approved master plans, if applicable, for the proposed changes to the master plans as a result of the proposed project. The updates to the master plans for the proposed project shall be reviewed and approved by the City prior to approval of grading and/or improvement plans.</p> <p>The plans shall be accompanied by engineering studies supporting the sizing, location, and timing of the proposed facilities. Improvements shall be constructed in phases as the project develops in accordance with the approved master plans, including any necessary off-site improvements to support development of a particular phase or phases, subject to prior approval by the City. Off-site improvements may include roadways to provide secondary access, water transmission lines or distribution facilities to provide a looped water system, sewer trunk mains and lift stations, water quality facilities, non-potable water pipelines and infrastructure, and drainage facilities including on or off-site detention. No changes in infrastructure from that shown on the approved master plan shall be permitted unless and until the applicable master plan has been revised and approved by the City. Final lot configurations may need to be modified to accommodate the improvements identified in these studies to the satisfaction of the City.</p> <p>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

CONDITIONS OF APPROVAL FOR THE TOLL BROTHERS AT FOLSOM RANCH PROJECT (PN 19-091) WEST OF EAST BIDWELL ROAD, NORTH OF WHITE ROCK ROAD, EAST OF OAK AVENUE PARKWAY, AND SOUTH OF MANGINI PARKWAY GPA, SPA, DA AMENDMENTS, SLVTSM, PD PERMIT, AND INCLUSIONARY HOUSING PLAN						
#	Mitigation Measures	Condition of Approval	When Required	Responsible Department	Comments	Condition Satisfied?
72.		<p>Best Management Practices</p> <p>The storm drain improvement plans shall provide for “Best Management Practices” that meet the requirements of the water quality standards of the City’s National Pollutant Discharge Elimination System Permit issued by the State Regional Water Quality Control Board.</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> <p>Each proposed project development shall result in no net change to peak flows into Alder Creek and associated tributaries, or to Buffalo Creek, Carson Creek, and Coyote Creek. The owner/applicant shall establish a baseline of conditions for drainage on-site. The baseline-flow conditions shall be established for 2-, 5-, and 100-year storm events. These baseline conditions shall be used to develop monitoring standards for the stormwater system on the Specific Plan Area. The baseline conditions, monitoring standards, and a monitoring program shall be submitted to USACE and the City for their approval. Water quality and detention basins shall be designed and constructed to ensure that the performance standards, which are described in Chapter 3A.9, “Hydrology and Water Quality,” are met and shall be designed as off-stream detention basins.</p> <p>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>	G, I	CD (E)	The Owner/applicant has received a NPDES permit from the State Regional Water Quality Control Board (SRWQCB). The NPDES Permit requires the implementation of BMP’s, monitoring and reporting for stormwater runoff. The NPDES Permit includes a Storm Water Pollution Prevention Plan (SWPPP), which outlines monitoring standards, frequency and baseline modeling. The Owner/applicant has submitted monthly reports to the City and SRWQCB.	Yes

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#	Mitigation Measures	Condition of Approval	When Required	Responsible Department	Comments	Condition Satisfied?
73.		<i>Litter Control</i> During Construction, the owner/applicant shall be responsible for litter control and sweeping of all paved surfaces in accordance with City standards. All on-site storm drains shall be cleaned immediately before the commencement of the rainy season (October 15).	OG	CD (E)	The owner/applicant has complied with this provision and completed periodic on-site cleaning and sweeping of the project site.	Yes
FIRE DEPT REQUIREMENTS						
74.		<i>Prepare fuel modification plan (FMP).</i> The owner/applicant shall submit a Fuel Modification Plan consistent with the FPA Open Space Management Plan to the City for review and approval by the City. Final approval of the plan shall occur prior to the issuance of a building permit for any new construction. A Fuel Modification Plan shall consist of a set of scaled plans showing fuel modification zones indicated with applicable assessment notes, a detailed landscape plan and an irrigation plan. A fuel modification plan submitted for approval shall be prepared by one of the following: a California state licensed landscape architect, or state licensed landscape contractor, or a landscape designed, or an individual with expertise acceptable to the Fire Code Official. Notification of fuel modification requirements are to be made upon sale to new property owners. Proposed changes to the approved Fuel Modification Plan shall be submitted to the City for approval prior to implementation. The owner/applicant shall dedicate a 30-foot-wide fuel modification easement(s) for all residential properties located adjacent to open space areas within the development. The owner/applicant shall dedicate easements, if applicable, for the required fuel modification buffer. The fuel modification easement(s) shall be shown on the Final Map. The owner/applicant shall be responsible for the maintenance of the fuel modification areas until such time that the City takes ownership of the open space areas that are to be deeded to the City within the project site.	M, B	CD (P), FD	The Community Development Department, the Fire Department and the Parks & Recreation Department have reviewed and approved the Fuel Modification Plan (FMP) for the subdivision. The fuel modification easement, where applicable, is shown on the final map for this subdivision.	Yes

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75.		<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 to April 30). The building shall have illuminated addresses visible from the street or drive fronting the property. Size and location of address identification shall be reviewed and approved by the Fire Department.</p> <ul style="list-style-type: none"> Residential Fire-Flow with Automatic Fire Sprinkler System: The required fire-flow for the proposed residential portion of the project is determined to be 875 GPM for one hour. 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 The first Fire Station planned for the Folsom Plan Area may be required to be completed and operational at the time that the threshold of 1,500 occupied homes within the Folsom Plan Area is met. 	G, I, M, B	CD (P), FD	The owner/applicant has designed and received approval for all weather access improvements and fire hydrants for this subdivision. Permits for vertical construction will not be issued prior to these improvements being completed. As of May 1, 2022, the City has issued approximately 1300 Certificates of Occupancy in the Folsom Plan Area.	Yes

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#	Mitigation Measure	Condition of Approval	When Required	Responsible Department	Comments	Condition Satisfied?
LANDSCAPE/TREE PRESERVATION REQUIREMENTS						

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76.		<p>The owner/applicant shall obtain a tree removal permit, mitigate for removal of protected and heritage trees in accordance with Chapter 12.16 of the City of Folsom Municipal Code for Tree Preservation, and minimize indirect impacts to trees to be preserved. This shall include the following:</p> <ul style="list-style-type: none"> • A Tree Permit Application containing an application form, justification statement, site map, preservation program, and arborist's report shall be submitted to the City of Folsom by the owner/applicant for issuance of a Tree Permit prior to commencement of any grading or site improvement activities. • A Mitigation Plan shall be prepared by the owner/applicant to mitigate for the removal of the protected Canopy Oak Trees and Isolated Oak Trees within the development site. The Mitigation Plan for the Isolated Oak Trees shall consist of replacement trees and/or payment of "In-Lieu" fees on a diameter inch bases consistent with 10-14, 10-15 of the FPASP. Replacement trees may be located within the boundaries of the development parcel, a natural parkway, landscape corridor or passive or preserve open space zone, preferably within the Folsom Plan Area. The Mitigation Plan for the Isolated Oak Trees shall be subject to review and approval by the City. The Mitigation Plan for the Canopy Oak Trees shall be consistent with the mitigation requirements established by the Folsom Plan Area Specific Plan. • The Conservation Areas shall be fenced prior to construction. In addition, oak trees to be preserved within the Passive Recreation Open Spaces shall be fenced with high-visibility fencing prior to starting construction. The fencing shall be installed outside the tree preservation zone of oak trees, and shall surround the entirety of the tree preservation zone area. Parking of vehicles, equipment, or storage of materials is prohibited within the Tree Protection Zone of Protected Trees at all times. Signs shall be posted on exclusion fencing stating that the enclosed trees are to be preserved. Signs shall state the penalty for damage to, or removal of, the protected tree. 	G, I	CD (P)(E)	<p>The owner/applicant obtained a Tree Permit from the Community Development Department for the removal of protected oak trees that were impacted by the grading and construction of Phase I of the Toll Brothers at Folsom Ranch project.</p> <p>The Tree Permit was approved prior to commencement of grading and construction in the Summer of 2020. The owner/applicant paid in-lieu fees for the removal of some trees, the City approved a Tree Replacement Plan for another portion of the tree that were removed and preserved existing oak trees in El Dorado County for the remaining mitigation for the total number of protected trees in accordance with this condition.</p> <p>The Conservation Easements within the Phase 1 portion of the subdivision were fenced off around their boundaries in advance of the commencement of grading and construction and the City verified compliance by inspecting the fence in advance of grading.</p>	Yes

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77.		<ul style="list-style-type: none"> The owner/applicant shall retain an ISA certified project arborist for implementation of the project. The project arborist shall be responsible for overseeing onsite tree removal and tree preservation. Oak trees located adjacent to construction areas that may be indirectly impacted due to work within or near the Tree Protection Zone shall be identified and tagged by the project arborist during construction activities. The indirectly impacted trees shall be monitored by the project arborist for five years in accordance with the Conceptual Oak Plan and FPASP EIR/EIS Mitigation Measure 3A.3-5. Trees that appear to be dead or dying within five years of project implementation will be replaced as per the requirements of this Plan. 	G	CD (P)(E)	The owner/applicant has retained an ISA certified project arborist. The project arborist was on-site during the removal of all protected oak trees and was present during grading within the tree protection zone (TPZ) of those tree that were to be preserved. All of the preserved trees were identified, tagged and TPZ fencing was placed around them prior to commencement of grading in August of 2020.	Yes

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78.		<p>Landscaping Plans Final landscape plans and specifications shall be prepared by a registered landscape architect and approved by the City prior to the approval of the first building permit. Said plans shall include all on-site landscape specifications and details including a tree planting exhibit demonstrating sufficient diversity and appropriate species selection to the satisfaction of the Community Development Department. The tree exhibit shall include all street trees, accent trees, parking lot shading trees, and mitigation trees proposed within the development. Said plans shall comply with all State and local rules, regulations, Governor's declarations and restrictions pertaining to water conservation and outdoor landscaping.</p> <p>Landscaping shall meet shade requirements as outlined in the Folsom Plan Area Specific Plan where applicable. The landscape plans shall comply and implement water efficient requirements as adopted by the State of California (Assembly Bill 1881) (State Model Water Efficient Landscape Ordinance) until such time the City of Folsom adopts its own Water Efficient Landscape Ordinance at which time the owner/applicant shall comply with any new ordinance. Shade and ornamental trees shall be maintained according to the most current American National Standards for Tree Care Operations (ANSI A-300) by qualified tree care professionals. Tree topping for height reduction, view protection, light clearance or any other purpose shall not be allowed. Specialty-style pruning, such as pollarding, shall be specified within the approved landscape plans and shall be implemented during a 5-year establishment and training period. The owner/applicant shall comply with city-wide landscape rules or regulations on water usage. Owner/applicant shall comply with any state or local rules and regulations relating to landscape water usage and landscaping requirements necessitated to mitigate for drought conditions on all landscaping in the Toll Brothers project.</p>	B	CD (P)(E)	The Community Development Department is currently reviewing the landscape and streetscape plans for this subdivision. Prior to plan approval, the Community Development Department will review the plans for compliance with this condition.	Condition will be satisfied prior to issuance of a building permit in the subdivision.
79.		<p>Right of Way Landscaping Landscaping along all road rights of way and in public open space lots shall be installed when the adjoining road or lots are constructed.</p>	I, OG	CD (P)	The landscape and irrigation improvements for all open space parcels in the subdivision will be constructed upon completion of the roads and lots that adjoin them.	Yes

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#	Mitigation Measures	Condition of Approval	When Required	Responsible Department	Comments	Condition Satisfied?
MAP REQUIREMENTS						
80.		<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>	M	CD (E)	The required subdivision improvement agreement is included as part of the City staff report accompanying the final map for City Council approval. The resolution approving the final map for this subdivision includes a statement authorizing the City Manager to execute the subdivision improvement agreement for the subdivision along with approval of the final map.	Yes
81.		<p><i>The Final Inclusionary Housing Plan</i> The Final Inclusionary Housing Plan shall be approved by the City Council, and the Inclusionary Housing Agreement approved by the City Attorney shall be executed prior to recordation of the first Small-Lot Final Map for the Toll Brothers at Folsom Ranch project.</p>	M	CD (P)(E)	The owner/applicant has executed an Inclusionary Housing Agreement with the City. The agreement allows the owner/applicant to provide an in-lieu fee assigned to each building permit in the subdivision. The in-lieu housing fee will be paid at the time of building permit issuance.	Yes

82.		<p>Department of Real Estate Public Report The owner/applicant shall disclose to the homebuyers in the Department of Real Estate Public Report and the CC&R's for the Toll Brothers at Folsom Ranch project the following items:</p> <ol style="list-style-type: none"> 1) Future public parks and public schools are located in relatively close proximity to the proposed subdivision, and that the public parks may include facilities (basketball courts, a baseball field, softball fields, soccer fields, and playground equipment) that may generate noise impacts during various times, including but not limited to evening and nighttime hours. The owner/applicant shall also disclose that the existing public parks include nighttime sports lighting that may generate lighting impacts during evening and nighttime hours. 2) The soil in the subdivision may contain naturally occurring asbestos and naturally occurring arsenic. 3) The collecting, digging, or removal of any stone, artifact, or other prehistoric or historic object located in public or open space areas, and the disturbance of any archaeological site or historic property, is prohibited. 4) The project site is located within close proximity to the Mather Airport flight path and that overflight noise may be present at various times. 5) That all properties located within one mile of an on- or off-site area zoned or used for agricultural use (including livestock grazing) shall be accompanied by written disclosure from the transferor, in a form approved by the City of Folsom, advising any transferee of the potential adverse odor impacts from surrounding agricultural operations which disclosure shall direct the transferee to contact the County of Sacramento concerning any such property within the County zoned for agricultural uses within one mile of the subject property being transferred. 6) The project site is located adjacent to the future JPA Connector which may generate noise impacts during various times including but not limited to evening and nighttime hours. 	M	CD (P) PK	The Community Development Department has reviewed the subdivisions CC & R's and verified that all required disclosures in this condition of approval are included.	Yes
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#	Mitigation Measures	Condition of Approval	When Required	Responsible Department	Comments	Condition Satisfied?
83.		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.	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
84.		Final Map Phasing Should multiple Final Maps be filed by the owner/applicant, the phasing of maps shall be to the satisfaction of the Community Development Department.	M	CD (E)	The Community Development Department has reviewed and approved the phasing plan for Phase 1D of the Toll Brothers project.	Yes
85.		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.	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
86.		New Permanent Benchmarks The owner/applicant shall provide and establish new permanent benchmarks on the (NAVD 88) datum in various locations within the subdivision or at any other locations in the vicinity of the project/subdivision as directed by the City Engineer. The type and specifications for the permanent benchmarks shall be provided by the City. The new benchmarks shall be placed by the owner/applicant within 6 months from the date of approval of the vesting tentative subdivision map.	M	CD (E)	The owner/applicant has installed new benchmarks per the direction of the City Engineer and the new benchmarks have been placed in compliance with this condition of approval.	Yes

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#	Mitigation Measures	Condition of Approval	When Required	Responsible Department	Comments	Condition Satisfied?
87.		<p>Centralized Mail Delivery Units 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 for this subdivision includes the required easement for the placement of centralized mail delivery units. The USPS will provide the owner/applicant with the location of the mail delivery unit and will provide a concrete pad for the placement is the specified location in the subdivision.	Yes
88.		<p>Recorded Final Map Prior to the issuance of building permits, the owner/applicant shall provide a digital copy of the recorded Final Map (in AutoCAD format) to the Community Development Department. The exception to this requirement are model homes; subject to approval of the Community Development Department, building permits for model homes only may be issued prior to recording of the Final Map.</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.	Condition will be satisfied prior to issuance of a building permit.
89.		<p>Recorded Final Map 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 permit issuance in the subdivision.	Condition will be satisfied prior to issuance of a building permit.
90.		<p>Credit Reimbursement Agreement 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 Phase 1 subdivision. The executed agreements are on file with the Community Development Department.	Yes

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#	Mitigation Measures	Condition of Approval	When Required	Responsible Department	Comments	Condition Satisfied?
ARCHITECTURE/SITE DESIGN REQUIREMENTS						

91.		<p>The Regency Phase 1 portion of the Toll Brothers at Folsom Ranch project (Lots 1-590 as shown on the Small-Lot Vesting Tentative Subdivision Map) shall comply with the following architecture and design requirements:</p> <ol style="list-style-type: none"> 1. This approval is for five, one-story master plans in four architectural styles with three color and material options each for the Regency portion of the Toll Brothers project. The applicant shall submit building plans that comply with this approval and the attached building elevations dated August 30, 2019. 2. The design, materials, and colors of the proposed Regency single-family and townhome residential units shall be consistent with the submitted building elevations, materials samples, and color scheme to the satisfaction of the Community Development Department. 3. The Community Development Department shall approve the individual lot permits to assure no duplication or repetition of the same house, same roof-line, same elevation style, side-by-side, or across the street from each other. 4. All mechanical equipment shall be ground-mounted and concealed from view of public streets, neighboring properties and nearby higher buildings. For lots abutting the open space areas, mechanical equipment shall be located out of view from open space areas. 5. Decorative light fixtures, consistent with the Folsom Ranch Central District Design Guidelines and unique to each architectural design theme, shall be added to the front building elevation of each Master Plan to the satisfaction of the Community Development Department. 6. A minimum of one street shall be planted in the front yard of each residential lot within the subdivision. A minimum of two trees are required along the street-side of all corner lots. All front yard irrigation and landscaping shall be installed prior to a Building Permit Final. 7. A maximum of 25% of the townhome product located on interior lots shall be permitted to have a side entry at the primary entrance location to the residence. 	B	CD (P) (B)	<p>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.</p>	<p>Condition will be satisfied prior to issuance of a building permit.</p>
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92.		<p><i>Design Review Approval</i> Prior to issuance of a building permit for any residential units within the traditional Subdivisions (Lots 1-214 as shown on the Small-Lot Vesting Tentative Subdivision Map) and Regency Phase 2 (421 unmapped residential units) portions of the Toll Brothers at Folsom Ranch project, the owner/applicant shall obtain Design Review and/or Planned Development approval from the Planning Commission for all residences to be built within the aforementioned portions of the project area. If the architecture is not consistent with the Folsom Ranch Central District Design Guidelines, the owner applicant may modify the plans or apply for a modification to the Design Guidelines to be reviewed by the Planning Commission.</p> <p>In addition, the final design of the clubhouse within the Regency Phase 1 portion of the project shall be subject to review and approval by the Planning Commission. If other clubhouse structures are proposed with the Regency Phase 2 portion of the project or the traditional Subdivision portion of the project, they will also be subject to review and approval by the Planning Commission.</p>	B	CD (P) PR	This condition will be required as part of the Phase 2 or Phase 3 portion (Traditional Subdivision) of the Toll Brothers at Folsom Ranch project.	Condition will be satisfied prior to issuance of a building permit in Phase 2 or Phase 3
93.		<p><i>Mechanical Equipment Screening</i> All mechanical equipment shall be concealed from view of public and private streets, neighboring properties and nearby higher buildings where practicable to the satisfaction of the Community Development Department.</p>	B	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.	Condition will be satisfied prior to issuance of a building permit.

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#	Mitigation Measures	Condition of Approval	When Required	Responsible Department	Comments	Condition Satisfied?
PARKS AND RECREATION REQUIREMENTS						
94.		The owner/applicant shall modify the FPASP Land Use Plan and Parks Plan to identify the relocated public park lands that are outside of the project area prior to issuance of the first building permit for Regency Phase 1. The relocated parklands shall include 8 acres adjacent to the planned Local Park No. 4 (LP4) which is 2.3 acres in size, resulting in a 10.3-acre park site. The remaining 2 acres shall be relocated adjacent to Local Park No. 2 (LP2) which is 1.1 acres in size, resulting in a 3.1-acre park site. Final parkland location and size shall be approved by the Parks and Recreation Director.	B	CD (E) (P), PR	The owner/applicant has modified the FPASP Land Use Plan and Parks Plan for the required park land transfers and the modified plans are on file with the Community Development Department.	Yes
95.		The owner/applicant shall provide 7.5-acres of private recreation facilities within the "Regency" Phase 1 Subdivision (Lot D: 5.0-acres)(Lot G: 0.5-acres)(Lot F: 0.5-acres) and "Traditional Homes" Subdivision (Lot E: 1.5-acres) portions of the proposed project as shown on the Small Lot Vesting Tentative Subdivision Maps. The final size and location of the private amenity within the "Regency" Phase 2 Subdivision as shown on the Toll Brothers at Folsom Ranch Master Plan Exhibit will be determined with approval of the future entitlements associated with "Regency" Phase 2.	M, OG	CD (E) (P), PR	The final map for this subdivision includes the creation of Lot D (5 acres) and includes a note that Lot D will be granted to the Regency HOA by separate instrument. The other lots in Phase 1 will be created with future phased maps in the Regency project.	Yes The creation of the Phase 2 regency private amenity lots will be part of the future Phase 2 subdivision.
96.		Prior to issuance of the last building permit (342nd building permit) within Phase 1B of the Regency Phase 1 Active-Adult Community as shown on the Conceptual Phasing Exhibit, dated January 24, 2020, the owner/applicant shall begin construction of the private amenity and maintain continual progress until completion.	B, OG	CD (E) (P), PR	The Community Development Department will monitor the progress of development of the Regency age-restricted project to verify compliance with this condition.	Condition will be satisfied prior to issuance of the 342 nd building permit.
97.		Prior to issuance of the last building permit (590th building permit) in Phase 1C of the Regency Phase 1 Active-Adult Community as shown on the Conceptual Phasing Exhibit, dated January 24, 2029, the owner/applicant shall begin construction of the two private dog-park amenities and maintain continual progress until completion.	B, OG	CD (E) (P), PR	The Community Development Department will monitor the progress of development of the Regency age-restricted project to verify compliance with this condition.	Condition will be satisfied prior to issuance of the 590th building permit.

**CONDITIONS OF APPROVAL FOR THE TOLL BROTHERS AT FOLSOM RANCH PROJECT (PN 19-091)
WEST OF EAST BIDWELL ROAD, NORTH OF WHITE ROCK ROAD, EAST OF OAK AVENUE PARKWAY, AND
SOUTH OF MANGINI PARKWAY
GPA, SPA, DA AMENDMENTS, SLVTSM, PD PERMIT, AND INCLUSIONARY HOUSING PLAN**

#	Mitigation Measures	Condition of Approval	When Required	Responsible Department	Comments	Condition Satisfied?
98.		Prior to issuance of the 137 th building permit within Traditional Subdivision portion of the Toll Brothers at Folsom Ranch project, the owner/applicant shall begin construction of the private amenity and maintain continual progress until completion.	B, OG	CD (E) (P), PR	The Community Development and Parks Departments will monitor the development of the project to verify compliance with this condition.	Condition will be satisfied prior to issuance of the 137 th building permit in Phase 3
99.		Prior to the issuance of the last building permit within Regency Phase I, the owner/applicant shall complete grading of the public trails on Lots H, I, J, and N, and the Class 1 trail parallel to Mangini Parkway on Lots Q and R, as shown on the Toll Brothers Public Trails System Modification Exhibit and Vesting Tentative Subdivision Map, dated January 24, 2020.	B	CD (E) (P), PR	The Community Development and Parks Departments will monitor the development of the project to verify compliance with this condition.	Condition will be satisfied prior to issuance of the last building permit in Phase 1
100.		The owner/applicant shall include the maintenance of all graded subdivision trails and completed Class I trail parallel to Mangini Parkway within the responsibility of the development Homeowner's Association (HOA) until the Open Space is deeded to the City. The City shall not incur any maintenance responsibility or expense as a result of these trails until the transfer of Open Space ownership to the City is complete.	G, I, OG	CD (E) (P), PR	The Community Development and Parks Departments will monitor the development of the project to verify compliance with this condition.	Condition will be satisfied prior to City acceptance of Open Space
101.		The owner/applicant shall include the maintenance of all private trail connections within the responsibility of the development Homeowner's Association (HOA) in perpetuity. The City shall not incur any maintenance responsibility or expense as a result of these private trail connections to the public trails within the subdivision.	G, I, OG	CD (E) (P), PR	The Community Development and Parks Departments will monitor the development of the project to verify compliance with this condition.	Condition will be satisfied prior to City acceptance of Open Space

**CONDITIONS OF APPROVAL FOR THE TOLL BROTHERS AT FOLSOM RANCH PROJECT (PN 19-091)
WEST OF EAST BIDWELL ROAD, NORTH OF WHITE ROCK ROAD, EAST OF OAK AVENUE PARKWAY, AND
SOUTH OF MANGINI PARKWAY
GPA, SPA, DA AMENDMENTS, SLVTSM, PD PERMIT, AND INCLUSIONARY HOUSING PLAN**

#	Mitigation Measures	Condition of Approval	When Required	Responsible Department	Comments	Condition Satisfied?
102.		The owner/applicant shall include the maintenance of all 86.1-acres of Open Space (Measure W Open Space) and fuel modification buffers, in accordance with the Folsom Plan Area Open Space Master Plan, within the responsibility of the development Homeowner's Association (HOA) until the Open Space is deeded to the City. The City shall not incur any maintenance responsibility or expense as a result of this Open Space until the transfer of Open Space ownership to the City is complete. In addition, the Open Space shall not be deeded to the City until development on both sides adjacent to the Open Space are complete and at such a time the City is ready to take ownership.	OG	CD (E) (P), PR	The Community Development and Parks Departments will monitor the development of the project to verify compliance with this condition.	Condition will be satisfied prior to City acceptance of Open Space
103.		Parkland dedications shall be calculated as net acreage.	G, I	CD (E) (P), PR	The Community Development and Parks Departments will monitor the development of the project to verify compliance with this condition.	Condition shall be satisfied prior to City acceptance of Parkland.
MISCELLANEOUS REQUIREMENTS						
104.		The owner/applicant shall update the Folsom Plan Area Specific Plan to reflect all changes and modifications to the General Plan Land Use and Specific Plan Land Use diagrams, tables, and exhibits to reflect changes resulting from the Toll Brothers at Folsom Ranch project prior to issuance of the first building permit to the satisfaction of the Community Development Department.	B	CD (E) (P), PR	The owner/applicant has modified the FPASP Land Use Plan and Parks Plan for the required park land transfers and the modified plans are on file with the Community Development Department.	Yes
105.		The Regency Phase 1 (Lots 1-590 as shown on the Small-Lot Vesting Tentative Subdivision Map dated October 17, 2019) and the Regency Phase 2 unmapped portions of the Toll Brothers at Folsom Ranch project shall be limited to age-restricted (Age 55+) residential units.	OG	CD (E) (P)	The Community Development Department has reviewed and approved the CC&R's for the subdivision that include this restriction and will monitor the project to ensure compliance.	Yes

Mitigation Measures						
19.	<p>Toll Brothers at Folsom Ranch Project Mitigation Monitoring Reporting Program (MMRP). Table 1 below describes the mitigation measures from the FPASP (May 2011) MMRP, as amended by the Revised Proposed Water Supply Facility Alternative (November 2012), Folsom South of U.S. Highway 50 Backbone Infrastructure Mitigated Negative Declaration (December 2014), the Westland Eagle Specific Plan Amendment (September 2015), and the Toll Brothers at Folsom Ranch Project.</p>					
<p>CONDITIONS OF APPROVAL FOR THE TOLL BROTHERS AT FOLSOM RANCH PROJECT (PN 19-091) WEST OF EAST BIDWELL ROAD, NORTH OF WHITE ROCK ROAD, EAST OF OAK AVENUE PARKWAY, AND SOUTH OF MANGINI PARKWAY GPA, SPA, DA AMENDMENTS, SLVTSM, PD PERMIT, AND INCLUSIONARY HOUSING PLAN</p>						
#	Mitigation Number (Source)	Mitigation Measures	Timing	Responsible Agency	Comments	Condition Satisfied?
Aesthetics						
106-1	3A.1-1 (FPASP EIR/EIS)	<p>Construct and Maintain a Landscape Corridor Adjacent to U.S. 50. The project applicant(s) for any particular discretionary development application adjacent to U.S. 50 shall fund, construct, and maintain a landscaped corridor within the SPA, south of U.S. 50. This corridor shall be 50 feet wide, except that the landscaped corridor width shall be reduced to 25 feet adjacent to the proposed regional mall. Landscaping plans and specifications shall be approved by Caltrans and the City of Folsom, and constructed by the project applicant(s) before the start of earthmoving activities associated with residential or commercial units. Landscaped areas would not be required within the preserved oak woodlands. As practicable, landscaping shall primarily contain native and/or drought tolerant plants. Landscaped corridors shall be maintained in perpetuity to the satisfaction of the City of Folsom.</p>	<p>1. Plans and specifications: before approval of grading plans and building permits 2. Construction: before the approval of occupancy permits associated with residential and commercial units 3. Maintenance: in perpetuity</p>	City of Folsom Community Development Department	The Toll Brothers at Folsom Ranch subdivision does not have any frontage along US HWY 50 and therefore this condition does not apply to the subdivision.	Yes
106-2	3A.1-4 (FPASP EIR/EIS)	<p>Screen Construction Staging Areas. The project applicant(s) for any particular discretionary development application shall locate staging and material storage areas as far away from sensitive biological resources and sensitive land uses (e.g., residential areas, schools, parks) as feasible. Staging and material storage areas shall be approved by the appropriate agency (identified below) before the approval of grading plans for all project phases and shall be screened from adjacent occupied land uses in earlier development phases to the maximum extent practicable. Screens may include, but are not limited to, the use of such visual barriers such</p>	Before approval of grading plans and during construction for all project phases.	City of Folsom Community Development Department.	The construction staging area for the subdivision is not located near any existing sensitive biological resources, land uses or existing residences. The construction area is shown on the plans for the subdivision and the plans have	Yes

		<p>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>			been approved by the Community Development Department	
106-3	3A.1-5 (FPASP EIR/EIS)	<p>Establish and Require Conformance to Lighting Standards and Prepare and Implement a Lighting Plan.</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 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. ▶ 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. 	Before approval of building permits.	City of Folsom Community Development Department	The Community Development Department (CDD) has reviewed and approved lighting plans for subdivision. The plans are in compliance with the condition of approval.	Yes

		<ul style="list-style-type: none"> ▶ 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. ▶ Lighting of the two local roadway connections from Folsom Heights off-site into El Dorado Hills shall be consistent with El Dorado County General Plan standards. <p>A lighting plan for all on- and off-site elements within the each agency’s jurisdictional boundaries (specified below) shall be submitted to the relevant jurisdictional agency for review and approval, which shall include the above elements. The lighting plan may be submitted concurrently with other improvement plans, and shall be submitted before the installation of any lighting or the approval of building permits for each phase. The project applicant(s) for any particular discretionary development application shall implement the approved lighting plan.</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						
106 -4	3A.2-1a (FPASP EIR/EIS)	<p>Implement Measures to Control Air Pollutant Emissions Generated by Construction of On-Site Elements. To reduce short-term construction emissions, the project applicant(s) for any particular discretionary development application shall require their contractors to implement SMAQMD’s list of Basic Construction Emission Control Practices, Enhanced Fugitive PM Dust Control Practices, and Enhanced Exhaust Control Practices (list below) in effect at the time individual portions of the site undergo construction. In addition to SMAQMD-recommended measures, construction operations shall comply with all applicable SMAQMD rules and regulations.</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). 	Before the approval of all grading plans by the City and throughout project construction, where applicable, for all project phases.	City of Folsom Community Development Department	The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in the Summer of 2020. The compliance table is on file with the City.	Yes

	<ul style="list-style-type: none"> ▶ 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. ▶ 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>Enhanced Fugitive PM Dust Control Practices – Soil Disturbance Areas</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>Enhanced Fugitive PM Dust Control Practices – Unpaved Roads</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. <p>Enhanced Exhaust Control Practices</p> <ul style="list-style-type: none"> ▶ 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 				
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		<p>more hours during any portion of the construction project. The inventory shall include the horsepower rating, engine production year, and projected hours of use for each piece of equipment. The inventory shall be updated and submitted monthly throughout the duration of the project, except that an inventory shall not be required for any 30-day period in which no construction activity occurs. At least 48 hours prior to the use of heavy-duty off-road equipment, the project representative shall provide SMAQMD with the anticipated construction timeline including start date, and name and phone number of the project manager and on-site foreman. SMAQMD's Construction Mitigation Calculator can be used to identify an equipment fleet that achieves this reduction (SMAQMD 2007a). The project shall ensure that emissions from all off-road diesel powered equipment used on the SPA do not exceed 40% opacity for more than three minutes in any one hour. Any equipment found to exceed 40 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> <ul style="list-style-type: none"> ► 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. 				
106-5	3A.2-1b (FPASP EIR/EIS)	<p>Pay Off-site Mitigation Fee to SMAQMD to Off-Set NO_x Emissions Generated by Construction of On-Site Elements.</p> <p>Implementation of the project or the other four other action alternatives would result in construction-generated NO_x emissions that exceed the SMAQMD threshold of significance, even after implementation of the SMAQMD Enhanced Exhaust Control Practices (listed in Mitigation Measure 3A.2-1a). Additionally, Mitigation Measure 3A.4-1 (Implement Additional Measures to Control Construction-Generated GHG Emissions, pages 3A.4-14 to 15) has the potential to both reduce and increase NO_x emissions, depending on the types of alternative fuels and engine types employed. Therefore, the project applicant(s) shall pay SMAQMD an off-site mitigation fee for implementation of any of the five action alternatives for the purpose of reducing NO_x emissions to a less-than-significant level (i.e., less than 85 lb/day). All NO_x emission reductions and increases associated with GHG mitigation shall 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</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) until 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 the Summer of 2020. The compliance table is on file with the City.	Yes

		four other action alternatives, the City and the applicants must establish the phasing by which development would occur, and the applicants must develop a detailed construction schedule. Calculation of fees associated with each project development phase shall be conducted by the project applicant(s) in consultation with SMAQMD staff before the approval of grading plans by the City. The project applicant(s) for any particular discretionary development application shall pay into SMAQMD's off-site construction mitigation fund to further mitigate construction generated emissions of NO _x that exceed SMAQMD's daily emission threshold of 85 lb/day. The calculation of daily NO _x emissions shall be based on the cost rate established by SMAQMD at the time the calculation and payment are made. At the time of writing this EIR/EIS the cost rate is \$16,000 to reduce 1 ton of NO _x plus a 5% administrative fee (SMAQMD 2008c). The determination of the final mitigation fee shall be conducted in coordination with SMAQMD before any ground disturbance occurs for any project phase. Based on information available at the time of writing this EIR/EIS, and assuming that construction would be performed at a consistent rate over a 19-year period (and averaging of 22 work days per month), it is estimated that the off-site construction mitigation fees would range from \$517,410 to \$824,149, depending on which alternative is selected. Because the fee is based on the mass quantity of emissions that exceed SMAQMD's daily threshold of significance of 85 lb/day, total fees would be substantially greater if construction activity is more intense during some phases and less intense during other phases of the 19-year build out period, and in any event, based on the actual cost rate applied by SMAQMD. (This fee is used by SMAQMD to purchase off-site emissions reductions. Such purchases are made through SMAQMD's Heavy Duty Incentive Program, through which select owners of heavy-duty equipment in Sacramento County can repower or retrofit their old engines with cleaner engines or technologies.)		have paid the appropriate off-site mitigation fee to SMAQMD.		
106-6	3A.2-1c (FPASP EIR/EIS)	Analyze and Disclose Projected PM ₁₀ Emission Concentrations at Nearby Sensitive Receptors Resulting from Construction of On-Site Elements. Prior to construction of each discretionary development entitlement of on-site land uses, the project applicant shall perform a project-level CEQA analysis (e.g., supporting documentation for an exemption, negative declaration, or project-specific EIR) that includes detailed dispersion modeling of construction-generated PM ₁₀ to disclose what PM ₁₀ concentrations would be at nearby sensitive receptors. The dispersion modeling shall be performed in accordance with applicable SMAQMD guidance that is in place at the time the analysis is performed. At the time of writing this EIR/EIS, SMAQMD's most current and most detailed guidance for addressing construction-generated PM ₁₀ emissions is found in its Guide to Air Quality Assessment in Sacramento County (SMAQMD 2009a). The project-level analysis shall incorporate detailed parameters of the construction equipment and activities, including the year during which construction would be performed, as well as the proximity of potentially affected receptors, including receptors proposed by the project that exist at the time the construction activity would occur.	Before the approval of all grading plans by the City.	City of Folsom Community Development Department	The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in the Summer of 2020. The compliance table is on file with the City.	Yes
106-7	3A.2-2 (FPASP EIR/EIS)	Implement All Measures Prescribed by the Air Quality Mitigation Plan to Reduce Operational Air Pollutant Emissions. To reduce operational emissions, the project applicant(s) for any particular discretionary development application shall implement all measures prescribed in the SMAQMD-approved Folsom Plan Area Specific Plan Air Quality Mitigation Plan (AQMP) (Torrence Planning 2008), a copy of which is included in Appendix C2. The AQMP is intended to improve mobility, reduce vehicle miles traveled, and improve air	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	Yes

		quality as required by AB 32 and SB 375. The AQMP includes, among others, measures designed to provide bicycle parking at commercial land uses, an integrated pedestrian/bicycle path network, transit stops with shelters, a prohibition against the use of wood-burning fireplaces, energy star roofing materials, electric lawnmowers provided to homeowners at no charge, and on-site transportation alternatives to passenger vehicles (including light rail) that provide connectivity with other local and regional alternative transportation networks.			to commencement of grading and construction in the Summer of 2020. The compliance table is on file with the City.	
106-8	3A.2-4a (FPASP EIR/EIS)	<p>Develop and Implement a Plan to Reduce Exposure of Sensitive Receptors to Construction-Generated Toxic Air Contaminant Emissions. The project applicant(s) for any particular discretionary development application shall develop a plan to reduce the exposure of sensitive receptors to TACs generated by project construction activity associated with buildout of the selected alternative. Each plan shall be developed by the project applicant(s) in consultation with SMAQMD. The plan shall be submitted to the City for review and approval before the approval of any grading plans.</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>	Before the approval of all grading plans by the City and throughout project construction, where applicable, for all project phases.	City of Folsom Community Development Department	The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in the Summer of 2020. The compliance table is on file with the City.	Yes
106-9	3A.2-4b (FPASP EIR/EIS)	<p>Implement Measures to Reduce Exposure of Sensitive Receptors to Operational Emissions of Toxic Air Contaminants. The following measures shall be implemented to reduce exposure of sensitive receptors to Toxic Air Contaminants.</p> <ul style="list-style-type: none"> ▶ Proposed commercial and industrial land uses that have the potential to emit TACs or host TAC-generating activity (e.g., loading docks) shall be located away from existing and proposed on-site sensitive receptors such that they do not expose sensitive receptors to TAC emissions that exceed an incremental increase of 10 in 1 million for the cancer risk and/or a noncarcinogenic Hazard Index of 1.0. ▶ The multi-family residences planned across from the off-site corporation yard near the southwest corner of the SPA shall be set back as far as possible from the boundary of the corporation yard and/or relocated to another area. ▶ Where necessary to reduce exposure of sensitive receptors to an incremental increase of 10 in 1 million for the cancer risk and/or a noncarcinogenic Hazard Index of 1.0, proposed commercial and industrial land uses that would host diesel trucks shall incorporate idle reduction strategies that reduce the main propulsion engine idling time through alternative technologies such as, IdleAire, electrification of truck parking, and alternative energy sources for TRUs, to allow diesel engines to be completely turned off. ▶ Signs shall be posted in at all loading docks and truck loading areas which indicate that diesel-powered delivery trucks must be shut off when not in use for longer than 5 minutes on the premises in order to reduce idling emissions. This measure is consistent with the ATCM to Limit Diesel-Fueled Commercial 	Before the approval of all grading plans by the SMAQMD and throughout project construction, where applicable, for all project phases.	City of Folsom Community Development Department	The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in the Summer of 2020. The compliance table is on file with the City.	Yes

		<p>Motor Vehicle Idling, which was approved by the California Office of Administrative Law in January 2005.</p> <ul style="list-style-type: none"> ▶ Implement the following additional guidelines, which are recommended in ARB’s Land Use Handbook: A Community Health Perspective (ARB 2005) and are considered to be advisory and not regulatory: <ul style="list-style-type: none"> ▪ Sensitive receptors, such as residential units and daycare centers, shall not be located in the same building as dry-cleaning operations that use perchloroethylene. Dry-cleaning operations that use perchloroethylene shall not be located within 300 feet of any sensitive receptor. A setback of 500 feet shall be provided for operations with two or more machines. ▪ Large gasoline stations (defined as facilities with a throughput of 3.6 million gallons per year or greater) and sensitive land uses shall not be sited within 300 feet of each other. Small gasoline-dispensing facilities (less than 3.6 million gallons of throughput per year) and sensitive land uses shall not be sited within 50 feet of each other. 				
106-10	3A.2-5 (FPASP EIR/EIS)	<p>Implement A Site Investigation to Determine the Presence of NOA and, if necessary, Prepare and Implement an Asbestos Dust Control Plan. A site investigation shall be performed to determine whether and where NOA is present in the soil and rock on the SPA. The site investigation shall include the collection of soil and rock samples by a qualified geologist. If the site investigation determines that NOA is present on the SPA then the project applicant shall prepare an Asbestos Dust Control Plan for approval by SMAQMD as required in Title 17, Section 93105 of the California Code of Regulations, “Asbestos Airborne Toxic Control Measure for Construction, Grading, Quarrying, and Surface Mining Operations.” The Asbestos Dust Control Plan shall specify measures, such as periodic watering to reduce airborne dust and ceasing construction during high winds. Measures in the Asbestos Dust Control Plan may include but shall not be limited to dust control measures required by Mitigation Measure 3A.2-1a. The project applicant shall submit the plan to the Folsom Community Development Department for review and SMAQMD for review and approval before construction of the first project phase. SMAQMD approval of the plan must be received before any asbestos-containing rock (serpentine) can be disturbed. Upon approval of the Asbestos Dust Control Plan by SMAQMD, the applicant shall ensure that construction contractors implement the terms of the plan throughout the construction period.</p>	Before the approval of all grading plans by the City and throughout project construction, where applicable, for all project phases.	City of Folsom Community Development Department	The owner/applicant obtained approval for an Asbestos Dust Mitigation Plan from the SMAQMD prior to commencement of grading and construction in the Summer of 2020. The approved Asbestos Dust Mitigation Plan is on file with the Community Development Department.	Yes
106-11	3A.2-6 (FPASP EIR/EIS)	<p>Implement Measures to Control Exposure of Sensitive Receptors to Operational Odorous Emissions. The project applicant(s) for any particular discretionary development application shall implement the following measures:</p> <ul style="list-style-type: none"> ▶ The odor-producing potential of land uses shall be considered when the exact type of facility that would occupy areas zoned for commercial, industrial, or mixed-use land uses is determined. Facilities that have the potential to emit objectionable odors shall be located as far away as feasible from existing and proposed sensitive receptors. ▶ The multi-family residences planned across from the off-site corporation yard near the southwest corner of the SPA shall be set back as far as possible from the boundary of the corporation yard and/or relocated 	Before the approval of building permits by the City and throughout project construction, where	City of Folsom Community Development Department	The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in the Summer of 2020. This subdivision is residential and is not adjacent to any odorous land uses and is	Yes

		<p>to another area. (This measure is also required by Mitigation Measure 3A.2-4b to limit exposure to TAC emissions.)</p> <ul style="list-style-type: none"> ▶ Before the approval of building permits, odor control devices shall be identified to mitigate the exposure of receptors to objectionable odors if a potential odor-producing source is to occupy an area zoned for commercial, industrial, or mixed-use land uses. The identified odor control devices shall be installed before the issuance of certificates of occupancy for the potentially odor-producing use. The odor producing potential of a source and control devices shall be determined in coordination with SMAQMD and based on the number of complaints associated with existing sources of the same nature. ▶ 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. ▶ Truck loading docks and delivery areas shall be located as far away as feasible from existing and proposed sensitive receptors. ▶ Signs shall be posted at all loading docks and truck loading areas which indicate that diesel-powered delivery trucks must be shut off when not in use for longer than 5 minutes on the premises in order to reduce idling emissions. This measure is consistent with the ATCM to Limit Diesel-Fueled Commercial Motor Vehicle Idling, which was approved by California's Office of Administrative Law in January 2005. (This measure is also required by Mitigation Measure 3A.2-4b to limit TAC emissions.) ▶ Proposed commercial and industrial land uses that have the potential to host diesel trucks shall incorporate idle reduction strategies that reduce the main propulsion engine idling time through alternative technologies such as, IdleAire, electrification of truck parking, and alternative energy sources for TRUs, to allow diesel engines to be completely turned off. (This measure is also required by Mitigation Measure 3A.2-4b to limit TAC emissions.) 	applicable, for all project phases.		not adjacent to the future Corporation Yard.	
Biological Resources						
106-12	3A.3-1a (FPASP EIR/EIS)	<p>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.</p> <p>To minimize indirect effects on water quality and wetland hydrology, the project applicant(s) for any particular discretionary development application shall include stormwater drainage plans and erosion and sediment control plans in their improvement plans and shall submit these plans to the City Public Works Department for review and approval. For off-site elements within Sacramento County or El Dorado County jurisdiction (e.g., off-site detention basin and off-site roadway connections to El Dorado Hills), plans shall be</p>	Before approval of improvement and drainage plans, and on an ongoing basis throughout and after project construction, as	City of Folsom Community Development Department	The Owner/applicant has received a NPDES permit from the State Regional Water Quality Control Board (SRWQCB). The NDES Permit requires the implementation of BMP's, monitoring and reporting for stormwater runoff. The NPDES Permit includes a Storm Water	Yes

	<p>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 particular discretionary development entitlement shall implement stormwater quality treatment controls consistent with the Stormwater Quality Design Manual for Sacramento and South Placer Regions in effect at the time the application is submitted. Appropriate runoff controls such as berms, storm gates, off-stream detention basins, overflow collection areas, filtration systems, and sediment traps shall be implemented to control siltation and the potential discharge of pollutants. Development plans shall incorporate Low Impact Development (LID) features, such as pervious strips, permeable pavements, bioretention ponds, vegetated swales, disconnected rain gutter downspouts, and rain gardens, where appropriate. Use of LID features is recommended by the EPA to minimize impacts on water quality, hydrology, and stream geomorphology and is specified as a method for protecting water quality in the proposed specific plan. In addition, free spanning bridge systems shall be used for all roadway crossings over wetlands and other waters that are retained in the on-site open space. These bridge systems would maintain the natural and restored channels of creeks, including the associated wetlands, and would be designed with sufficient span width and depth to provide for wildlife movement along the creek corridors even during high-flow or flood events, as specified in the 404 permit.</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-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</p>	<p>required for all project phases.</p>		<p>Pollution Prevention Plan (SWPPP), which outlines monitoring standards, frequency and baseline modeling. The Owner/applicant has submitted monthly reports to the City and SRWQCB. There are no off-site elements outside the City limits for this subdivision.</p>	
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		<p>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>				
106 -13	3A.3-1b (FPASP EIR/EIS)	<p>Secure Clean Water Act Section 404 Permit and Implement All Permit Conditions; Ensure No Net Loss of Functions and Values of Wetlands, Other Waters of the U.S., and Waters of the State.</p> <p>Before the approval of grading and improvement plans and before any groundbreaking activity associated with each distinct discretionary development entitlement, the project applicant(s) for any particular discretionary development application requiring fill of wetlands or other waters of the U.S. or waters of the state shall obtain all necessary permits under Sections 401 and 404 of the CWA or the state’s Porter-Cologne Act for the respective phase. For each respective discretionary development entitlement, all permits, regulatory approvals, and permit conditions for effects on wetland habitats shall be secured before implementation of any grading activities within 250 feet of waters of the U.S. or wetland habitats or lesser distance deemed sufficiently protective by a qualified biologist with approval from USFWS, including waters of the state, that potentially support Federally listed species. The project applicant(s) shall commit to replace, restore, or enhance on a “no net loss” basis (in accordance with USACE and the Central Valley RWQCB) the acreage of all wetlands and other waters of the U.S. that would be removed, lost, and/or degraded with implementation of project plans for that development increment. Wetland habitat shall be restored, enhanced, and/or replaced at an acreage and location and by methods agreeable to USACE, the Central Valley RWQCB, and the City, as appropriate, depending on agency jurisdiction, and as determined during the Section 401 and Section 404 permitting processes. As part of the Section 404 permitting process, a draft wetland mitigation and monitoring plan (MMP) shall be developed for the project on behalf of the project applicant(s). Before any ground-disturbing activities in an area that would adversely affect wetlands and before engaging in mitigation activities associated with each discretionary development entitlement, the project applicant(s) shall submit the draft wetland MMP to USACE, the Central Valley RWQCB, Sacramento County, El Dorado County, and the City for review and approval of those portions of the plan over which they have jurisdiction. The MMP would have to be finalized prior to impacting any wetlands. Once the final MMP is approved and implemented, mitigation monitoring shall continue for a minimum of 5 years from completion of mitigation, or human intervention (including recontouring and grading), or until the performance standards identified in the approved MMP have been met, whichever is longer.</p> <p>As part of the MMP, the project applicant(s) shall prepare and submit plans for the creation of aquatic habitat in order to adequately offset and replace the aquatic functions and services that would be lost at the SPA,</p>	<p>Before the approval of grading or improvement plans or any ground disturbing activities for any project development phase containing wetland features or other waters of the U.S. The MMP must be approved before any impact on wetlands can occur.</p> <p>Mitigation shall be implemented on an ongoing basis throughout and after</p>	City of Folsom Community Development Department	<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 the Summer of 2020. The compliance table is on file with the City.</p> <p>The Owner/applicant has received a NPDES permit from the State Regional Water Quality Control Board (SRWQCB). The NDES Permit requires the implementation of BMP’s, monitoring and reporting for stormwater runoff. The NPDES Permit includes a Storm Water Pollution Prevention Plan (SWPPP), which outlines monitoring standards, frequency and baseline modeling. The Owner/applicant has submitted monthly reports to the City and SRWQCB.</p> <p>The owner/applicant has recorded Declarations of Covenants & Restrictions (DCR’s) in compliance with the requirements of the USACE permit. The DCR’s are shown on the final map.</p>	Yes

	<p>account for the temporal loss of habitat, and contain an adequate margin of safety to reflect anticipated success. Restoration of previously altered and degraded wetlands shall be a priority of the MMP for offsetting losses of aquatic functions on the SPA because it is typically easier to achieve functional success in restored wetlands than in those created from uplands. The MMP must demonstrate how the aquatic functions and values that would be lost through project implementation will be replaced.</p> <p>The habitat MMP for jurisdictional wetland features shall be consistent with USACE's and EPA's April 10, 2008 Final Rule for Compensatory Mitigation for Losses of Aquatic Resources (33 CFR Parts 325 and 332 and 40 CFR Part 230) and USACE's October 26, 2010 Memorandum Re: Minimum Level of Documentation Required for Permit Decisions. According to the Final Rule, mitigation banks should be given preference over other types of mitigation because a lot of the risk and uncertainty regarding mitigation success is alleviated by the fact that mitigation bank wetlands must be established and demonstrating functionality before credits can be sold. The use of mitigation credits also alleviates temporal losses of wetland function while compensatory wetlands are being established. Mitigation banks also tend to be on larger, more ecologically valuable parcels and are subjected to more rigorous scientific study and planning and implementation procedures than typical permittee-responsible mitigation sites (USACE and EPA, 2008). Permittee-responsible on-site mitigation areas can be exposed to long-term negative effects of surrounding development since they tend to be smaller and less buffered than mitigation banks. The Final Rule also establishes a preference for a "watershed approach" in selecting locations for compensatory mitigation project locations, that mitigation selection must be "appropriate and practicable" and that mitigation banks must address watershed needs based on criteria set forth in the Final Rule. The watershed approach accomplishes this objective by expanding the informational and analytic basis of mitigation project site selection decisions and ensuring that both authorized impacts and mitigation are considered on a watershed scale rather than only project by project. This requires a degree of flexibility so that district engineers can authorize mitigation projects that most effectively address the case-specific circumstances and needs of the watershed, while remaining practicable for the permittee. The SPA includes portions of the Alder Creek, Buffalo Creek, Coyote Creek, and Carson Creek Watersheds. The majority of the SPA is within the Alder Creek Watershed. Alder Creek and Buffalo Creek are part of the Lower American River Watershed. Carson Creek and Coyote Creek are part of the Cosumnes River Watershed. Mitigation credits may be available within the Cosumnes Watershed, but not within the American River Watershed and not within the sub-watersheds of the SPA. Therefore, aquatic habitats may need to be restored or created on the SPA and adjacent off-site lands, preferably within the affected watersheds, in order to successfully replace lost functions at the appropriate watershed scale where loss of function would occur. It is not likely feasible to provide compensatory mitigation for all aquatic resource impacts on site.</p> <p>Therefore, a combination of on-site and off-site permittee-responsible mitigation and mitigation banking would likely be necessary to achieve the no-net-loss standard.</p> <p>The SPA is located within the service areas of several approved mitigation banks (e.g., Bryte Ranch, Clay Station, Fitzgerald Ranch, and Twin City Mitigation Bank). The majority of compensatory mitigation for wetland impacts is proposed to be accomplished at an agency approved mitigation bank or banks authorized to sell credits to offset impacts in the SPA. The applicants' biological consultant, ECORP, has identified</p>	<p>construction, as required.</p>			
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	<p>availability of approximately 31 vernal pool credits and 228 seasonal wetland credits at mitigation banks whose service area includes the SPA. Additional credits may also be available from pending, but not yet approved, mitigation banks. However, availability is subject to change and, as noted above, a combination of mitigation bank credits and permittee-responsible on and off-site mitigation may be necessary to fully offset project impacts on wetlands and other waters of the U.S. If USACE determines that the use of mitigation bank credits is not sufficient mitigation to offset impacts within the SPA, the October 26, 2010 Memorandum Re: Minimum Level of Documentation Required for Permit Decisions requires USACE to specifically demonstrate why the use of bank credits is not acceptable to USACE in accordance with Section 33 CFR 332.3(a)(1).</p> <p>Compensatory mitigation for losses of stream and intermittent drainage channels shall follow the Final Rule Guidelines, which specify that compensatory mitigation should be achieved through in-kind preservation, restoration, or enhancement within the same watershed, subject to practicability considerations. The wetland MMP shall address how to mitigate impacts on vernal pool, seasonal swale, seasonal wetland, seep, marsh, pond, and intermittent and perennial stream habitat, and shall describe specific method(s) to be implemented to avoid and/or mitigate any off-site project-related impacts. The wetland compensation section of the habitat MMP shall include the following:</p> <ul style="list-style-type: none"> ▶ Compensatory mitigation sites and criteria for selecting these mitigation sites. In General, compensatory mitigation sites should meet the following criteria, based on the Final Rule; <ul style="list-style-type: none"> ▪ located within the same watershed as the wetland or other waters that would be lost, as appropriate and practicable; ▪ located in the most likely position to successfully replace wetland functions lost on the impact site considering watershed-scale features such as aquatic habitat diversity, habitat connectivity, available water sources and hydrologic relationships, land use trends, ecological benefits, and compatibility with adjacent land uses, and the likelihood for success and sustainability; ▶ A complete assessment of the existing biological resources in both the on-site preservation areas and off-site compensatory mitigation areas, including wetland functional assessment using the California Rapid Assessment Method (CRAM) (Collins et al. 2008), or other appropriate wetland assessment protocol as determined through consultation with USACE and the USFWS, to establish baseline conditions; ▶ Specific creation and restoration plans for each mitigation site; ▶ Use of CRAM to compare compensatory wetlands to the baseline CRAM scores from wetlands in the SPA. The compensatory wetland CRAM scores shall be compared against the highest quality wetland of each type from the SPA; ▶ CRAM scores, or other wetland assessment protocol scores, from the compensatory wetlands shall be compared against the highest quality wetland scores for each wetland type to document success of compensatory wetlands in replacing the functions of the affected wetlands to be replaced; 					
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	<p>► Monitoring protocol, including schedule and annual report requirements, and the following elements:</p> <ul style="list-style-type: none"> ▪ ecological performance standards, based on the best available science, that can be assessed in a practicable manner (e.g., performance standards proposed by Barbour et al. 2007). Performance standards must be based on attributes that are objective and verifiable; ▪ assessments conducted annually for 5 years after construction or restoration of compensatory wetlands to determine whether these areas are acquiring wetland functions and to plot the performance trajectory of preserved, restored, or created wetlands over time. ▪ assessments results for compensatory wetlands shall also be compared against scores for reference wetlands assessed in the same year; ▪ assessments analysis conducted annually for 5 years after any construction adjacent to wetlands preserved on the SPA to determine whether these areas are retaining functions and values. Assessments results for wetlands preserved on site shall also be compared against scores for reference wetlands assessed in the same year; ▪ analysis of assessments data, including assessment of potential stressors, to determine whether any remedial activities may be necessary; ▪ corrective measures if performance standards are not met; ▪ monitoring of plant communities as performance criteria (annual measure of success, during monitoring period) and success criteria (indicative of achievement of mitigation habitat requirement at end of monitoring period) for hydrologic function have become established and the creation site “matures” over time; ▪ GIS analysis of compensatory wetlands to demonstrate actual acreage of functioning wetland habitat; ▪ adaptive management measures to be applied if performance standards and acreage requirements are not being met; ▪ responsible parties for monitoring and preparing reports; and ▪ responsible parties for receiving and reviewing reports and for verifying success or prescribing implementation or corrective actions. <p>A final operations and management plan (OMP) for all on- and off-site permittee-sponsored wetland preservation and mitigation areas shall be prepared and submitted to USACE and USFWS for review, comment and preliminary approval prior to the issuance of any permits under Section 404 of the CWA. The plan shall include detailed information on the habitats present within the preservation and mitigation areas, the long-term management and monitoring of these habitats, legal protection for the preservation and mitigation areas (e.g., conservation easement, declaration of restrictions), and funding mechanism information (e.g., endowment). A final OMP for each discretionary development entitlement affecting wetlands must be approved prior to construction.</p>				
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		<p>USACE has determined that the project will require an individual permit. In its final stage and once approved by USACE, the MMP for the project is expected to detail proposed wetland restoration, enhancement, and/or replacement activities that would ensure no net loss of aquatic functions in the project vicinity. Approval and implementation of the wetland MMP shall aim to fully mitigate all unavoidable impacts on jurisdictional waters of the U.S., including jurisdictional wetlands. In addition to USACE approval, approval by the City, Sacramento County, El Dorado County, and the Central Valley RWQCB, as appropriate depending on agency jurisdiction, and as determined during the Section 401 and Section 404 permitting processes, will also be required. Approvals from Sacramento County and El Dorado County shall be required for impacts resulting from off-site project elements occurring in these counties, such as the off-site detention basin in Sacramento County and the roadway connections into El Dorado County. To satisfy the requirements of the City and the Central Valley RWQCB, mitigation of impacts on the nonjurisdictional wetlands beyond the jurisdiction of USACE shall be included in the same MMP. All mitigation requirements determined through this process shall be implemented before grading plans are approved. The MMP shall be submitted to USACE and approved prior to the issuance of any permits under Section 404 of the CWA. Water quality certification pursuant to Section 401 of the CWA will be required before issuance of a Section 404 permit. Before construction in any areas containing wetland features, the project applicant(s) shall obtain water quality certification for the project. Any measures required as part of the issuance of water quality certification shall be implemented.</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., Caltrans, El Dorado and/or Sacramento Counties).</p>				
106-14	3A.3-2a (FPASP EIR/EIS)	<p>Avoid Direct Loss of Swainson's Hawk and Other Raptor Nests. To mitigate impacts on Swainson's hawk and other raptors (including burrowing owl), the project applicant(s) of all project phases shall retain a qualified biologist to conduct preconstruction surveys and to identify active nests on and within 0.5 mile of the SPA and active burrows on the SPA. The surveys shall be conducted before the approval of grading and/or improvement plans (as applicable) and no less than 14 days and no more than 30 days before the beginning of construction for all project phases. To the extent feasible, guidelines provided in Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in the Central Valley (Swainson's Hawk Technical Advisory Committee 2000) shall be followed for surveys for Swainson's hawk. If no nests are found, no further mitigation is required.</p> <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</p>	Before the approval of grading and improvement plans, before any ground disturbing activities, and during project construction as applicable for all project phases.	California Department of Fish and Game and City of Folsom Community Development Department.	The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in the Summer of 2020. The compliance table is on file with the City.	Yes

		<p>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>				
106-15	3A.3-2b (FPASP EIR/EIS)	<p>Mitigation Measure 3A.3-2b: Prepare and Implement a Swainson's Hawk Mitigation Plan.</p> <p>To mitigate for the loss of Swainson's hawk foraging habitat, the project applicant(s) of all project phases shall prepare and implement a Swainson's hawk mitigation plan including, but not limited to the requirements described below.</p> <p>Before the approval of grading and improvement plans or before any ground-disturbing activities, whichever occurs first, the project applicant(s) shall preserve, to the satisfaction of the City or Sacramento County, as appropriate depending on agency jurisdiction, suitable Swainson's hawk foraging habitat to ensure 1:1 mitigation of habitat value for Swainson's hawk foraging habitat lost as a result of the project, as determined by the City, or Sacramento County, after consultation with DFG and a qualified biologist.</p> <p>The 1:1 habitat value shall be based on Swainson's hawk nesting distribution and an assessment of habitat quality, availability, and use within the City's planning area, or Sacramento County jurisdiction. The mitigation ratio shall be consistent with the 1994 DFG Swainson's Hawk Guidelines included in the Staff Report Regarding Mitigation for Impacts to Swainson's Hawks (<i>Buteo swainsoni</i>) in the Central Valley of California, which call for the following mitigation ratios for loss of foraging habitat in these categories: 1:1 if within 1 mile of an active nest site, 0.75:1 if over 1 mile but less than 5 miles, and 0.5:1 if over 5 miles but less than 10 miles from an active nest site. Such mitigation shall be accomplished through credit purchase from an established mitigation bank approved to sell Swainson's hawk foraging habitat credits to mitigate losses in the SPA, if available, or through the transfer of fee title or perpetual conservation easement. The mitigation land shall be located within the known foraging area and within Sacramento County. The City, or Sacramento County if outside City jurisdiction, after consultation with DFG, will determine the appropriateness of the mitigation land.</p>	Before the approval of grading, improvement, or construction plans and before any ground disturbing activity in any project development phase that would affect Swainson's hawk foraging habitat.	City of Folsom Community Development Department	The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in the Summer of 2020. The compliance table is on file with the City.	Yes

	<p>Before approval of such proposed mitigation, the City, or Sacramento County for the off-site detention basin, shall consult with DFG regarding the appropriateness of the mitigation. If mitigation is accomplished through conservation easement, then such an easement shall ensure the continued management of the land to maintain Swainson's hawk foraging values, including but not limited to ongoing agricultural uses and the maintenance of all existing water rights associated with the land. The conservation easement shall be recordable and shall prohibit any activity that substantially impairs or diminishes the land's capacity as suitable Swainson's hawk habitat.</p> <p>The project applicant(s) shall transfer said Swainson's hawk mitigation land, through either conservation easement or fee title, to a third party, nonprofit conservation organization (Conservation Operator), with the City and DFG named as third-party beneficiaries. The Conservation Operator shall be a qualified conservation easement land manager that manages land as its primary function. Additionally, the Conservation Operator shall be a tax-exempt nonprofit conservation organization that meets the criteria of Civil Code Section 815.3(a) and shall be selected or approved by the City or County, after consultation with DFG. The City, or County, after consultation with DFG and the Conservation Operator, shall approve the content and form of the conservation easement. The City, or County, DFG, and the Conservation Operator shall each have the power to enforce the terms of the conservation easement. The Conservation Operator shall monitor the easement in perpetuity to assure compliance with the terms of the easement.</p> <p>The project applicant(s), after consultation with the City, or County of jurisdiction, DFG, and the Conservation Operator, shall establish an endowment or some other financial mechanism that is sufficient to fund in perpetuity the operation, maintenance, management, and enforcement of the conservation easement. If an endowment is used, either the endowment funds shall be submitted to the City for impacts on lands within the City's jurisdiction or Sacramento County for the off-site detention basin to be distributed to an appropriate third-party nonprofit conservation agency, or they shall be submitted directly to the third-party nonprofit conservation agency in exchange for an agreement to manage and maintain the lands in perpetuity. The Conservation Operator shall not sell, lease, or transfer any interest of any conservation easement or mitigation land it acquires without prior written approval of the City and DFG. Mitigation lands established or acquired for impacts incurred at the off-site detention basin shall require approval from Sacramento County prior to sale or transfer of mitigation lands or conservation easement.</p> <p>If the Conservation Operator ceases to exist, the duty to hold, administer, manage, maintain, and enforce the interest shall be transferred to another entity acceptable to the City and DFG, or Sacramento County and DFG depending on jurisdiction of the affected habitat. The City Planning Department shall ensure that mitigation habitat established for impacts on habitat within the City's planning area is properly established and is functioning as habitat by reviewing regular monitoring reports prepared by the Conservation Operator of the mitigation site(s). Monitoring of the mitigation site(s) shall continue for the first 10 years after establishment of the easement and shall be funded through the endowment, or other appropriate funding mechanism, established by the project applicant(s). Sacramento County shall review the monitoring reports for impacts on habitat at the off-site detention basin.</p>					
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		Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., Sacramento County and Caltrans).				
106-16	3A.3-2c (FPASP EIR/EIS)	<p>Avoid and Minimize Impacts to Tricolored Blackbird Nesting Colonies. To avoid and minimize impacts to tricolored blackbird, the project applicant(s) of all project phases shall conduct a preconstruction survey for any project activity that would occur during the tricolored blackbird's nesting season (March 1–August 31). The preconstruction survey shall be conducted by a qualified biologist before any activity occurring within 500 feet of suitable nesting habitat, including freshwater marsh and areas of riparian scrub vegetation. The survey shall be conducted within 14 days before project activity begins.</p> <p>If no tricolored blackbird colony is present, no further mitigation is required. If a colony is found, the qualified biologist shall establish a buffer around the nesting colony. No project activity shall commence within the buffer area until a qualified biologist confirms that the colony is no longer active. The size of the buffer shall be determined in consultation with DFG. Buffer size is anticipated to range from 100 to 500 feet, depending on the nature of the project activity, the extent of existing disturbance in the area, and other relevant circumstances.</p> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries (i.e., U.S. 50 interchange improvements) must be developed by the project applicant(s) of each applicable project phase in consultation with the affected oversight agency(ies) (i.e., Caltrans) and must be sufficient to achieve the performance criteria described above.</p>	Before the approval of any ground-disturbing activity within 500 feet of suitable nesting habitat as applicable for all project phases.	City of Folsom Community Development Department	The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in the Summer of 2020. The compliance table is on file with the City.	Yes
106-17	3A.3-2d (FPASP EIR/EIS)	<p>Avoid and Minimize Impacts to Special-Status Bat Roosts. The project applicant of all project phases containing potential bat roosting habitat shall retain a qualified biologist to conduct surveys for roosting bats. Surveys shall be conducted in the fall to determine if the mine shaft is used as a hibernaculum and in spring and/or summer to determine if it is used as a maternity or day roost. Surveys shall consist of evening emergence surveys to note the presence or absence of bats and could consist of visual surveys at the time of emergence. If evidence of bat use is observed, the number and species of bats using the roost shall be determined. Bat detectors may be used to supplement survey efforts. If no bat roosts are found, then no further study shall be required.</p> <p>If roosts of pallid bat or Townsend's big-eared bats are determined to be present and must be removed, the bats shall be excluded from the roosting site. A mitigation program addressing compensation, exclusion methods, and roost removal procedures shall be developed in consultation with DFG before implementation. Exclusion methods may include use of one-way doors at roost entrances (bats may leave but not reenter), or sealing roost entrances when the site can be confirmed to contain no bats. Exclusion efforts may be restricted during periods of sensitive activity (e.g., during hibernation or while females in maternity colonies are nursing young). The loss of each roost (if any) will be replaced in consultation with DFG and may include construction and installation of bat boxes suitable to the bat species and colony size excluded from the original roosting site. Roost replacement will be implemented before bats are excluded from the original</p>	Before the approval of any ground-disturbing activity within 500 feet of suitable nesting habitat as applicable for all project phases.	City of Folsom Community Development Department	The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in the Summer of 2020. The compliance table is on file with the City.	Yes

		roost sites. Once the replacement roosts are constructed and it is confirmed that bats are not present in the original roost site, the mine shaft may be removed.				
106 -18	3A.3-2g (FPASP EIR/EIS)	<p>Secure Take Authorization for Federally Listed Vernal Pool Invertebrates and Implement All Permit Conditions. No project construction shall proceed in areas supporting potential habitat for Federally listed vernal pool invertebrates, or within adequate buffer areas (250 feet or lesser distance deemed sufficiently protective by a qualified biologist with approval from USFWS), until a biological opinion (BO) or Not Likely to Adversely Affect (NLAA) letter has been issued by USFWS and the project applicant(s) for any particular discretionary development entitlements affecting such areas have abided by conditions in the BO (including conservation and minimization measures) intended to be completed before on-site construction. Conservation and minimization measures shall include preparation of supporting documentation describing methods to protect existing vernal pools during and after project construction, a detailed monitoring plan, and reporting requirements.</p> <p>As described under Mitigation Measure 3A.3-1a, an MMP shall be developed that describes details how loss of vernal pool and other wetland habitats shall be offset, including details on creation of habitat, account for the temporal loss of habitat, contain performance standards to ensure success, and outline remedial actions if performance standards are not met.</p> <p>The project applicant(s) for any particular discretionary development application potentially affecting vernal pool habitat shall complete and implement a habitat MMP that will result in no net loss of acreage, function, and value of affected vernal pool habitat. The final habitat MMP shall be consistent with guidance provided in Programmatic Formal Endangered Species Act Consultation on Issuance of 404 Permits for Projects with Relatively Small Effects on Listed Vernal Pool Crustaceans within the Jurisdiction of the Sacramento Field Office, California (USFWS 1996) or shall provide an alternative approach that is acceptable to the City, USACE, and USFWS and accomplishes no net loss of habitat acreage, function, and value.</p> <p>The project applicant(s) for any particular discretionary development application “potentially affecting vernal pool habitat” shall ensure that there is sufficient upland habitat within the target areas for creation and restoration of vernal pools and vernal pool complexes to provide ecosystem health. This standard shall be accomplished by requiring the project applicant(s) for any discretionary development application affecting vernal pool or seasonal wetland habitat to identify the extent of indirectly affected vernal pool and seasonal wetland habitat, either by identifying all such habitat within 250 feet of project construction activities or by providing an alternative technical evaluation. If a lesser distance is pursued, this distance shall be approved by USFWS. The project applicant(s) shall preserve acreage of vernal pool habitat for each wetted acre of any indirectly affected vernal pool habitat at a ratio approved by USFWS at the conclusion of the Section 7 consultation. This mitigation shall occur before the approval of any grading or improvement plans for any project phase that would allow work within 250 feet of such habitat or lesser distance deemed sufficiently protective by a qualified biologist with approval from USFWS, and before any ground disturbing activity within 250 feet of the habitat or lesser distance deemed sufficiently protective by a qualified biologist with approval from USFWS. The project applicant(s) will not be required to complete this mitigation measure for</p>	Before the approval of any grading or improvement plans, before any ground disturbing activities within 250 feet of said habitat or lesser distance deemed sufficiently protective by a qualified biologist with approval from USFWS, and on an ongoing basis throughout construction as applicable for all project phases as required by the mitigation plan, BO, and/or BMPs.	U.S. Army Corps of Engineers, Sacramento District; U.S. Fish and Wildlife Service; and City of Folsom Community Development Department	The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in the Summer of 2020. The compliance table is on file with the City.	Yes

		<p>direct or indirect impacts that have already been mitigated to the satisfaction of USFWS through another BO or mitigation plan (i.e., if impacts on specific habitat acreage are mitigated by one project phase or element, the project applicant(s) will not be required to mitigate for it again in another phase of the project).</p> <p>A standard set of BMPs shall be applied to construction occurring in areas within 250 feet of off-site vernal pool habitat, or within any lesser distance deemed adequate by a qualified biologist (with approval from USFWS) to constitute a sufficient buffer from such habitat. Refer to Section 3A.9, "Hydrology and Water Quality - Land" for the details of BMPs to be implemented.</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).</p>				
106-19	3A.3-4a (FPASP EIR/EIS)	<p>Mitigation Measure 3A.3-4a: Secure and Implement Section 1602 Streambed Alteration Agreement.</p> <p>The project applicant(s) for any particular discretionary development application shall obtain a Section 1602 streambed alteration agreement from DFG for all construction activities that would occur in the bed and bank of Alder Creek and other drainage channels and ponds on the SPA. As a condition of issuance of the streambed alteration agreement, the project applicant(s) for any particular discretionary development application affecting riparian habitat shall hire a qualified restoration ecologist to prepare a riparian habitat MMP. The draft MMP shall describe specific method(s) to be implemented to avoid and/or compensate for impacts on the stream channel of Alder Creek and other drainage channels within DFG jurisdiction, and the bed and banks of the on-site ponds. Mitigation measures may include establishment or restoration of riparian habitat within the project's open space areas along preserved stream corridors, riparian habitat restoration off-site, or preservation and enhancement of existing riparian habitat either on or off the SPA. The compensation habitat shall be similar in composition and structure to the habitat to be removed and shall be at ratios adequate to offset the loss of riparian habitat functions and services at the SPA. The riparian habitat compensation section of the habitat MMP shall include the following:</p> <ul style="list-style-type: none"> ▶ compensatory mitigation sites and criteria for selecting these mitigation sites; ▶ complete assessment of the existing biological resources in both the on-site and off-site preservation and restoration areas; ▶ site-specific management procedures to benefit establishment and maintenance of native riparian plant species, including black willow, arroyo willow, white alder, and Fremont cottonwood; ▶ a planting and irrigation program if needed for establishment of native riparian trees and shrubs at strategic locations within each mitigation site (planting and irrigation may not be necessary if preservation of functioning riparian habitat is chosen as mitigation or if restoration can be accomplished without irrigation or planting); ▶ in kind reference habitats for comparison with compensatory riparian habitats (using performance and success criteria) to document success; 	<p>Before the approval of grading or improvement plans or any construction activities (including clearing and grubbing) that affect the bed and bank or riparian and freshwater marsh habitat associated with Alder Creek and other on-site or off-site drainage channels and ponds.</p>	<p>California Department of Fish and Game and 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 the Summer of 2020. The compliance table is on file with the City.</p>	<p>Yes</p>

		<ul style="list-style-type: none"> ▶ monitoring protocol, including schedule and annual report requirements (compensatory riparian habitats shall be monitored for a minimum period of five years); ▶ ecological performance standards, based on the best available science and including specifications for native riparian plant densities, species composition, amount of dead woody vegetation gaps and bare ground, and survivorship; at a minimum, compensatory mitigation planting sites must achieve 80% survival of planted riparian trees and shrubs by the end of the five-year maintenance and monitoring period or dead and dying trees shall be replaced and monitoring continued until 80% survivorship is achieved; ▶ corrective measures if performance standards are not met; ▶ responsible parties for monitoring and preparing reports; and ▶ responsible parties for receiving and reviewing reports and for verifying success or prescribing implementation or corrective actions. <p>Any conditions of issuance of the Streambed Alteration Agreement shall be implemented as part of project construction activities that adversely affect the bed and bank and riparian habitat associated with Alder Creek and other drainage channels and ponds that are within the project area that is subject to DFG jurisdiction. The agreement shall be executed by the project applicant(s) and DFG before the approval of any grading or improvement plans or any construction activities in any project phase that could potentially affect the bed and bank of Alder Creek and other on-site or off-site drainage channels under DFG jurisdiction and their associated freshwater marsh and riparian habitat.</p> <p>Mitigation for the U.S. 50 interchange improvements must be coordinated by the project applicant(s) of each applicable project phase with the Caltrans.</p>				
106 -20	3A.3-4b (FPASP EIR/EIS)	<p>Conduct Surveys to Identify and Map Valley Needlegrass Grassland; Implement Avoidance and Minimization Measures or Compensatory Mitigation. The project applicant(s) of all project phases shall retain a qualified botanist to conduct preconstruction surveys to determine if valley needlegrass grassland is present on the SPA. This could be done concurrently with any special-status plant surveys conducted on site as special-status plant surveys are floristic in nature, i.e. require that all species encountered be identified, and require preparation of a plant community map. If valley needlegrass grassland is not found on the SPA, the botanist shall document the findings in a letter report to the City of Folsom, and no further mitigation shall be required. Valley needlegrass grassland was not found in any of the off-site project elements.</p> <p>If valley needlegrass grassland is found on the SPA, the location and extent of the community shall be mapped and the acreage of this community type, if any, that would be removed by project implementation shall be calculated. The project applicant(s) for any particular discretionary development application affecting valley needlegrass grassland shall consult with DFG and the City of Folsom to determine appropriate mitigation for removal of valley needlegrass grassland resulting from project implementation. Mitigation measures shall include one or more of the following components sufficient to achieve no net loss of valley needlegrass grassland acreage: establishment of valley needlegrass grassland within project's open</p>	Before approval of grading or improvement plans or any ground disturbing activities, including grubbing or clearing, for any project phase.	California Department of Fish and Game, and City of Folsom Community Development Department	The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in the Summer of 2020. The compliance table is on file with the City.	Yes

		space areas currently characterized by annual grassland, establishment of valley needlegrass grassland off-site, or preservation and enhancement of existing valley needlegrass grassland either on or off the SPA. The applicant(s) shall compensate for any loss of valley needlegrass grassland resulting from project implementation at a minimum 1:1 replacement ratio.				
106-21	3A.3-5 (FPASP EIR/EIS)	<p>Conduct Tree Survey, Prepare and Implement an Oak Woodland Mitigation Plan, Replace Native Oak Trees Removed, and Implement Measures to Avoid and Minimize Indirect Impacts on Oak Trees Retained On Site. The project applicant(s) shall prepare an oak woodland mitigation and monitoring plan. The project applicant(s) of all on- and off-site project phases containing oak woodland habitat or individual trees shall adhere to the requirements described below, which are consistent with those outlined in California Public Resources Code 21083.4. Pursuant to Sacramento County General Plan policy, the acreage of oak woodland habitat for determining impacts and mitigation requirements was calculated as the oak tree canopy area within stands of oak trees having greater than 10% cover plus a 30-foot-radius buffer measured from the outer edge of the tree canopy. Oak trees located in areas greater than 30 feet from stands meeting the greater than 10% tree canopy cover criterion were considered isolated trees and not part of the blue oak woodland community. Mitigation for impacts on isolated oak trees is discussed separately below.</p> <ul style="list-style-type: none"> ▶ Preserve approximately 399 acres of existing oak woodland habitat in the SPA (this acreage is based on the extent of oak woodland habitat as determined from aerial photograph interpretation; however, following completion of ground verification by a qualified arborist, the actual amount of oak woodland present within impact areas could be slightly greater or lesser than the amount calculated from aerial photograph and, therefore, the amount preserved could also be slightly greater or lesser than 399 acres). ▶ Create 243 acres of oak woodland habitat in the SPA by planting a combination of blue oak acorns, seedlings, and trees in the following SPA locations: <ul style="list-style-type: none"> ▪ Non-wooded areas that are adjacent to or contiguous with the existing oak woodland habitat. ▪ Preserve and passive open space zones throughout the SPA. ▪ Open space areas that are adjacent to existing oak woodlands that will be impacted by project grading (i.e. catch slopes). ▪ Other practical locations within the SPA in or adjacent to open space. ▪ Oak Woodlands Mitigation Planting Criteria <p>The following oak woodland mitigation planting criteria shall be used to create oak woodland habitat:</p> <ul style="list-style-type: none"> ▶ A minimum of 55 planting sites per acre (with a total of 70 units, as defined below) will mitigate for one acre of oak woodland impacts. A combination of acorns, seedlings, and various sizes of container trees (#1 container, #5 container, #15 container) or transplanted trees shall be incorporated into the planting design. Mitigation acreage that is planted solely with larger oak trees (no acorns) shall have a minimum of 35 planting sites per acre. The units are defined as follows: 	Before approval of grading or improvement plans or any ground disturbing activities, including grubbing or clearing, for any project phase containing protected trees or oak woodland.	City of Folsom Community Development Department	<p>The owner/applicant obtained a Tree Permit from the Community Development Department for the removal of protected oak trees that were impacted by the grading and construction of Phase 1 of the Toll Brothers at Folsom Ranch project.</p> <p>The Tree Permit was approved prior to commencement of grading and construction in the Summer of 2020. The owner/applicant paid in-lieu fees for the removal of some trees, the City approved a Tree Replacement Plan for another portion of the tree that were removed and preserved existing oak trees in El Dorado County for the remaining mitigation for the total number of protected trees in accordance with this condition.</p> <p>The Conservation Easements within the Phase 1 portion of the subdivision were fenced off around their boundaries in advance of the commencement of grading and construction and the City verified compliance by inspecting the fence in advance of grading.</p>	Yes

	<ul style="list-style-type: none"> ▪ One established acorn equals one unit (acorns will be over planted to maximize potential germination). ▪ One oak seedling equals one unit. ▪ One #1 container oak tree equals two units. ▪ One #5 container oak tree equals three units. ▪ One #15 container oak tree equals four units. ▪ One 24-inch boxed oak tree equals six units. ▪ One transplanted oak tree equals four units per trunk diameter inch (dbh). ▪ Native non oak species characteristic of oak woodlands shall be included in the mitigation planting plan to augment overall habitat values. Each non oak tree species shall represent unit values described above for oak trees, but non oak species shall comprise no more than 10% of the mitigation plantings. ▶ Preserve and protect existing off-site oak woodland habitat. Existing, unprotected oak woodland habitat within Sacramento and El Dorado Counties may be secured and placed under conservation easement in lieu of onsite mitigation measures if necessary. The off-site locations would be managed as oak woodland habitat in perpetuity. ▶ Create oak woodlands off site. Plant a combination of blue oak acorns, seedlings, and trees at off-site location(s), if needed to achieve the creation goal of 243 acres of new blue oak woodland habitat. This measure would only be needed if 243 acres of blue oak woodland could not be created in the SPA. Off-site creation shall follow the same guidelines as outlined in the Mitigation Planting Criteria for onsite creation. Off-site tree planting shall occur at sites within Sacramento County that should naturally support blue oak woodland and shall be used to restore former blue oak woodland habitat that has been degraded or removed through human activities. Restoration shall be designed to result in species composition and densities similar to those in the SPA prior to project development. Planted areas shall be placed under conservation easement and managed as oak woodland habitat in perpetuity. ▶ The oak woodland mitigation plan prepared by the project applicant(s) shall include a maintenance and monitoring program for any replacement trees. The program shall include monitoring and reporting requirements, schedule, and success criteria. Replacement oak trees shall be maintained and monitored for a minimum of eight years from the date of planting and irrigation shall be provided to planted trees for the first five years after planting. Any replacement trees that die during the monitoring period shall be replaced in sufficient numbers to achieve 80% survival rate for planted trees by the end of the eight-year maintenance and monitoring period. Dead and dying trees shall be replaced and monitoring continued until 80% survivorship is achieved. Security acceptable to the City and sufficient to cover maintenance and monitoring costs for eight years shall be provided to the City Planning Department. The security will be forfeited if the project applicant or designated responsible party fails to provide maintenance and monitoring and meet the success criteria. 				
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	<p>Isolated Oak Tree Mitigation</p> <p>The project applicant(s) of all on-site project phases containing oak woodland habitat or isolated trees and the off-site Prairie City Road and Oak Avenue interchange improvements to U.S. 50; Rowberry Drive Overcrossing, and the underground sewer force main shall develop a map depicting the tree canopy of all oak trees in the survey area and identifying the acreage of tree canopy that would be preserved and the acreage that would be removed. A tree permit for removal of isolated oak trees (those not located within the delineated boundary of oak woodland habitat) shall be obtained from the City Planning Director. As a condition of the tree removal permit, project applicant(s) shall be required to develop a Planting and Maintenance Agreement. The City's Tree Preservation Code requires compensatory mitigation and the City and the project applicants have developed a plan, as set forth Section 10 of the Folsom Plan Area Specific Plan (attached to this EIR/EIS as Appendix N) specifically to avoid and minimize adverse effects on isolated oak trees from project development and to provide compensatory mitigation for removal of protected trees in the SPA. In addition to the language contained in the Folsom Plan Area Specific Plan, the following elements shall be included in a protected tree mitigation plan to be developed by the project applicants and agreed upon by the City:</p> <ul style="list-style-type: none"> ▶ Project applicant(s) of projects containing isolated oak trees shall retain a certified arborist or registered professional forester to perform a determinate survey of tree species, size (dbh), condition, and location for all areas of the project site proposed for tree removal and encroachment of development. The condition of individual trees shall be assessed according to the American Society of Consulting Arborists rating system with the following added explanations: <ul style="list-style-type: none"> ▪ 5 = Excellent; No problems – tree has no structural problems, branches are properly spaced and tree characteristics are nearly perfect for the species. ▪ 4 = Good; No apparent problems – tree is in good condition and no apparent problems from visual inspection. If potential structural or health problems are tended at this stage, future hazard can be reduced and more serious health problems can be averted. ▪ 3 = Fair; Minor problems – There are some minor structural or health problems that pose no immediate danger. When the recommended actions in an arborist report are completed correctly the defect(s) can be minimized or eliminated. ▪ 2 = Poor; Major problems – the tree is in poor condition, but the condition could be improved with correct arboricultural work including, but not limited to: pruning, cabling, bracing, bolting, guying, spraying, mistletoe removal, vertical mulching, and fertilization. If the recommended actions are completed correctly, hazard can be reduced and the rating can be elevated to a 3. If no action is taken the tree is considered a liability and should be removed. ▪ 1 = Hazardous or non correctable condition – the tree is in extremely poor condition and in non-reversible decline. This rating is assigned to a tree that has structural and/or health problems that no 					
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		<p>amount of tree care work or effort can change. The issues may or may not be considered a dangerous situation. The tree may also be infested with a disease or pest(s) that is non-controllable at this time and is causing an unacceptable risk of spreading the disease or pests(s) to other trees.</p> <ul style="list-style-type: none"> ▪ 0 = Dead – the tree has no significant signs of life (dead or very close to being dead). <p>Isolated Oak Tree Mitigation Planting Criteria</p> <ul style="list-style-type: none"> ▶ The determination for whether an isolated tree shall be preserved, removed without compensation, or removed with compensatory mitigation shall be based on the condition and size of the tree as follows: <ul style="list-style-type: none"> ▪ Trees rated 0 or 1 may be removed with no mitigation. ▪ Trees rated 2 may be removed at 50% of the normal Folsom Municipal Code mitigation. ▪ Trees rated 3, 4, and/or 5 may be removed at the normal Folsom Municipal Code mitigation. ▪ Native isolated oaks measuring 24 inches or greater dbh for a single trunk or 40 inches or more for a multi-trunked tree and rated a 3 to 5 shall be retained, unless retaining wall(s) higher than 4 feet tall (from bottom of footing to the top of the wall) would be required to protect the tree(s) from mass grading of the SPA properties. ▪ Native oaks measuring between 12 and 24 inches dbh and rated a 4 or 5 shall not be removed or mitigated unless wall(s) higher than 4 feet tall (from bottom of footing to the top of the wall) would be required to protect the tree(s) from mass grading of the SPA properties. Trees in this size class but rated 2 or 3 shall not be removed unless unreasonable costs to save the tree(s) (greater than the cost of implementing the isolated oak tree mitigation planting criteria described here) would result. ▪ Native oaks measuring 5 inches or greater dbh but less than 12 inches dbh shall not be removed unless unreasonable costs to save the tree(s) (greater than the cost of implementing the isolated oak tree mitigation planting criteria described here) would result. ▪ Native oak trees measuring 1 inch or greater dbh but less than 5 inches dbh may be preserved to receive a Small Tree Preservation Credit (STPC). Any tree that is to be considered for preservation credit shall be evaluated, included in the arborist report, and shall have been found to be rated a 3, 4, or a 5. Credits shall only be accepted if the tree protection zone (TPZ) (i.e., the outer edge of the tree canopy drip line) is protected with fencing in the exact manner that 5 inches dbh and greater trees are protected on a construction site, and the spacing is equal to the proper tree spacing dictated by the Folsom Master Tree List. STPC shall not count if they the tree is in a poor growing space due to its position within the TPZ of another protected tree to be preserved. The City shall accept the preservation of native oak trees in this size class as credit towards the total removed inches based on the following STPC criteria: ▶ Folsom Municipal Code requires one of the following be planted as compensation for each diameter inch of protected tree removed: 					
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		<ul style="list-style-type: none"> ▪ half of a 24-inch box tree; ▪ one #15 container tree; ▪ two #5 container trees; or ▪ \$150 in-lieu payment or other fee set by City Council Resolution. <p>▶ The Planting and Maintenance Agreement shall include a planting plan, planting and irrigation design details, and a weaning schedule for the establishment period. The plan shall include a 5-year establishment period for trees and 8 years for planted acorns with an annual monitoring report that includes corrections needed with proposed work plan, and notice of compliance within 90-days of annual monitoring report. Security in an form acceptable to the City and sufficient to cover maintenance and monitoring costs for eight years shall be provided to the City Planning Department. The security will be forfeited if the project applicant or designated responsible party fails to fulfill the Planting and Maintenance Agreement.</p> <p>▶ To avoid and minimize indirect impacts on protected trees to remain on the SPA, the project applicant(s) of all affected project phases shall install high visibility fencing outside the outer edge of the drip lines of all trees to be retained on the SPA during project construction. The fencing may be installed around groups or stands of trees or whole wooded areas but must be installed so that the drip lines of all trees are protected. Grading, trenching, equipment or materials storage, parking, paving, irrigation, and landscaping shall be prohibited within the fenced areas (i.e. drip lines of protected trees). If the activities listed cannot be avoided within the drip line of a particular tree, that tree shall be counted as an affected tree and compensatory mitigation shall be provided, or the tree in question shall be monitored for a period of five years and replaced only if the tree appears to be dead or dying within five years of project implementation.</p> <p>Through a combination of the mitigation options presented above along with the proposed on-site preservation of blue oak woodland habitat in the open space areas, the project applicant(s) can satisfy the mitigation requirements for removal of trees protected under the Folsom Municipal Code while also mitigating the impacts on oak woodland habitat, as determined through consultation with the Sacramento County Planning Department (for County off-site impacts only) and/or the City of Folsom.</p> <p>Mitigation for the U. S. 50 interchange improvements must be coordinated by the project applicant(s) of each applicable project phase with Caltrans.</p>				
106-22	WS-1 (Addendum)	<p>Conduct Environmental Awareness Training for Construction Employees.</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</p>	Before approval of grading or improvement plans or any ground disturbing	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	Yes

		<p>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>	activities, including grubbing or clearing, for any project phase.		construction in the Summer of 2020. The compliance table is on file with the City.	
106-23	WS-2 (Addendum)	<p>Conduct Preconstruction Western Spadefoot Survey.</p> <p>The Project Applicant(s) shall retain a qualified biologist to conduct a preconstruction western spadefoot survey within 48 hours of the initiation of construction activity within suitable tadpole habitat (e.g., vernal pools, seasonal wetlands, and drainages with standing water) for western spadefoot. If no western spadefoot individuals are found during the preconstruction survey, the biologist shall document the findings in a letter report to CDFW and the City, and no further mitigation shall be required. If western spadefoot individuals are found, the qualified biologist shall consult with CDFW to determine appropriate avoidance measures.</p>	Before approval of grading or improvement plans or any ground disturbing activities, including grubbing or clearing, within suitable tadpole habitat.	California Department of Fish and Game, and City of Folsom Community Development Department	The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in the Summer of 2020. The compliance table is on file with the City.	Yes
106-24	NWPT-1 (Addendum)	<p>Conduct Preconstruction Northwestern Pond Turtle Survey.</p> <p>The Project Applicant(s) shall retain a qualified biologist to conduct a preconstruction northwestern pond turtle survey within 48 hours of the initiation of construction activity within suitable habitat for northwestern pond turtle. If no northwestern pond turtles are found during the preconstruction survey, the biologist shall document the findings in a letter report to CDFW and the City, and no further mitigation shall be required. If northwestern pond turtles are found, the qualified biologist shall capture and relocate the turtles to a suitable preserved location in the vicinity of the project.</p>	Before approval of grading or improvement plans or any ground disturbing activities, including grubbing or clearing, within suitable northwestern pond turtle habitat.	California Department of Fish and Game, and City of Folsom Community Development Department	The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in the Summer of 2020. The compliance table is on file with the City.	Yes

106-25	NB-1 (Addendum)	<p>Preconstruction Nesting Bird Survey.</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.	California Department of Fish and Game, and City of Folsom Community Development Department	The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in the Summer of 2020. The compliance table is on file with the City.	Yes
Cultural and Tribal Cultural Resources						
106-26	3A.5-1a (Addendum)	<p>Comply with the Programmatic Agreement.</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 Community Development Department; U.S. Army Corp of Engineers;	On June 10, 2019, the US Army Corps of Engineers, in consultation with the City, SHPO, the tribes and consulting parties determined that the entire Toll Brothers at Folsom Ranch Regency project has satisfied its pre-construction compliance requirements for cultural resources and may proceed with construction. All required compliance letters are on file with the Community Development Department.	Yes
106-27	3A.5-1b (Addendum)	<p>Perform an Inventory and Evaluation of Cultural Resources for the California Register of Historic Places, Minimize or Avoid Damage or Destruction, and Perform Treatment Where Damage or Destruction Cannot be Avoided.</p> <p>These steps may be combined with deliverables and management steps performed for Section 106 provided that management documents prepared for the PA also clearly reference the California Register of Historical Resources (CRHR) listing criteria and significance thresholds that apply under CEQA. Prior to ground disturbing work for each individual development phase or off-site element, the applicable oversight agency (City of Folsom, El Dorado County, Sacramento County, or Caltrans), or the project applicant(s) of all project phases, with applicable oversight agency, shall perform the following actions:</p> <ul style="list-style-type: none"> ▶ The project applicant shall retain the services of a qualified archaeologist to perform an inventory of cultural resources within each individual development phase or off-site element subject to approval under CEQA. Identified resources shall be evaluated for listing on the CRHR. The inventory report shall also identify locations that are sensitive for undiscovered cultural resources based upon the location of 	Before approval of grading or improvement plans or any ground disturbing activities, including grubbing or clearing, for any project phase.	City of Folsom Community Development Department	On June 10, 2019, the US Army Corps of Engineers, in consultation with the City, SHPO, the tribes and consulting parties determined that the entire Toll Brothers at Folsom Ranch Regency project has satisfied its pre-construction compliance requirements for cultural resources and may proceed with construction. All required compliance letters are on file with the Community Development Department.	Yes

	<p>known resources, geomorphology, and topography. The inventory report shall specify the location of monitoring of ground-disturbing work in these areas by a qualified archaeologist and monitoring in the vicinity of identified resources that may be damaged by construction, if appropriate.</p> <ul style="list-style-type: none"> ▶ The identification of any sensitive locations subject to monitoring during construction of each individual development phase shall be performed in concert with monitoring activities performed under the PA to minimize the potential for conflicting requirements. ▶ For each resource that is determined eligible for the CRHR, the applicable agency or the project applicant(s) for any particular discretionary development (under the agency’s direction) shall obtain the services of a qualified archaeologist who shall determine if implementation of the individual project development would result in damage or destruction of “significant” (under CEQA) cultural resources. These findings shall be reviewed by the applicable agency for consistency with the significance thresholds and treatment measures provided in this EIR/EIS. ▶ Where possible, the project shall be configured or redesigned to avoid impacts on eligible or listed resources. Alternatively, these resources may be preserved in place if possible, as suggested under California Public Resources Code Section 21083.2. Avoidance of historic properties is required under certain circumstances under the Public Resource Code and 36 CFR Part 800. ▶ Where impacts cannot be avoided, the applicable agency or the project applicant(s) of all project phases (under the applicable agency’s direction) shall prepare and implement treatment measures that are determined to be necessary by a qualified archaeologist. These measures may consist of data recovery excavations for resources that are eligible for listing because of the data they contain (which may contribute to research). Alternatively, for historical architectural, engineered, or landscape features, treatment measures may consist of a preparation of interpretive, narrative, or photographic documentation. These measures shall be reviewed by the applicable oversight agency for consistency with the significance thresholds and standards provided in this EIR/EIS. ▶ To support the evaluation and treatment required under this Mitigation Measure, the archaeologist retained by either the applicable oversight agency or the project applicant(s) of all project phases shall prepare an appropriate prehistoric and historic context that identifies relevant prehistoric, ethnographic, and historic themes and research questions against which to determine the significance of identified resources and appropriate treatment. ▶ These steps and documents may be combined with the phasing of management and documents prepared pursuant to the FAPA to minimize the potential for inconsistency and duplicative management efforts. <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries shall be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans).</p>					
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106 -28	3A.5-2 (Addendum)	<p>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.</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 cultural resources and inform them of the proper procedures should cultural resources be encountered. ▶ 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>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</p>	Before approval of grading or improvement plans or any ground disturbing activities, including grubbing or clearing, for any project phase.	City of Folsom Community Development Department; U.S. Army Corp of Engineers	On June 10, 2019, the US Army Corps of Engineers, in consultation with the City, SHPO, the tribes and consulting parties determined that the entire Toll Brothers at Folsom Ranch Regency project has satisfied its pre-construction compliance requirements for cultural resources and may proceed with construction. All required compliance letters are on file with the Community Development Department. Compliance with this condition is monitored through construction inspection.	Yes
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		<p>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 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>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>				
106-29	3A.5-3 (Addendum)	<p>Suspend Ground-Disturbing Activities if Human Remains are Encountered and Comply with California Health and Safety Code Procedures.</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</p>	During all ground disturbing activities, for any project phase.	Sacramento County Coroner; Native American Heritage Commission; City of Folsom Community Development Department	There have been no human remains discovered during the course of grading and construction in the project.	Yes

		<p>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 an Most Likely Descendant shall be followed. The project applicant(s) of all project phases shall ensure that the immediate vicinity (according to generally accepted cultural or archaeological standards and practices) is not damaged or disturbed by further development activity until consultation with the Most Likely Descendant has taken place. The Most Likely Descendant shall have 48 hours after being granted access to the site to inspect the site and make recommendations. A range of possible treatments for the remains may be discussed: nondestructive removal and analysis, preservation in place, relinquishment of the remains and associated items to the descendants, or other culturally appropriate treatment. As suggested by AB 2641 (Chapter 863, Statutes of 2006), the concerned parties may extend discussions beyond the initial 48 hours to allow for the discovery of additional remains. AB 2641(e) includes a list of site protection measures and states that the project applicant(s) shall comply with one or more of the following requirements:</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 reinterment 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 an Most Likely Descendant or if the Most Likely Descendant fails to make a recommendation within 48 hours after being granted access to the site. The project applicant(s) or its authorized representative may also reinter the remains in a location not subject to further disturbance if it rejects the recommendation of the Most Likely Descendant and mediation by the NAHC fails to provide 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 oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans).</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>				
Geology and Soils						
106-30	3A.7-1a (FPASP EIR/EIS)	Prepare Site-Specific Geotechnical Report per CBC Requirements and Implement Appropriate Recommendations. Before building permits are issued and construction activities begin any project development phase, the project applicant(s) of each project phase shall hire a licensed geotechnical engineer to prepare a final geotechnical subsurface investigation report for the on- and off-site facilities, which shall be	Before issuance of building permits and ground-	City of Folsom Community Development Department	The owner/applicant has provided Geotechnical Report to the City. The Geotechnical report for the subdivision is on file with the City.	Yes

		<p>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 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>	disturbing activities.			
106-31	3A.7-1b (FPASP EIR/EIS)	<p>Monitor Earthwork during Earthmoving Activities. All earthwork shall be monitored by a qualified geotechnical or soils engineer retained by the project applicant(s) of each project phase. The geotechnical or soils engineer shall provide oversight during all excavation, placement of fill, and disposal of materials removed from and deposited on both on- and off-site construction areas.</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 Community Development Department	Compliance with this condition has been monitored through construction inspection by the City.	Yes
106-32	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</p>	Before the start of construction activities.	City of Folsom Community	Compliance with this condition has been monitored through construction inspection by the City.	Yes

		<p>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>For the two off-site roadways into El Dorado Hills, the project applicant(s) of that phase shall retain a California Registered Civil Engineer to prepare a grading and erosion control plan. The grading and erosion control plan shall be submitted to the El Dorado County Public Works Department and the El Dorado Hills Community Service District before issuance of grading permits for roadway construction in El Dorado Hills. The plan shall be consistent with El Dorado County’s Grading, Erosion, and Sediment Control Ordinance and the state’s NPDES permit, and shall include the site-specific grading associated with roadway development.</p> <p>For the off-site detention basin west of Prairie City Road, the project applicant(s) of that phase shall retain a California Registered Civil Engineer to prepare a grading and erosion control plan. The grading and erosion control plan shall be submitted to the Sacramento County Public Works Department before issuance of a grading permit. The plan shall be consistent with Sacramento County’s Grading, Erosion, and Sediment Control Ordinance and the state’s NPDES permit, and shall include the site-specific grading associated with construction of the detention basin.</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 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 reseeded 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>		Development Department		
106-33	3A.7-5 (FPASP EIR/EIS)	<p>Divert Seasonal Water Flows Away from Building Foundations. The project applicant(s) of all project phases shall either install subdrains (which typically consist of perforated pipe and gravel, surrounded by nonwoven geotextile fabric), or take such other actions as recommended by the geotechnical or civil engineer for the project that would serve to divert seasonal flows caused by surface infiltration, water seepage, and perched water during the winter months away from building foundations.</p>	Before and during earthmoving activities	City of Folsom Community Development Department	The Community Development Department has reviewed and all improvement plans in the subdivision to verify compliance with mitigation measure.	Yes

106-34	3A.7-10 (FPASP EIR/EIS)	<p>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.</p> <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 Ione 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 Ione or Mehrten Formations, the project applicant(s) shall retain a qualified paleontologist or archaeologist to train all construction personnel involved with earthmoving activities, including the site superintendent, regarding the possibility of encountering 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>	During earthmoving activities in the Ione and Mehrten Formations.	City of Folsom Community Development Department	The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in the Summer of 2020. The compliance table is on file with the City.	Yes
Greenhouse Gas Emissions and Climate Change						
106-35	3A.4-1 (FPASP EIR/EIS)	<p>Implement Additional Measures to Control Construction-Generated GHG Emissions.</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</p>	Before approval of small-lot final maps and building permits for all discretionary development project, including all on- and off-site elements and implementation throughout	City of Folsom Community Development Department	The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in the Summer of 2020. The compliance table is on file with the City.	Yes

	<p>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> <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 [NO_x] emissions from the use of low carbon fuel must be reviewed and increases mitigated.) Additional information about low carbon fuels is available from ARB's Low Carbon Fuel Standard Program (ARB 2009b). ▶ 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). ▶ 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. 	<p>project construction.</p>				
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		<ul style="list-style-type: none"> ▶ 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 nonpotable 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>				
106-36	3A.4-2b (FPASP EIR/EIS)	<p>Participate in and Implement an Urban and Community Forestry Program and/or Off-Site Tree Program to Off-Set Loss of On-Site Trees. The trees on the project site contain sequestered carbon and would continue to provide future carbon sequestration during their growing life. For all harvestable trees that are subject to removal, the project applicant(s) for any particular discretionary development application shall participate in and provide necessary funding for urban and community forestry program (such as the UrbanWood program managed by the Urban Forest Ecosystems Institute [Urban Forest Ecosystems Institute 2009]) to ensure that wood with an equivalent carbon sequestration value to that of all harvestable removed trees is harvested for an end-use that would retain its carbon sequestration (e.g., furniture building, cabinet making). For all nonharvestable trees that are subject to removal, the project applicant(s) shall develop and fund an off-site tree program that includes a level of tree planting that, at a minimum, increases carbon sequestration by an amount equivalent to what would have been sequestered by the blue oak woodland during its lifetime. This program shall be funded by the project applicant(s) of each development phase and reviewed for comment by an independent Certified Arborist unaffiliated with the project applicant(s) and shall be coordinated with the requirements of Mitigation Measure 3.3-5, as stated in Section 3A.3, "Biological Resources - Land." Final approval of the program shall be provided by the City. Components of the program may include, but not be limited to, providing urban tree canopy in the City of Folsom, or reforestation in suitable areas outside the City. Reforestation in natural habitat areas outside the City of Folsom would simultaneously mitigate the loss of oak woodland habitat while planting trees within the urban forest canopy would not. The California Urban Forestry Greenhouse Gas Reporting Protocol shall be used to assess this mitigation program (CCAR 2008). All unused vegetation and tree material shall be mulched for use in landscaping on the project site, shipped to the nearest composting facility, or shipped to a landfill that is equipped with a methane collection system, or combusted in a biomass power plant. Tree and vegetative material should not be burned on- or off-site unless used as fuel in a biomass power plant.</p>	Before approval of final maps and/or building permits for all project phases requiring discretionary approval, including all on- and off-site elements.	City of Folsom Community Development Department	The owner/applicant worked with an organization Urban Wood Rescue which is a program in association with the Sacramento Tree Foundation that makes wood products from large trees that are removed as a result of development. The owner/applicant provided most of the large trees that were removed as a part of the grading and construction for the project to Urban Wood Rescue and they made table, furniture, etc. from the trees that were provided. The remaining trees and tree canopy was mulched by the owner/applicant and is stored on site to use as mulch in the landscape areas throughout the project. No removed trees were transported to the landfill in accordance with this condition of approval.	Yes
Hazards and Hazardous Materials						
106-37	3A.8-2 (FPASP EIR/EIS)	<p>Complete Investigations Related to the Extent to Which Soil and/or Groundwater May Have Been Contaminated in Areas Not Covered by the Phase I and II Environmental Site Assessments and Implement Required Measures. The project applicant(s) for any discretionary development application shall conduct Phase I Environmental Site Assessments (where an Phase I has not been conducted), and if necessary, Phase II Environmental Site Assessments, and/or other appropriate testing for all areas of the SPA</p>	Before and during earth moving activities	City of Folsom Community Development Department	The subdivision is not within any identified area where contaminated groundwater is present. Therefore there is no required Phase 1 or Phase 2 Environmental Assessment required.	Yes

		<p>and include, as necessary, analysis of soil and/or groundwater samples for the potential contamination sites that have not yet been covered by previous investigations (as shown in Exhibit 3A.8-1) before construction activities begin in those areas. Recommendations in the Phase I and II Environmental Site Assessments to address any contamination that is found shall be implemented before initiating ground-disturbing activities in these areas.</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. ▶ 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>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>				
106-38	3A.8-6 (FPASP EIR/EIS)	<p>Prudent Avoidance and Notification of EMF Exposure. Potential purchasers of residential properties near the transmission lines shall be made aware of the controversy surrounding EMF exposure. The California Department of Real Estate shall be requested to insert an appropriate notification into the applicant's final Subdivision Public Report application, which shall be provided to purchasers of properties within 100 feet</p>	At the submission of	City of Folsom Community	There are no overhead powerlines existing within this subdivision and all proposed and future utility lines to serve this subdivision will be placed	Yes

		from the 100-115kV power line , or within 150 feet from the 220-230 kV power line . The notification would include a discussion of the scientific studies and conclusions reached to date, acknowledge that the notification distance is not based on specific biological evidence, but rather, the distance where background levels may increase, and provide that, given some uncertainty in the data, this notification is merely provided to allow purchasers to make an informed decision.	tentative map applications.	Development Department	underground in accordance with the subdivision's conditions of approval.	
106-39	3A.8-7 (FPASP EIR/EIS)	<p>Prepare and Implement a Vector Control Plan in Consultation with the Sacramento-Yolo Mosquito and Vector Control District. To ensure that operation and design of the stormwater system, including multiple planned detention basins, is consistent with the recommendations of the Sacramento-Yolo Mosquito and Vector Control District regarding mosquito control, the project applicant(s) of all project phases shall prepare and implement a Vector Control Plan. This plan shall be prepared in coordination with the Sacramento-Yolo Mosquito and Vector Control District and shall be submitted to the City for approval before issuance of the grading permit for the detention basins under the City's jurisdiction. For the off-site detention basin, the plan shall be submitted to Sacramento County for approval before issuance of the grading permit for the off-site detention basin. The plan shall incorporate specific measures deemed sufficient by the City to minimize public health risks from mosquitoes, and as contained within the Sacramento-Yolo Mosquito and Vector Control District BMP Manual (Sacramento-Yolo Mosquito and Vector Control District 2008). The plan shall include, but is not limited to, the following components:</p> <ul style="list-style-type: none"> ▶ Description of the project. ▶ Description of detention basins and all water features and facilities that would control on-site water levels. ▶ Goals of the plan. ▶ Description of the water management elements and features that would be implemented, including: <ul style="list-style-type: none"> ▪ BMPs that would implemented on-site; ▪ public education and awareness; ▪ sanitary methods used (e.g., disposal of garbage); ▪ mosquito control methods used (e.g., fluctuating water levels, biological agents, pesticides, larvicides, circulating water); and ▪ stormwater management (consistent with Stormwater Management Plan). ▶ Long-term maintenance of the detention basins and all related facilities (e.g., specific ongoing enforceable conditions or maintenance by a homeowner's association). <p>To reduce the potential for mosquitoes to reproduce in the detention basins, the project applicant(s) shall coordinate with the Sacramento-Yolo Mosquito and Vector Control District to identify and implement BMPs based on their potential effectiveness for SPA conditions. Potential BMPs could include, but are not limited to, the following:</p>	Before issuance of grading permits for the project water features.	City of Folsom Community Development Department	The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in the Summer of 2020. The compliance table is on file with the City.	Yes

		<ul style="list-style-type: none"> ▶ build shoreline perimeters as steep and uniform as practicable to discourage dense plant growth; ▶ perform routine maintenance to reduce emergent plant densities to facilitate the ability of mosquito predators (i.e., fish) to move throughout vegetated area; ▶ design distribution piping and containment basins with adequate slopes to drain fully and prevent standing water. The design slope should take into consideration buildup of sediment between maintenance periods. Compaction during grading may also be needed to avoid slumping and settling; ▶ coordinate cleaning of catch basins, drop inlets, or storm drains with mosquito treatment operations; ▶ enforce the prompt removal of silt screens installed during construction when no longer needed to protect water quality; ▶ if the sump, vault, or basin is sealed against mosquitoes, with the exception of the inlet and outlet, submerge the inlet and outlet completely to reduce the available surface area of water for mosquito egg-laying (female mosquitoes can fly through pipes); and ▶ design structures with the appropriate pumping, piping, valves, or other necessary equipment to allow for easy dewatering of the unit if necessary (Sacramento Yolo Mosquito and Vector Control District 2008). <p>The project applicant(s) of the project phase containing the off-site detention basin shall coordinate mitigation for the off-site with the affected oversight agency (i.e., Sacramento County).</p>				
Hydrology and Water Quality						
106-40	3A.9-1 (FPASP EIR/EIS)	<p>Acquire Appropriate Regulatory Permits and Prepare and Implement SWPPP and BMPs. Prior to the issuance of grading permits, the project applicant(s) of all projects disturbing one or more acres (including phased construction of smaller areas which are part of a larger project) shall obtain coverage under the SWRCB's NPDES stormwater permit for general construction activity (Order 2009-0009-DWQ), including preparation and submittal of a project-specific SWPPP at the time the NOI is filed. The project applicant(s) shall also prepare and submit any other necessary erosion and sediment control and engineering plans and specifications for pollution prevention and control to Sacramento County, City of Folsom, El Dorado County (for the off-site roadways into El Dorado Hills under the Proposed Project Alternative). The SWPPP and other appropriate plans shall identify and specify:</p> <ul style="list-style-type: none"> ▶ 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 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 ▶ the implementation of approved local plans, non-stormwater management controls, permanent post-construction BMPs, and inspection and maintenance responsibilities; 	Submittal of the State Construction General Permit NOI and SWPPP (where applicable) and development and submittal of any other locally required plans and specifications before the issuance of grading permits for all on-site project phases	City of Folsom Community Development Department	The Owner/applicant has received a NPDES permit from the State Regional Water Quality Control Board (SRWQCB). The NPDES Permit requires the implementation of BMP's, monitoring and reporting for stormwater runoff. The NPDES Permit includes a Storm Water Pollution Prevention Plan (SWPPP), which outlines monitoring standards, frequency and baseline modeling. The Owner/applicant has submitted monthly reports to the City and SRWQCB.	Yes

		<ul style="list-style-type: none"> ▶ the pollutants that are likely to be used during construction that could be present in stormwater drainage and nonstormwater discharges, including fuels, lubricants, and other types of materials used for equipment operation; ▶ 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 construction. These measures may include silt fences, staked straw bales or wattles, sediment/silt basins and traps, geofabric, sandbag dikes, and temporary vegetation. ▶ 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. 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>	and off-site elements and implementation throughout project construction.			
106-41	3A.9-2 (FPASP EIR/EIS)	<p>Prepare and Submit Final Drainage Plans and Implement Requirements Contained in Those Plans.</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 appropriately conveyed through the SPA,</p>	Before approval of grading plans and building	City of Folsom Public Works Department	The Owner/applicant has received a NPDES permit from the State Regional Water Quality Control Board (SRWQCB). The NDES Permit	Yes

	<p>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; <p>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:</p> <ul style="list-style-type: none"> ▶ use of Low Impact Development (LID) techniques to limit increases in stormwater runoff at the point of origination (these may include, but are not limited to: surface swales; replacement of conventional impervious surfaces with pervious surfaces [e.g., porous pavement]; impervious surfaces disconnection; and trees planted to intercept stormwater); ▶ 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</p>	<p>permits of all project phases.</p>		<p>requires the implementation of BMP's, monitoring and reporting for stormwater runoff. The NPDES Permit includes a Storm Water Pollution Prevention Plan (SWPPP), which outlines monitoring standards, frequency and baseline modeling. The Owner/applicant has submitted monthly reports to the City and SRWQCB.</p>	
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		<p>AEP) flood flows would be appropriately channeled and contained, such that the risk to people or damage to structures within or down gradient of the SPA would not occur, and that hydromodification would not be increased from pre-development levels such that existing stream geomorphology would be changed (the range of conditions should be calculated for each receiving water if feasible, or a conservative estimate should be used, e.g., an Ep of 1 ±10% or other as approved by the Sacramento Stormwater Quality Partnership and/or City of Folsom Public Works Department).</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>				
106-42	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 of spills and illegal dumping, and effective management of public trash collection areas. ▶ 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 	<p>Prepare plans before the issuance of grading permits for all project phases and off-site elements and implementation throughout project construction.</p>	<p>City of Folsom Community Development Department and Public Works Department</p>	<p>The Owner/applicant has received a NPDES permit from the State Regional Water Quality Control Board (SRWQCB). The NDES Permit requires the implementation of BMP’s, monitoring and reporting for stormwater runoff. The NPDES Permit includes a Storm Water Pollution Prevention Plan (SWPPP), which outlines monitoring standards, frequency and baseline modeling. The Owner/applicant has submitted monthly reports to the City and SRWQCB.</p> <p>The owner/applicant has prepared storm drain design reports and provided storm drain calculations for all of the proposed storm drainage features and detention/water quality and hydromodification basins necessary to serve this subdivision. These reports have been reviewed and approved by the Community Development and Public Works Departments.</p>	<p>Yes</p>

		<ul style="list-style-type: none"> ▪ 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 the project applicant(s) of each applicable project phase with El Dorado County and Caltrans.</p>				
106-43	3A.9-4 (FPASP EIR/EIS)	<p>Inspect and Evaluate Existing Dams Within and Upstream of the Project Site and Make Improvements if Necessary. Prior to submittal to the City of tentative maps or improvement plans the project applicant(s) of all project phases shall perform conduct studies to determine the extent of inundation in the case of dam failure. If the studies determine potential exposure of people or structures to a significant risk of flooding as a result of the failure of a dam, the applicants(s) shall implement of any feasible recommendations provided in that study, potentially through drainage improvements, subject to the approval of the City of Folsom Public Works Department.</p>	Prior to submittal to the City of tentative maps or improvement plans.	City of Folsom Community Development Department	There are no existing or proposed dams upstream from this subdivision and therefore there is no requirement to perform the analysis required in this condition of approval.	Yes
Noise and Vibration						
106-44	3A.11-1 (FPASP EIR/EIS)	<p>Implement Noise-Reducing Construction Practices, Prepare and Implement a Noise Control Plan, and Monitor and Record Construction Noise near Sensitive Receptors. To reduce impacts associated with noise generated during project related construction activities, the project applicant(s) and their primary contractors for engineering design and construction of all project phases shall ensure that the following requirements are implemented at each work site in any year of project construction to avoid and minimize construction noise effects on sensitive receptors. The project applicant(s) and primary construction contractor(s) shall employ noise-reducing construction practices. Measures that shall be used to limit noise shall include the measures listed below:</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. 	Before and during construction activities on the SPA and within El Dorado Hills.	City of Folsom Community Development Department	The owner/applicant has implemented noise reducing construction practices included as part of the required Noise Control Plan. Compliance with these requirements has been monitored through construction inspection.	Yes

		<ul style="list-style-type: none"> ▶ All construction equipment shall be properly maintained and equipped with noise-reduction intake and exhaust mufflers and engine shrouds, in accordance with manufacturers' recommendations. Equipment engine shrouds shall be closed during equipment operation. ▶ All motorized construction equipment shall be shut down when not in use to prevent idling. ▶ Individual operations and techniques shall be replaced with quieter procedures (e.g., using welding instead of riveting, mixing concrete 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. ▶ 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. 				
106-45	3A.11-3 (FPASP EIR/EIS)	<p>Implement Measures to Prevent Exposure of Sensitive Receptors to Groundborne Noise or Vibration from Project Generated Construction Activities.</p> <ul style="list-style-type: none"> ▶ To the extent feasible, blasting activities shall not be conducted within 275 feet of existing or future sensitive receptors. 	Before and during bulldozing and blasting activities on the	City of Folsom Community Development Department	Blasting has been necessary throughout the course of grading and construction in this subdivision. The blasting has not been within 2000 feet of any sensitive receptor. The blasting contractor has	Yes

		<ul style="list-style-type: none"> ▶ To the extent feasible, bulldozing activities shall not be conducted within 50 feet of existing or future sensitive receptors. ▶ All blasting shall be performed by a blast contractor and blasting personnel licensed to operate in the State of California. ▶ A blasting plan, including estimates of vibration levels at the residence closest to the blast, shall be submitted to the enforcement agency for review and approval prior to the commencement of the first blast. ▶ Each blast shall be monitored and documented for groundbourne noise and vibration levels at the nearest sensitive land use and associated recorded submitted to the enforcement agency. 	SPA and within El Dorado Hills and the County of Sacramento		obtained a blasting permit from the City and the Community Development Department has verified compliance with the permit through construction inspection.	
106-46	3A.11-5 (FPASP EIR/EIS)	<p>Implement Measures to Reduce Noise from Project-Generated Stationary Sources.</p> <p>The project applicant(s) for any particular discretionary development project shall implement the following measures to reduce the effect of noise levels generated by on-site stationary noise sources that would be located within 600 feet of any noise-sensitive receptor:</p> <ul style="list-style-type: none"> ▶ Routine testing and preventive maintenance of emergency electrical generators shall be conducted during the less sensitive daytime hours (i.e., 7:00 a.m. to 6:00 p.m.). All electrical generators shall be equipped with noise control (e.g., muffler) devices in accordance with manufacturers' specifications. ▶ External mechanical equipment associated with buildings shall incorporate features designed to reduce noise emissions below the stationary noise source criteria. These features may include, but are not limited to, locating generators within equipment rooms or enclosures that incorporate noise-reduction features, such as acoustical louvers, and exhaust and intake silencers. Equipment enclosures shall be oriented so that major openings (i.e., intake louvers, exhaust) are directed away from nearby noise-sensitive receptors. ▶ Parking lots shall be located and designed so that noise emissions do not exceed the stationary noise source criteria established in this analysis (i.e., 50 dB for 30 minutes in every hour during the daytime [7 a.m. to 10 p.m.] and less than 45 dB for 30 minutes of every hour during the night time [10 p.m. to 7 a.m.]). Reduction of parking lot noise can be achieved by locating parking lots as far away as feasible from noise sensitive land uses, or using buildings and topographic features to provide acoustic shielding for noise-sensitive land uses. ▶ Loading docks shall be located and designed so that noise emissions do not exceed the stationary noise source criteria established in this analysis (i.e., 50 dB for 30 minutes in every hour during the daytime [7 a.m. to 10 p.m.] and less than 45 dB for 30 minutes of every hour during the night time [10 p.m. to 7 a.m.]). Reduction of loading dock noise can be achieved by locating loading docks as far away as possible from noise sensitive land uses, constructing noise barriers between loading docks and noise- 	Before submittal of improvement plans for each project phase, and during project operations for testing of emergency generators.	City of Folsom Community Development Department	<p>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.</p> <p>There are no sensitive receptors within 600 feet of any on-going construction and grading activity in the subdivision.</p>	Yes

		sensitive land uses, or using buildings and topographic features to provide acoustic shielding for noise-sensitive land uses.				
106-47	4.13-1 (Addendum)	<p>Exterior Traffic Noise Reduction Measures</p> <p>Prior to building occupancy, the project applicant shall design and construct noise barriers, as detailed below, to reduce traffic noise levels below the City of Folsom exterior criteria of 60 dB Ldn.</p> <ul style="list-style-type: none"> ▶ 6-foot tall solid noise barriers, relative to backyard elevations, shall be constructed along all property boundaries adjacent to East Bidwell Street, Mangini Parkway, and Oak Avenue Parkway. ▶ For the proposed Traditional Subdivisions portion of the project, a 7-foot tall solid noise barrier, relative to backyard elevations, shall be constructed along all property boundaries adjacent to White Rock Road. ▶ For the proposed Regency at Folsom Ranch Phase 1 and Phase 2 portions of the project, an 8-foot tall solid noise barrier, relative to backyard elevations, shall be constructed along all property boundaries adjacent to White Rock Road. <p>Suitable materials for the traffic noise barriers include masonry and precast concrete panels. The overall barrier height may be achieved by utilizing a barrier and earthen berm combination. Other materials may be acceptable but shall be reviewed by an acoustical consultant prior to use.</p> <p>Barrier height requirements are based on a property boundary setback of 117-122 feet from the ultimate alignment of White Rock Road under the approved Capital Southeast Connector project. If 90 days prior to pulling building permits for the Toll Brothers site, it is determined that there is no evidence that the White Rock Road improvements are funded and moving forward, as described under the approved Capital Southeast Connector project, the project applicant shall obtain the services of a noise consultant to reconduct a site-specific acoustical analysis based on the actual property boundary setback to determine the appropriate noise reduction measures to reduce traffic noise levels in accordance with adopted City of Folsom noise standards.</p>	Prior to building occupancy	City of Folsom Community Development Department	The landscape and streetscape plans for the subdivision include the required masonry walls in the required height and required locations. The Community Development Department will monitor compliance during construction and verify that the sound walls are complete prior to issuance of a Certificate of Occupancy in the subdivision.	Condition will be satisfied prior to issuance of a C of O in the appropriate phase of development of the project.
106-48	4.13-2 (Addendum)	<p>Interior Traffic Noise Reduction Measures</p> <p>Prior to building occupancy, the project applicant shall ensure the following construction design features have been implemented.</p> <ul style="list-style-type: none"> ▶ For the first-row of homes located along White Rock Road, the west-, south-, and east-facing upper-floor building facades shall maintain minimum window assembly STC ratings of 34. ▶ Mechanical ventilation (air conditioning) shall be provided for all residences in this development to allow the occupants to close doors and windows as desired to achieve compliance with the applicable interior noise level criteria. 	Prior to building occupancy	City of Folsom Community Development Department	The Community Development Department will monitor compliance during construction and verify that the sound walls are complete prior to issuance of a Certificate of Occupancy in the subdivision.	Condition will be satisfied prior to issuance of a C of O in the appropriate phase of development of the project.

Public Services						
106-49	3A.14-1 (FPASP EIR/EIS)	<p>Prepare and Implement a Construction Traffic Control Plan. The project applicant(s) of all project phases shall prepare and implement traffic control plans for construction activities that may affect road rights-of-way. The traffic control plans must follow any applicable standards of the agency responsible for the affected roadway and must be approved and signed by a professional engineer. Measures typically used in traffic control plans include advertising of planned lane closures, warning signage, a flag person to direct traffic flows when needed, and methods to ensure continued access by emergency vehicles. During project construction, access to existing land uses shall be maintained at all times, with detours used as necessary during road closures. Traffic control plans shall be submitted to the appropriate City or County department or the California Department of Transportation (Caltrans) for review and approval before the approval of all project plans or permits, for all project phases where implementation may cause impacts on traffic.</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 and Caltrans).</p>	Before the approval of all relevant plans and/or permits and during construction of all project phases.	City of Folsom Public Works Department	<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
106-50	3A.14-2 (FPASP EIR/EIS)	<p>Incorporate California Fire Code; City of Folsom Fire Code Requirements; and EDHFD Requirements, if Necessary, into Project Design and Submit Project Design to the City of Folsom Fire Department for Review and Approval. To reduce impacts related to the provision of new fire services, the project applicant(s) of all project phases shall do the following, as described below.</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 service area, if it is determined through City/El Dorado County negotiations that EDHFD would serve the 178-acre portion of the SPA.</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 Community Development Department	<p>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.</p>	Condition will be satisfied prior to issuance of a building permit.

		<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. 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>				
106-51	3A.14-3 (FPASP EIR/EIS)	<p>Incorporate Fire Flow Requirements into Project Designs. The project applicant(s) of all project phases shall incorporate into their project designs fire flow requirements based on the California Fire Code, Folsom Fire Code, and/or EDHFD for those areas of the SPA within the EDHFD service area and shall verify to City of Folsom Fire Department that adequate water flow is available, prior to approval of improvement plans and issuance of occupancy permits or final inspections for all project phases.</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 Community Development Department	The City Fire Department has reviewed and approved all proposed improvements for the subdivision. The City FD will verify adequate fire flow prior to building permit issuance in the subdivision.	Condition will be satisfied prior to issuance of a building permit.
Traffic and Transportation						
106-52	3A.15-1a (FPASP EIR/EIS)	<p>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Folsom Boulevard/Blue Ravine Road Intersection (Intersection 1). To ensure that the Folsom Boulevard/Blue Ravine Road intersection operates at an acceptable LOS, the eastbound approach must be reconfigured to consist of two left-turn lanes, one through lane, and one right-turn lane. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the Folsom Boulevard/Blue Ravine Road intersection (Intersection 1).</p>	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 Community Development 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.

			and when fair share funding should be paid.			
106-53	3A.15-1b (FPASP EIR/EIS)	The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements at the Sibley Street/Blue Ravine Road Intersection (Intersection 2). To ensure that the Sibley Street/Blue Ravine Road intersection operates at an acceptable LOS, the northbound approach must be reconfigured to consist of two left-turn lanes, two through lanes, and one right-turn lane. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the Sibley Street/Blue Ravine Road intersection (Intersection 2).	A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the improvement should be implemented and when fair share funding should be paid.	City of Folsom Community Development 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.
106-54	3A.15-1c (FPASP EIR/EIS)	The Applicant Shall Fund and Construct Improvements to the Scott Road (West)/White Rock Road Intersection (Intersection 28). To ensure that the Scott Road (West)/White Rock Road intersection operates at an acceptable LOS, a traffic signal must be installed.	A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the improvement should be implemented.	City of Folsom Community Development 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.
106-55	3A.15-1e (FPASP EIR/EIS)	Fund and Construct Improvements to the Hillside Drive/Easton Valley Parkway Intersection (Intersection 41). To ensure that the Hillside Drive/Easton Valley Parkway intersection operates at an acceptable LOS, the eastbound approach must be reconfigured to consist of one dedicated left turn lane and two through lanes, and the westbound approach must be reconfigured to consist of two through lanes and one dedicated right-turn lane. The applicant shall fund and construct these improvements.	A phasing analysis shall be performed prior to approval of the first subdivision map to	City of Folsom Community Development 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	Condition will be satisfied prior to issuance of a building permit.

			determine when the improvement should be implemented.		building permit issuance in this subdivision.	
106-56	3A.15-1f (FPASP EIR/EIS)	Fund and Construct Improvements to the Oak Avenue Parkway/Middle Road Intersection (Intersection 44). To ensure that the Oak Avenue Parkway/Middle Road intersection operates at an acceptable LOS, control all movements with a stop sign. The applicant shall fund and construct these improvements.	A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the improvement should be implemented.	City of Folsom Community Development 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.
106-57	3A.15-1h (FPASP EIR/EIS)	Participate in Fair Share Funding of Improvements to Reduce Impacts to the Hazel Avenue/Folsom Boulevard Intersection (Sacramento County Intersection 2). To ensure that the Hazel Avenue/Folsom Boulevard intersection operates at an acceptable LOS, this intersection must be grade separated including “jug handle” ramps. No at grade improvement is feasible. Grade separating and extended (south) Hazel Avenue with improvements to the U.S. 50/Hazel Avenue interchange is a mitigation measure for the approved Easton-Glenbrough Specific Plan development project. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Hazel Avenue/Folsom Boulevard intersection (Sacramento County Intersection 2).	A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the improvement should be implemented.	Sacramento County Public Works Department and Caltrans	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
106-58	3A.15-1i (FPASP EIR/EIS)	Participate in Fair Share Funding of Improvements to Reduce Impacts on the Grant Line Road/White Rock Road Intersection and to White Rock Road widening between the Rancho Cordova City limit to Prairie City Road (Sacramento County Intersection 3). Improvements must be made to ensure that the Grant Line Road/White Rock Road intersection operates at an acceptable LOS. The currently County proposed White Rock Road widening project will widen and realign White Rock Road from the Rancho Cordova City limit to the El Dorado County line (this analysis assumes that the Proposed Project and build alternatives will widen White Rock Road to five lanes from Prairie City road to the El Dorado County Line). This widening includes improvements to the Grant Line Road intersection and realigning White Rock Road	Before project build out. Design of the White Rock Road widening to four lanes, from Grant Line Road to Prairie	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.

		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).	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			
106-59	3A.15-1j (FPASP EIR/EIS)	Participate in Fair Share Funding of Improvements to Reduce Impacts on Hazel Avenue between Madison Avenue and Curragh Downs Drive (Roadway Segment 10). To ensure that Hazel Avenue operates at an acceptable LOS between Curragh Downs Drive and Gold Country Boulevard, Hazel Avenue must be widened to six lanes. This improvement is part of the County adopted Hazel Avenue widening project.	Before project build out. Construction of phase two of the Hazel Avenue widening, from Madison Avenue to Curragh Downs Drive, is expected to be completed by year 2013, before the first phase of the Proposed Project or alternative is	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.

			complete. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Hazel Avenue between Madison Avenue and Curragh Downs Drive (Sacramento County Roadway Segment 10).			
106-60	3A.15-11 (FPASP EIR/EIS)	Participate in Fair Share Funding of Improvements to Reduce Impacts on the White Rock Road/Windfield Way Intersection (El Dorado County Intersection 3). To ensure that the White Rock Road/Windfield Way intersection operates at an acceptable LOS, the intersection must be signalized and separate northbound left and right turn lanes must be striped. 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).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase	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 in the subdivision

			the improvement should be built.			
106-61	3A.15-1o (FPASP EIR/EIS)	Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 as an alternative to improvements at the Folsom Boulevard/U.S. 50 Eastbound Ramps Intersection (Caltrans Intersection 4). Congestion on eastbound U.S. 50 is causing vehicles to use Folsom Boulevard as an alternate parallel route until they reach U.S. 50, where they must get back on the freeway due to the lack of a parallel route. It is preferred to alleviate the congestion on U.S. 50 than to upgrade the intersection at the end of this reliever route. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Folsom Boulevard/U.S. 50 Eastbound Ramps intersection (Caltrans Intersection 4). To ensure that the Folsom Boulevard/U.S. 50 eastbound ramps intersection operates at an acceptable LOS, auxiliary lanes should be added to eastbound U.S. 50 from Hazel Avenue to east of Folsom Boulevard. This was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project.	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Community Development Department and Sacramento County Department of Transportation	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
106-62	3A.15-1p (FPASP EIR/EIS)	Participate in Fair Share Funding of Improvements to Reduce Impacts on the Grant Line Road/ State Route 16 Intersection (Caltrans Intersection 12). To ensure that the Grant Line Road/State Route 16 intersection operates at an acceptable LOS, the northbound and southbound approaches must be reconfigured to consist of one left-turn lane and one shared through/right-turn lane. Protected left-turn signal phasing must be provided on the northbound and southbound approaches. Improvements to the Grant Line Road/State Route 16 intersection are contained within the County Development Fee Program, and are scheduled for Measure A funding. Improvements to this intersection must be implemented by Caltrans, Sacramento County, and the City of Rancho Cordova. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Grant Line Road/State Route 16 intersection (Caltrans Intersection 12).	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.
106-63	3A.15-1q (FPASP EIR/EIS)	Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 between Zinfandel Drive and Sunrise Boulevard (Freeway Segment 1). To ensure that Eastbound U.S. 50 operates at an acceptable LOS between Zinfandel Drive and Sunrise Boulevard, a bus-carpool (HOV) lane must be constructed. This improvement is currently planned as part of the Sacramento 50 Bus-Carpool Lane and	Before project build out. Construction of the Sacramento	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

		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).	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.		and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	issuance of a building permit.
106-64	3A.15-1r (FPASP EIR/EIS)	Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 between Hazel Avenue and Folsom Boulevard (Freeway Segment 3). To ensure that Eastbound U.S. 50 operates at an acceptable LOS between Hazel Avenue and Folsom Boulevard, an auxiliary lane must be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This improvement is included in the proposed 50 Corridor Mobility Fee Program. 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).	Before project build out. A phasing analysis should be performed to determine during which project phase the improvement should be built.	City of Folsom Community Development Department and Sacramento County Department of Transportation	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.

106-65	3A.15-1s (FPASP EIR/EIS)	Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 between Folsom Boulevard and Prairie City Road (Freeway Segment 4). To ensure that Eastbound U.S. 50 operates at an acceptable LOS between Folsom Boulevard and Prairie City Road, an auxiliary lane must be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to Eastbound U.S. 50 between Folsom Boulevard and Prairie City Road (Freeway Segment 4).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Community Development Department and Sacramento County Department of Transportation	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
106-66	3A.15-1u (FPASP EIR/EIS)	Participate in Fair Share Funding of Improvements to Reduce Impacts on Westbound U.S. 50 between Prairie City Road and Folsom Boulevard (Freeway Segment 16). To ensure that Westbound U.S. 50 operates at an acceptable LOS between Prairie City Road and Folsom Boulevard, an auxiliary lane must be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to Westbound U.S. 50 between Prairie City Road and Folsom Boulevard (Freeway Segment 16).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Community Development Department and Sacramento County Department of Transportation	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
106-67	3A.15-1v (FPASP EIR/EIS)	Participate in Fair Share Funding of Improvements to Reduce Impacts on Westbound U.S. 50 between Hazel Avenue and Sunrise Boulevard (Freeway Segment 18). To ensure that Westbound U.S. 50 operates at an acceptable LOS between Hazel Avenue and Sunrise Boulevard, an auxiliary 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	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision	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.

		program established by that agency to reduce the impacts to Westbound U.S. 50 between Hazel Avenue and Sunrise Boulevard (Freeway Segment 18).	map to determine during which project phase the improvement should be built.			
106-68	3A.15-1w (FPASP EIR/EIS)	Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Folsom Boulevard Ramp Merge (Freeway Merge 4). To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Folsom Boulevard merge, an auxiliary lane from the Folsom Boulevard merge to the Prairie City Road diverge must be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the U.S. 50 Eastbound/Folsom Boulevard Ramp Merge (Freeway Merge 4).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Community Development Department and Sacramento County Department of Transportation	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
106-69	3A.15-1x (FPASP EIR/EIS)	Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Prairie City Road Diverge (Freeway Diverge 5). To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Prairie City Road off-ramp diverge, an auxiliary lane from the Folsom Boulevard merge must be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by 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 Community Development Department and Sacramento County Department of Transportation	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.

106-70	3A.15-1y (FPASP EIR/EIS)	Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Prairie City Road Direct Merge (Freeway Merge 6). To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Prairie City Road onramp direct merge, an auxiliary lane to the East Bidwell Street – Scott Road diverge must be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Eastbound/Prairie City Road direct merge (Freeway Merge 6).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Community Development 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.
106-71	3A.15-1z (FPASP EIR/EIS)	Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Prairie City Road Flyover On-Ramp to Oak Avenue Parkway Off-Ramp Weave (Freeway Weave 8). To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Prairie City Road flyover on-ramp to Oak Avenue Parkway off-ramp weave, an improvement acceptable to Caltrans should be implemented to eliminate the unacceptable weaving conditions. Such an improvement may involve a “braided ramp”. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Eastbound / Prairie City Road flyover on-ramp to Oak Avenue Parkway off-ramp weave (Freeway Weave 8).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Community Development 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.
106-72	3A.15-1aa (FPASP EIR/EIS)	Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Oak Avenue Parkway Loop Merge (Freeway Merge 9). To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Oak Avenue Parkway loop merge, an auxiliary lane to the East Bidwell Street – Scott Road diverge must be constructed. This auxiliary lane improvement is included in the proposed 50 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).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision	City of Folsom Community Development 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.

			map to determine during which project phase the improvement should be built.			
106-73	3A.15-1dd (FPASP EIR/EIS)	Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Empire Ranch Road Loop Ramp Merge (Freeway Merge 23). To ensure that Westbound U.S. 50 operates at an acceptable LOS, the northbound Empire Ranch Road loop on ramp should start the westbound auxiliary lane that ends at the East Bidwell Street – Scott Road off ramp. The slip on ramp from southbound Empire Ranch Road would merge into this extended auxiliary lane. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Westbound/Empire Ranch Road loop ramp merge (Freeway Merge 23).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Community Development 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.
106-74	3A.15-1ee (FPASP EIR/EIS)	Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Oak Avenue Parkway Loop Ramp Merge (Freeway Merge 29). To ensure that Westbound U.S. 50 operates at an acceptable LOS, the northbound Oak Avenue Parkway loop on ramp should start the westbound auxiliary lane that ends at the Prairie City Road off ramp. The slip on ramp from southbound Oak Avenue Parkway would merge into this extended auxiliary lane. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Westbound/Oak Avenue Parkway loop ramp merge (Freeway Merge 29).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Community Development 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.

106 -75	3A.15-1ff (FPASP EIR/EIS)	Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Prairie City Road Loop Ramp Merge (Freeway Merge 32). To ensure that Westbound U.S. 50 operates at an acceptable LOS at the Prairie City Road loop ramp merge, an auxiliary lane to the Folsom Boulevard off ramp diverge must be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Westbound/Prairie City Road Loop Ramp Merge (Freeway Merge 32).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Community Development Department and Sacramento County Department of Transportation	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
106 -76	3A.15-1gg (FPASP EIR/EIS)	Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Prairie City Road Direct Ramp Merge (Freeway Merge 33). To ensure that Westbound U.S. 50 operates at an acceptable LOS at the Prairie City Road direct ramp merge, an auxiliary lane to the Folsom Boulevard off ramp diverge must be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Westbound/Prairie City Road direct ramp merge (Freeway Merge 33).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Community Development Department and Sacramento County Department of Transportation	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
106 -77	3A.15-1hh (FPASP EIR/EIS)	Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Folsom Boulevard Diverge (Freeway Diverge 34). To ensure that Westbound U.S. 50 operates at an acceptable LOS at the Folsom Boulevard Diverge, an auxiliary lane from the Prairie City Road loop ramp merge must be constructed. Improvements to this freeway segment must be implemented by Caltrans. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Eastbound / Folsom Boulevard diverge (Freeway Diverge 34).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision	City of Folsom Community Development Department and Sacramento County Department of Transportation	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.

			map to determine during which project phase the improvement should be built.			
106-78	3A.15-1ii (FPASP EIR/EIS)	Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Hazel Avenue Direct Ramp Merge (Freeway Merge 38). To ensure that Westbound U.S. 50 operates at an acceptable LOS at the Hazel Avenue direct ramp merge, an auxiliary lane to the Sunrise Boulevard off ramp diverge must be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the U.S. 50 Westbound/Hazel Avenue direct ramp merge (Freeway Merge 38).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation and City of Rancho Cordova Department of Public Works	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
106-79	3A.15-2a (FPASP EIR/EIS)	Develop Commercial Support Services and Mixed-use Development Concurrent with Housing Development, and Develop and Provide Options for Alternative Transportation Modes. The project applicant(s) for any particular discretionary development application including commercial or mixed-use development along with residential uses shall develop commercial and mixed-use development concurrent with housing development, to the extent feasible in light of market realities and other considerations, to internalize vehicle trips. Pedestrian and bicycle facilities shall be implemented to the satisfaction of the City Public Works Department. To further minimize impacts from the increased demand on area roadways and intersections, the project applicant(s) for any particular discretionary development application involving schools or commercial centers shall develop and implement safe and secure bicycle parking to promote alternative transportation uses and reduce the volume of single-occupancy vehicles using area roadways and intersections. The project applicant(s) for any particular discretionary development application shall participate in capital improvements and operating funds for transit service to increase the percent of travel by transit. The project's fair-share participation and the associated timing of the improvements and service shall be identified in the project 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.	Before approval of improvement plans for all project phases any particular discretionary development application that includes residential and commercial or mixed-use development. As a condition of project approval and/or	City of Folsom Community Development 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.

			as a condition of the development agreement for all project phases.			
106-80	3A.15-2b (FPASP EIR/EIS)	Participate in the City’s Transportation System Management Fee Program. The project applicant(s) for any particular discretionary development application shall pay an appropriate amount into the City’s existing Transportation System Management Fee Program to reduce the number of single-occupant automobile travel on area roadways and intersections.	Concurrent with construction for all project phases.	City of Folsom Community Development 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.
106-81	3A.15-2c (FPASP EIR/EIS)	Participate with the 50 Corridor Transportation Management Association. The project applicant(s) for any particular discretionary development application shall join and participate with the 50 Corridor Transportation Management Association to reduce the number of single-occupant automobile travel on area roadways and intersections.	Concurrent with construction for all project phases.	City of Folsom Community Development 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.
106-82	3A.15-3 (FPASP EIR/EIS)	Pay Full Cost of Identified Improvements that Are Not Funded by the City’s Fee Program. In accordance with Measure W, the project applicant(s) for any particular discretionary development application shall provide fair-share contributions to the City’s transportation impact fee program to fully fund improvements only required because of the Specific Plan.	As a condition of project approval and/or as a condition of the development agreement for all project phases.	City of Folsom Community Development 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.
106-83	3A.15-4a (FPASP EIR/EIS)	The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Sibley Street/Blue Ravine Road Intersection (Folsom Intersection 2). To ensure that the Sibley Street/Blue Ravine Road intersection operates at a LOS D with less than the Cumulative No Project delay, the northbound approach must be reconfigured to consist of two left-turn lane, two through lanes, and one dedicated right-turn lane. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study	Before project build out. A phasing analysis should be performed prior to	City of Folsom Community Development 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	Condition will be satisfied prior to issuance of

		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).	approval of the first subdivision map to determine during which project phase the improvement should be built.		building permit issuance in this subdivision.	a building permit
106-84	3A.15-4b (FPASP EIR/EIS)	The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Oak Avenue Parkway/East Bidwell Street Intersection (Folsom Intersection 6). To ensure that the Oak Avenue Parkway/East Bidwell Street intersection operates at an acceptable LOS, the eastbound (East Bidwell Street) approach must be reconfigured to consist of two left-turn lanes, four through lanes and a right-turn lane, and the westbound (East Bidwell Street) approach must be reconfigured to consist of two left turn lanes, four through lanes, and a right-turn lane. It is against the City of Folsom policy to have eight lane roads because of the impacts to non motorized traffic and adjacent development; therefore, this improvement is infeasible.	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Community Development 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.
106-85	3A.15-4c (FPASP EIR/EIS)	The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the East Bidwell Street/College Street Intersection (Folsom Intersection 7). To ensure that the East Bidwell Street/College Street intersection operates at acceptable LOS C or better, the westbound approach must be reconfigured to consist of one left-turn lane, one left-through lane, and two dedicated right-turn lanes. The applicant shall pay its proportionate share of 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).	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 Community Development 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.

			improvement should be built.			
106-86	3A.15-4d (FPASP EIR/EIS)	The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the East Bidwell Street/Iron Point Road Intersection (Folsom Intersection 21). To ensure that the East Bidwell Street /Iron Point Road intersection operates at an acceptable LOS, the northbound approach must be reconfigured to consist of two left-turn lanes, four through lanes and a right-turn lane, and the southbound approach must be reconfigured to consist of two left-turn lanes, four through lanes and a right-turn lane. It is against the City of Folsom policy to have eight lane roads because of the impacts to non motorized traffic and adjacent development; therefore, this improvement is infeasible.	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Community Development 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.
106-87	3A.15-4e (FPASP EIR/EIS)	The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Serpa Way/Iron Point Road Intersection (Folsom Intersection 23). To improve LOS at the Serpa Way/ Iron Point Road intersection, the northbound approaches must be restriped to consist of one left-turn lane, one shared left-through lanes, and one right-turn lane. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the Serpa Way/Iron Point Road Intersection (Folsom Intersection 23).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Community Development 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.
106-88	3A.15-4f (FPASP EIR/EIS)	The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Empire Ranch Road/Iron Point Road Intersection (Folsom Intersection 24). To ensure that the Empire Ranch Road / Iron Point Road intersection operates at a LOS D or better, all of the following improvements are required: The eastbound approach must be reconfigured to consist of one left-turn lane, two through lanes, and a right-turn lane. The westbound approach must be reconfigured to consist of two left-turn lanes, one through lane,	Before project build out. A phasing analysis should be performed	City of Folsom Community Development 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	Condition will be satisfied prior to issuance of

		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).	prior to approval of the first subdivision map to determine during which project phase the improvement should be built.		Transportation fees collected prior to building permit issuance in this subdivision.	a building permit.
106-89	3A.15-4g (FPASP EIR/EIS)	The Applicant Shall Fund and Construct Improvements to the Oak Avenue Parkway/Easton Valley Parkway Intersection (Folsom Intersection 33). To ensure that the Oak Avenue Parkway/Easton Valley Parkway intersection operates at an acceptable LOS the southbound approach must be reconfigured to consist of two left-turn lanes, two through lanes, and two right-turn lanes. The applicant shall fund and construct these improvements.	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Community Development 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.
106-90	3A.15-4i (FPASP EIR/EIS)	Participate in Fair Share Funding of Improvements to Reduce Impacts on the Grant Line Road/White Rock Road Intersection (Sacramento County Intersection 3). To ensure that the Grant Line Road/White Rock Road intersection operates at an acceptable LOS E or better this intersection should be replaced by some type of grade separated intersection or interchange. Improvements to this intersection are identified in the Sacramento County's Proposed General Plan. Implementation of these improvements would assist in reducing traffic impacts on this intersection by providing 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	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.

			improvement should be built.			
106-91	3A.15-4j (FPASP EIR/EIS)	Participate in Fair Share Funding of Improvements to Reduce Impacts on Grant Line Road between White Rock Road and Kiefer Boulevard (Sacramento County Roadway Segments 5-7). To improve operation on Grant Line Road between White Rock Road and Kiefer Boulevard, this roadway segment must be widened to six lanes. This improvement is proposed in the Sacramento County and the City of Rancho Cordova General Plans; however, it is not in the 2035 MTP. Improvements to this roadway segment must be implemented by Sacramento County and the City of Rancho Cordova. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Grant Line Road between White Rock Road and Kiefer Boulevard (Sacramento County Roadway Segments 5-7). The identified improvement would more than offset the impacts specifically related to the Folsom South of U.S. 50 project on this roadway segment.	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
106-92	3A.15-4k (FPASP EIR/EIS)	Participate in Fair Share Funding of Improvements to Reduce Impacts on Grant Line Road between Kiefer Boulevard and Jackson Highway (Sacramento County Roadway Segment 8). To improve operation on Grant Line Road between Kiefer Boulevard Jackson Highway, this roadway segment could be widened to six lanes. This improvement is proposed in the Sacramento County and the City of Rancho Cordova General Plans; however, it is not in the 2035 MTP. Improvements to this roadway segment must be implemented by Sacramento County and the City of Rancho Cordova. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency 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.	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.
106-93	3A.15-4l (FPASP EIR/EIS)	Participate in Fair Share Funding of Improvements to Reduce Impacts on Hazel Avenue between Curragh Downs Drive and U.S. 50 Westbound Ramps (Sacramento County Roadway Segments 12-13). To improve operation on Hazel Avenue between Curragh Downs Drive and the U.S. 50 westbound ramps, this roadway segment could be widened to eight lanes. This improvement is inconsistent with Sacramento County's general plan because the county's policy requires a maximum roadway cross section of six lanes.	Before project build out. A phasing analysis should be performed	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	Condition will be satisfied prior to issuance of

		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).	prior to approval of the first subdivision map to determine during which project phase the improvement should be built.		Transportation fees collected prior to building permit issuance in this subdivision.	a building permit.
106-94	3A.15-4m (FPASP EIR/EIS)	Participate in Fair Share Funding of Improvements to Reduce Impacts on White Rock Road between Grant Line Road and Prairie City Road (Sacramento County Roadway Segment 22). To improve operation on White Rock Road between Grant Line Road and Prairie City Road, this roadway segment must be widened to six lanes. This improvement is included in the 2035 MTP but is not included in the Sacramento County General Plan. Improvements to this roadway segment must be implemented by Sacramento County. The identified improvement would more than offset the impacts specifically related to the Folsom South of U.S. 50 project on this roadway segment. However, because of other development in the region that would substantially increase traffic levels, this roadway segment would continue to operate at an unacceptable LOS F even with the capacity improvements identified to mitigate Folsom South of U.S. 50 impacts. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to White Rock Road between Grant Line Road and Prairie City Road (Sacramento County Roadway Segment 22).	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.
106-95	3A.15-4n (FPASP EIR/EIS)	Participate in Fair Share Funding of Improvements to Reduce Impacts on White Rock Road between Empire Ranch Road and Carson Crossing Road (Sacramento County Roadway Segment 28). To improve operation on White Rock Road between Empire Ranch Road and Carson Crossing Road, this roadway segment must be widened to six lanes. Improvements to this roadway segment must be implemented by Sacramento County. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to White Rock Road between Empire Ranch Road and Carson Crossing Road (Sacramento County Roadway Segment 28).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the	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.

			improvement should be built.			
106-96	3A.15-4o (FPASP EIR/EIS)	Participate in Fair Share Funding of Improvements to Reduce Impacts on the White Rock Road/Carson Crossing Road Intersection (El Dorado County 1). To ensure that the White Rock Road/Carson Crossing Road intersection operates at an acceptable LOS, the eastbound right turn lane must be converted into a separate free right turn lane, or double right. Improvements to this intersection must be implemented by El Dorado County. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the White Rock Road/Carson Crossing Road Intersection (El Dorado County 1).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of 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.
106-97	3A.15-4p (FPASP EIR/EIS)	Participate in Fair Share Funding of Improvements to Reduce Impacts on the Hazel Avenue/U.S. 50 Westbound Ramps Intersection (Caltrans Intersection 1). To ensure that the Hazel Avenue/U.S. 50 westbound ramps intersection operates at an acceptable LOS, the westbound approach must 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).	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.
106-98	3A.15-4q (FPASP EIR/EIS)	Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 between Zinfandel Drive and Sunrise Boulevard (Freeway Segment 1). To ensure that Eastbound US 50 operates at an acceptable LOS between Zinfandel Drive and Sunrise Boulevard, an additional eastbound lane could be constructed. This improvement is not consistent with the Concept Facility in Caltrans State Route 50 Corridor System Management Plan; therefore, it is not likely to be implemented by Caltrans by 2030.	Before project build out. A phasing analysis should be performed	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	Condition will be satisfied prior to issuance of

		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).	prior to approval of the first subdivision map to determine during which project phase the improvement should be built.		Transportation fees collected prior to building permit issuance in this subdivision.	a building permit
106 -99	3A.15-4r (FPASP EIR/EIS)	Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 between Rancho Cordova Parkway and Hazel Avenue (Freeway Segment 3). To ensure that Eastbound US 50 operates at an acceptable LOS between Rancho Cordova Parkway and Hazel Avenue, an additional eastbound lane could be constructed. This improvement is not consistent with the Concept Facility in Caltrans State Route 50 Corridor System Management Plan; therefore, it is not likely to be implemented by Caltrans by 2030. Construction of the Capitol South East Connector, including widening White Rock Road and Grant Line Road to six lanes with limited access, could divert some traffic off of U.S. 50 and partially mitigate the project's impact. The 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.
106 - 100	3A.15-4s (FPASP EIR/EIS)	Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 between Folsom Boulevard and Prairie City Road (Freeway Segment 5). To ensure that Eastbound US 50 operates at an acceptable LOS between Folsom Boulevard and Prairie City Road, the eastbound auxiliary lane should be converted to a mixed flow lane that extends to and drops at the Oak Avenue Parkway off ramp (see mitigation measure 3A.15-4t). Improvements to this freeway segment must be implemented by Caltrans. This improvement is not consistent with the Concept Facility in Caltrans State Route 50 Corridor System Management Plan; therefore, it is not likely to be implemented by Caltrans by 2030. Construction of the Capitol South East Connector, including widening White Rock Road and Grant Line Road to six lanes with limited access, could divert some traffic off of U.S. 50 and partially mitigate the project's impact. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to Eastbound U.S. 50 between Folsom Boulevard and Prairie City Road (Freeway Segment 5).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the	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.

			improvement should be built.			
106 - 101	3A.15-4t (FPASP EIR/EIS)	Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 between Prairie City Road and Oak Avenue Parkway (Freeway Segment 6). To ensure that Eastbound US 50 operates at an acceptable LOS between Prairie City Road and Oak Avenue Parkway, the northbound Prairie City Road slip on ramp should merge with the eastbound auxiliary lane that extends to and drops at the Oak Avenue Parkway off ramp (see Mitigation Measures 3A.15-4u, v and w), and the southbound Prairie City Road flyover on ramp should be braided over the Oak Avenue Parkway off ramp and start an extended full auxiliary lane to the East Bidwell Street – Scott Road off ramp. Improvements 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).	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.
106 - 102	3A.15-4u (FPASP EIR/EIS)	Participate in Fair Share Funding of Improvements to Reduce Impacts on the U.S. 50 Eastbound / Prairie City Road Slip Ramp Merge (Freeway Merge 6). To ensure that Eastbound US 50 operates at an acceptable LOS, the northbound Prairie City Road slip on ramp should start the eastbound auxiliary lane that extends to and drops at the Oak Avenue Parkway off ramp (see mitigation measure 3A.15-4u, w and x), and the southbound Prairie City Road flyover on ramp should be braided over the Oak Avenue Parkway off ramp and start an extended full auxiliary lane to the East Bidwell Street – Scott Road off ramp. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Eastbound / Prairie City Road slip ramp merge (Freeway Merge 6).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
142 - 103	3A.15-4v (FPASP EIR/EIS)	Participate in Fair Share Funding of Improvements to Reduce Impacts on the U.S. 50 Eastbound / Prairie City Road Flyover On Ramp to Oak Avenue Parkway Off Ramp Weave (Freeway Weave 7). To ensure that Eastbound US 50 operates at an acceptable LOS, the northbound Prairie City Road slip on ramp should start the eastbound auxiliary lane that extends to and drops at the Oak Avenue Parkway off ramp (see mitigation measure 3A.15-4u, v and x), and the southbound Prairie City Road flyover on ramp should be	Before project build out. A phasing analysis should be performed	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	Condition will be satisfied prior to issuance of

		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 On Ramp to Oak Avenue Parkway Off Ramp Weave (Freeway Weave 7).	prior to approval of the first subdivision map to determine during which project phase the improvement should be built.		Transportation fees collected prior to building permit issuance in this subdivision.	a building permit.
106 - 104	3A.15-4w (FPASP EIR/EIS)	Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound / Oak Avenue Parkway Loop Ramp Merge (Freeway Merge 8). To ensure that Eastbound US 50 operates at an acceptable LOS, the southbound Oak Avenue Parkway loop on ramp should merge with the eastbound auxiliary lane that starts at the southbound Prairie City Road braided flyover on ramp and ends at the East Bidwell Street – Scott Road off ramp (see mitigation measure 3A.15-4u, v and w). Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to U.S. 50 Eastbound / Oak Avenue Parkway Loop Ramp Merge (Freeway Merge 8).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
106 - 105	3A.15-4x (FPASP EIR/EIS)	Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound / Empire Ranch Road Loop Ramp Merge (Freeway Merge 27). To ensure that Westbound US 50 operates at an acceptable LOS, the northbound Empire Ranch Road loop on ramp should start the westbound auxiliary lane that ends at the East Bidwell Street – Scott Road off ramp. The slip on ramp from southbound Empire Ranch Road slip ramp would merge into this extended auxiliary lane. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Westbound / Empire Ranch Road loop ramp merge (Freeway Merge 27).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the	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.

			improvement should be built.			
106 - 106	3A.15-4y (FPASP EIR/EIS)	Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound / Prairie City Road Loop Ramp Merge (Freeway Merge 35). To ensure that Westbound US 50 operates at an acceptable LOS, the northbound Prairie City Road loop on ramp should start the 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).	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.
106 - 107	4.17-1 (Addendum)	East Bidwell Street/Regency Parkway (Driveway #6). Prior to buildout of the Toll Brothers Site, the project applicant shall construct the intersection as shown in Figure 4-2 of the Addendum: <ul style="list-style-type: none"> ▶ Northbound: one thru lane and one left turn lane in a 150-foot pocket with 60-foot taper; ▶ Southbound: one thru lane and one right turn lane in a 150-foot pocket with 60-foot taper; ▶ Westbound: one shared lane, plus a 300-foot northbound acceleration lane on East Bidwell Street to receive left-turns from Regency Parkway (a second northbound lane on East Bidwell Street starting from Regency Parkway is equivalent to the 300-foot acceleration lane); and ▶ Control: side-street-stop-control; Note that unsignalized left turns to East Bidwell Street are against City policy. The northbound acceleration lane on East Bidwell Street is an interim configuration until the intersection warrants signalization. Signalization will be triggered as part of the entitlement process on neighboring parcels. A future signal at this location is included in Folsom Plan Area Specific Plan, and plan area fees paid by the Project contribute towards its construction in the future.	Prior to issuance of phase 3 building permits.	City of Folsom Community Development Department	This condition will be satisfied prior to issuance of the 546 th building permit in the Phase 2 portion of the Toll Brothers at Folsom Ranch Regency project in accordance with previous conditions of approval. The Phase 1 portion of the Regency project consists of 545 dwelling units, The VTSM for the Phase 2 portion of the Regency project has not yet been approved by the City Council.	Condition will be satisfied prior to issuance of a Certificate of Occupancy in the subdivision
106 - 108	4.17-2 (Addendum)	East Bidwell Street/White Rock Road. Prior to buildout of the Toll Brothers Site, the project applicant shall implement either (A) or (B) below: (A) The Capital Southeast Connector Joint Powers Authority project has programmed to relocate and signalize the East Bidwell Street/White Rock Road intersection as shown in the October 2017 geometric conceptual drawing, or equivalent improvements (i.e., three southbound approach lanes, four eastbound approach lanes, and three westbound approach lanes). Figure 4-3 of the Addendum provides a conceptual	Prior to issuance of phase 1 building permits.	City of Folsom Community Development Department	The Capital Southeast Connector -JPA has executed a construction contract with Goodfellow Brothers, Inc. to construct the Capital Southeast Connector from Prairie City Road to East Bidwell Street. The construction contract was executed	Condition will be satisfied prior to issuance of a

		<p>intersection layout for this mitigation. Under this scenario, fair share is defined as the project's responsibility to the Sacramento County Transportation Development Fee. The project applicant is required to pay the Sacramento County Transportation Development Fee. Option A can be considered to be implemented once the JPA has let contracts for construction of the new intersection. This will insure that the mitigation is constructed before project traffic adds five or more seconds of delay to the intersection.</p> <p>(B) Signalize the existing East Bidwell Street/White Rock Road intersection with the existing geometry. Figure 4-4 of the Addendum provides a conceptual intersection layout for this mitigation.</p>			<p>in December of 2020. Grading and construction commenced in April 2021. The project will include the relocation and signalization of the existing White Rock Road/East Bidwell Street intersection. The owner/applicant will pay the Sacramento County Transportation Development Fee prior to issuance of all building permits in the subdivision.</p>	<p>Certificate of Occupancy in the subdivision</p>
106 - 109	4.17-3 (Addendum)	<p>East Bidwell Street/Mangini Parkway. Prior to buildout of the Toll Brothers Site, the project applicant shall signalize the intersection with the following geometry (Figure 4-5 of the Addendum):</p> <ul style="list-style-type: none"> ▶ Northbound: One left-turn lane in a 200-foot pocket with a 60-foot taper, two thru lanes, and one right-turn lane in a 150-foot pocket with a 60-foot taper (the second thru lane shall be developed 300 feet south of the intersection); ▶ Southbound: One left-turn lane in a 200-foot pocket with a 60-foot taper, one thru lane, and one right-turn lane in a 150-foot pocket with a 60-foot taper; ▶ Eastbound and westbound: One left-turn lane in a 200-foot pocket with a 60-foot taper, one thru lane, and one right-turn lane in a 200-foot pocket with a 60-foot taper. <p>Note that northbound East Bidwell street will remain at two lanes from Mangini Parkway to US 50.</p>	<p>Signalize the intersection and conduct all geometric improvements, with the exception of the second northbound thru lane prior to issuance of phase 1 building permits. Construct the second northbound thru lane prior to issuance of phase 2 building permits.</p>	<p>City of Folsom Community Development Department</p>	<p>The Community Development Department has reviewed and approved the improvement plans for the construction of these required improvements including the plans for the modification to the existing traffic signal at the intersection of East Bidwell Street and Mangini Parkway. These improvements are currently under construction.</p>	<p>Condition will be satisfied prior to issuance of a building permit.</p>
106 - 110	4.17-4 (Addendum)	<p>East Bidwell Street/Savannah Parkway. Prior to buildout of the Toll Brothers site, the project applicant shall reconstruct the intersection with the following geometry (Figure 4-6 of the Addendum):</p> <ul style="list-style-type: none"> ▶ Northbound approach: One thru lane and one shared through-right lane with a 150-foot taper; ▶ Southbound approach: One left turn lane in a 150-foot pocket plus 60-foot taper, and one through lane; ▶ Westbound approach: One left turn lane in a 60-foot pocket plus 60-foot taper, and one through lane; 	<p>Construct all geometric improvements with the exception of one thru</p>	<p>City of Folsom Community Development Department</p>	<p>The required improvements in this condition have been completed and accepted by the City. These improvements were constructed as part of the off-site improvements for the</p>	<p>Yes</p>

		<p>► Southbound departure: Construct a southbound receiving and acceleration lane for westbound left turn traffic. The acceleration lane should be in a 300-foot pocket plus an appropriate taper.</p> <p>Note that unsignalized left turns to East Bidwell Street are against City policy. The southbound acceleration lane on East Bidwell Street is an interim configuration until the intersection warrants signalization. Signalization will be triggered as part of the entitlement process on neighboring parcels. A future signal at this location is included in FPASP, and plan area fees paid by the project applicant contribute towards its construction in the future.</p>	northbound lane prior to issuance of phase 1 building permits. Construct the second thru northbound lane prior to issuance of phase 3 building permits.		Mangini Ranch Phase 2, Village No. 7 subdivision.	
106 - 111	4.17-5 (Addendum)	<p>East Bidwell Street/Alder Creek Parkway. Prior to buildout of the Toll Brothers Site, the project applicant shall reconstruct and signalize the intersection as shown in Figure 4-7 of the Addendum:</p> <ul style="list-style-type: none"> ► Northbound approach: One U-turn lane in a 150-foot pocket with a 60-foot taper, two through lanes, and one right turn lane in a 150-foot pocket plus 60-foot taper. ► Southbound approach: One left turn lane in a 240-foot pocket plus 60-foot taper, and two through lanes. The second southbound through lane can be dropped south of Old Ranch Way. ► Westbound approach: One right turn lane, plus one left-turn lane in a 200-foot pocket plus 60-foot taper. <p>The above mitigations are consistent with the ultimate geometry for East Bidwell near Alder Creek Pkwy and builds on conditions of approval from neighboring projects.</p>	Construct all geometric improvements with the exception of one thru northbound lane and one thru southbound lane prior to issuance of phase 1 building permits. Construct the second thru northbound lane and the second thru southbound lane prior to issuance of phase 3 building permits.	City of Folsom Community Development Department	The Community Development Department has approved the plans for the reconstruction and signalization of the East Bidwell Street/Alder Creek Parkway intersection in accordance with this condition.	Condition will be satisfied prior to issuance of a building permit in the subdivision

106 - 112	4.17-6 (Addendum)	<p>White Rock Road/Oak Avenue Parkway. Prior to project buildout, the project applicant shall implement either (A) or (B) below:</p> <p>(A) The Capital Southeast Connector Joint Powers Authority (JPA) project has programmed to realign this portion of White Rock Road and build a partial signal to accommodate anticipated U-Turns. Expand or construct a signalized intersection as follows:</p> <ul style="list-style-type: none"> ▶ Southbound: A single shared lane for left and right turns. ▶ Eastbound: A thru lane and a left/U-turn in 300-foot pocket plus taper. ▶ Westbound: A thru lane and a right-turn in 300-foot pocket plus taper. ▶ Signalize with protected phasing for left-turns and U-turns. ▶ Geometric design shall be consistent with Capital Southeast Connector Joint Powers Authority adopted standards. <p>(B) Channelize the White Rock Road/Oak Avenue Pkwy intersection on the existing White Rock Road alignment to restrict turning movements to westbound right turns and southbound right turns. The westbound right turn requires a 365-foot deceleration lane, and the southbound right turn requires a 960-foot acceleration lane. Figure 4-8 of the Addendum provides a conceptual layout for the mitigated intersection.</p>	Prior to issuance of phase 3 building permits	City of Folsom Community Development Department	The Capital Southeast Connector-JPA project is currently under construction. The Connector project will implement and complete Option A in this condition. The owner/applicant shall implement the required improvements to the intersection in compliance with this condition prior to issuance of the first Certificate of Occupancy in the Phase 3 (Traditional Subdivision) portion of the project.	Condition will be satisfied prior to issuance of a Certificate of Occupancy in the Phase 3 subdivision
Utilities and Service Systems						
106 - 113	3A.16-1 (FPASP EIR/EIS)	<p>Submit Proof of Adequate On- and Off-Site Wastewater Conveyance Facilities and Implement On- and Off-Site Infrastructure Service Systems or Ensure That Adequate Financing Is Secured. Before the approval of the final map and issuance of building permits for all project phases, the project applicant(s) of all project phases shall submit proof to the City of Folsom that an adequate wastewater conveyance system either has been constructed or is ensured through payment of the City's facilities augmentation fee as described under the Folsom Municipal Code Title 3, Chapter 3.40, "Facilities Augmentation Fee – Folsom South Area Facilities Plan," or other sureties to the City's satisfaction. Both on-site wastewater conveyance infrastructure and off-site force main sufficient to provide adequate service to the project shall be in place for the amount of development identified in the tentative map before approval of the final map and issuance of building permits for all project phases, or their financing shall be ensured to the satisfaction of the City.</p>	Before approval of final maps and issuance of building permits for any project phases.	City of Folsom Community Development Department 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
106 - 114	3A.16-3 (FPASP EIR/EIS)	<p>Demonstrate Adequate SRWTP Wastewater Treatment Capacity. The project applicant(s) of all project phases shall demonstrate adequate capacity at the SRWTP for new wastewater flows generated by the project. This shall involve preparing a tentative map-level study and paying connection and capacity fees as identified by SRCSD. Approval of the final map and issuance of building permits for all project phases shall not be granted until the City verifies adequate SRWTP capacity is available for the amount of development identified in the tentative map.</p>	Before approval of final maps and issuance of building permits for any project phases.	City of Folsom Community Development Department 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	Yes

					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.	
106 - 115	3A.18-1 (FPASP EIR/EIS)	Submit Proof of Surface Water Supply Availability. a. Prior to approval of any small-lot tentative subdivision map subject to Government Code Section 66473.7 (SB 221), the City shall comply with that statute. Prior to approval of any small-lot tentative subdivision map for a proposed residential project not subject to that statute, the City need not comply with Section 66473.7, or formally consult with any public water system that would provide water to the affected area; nevertheless, the City shall make a factual showing or impose conditions similar to those required by Section 66473.7 to ensure an adequate water supply for development authorized by the map. b. Prior to recordation of each final subdivision map, or prior to City approval of any similar project-specific discretionary approval or entitlement required for nonresidential uses, the project applicant(s) of that project phase or activity shall demonstrate the availability of a reliable and sufficient water supply from a public water system for the amount of development that would be authorized by the final subdivision map or project-specific discretionary nonresidential approval or entitlement. Such a demonstration shall consist of information showing that both existing sources are available or needed supplies and improvements will be in place prior to occupancy.	Before approval of final maps and issuance of building permits for any project phases.	City of Folsom Community Development Department and City of Folsom EWR Department	The owner/applicant has constructed the necessary infrastructure to provide potable water to the subdivision. The potable Phase I water infrastructure for the Folsom Plan Area has been reviewed, approved and accepted by the City and is currently in operation.	Yes
106 - 116	3A.18-2a (FPASP EIR/EIS)	Submit Proof of Adequate Off-Site Water Conveyance Facilities and Implement Off-Site Infrastructure Service System or Ensure That Adequate Financing Is Secured. Before the approval of the final subdivision map and issuance of building permits for all project phases, the project applicant(s) of any particular discretionary development application shall submit proof to the City of Folsom that an adequate off-site water conveyance system either has been constructed or is ensured or other sureties to the City's satisfaction. The off-site water conveyance infrastructure sufficient to provide adequate service to the project shall be in 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.	Before approval of final maps and issuance of building permits for any project phases.	City of Folsom Community Development Department and City of Folsom EWR Department	The off-site potable water infrastructure to serve the subdivision has been reviewed, approved and accepted by the City and is currently in operation. In addition, the City has verified that the off-site potable water infrastructure is adequate to serve the subdivision.	Yes
106 - 117	3A.18-2b (FPASP EIR/EIS)	Demonstrate Adequate Off-Site Water Treatment Capacity (if the Off-Site Water Treatment Plant Option is Selected). If an off-site water treatment plant (WTP) alternative is selected (as opposed to the on-site WTP alternative), the project applicant(s) for any particular discretionary development application shall demonstrate adequate capacity at the off-site WTP. This shall involve preparing a tentative map-level study and paying connection and capacity fees as determined by the City. Approval of the final project map shall not be granted until the City verifies adequate water treatment capacity either is available or is certain to be available when needed for the amount of development identified in the tentative map before approval of the final map and issuance of building permits for all project phases. A certificate of occupancy shall not be	Before approval of final maps and issuance of building permits for any project phases.	City of Folsom Community Development Department and City of Folsom EWR Department	This condition is not applicable to this subdivision. The water supply for this subdivision is provided by the City of Folsom Water Treatment Plant rather than an Off-Site Water Treatment Plant	Yes

		issued for any building within the SPA until the water treatment capacity sufficient to serve such building has been constructed and is in place.				
Additional Measures						
106 - 118	Cumulative Mitigation Measure AIR-1-Land (FPASP EIR/EIS)	<p>Implement East Sacramento Regional Aggregate Mining Truck Management Plan or Other Measures to Reduce Exposure of Sensitive Receptors to Operational Emissions of Toxic Air Contaminants from Quarry Truck Traffic. The City of Folsom is a participant in the development of an East Sacramento Regional Aggregate Mining Truck Management Plan (TMP), a cooperative effort led by the County of Sacramento, with the input of the City of Folsom, the City of Rancho Cordova and other interested parties, including representatives of quarry project applicants. When the County Board of Supervisors approved entitlements for the Teichert quarry project in November 2010, it also adopted conditions of approval and a development agreement that requires Teichert’s participation in, and fair share funding of, a TMP to implement roadway capacity and safety improvements required to improve the compatibility of truck traffic from the quarries with the future urban development in the Folsom Specific Plan area and other jurisdictions that will be affected by quarry truck traffic. The development agreement adopted by the County for the Teichert project imposes limits on the amounts of annual aggregate sales from Teichert’s facility until a TMP is adopted. The City of Folsom does not have direct jurisdiction over the Teichert, DeSilva Gates, or Walltown quarry project applicants as these projects are located within the unincorporated portion of the County. The County, as the agency with the primary authority over the quarries, has indicated that it intends to prepare an environmental analysis in accordance with CEQA prior to adoption of a TMP. The City’s authority to control the activities of the quarry trucks includes restrictions or other actions, such as the approval and implementation of specialized road improvements to accommodate quarry truck traffic, that would be applicable within the City’s jurisdictional boundaries. For the foregoing reasons, the City of Folsom considers itself a “responsible agency” (as that term is defined at State CEQA Guidelines, CCR Section 15381), in that it has some discretionary power over some elements of a future TMP, if such TMP calls for improvements or other activities on roadways within the jurisdiction of the City. In a responsible agency role, the City would follow the process specified in the CEQA Guidelines for consideration and approval of the environmental analysis prepared by the County for a TMP after such documentation is prepared and adopted by the County. (State CEQA Guidelines, CCR Section 15096.)</p> <p>Because no final project description for a TMP has been developed as of the completion of this FEIR/FEIS, the City would have to speculate as to those portions of a TMP that might be proposed for implementation within its jurisdiction, or the impacts that could arise from the implementation of as-yet uncertain components. Accordingly, formulation of the precise means of mitigating the potential cumulative air quality impacts pursuant to the TMP is not currently feasible or practical. However, as the preferred, feasible, and intended mitigation strategy to address the cumulative impacts of quarry truck traffic through the SPA, the City shall implement, or cause to be implemented those portions of the TMP (as described above) that are within its authority to control. In implementing the TMP, the City shall ensure that the TMP or traffic measures imposed by the City within the SPA reduce the risk of cancer to sensitive receptors along routes within the SPA from toxic air contaminant emissions to no more than 296 in one million (SMAQMD 2009.</p>	Prior to approval of first tentative map or discretionary approval within SPA that would place sensitive receptors along roadways that quarry trucks would reasonably use to access U.S. Highway 50.	City of Folsom Community Development Department	The Community Development Department and the Public Works Department will work closely to implement the future Truck Management Plan (TMP) and coordinate responses to any future entitlement and CEQA compliance need for the TMP and make sure the requirements in this condition of approval are met to the satisfaction of the City.	Condition will be satisfied prior to approval of a future TMP.

	<p>March. Recommended Protocol for Evaluating the Location of Sensitive Land Uses Adjacent to Major Roadways, Version 2.2:7), or such different threshold of significance mandated by SMAQMD or ARB at the time, if any. With this mitigation, the cumulative air quality impacts from truck toxic air contaminants would be less than significant.</p> <p>As an alternative (or in addition) to implementing the TMP within the SPA, the following measures could (and should) be voluntarily implemented by the quarry project applicant(s) (Teichert, DeSilva Gates, and Granite [Walltown]) to help ensure exposure of sensitive receptors to TACs generated by quarry truck traffic to the 296-in-one-million threshold of significance identified above. The City encourages implementation of the following measures:</p> <ul style="list-style-type: none"> ▶ The quarry project applicant(s) should meet with the City of Folsom to discuss mitigation strategies, implementation, and cost. ▶ A site-specific, project-level screening analysis and/or Health Risk Assessment (HRA) should be conducted by the City of Folsom and funded by the truck applicant(s) for all proposed sensitive receptors (e.g., residences, schools) in the SPA that would be located along the sides of roadway segments that are identified in Table 4-4 as being potentially significant under any of the analyzed scenarios. Each project-level analysis shall be performed according to the standards set forth by SMAQMD for the purpose of disclosure to the public and decision makers. The project-level analysis shall account for the location of the receptors relative to the roadway, their distance from the roadway, the projected future traffic volume for the year 2030 (including the proportion of diesel trucks), and emission rates representative of the vehicle fleet for the year when the sensitive land uses would first become operational and/or occupied. If the incremental increase in cancer risk determined by in the HRA exceeds 296 in one million (or a different threshold of significance recommended by SMAQMD or ARB at the time, if any), then project design mitigation should be employed, which may include the following: <ul style="list-style-type: none"> ▪ Increase the setback distance between the roadway and affected receptor. If this mitigation measure is determined by the City of Folsom to be necessary, based on the results of the HRA, the quarry truck applicant(s) should pay the Folsom South of U.S. 50 Specific Plan project applicant(s) and the City of Folsom a fee that shall serve as compensation for lost development profit and lost City tax revenues, all as determined by the parties. Said mitigation fee shall be determined in consultation with the quarry project applicant(s), the Folsom South of U.S. 50 Specific Plan project applicant(s), and the City of Folsom. No quarry trucks shall be allowed to pass on any roadway segment immediately adjacent to or within the SPA until said mitigation fees are paid. ▪ Implement tiered tree planting of fine-needle species, such as redwood, along the near side of the roadway segments and, if feasible, along the roadway 500 feet in both directions of the initial planting (e.g., 500 feet north and south of a roadway that runs east-west) to enhance the dispersion and filtration of mobile-source TACs associated with the adjacent roadway. These trees should be planted at a density such that a solid visual buffer is achieved after the trees reach maturity, which breaks the line of sight 				
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		<p>between U.S. 50 and the proposed homes. These trees should be planted before occupation of any affected sensitive land uses. This measure encourages the planting of these trees in advance of the construction of potentially affected receptors to allow the trees to become established and progress toward maturity. The life of these trees should be maintained through the duration of the quarry projects. The planting, cost, and ongoing maintenance of these trees should be funded by the quarry project applicant(s).</p> <ul style="list-style-type: none"> ▪ To improve the indoor air quality at affected receptors, implement the following measures before the occupancy of the affected residences and schools: ▪ equip all affected residences and school buildings developed in the SPA with High Efficiency Particle Arresting (HEPA) filter systems at all mechanical air intake points to the interior rooms; ▪ use the heating, ventilation, and air conditioning (HVAC) systems to maintain all residential units under positive pressure at all times; ▪ locate air intake systems for HVAC as far away from roadway air pollution sources as possible; and ▪ develop and implement an ongoing education and maintenance plan about the filtration systems associated with HVAC for residences and schools. <p>To the extent this indoor air quality mitigation would not already be implemented as part of the Folsom South of U.S. 50 Specific Plan project development, this mitigation should be paid for by the quarry project applicant(s) before any quarry trucks are allowed to pass on any roadway that is within 400 feet of any residence or school within the SPA.</p>				
106 - 119	Cumulative Mitigation Measure NOISE-1-Land (FPASP EIR/EIS)	<p>Implement East Sacramento Regional Aggregate Mining Truck Management Plan or Other Measures to Reduce Exposure of Sensitive Receptors to Operational Noise from Quarry Truck Traffic. The City of Folsom is a participant in the development of an East Sacramento Regional Aggregate Mining Truck Management Plan (TMP), a cooperative effort led by the County of Sacramento, with the input of the City of Folsom, the City of Rancho Cordova and other interested parties, including representatives of quarry project applicants. When the County Board of Supervisors approved entitlements for the Teichert quarry project in November 2010, it also adopted conditions of approval and a development agreement that requires Teichert's participation in, and fair share funding of, a TMP to implement roadway capacity and safety improvements required to improve the compatibility of truck traffic from the quarries with the future urban development in the SPA and other jurisdictions that will be affected by quarry truck traffic. The development agreement adopted by the County for the Teichert project imposes limits on the amounts of annual aggregate sales from Teichert's facility until a TMP is adopted. The City of Folsom does not have direct jurisdiction over the Teichert, DeSilva Gates, or Walltown quarry project applicants as these projects are located within the unincorporated portion of the County. The County, as the agency with the primary authority over the quarries, has indicated that it intends to prepare an environmental analysis in accordance with CEQA prior to adoption of a TMP. The City's authority to control the activities of the quarry trucks includes restrictions or other actions, such as the approval and implementation of specialized road improvements to accommodate</p>	<p>Prior to approval of first tentative map or discretionary approval within SPA that would place sensitive receptors along roadways that quarry trucks would reasonably use to access U.S. 50.</p>	<p>City of Folsom Community Development Department</p>	<p>The Community Development Department and the Public Works Department will work closely to implement the future Truck Management Plan (TMP) and coordinate responses to any future entitlement and CEQA compliance need for the TMP and make sure the requirements in this condition of approval are met to the satisfaction of the City.</p>	<p>Condition will be satisfied prior to approval of a future TMP.</p>

		<p>quarry truck traffic, that would be applicable within the City’s jurisdictional boundaries. For the foregoing reasons, the City of Folsom considers itself a “responsible agency” (as that term is defined at State CEQA Guidelines, CCR Section 15381), in that it has some discretionary power over some elements of a future TMP, if such TMP calls for improvements or other activities on roadways within the jurisdiction of the City. In a responsible agency role, the City would follow the process specified in the CEQA Guidelines for consideration and approval of the environmental analysis prepared by the County for a TMP after such documentation is prepared and adopted by the County. (State CEQA Guidelines, CCR Section 15096.)</p> <p>Because no final project description for a TMP has been developed as of the completion of this FEIR/FEIS, the City would have to speculate as to those portions of a TMP that might be proposed for implementation within its jurisdiction, or the impacts that could arise from the of as yet uncertain components. Accordingly, formulation of the precise means of mitigating the potential cumulative noise impacts pursuant to the TMP is not currently feasible or practical. However, as the preferred, feasible, and intended mitigation strategy to address the cumulative impacts of quarry truck traffic through the SPA, the City shall implement, or cause to be implemented those portions of the TMP (as described above) that are within its authority to control. In implementing the TMP, the City shall ensure that the TMP or traffic measures imposed by the City within the SPA reduce the traffic noise exposure to sensitive receptors along routes within the SPA so as to ensure that sensitive receptors are not exposed to interior noise levels in excess of 45 dBA, or increases in interior noise levels of 3 dBA or more, whichever is more restrictive. With this mitigation, the cumulative noise impacts from truck traffic would be less than significant.</p> <p>As an alternative (or in addition) to implementing the TMP within the SPA, the following measures could (and should) be voluntarily implemented by the quarry project applicant(s) (Teichert, DeSilva Gates, and Granite [Walltown]) to help ensure interior noise levels for sensitive receptors to noise generated by quarry truck traffic would not exceed 45 dBA or increase of 3 dBA over existing conditions, as identified above. The City encourages implementation of the following measures:</p> <ul style="list-style-type: none"> ▶ The quarry project applicant(s) should meet with the City of Folsom to discuss mitigation strategies, implementation, and cost. ▶ A site-specific, project-level screening analysis should be conducted by the City of Folsom and funded by the quarry truck applicant(s) for all proposed sensitive receptors (e.g., residences, schools) in the SPA that would be located along the sides of roadway segments that are identified in Table 4-8 as being potentially significant under any of the analyzed scenarios. The analysis should be conducted using an approved three dimensional traffic noise modeling program (i.e., TNM or SoundPlan). Each project-level analysis should be performed according to the standards set forth by the City of Folsom for the purpose of disclosure to the public and decision makers. The project-level analysis should account for the location of the receptors relative to the roadway, their distance from the roadway, and the projected future traffic volume for the year 2030 (including the percentage of heavy trucks). If the incremental 					
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		<p>increase in traffic noise levels are determined to exceed the threshold of significance recommended by the City of Folsom, then design mitigation should be employed, which may include the following:</p> <ul style="list-style-type: none"> ▶ Model the benefits of soundwalls (berm/wall combination) along the quarry truck hauling roadways and affected receptors not to exceed a total height of eight feet (two-foot berm and six-foot concrete mason wall). If this mitigation measure is determined by the City of Folsom to be inadequate, additional three dimensional traffic noise modeling should be conducted with the inclusion of rubberized asphalt at the expense of the quarry truck applicant(s). No quarry trucks should be allowed to pass on any roadway segment immediately adjacent to or within the SPA until said mitigation has been agreed upon by the City of Folsom and fees for construction of said mitigation are paid by the quarry truck applicant(s). ▶ Implement the installation of rubberized asphalt (quiet pavement) on roadway segments adjacent to sensitive receptors that carry quarry trucks if soundwalls do not provide adequate reduction of traffic noise levels. The inclusion of rubberized asphalt would provide an additional 3 to 5 dB of traffic noise reduction. The cost of construction using rubberized asphalt should be borne by the quarry truck applicant(s). Said mitigation fee should be determined in consultation with the quarry project applicant(s), the Folsom South of U.W. 50 Specific Plan project applicant(s), and the City of Folsom. No quarry trucks should be allowed to pass on any roadway segment immediately adjacent to or within the SPA until said mitigation fees are paid. ▶ To improve the indoor noise levels at affected receptors, implement the following measures before the occupancy of the affected residences and schools: <ul style="list-style-type: none"> ▪ Conduct an interior noise analysis once detailed construction plans of residences adjacent to affected roadways are available to determine the required window package at second and third floor receptors to achieve the interior noise level standard of 45 dB Ldn without quarry trucks. ▪ Determine the interior quarry truck traffic noise level increases at second and third floor receptors adjacent to affected roadways compared to no quarry truck conditions. Window package upgrades are expected to be necessary due to the traffic noise level increases caused by quarry trucks along affected roadways. Quarry truck applicant(s) should pay for the cost of window package upgrades (increased sound transmission class rated windows) required to achieve the interior noise level standard of 45 dB Ldn with the inclusion of quarry truck traffic. <p>To the extent this noise mitigation would not already be implemented as part of the Folsom South of U.W. 50 Specific Plan project development, this mitigation should be paid for by the quarry project applicant(s) before any quarry trucks are allowed to pass on any roadway that is within 400 feet of any residence or school within the SPA.</p>				
106 - 120	N/A	<p>Coordinate and Fund the Backbone Infrastructure and Off-Site Water Facility Alternative. The project applicant shall participate in the FPASP owners' group and shall fund and contribute their fair share to the backbone infrastructure and off-site water facility alternative improvements. The project applicant shall</p>	Before approval of final maps and issuance of	City of Folsom Community Development	The FPA landowners have satisfied all of the mitigation measures for the design and construction of the Phase 1 Water	

	<p>coordinate with owners' group to implement the following measures detailed in the <i>Folsom South of U.S. Highway 50 Backbone Infrastructure Mitigated Negative Declaration</i> (December 2014):</p> <ul style="list-style-type: none"> ▶ Backbone MND Mitigation Measure I-1: Design above ground pump station and storage tank facilities to reduce visual impacts. ▶ Backbone MND Mitigation Measure I-2: Develop and implement a landscaping plan for pump station and storage tank facilities to reduce visual impacts. ▶ Backbone MND Mitigation Measure III-1: Prepare and Implement NOX Reduction Plan ▶ Backbone MND Mitigation Measure III-2: Pay Off-site Mitigation Fee to SMAQMD to off-set NOX Emissions Generated by Construction. ▶ Backbone MND Mitigation Measure III-4: Implement A Site Investigation to Determine the Presence of NOA and, if necessary, Prepare and Implement an Asbestos Dust Control Plan. ▶ Backbone MND Mitigation Measure IV-1: Conduct Special-Status Plant Surveys; Implement Avoidance and Mitigation Measures or Compensatory Mitigation ▶ Backbone MND Mitigation Measure IV-2: Implement Conditions of the Biological Opinion (BO) for Federally Listed Vernal Pool Invertebrates. ▶ Backbone MND Mitigation Measure IV-3: Implement Conditions of the Biological Opinion for Impacts on Valley Elderberry Longhorn Beetle. ▶ Backbone MND Mitigation Measure IV-4: Western Spadefoot Toad ▶ Backbone MND Mitigation Measure IV-5: Western Pond Turtle ▶ Backbone MND Mitigation Measure IV-6(a): Swainson's Hawk Nesting Habitat ▶ Backbone MND Mitigation Measure IV-6(b): Swainson's Hawk Foraging Habitat ▶ Backbone MND Mitigation Measure IV-7: Tricolored Blackbird ▶ Backbone MND Mitigation Measure IV-8: Nesting Raptors ▶ Backbone MND Mitigation Measure IV-9: Nesting Special Status Birds and Migratory Birds ▶ Backbone MND Mitigation Measure IV-10: Special-Status Bats ▶ Backbone MND Mitigation Measure IV-12: Implement Section 1602 Master Streambed Alteration Agreement ▶ Backbone MND Mitigation Measure IV-13: Conduct Surveys to Identify and Map Valley Needlegrass Grassland, Implement Avoidance and Minimization Measures or Compensatory Mitigation, if necessary ▶ Backbone MND Mitigation Measure IV-14: Secure Amended Clean Water Act Section 404 Permit and Section 401 Permit and Implement All Permit Conditions; Ensure No Net Loss of Functions of Wetlands, Other Waters of the U.S., and Waters of the State 	<p>building permits for any project phase, the project applicant shall demonstrate to the City's satisfaction the fair share contribution towards implementation of Backbone Infrastructure and Off-Site Water Facility improvements and associated required mitigation as identified in the <i>Folsom South of U.S. Highway 50 Backbone Infrastructure Mitigated Negative Declaration</i> (December 2014) or the <i>Revised Proposed Off-Site Water Facility Alternative Addendum to the FPASP EIR/EIS</i></p>	<p>Department and City of Folsom Public Works Department</p>	<p>and Sewer Backbone Infrastructure to serve the first of development in the FPA. The Phase 1 backbone Infrastructure was completed and accepted by the City in 2018 and is currently in use in the FPA and being owned and operated by the City. The off-site water facility alternative improvements were not implemented. The water for the FPA was provided through the conservation of existing water in the City. The new water supply alternative was validated in 2014.</p>
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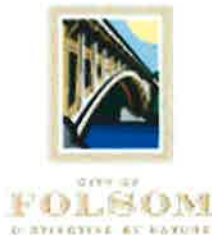
	<ul style="list-style-type: none"> ▶ Backbone MND Mitigation Measure IV-15: Conduct Tree Survey, Prepare and Implement an Oak Woodland Mitigation Plan, Replace Native Oak Trees Removed, and Implement Measures to Avoid and Minimize Indirect Impacts on Oak Trees and Oak Woodland Habitat Retained On-Site. ▶ Backbone MND Mitigation Measure IV-11: American Badger ▶ Backbone MND Mitigation Measure V-1: Comply with the applicable procedures in the FAPA and implementation of applicable historic property treatment plans ▶ Backbone MND Mitigation Measure V-2: Conduct Construction Personnel Education, Conduct On-Site Monitoring if Required, Stop Work if Cultural Resources are Discovered, Assess the Significance of the Find, and Perform Treatment or Avoidance as Required. ▶ Backbone MND Mitigation Measure V-3: Suspend Ground-Disturbing Activities if Human Remains are Encountered and Comply with California Health and Safety Code Procedures. ▶ Backbone MND Mitigation Measure VI-1: Prepare Site-Specific Geotechnical Report per CBC Requirements and Implement Appropriate Recommendations. ▶ Backbone MND Mitigation Measure VI-3: Monitor Earthwork during Earthmoving Activities ▶ Backbone MND Mitigation Measure VI-5(a): Prepare and Implement the Appropriate Grading and Erosion Control Plan. ▶ Backbone MND Mitigation Measure VI-5(b): Prepare and Implement the appropriate Grading and Erosion Control Plan for the detention basin West of Prairie City Road. ▶ Backbone MND Mitigation Measure IX-1: Acquire Appropriate Regulatory Permits and Prepare and Implement SWPPP and BMPs. ▶ Backbone MND Mitigation Measure VII-1: Greenhouse Gas Emissions ▶ Backbone MND Mitigation Measure XVI-1: Prepare and Implement a Construction Traffic Control Plan. ▶ Backbone MND Mitigation Measure III-3: North of U.S. Highway 50 Water Improvements ▶ Backbone MND Mitigation Measure V-4 North of U.S. Highway 50 Water Improvements ▶ Backbone MND Mitigation Measure VI-2 North of U.S. Highway 50 Water Improvements ▶ Backbone MND Mitigation Measure V1-4 North of U.S. Highway 50 Water Improvements ▶ Backbone MND Mitigation Measure XII-1 North of U.S. Highway 50 Water Improvements <p>In addition, the project applicant shall coordinate with owners' group to implement the following measures detailed in the <i>Revised Proposed Off-Site Water Facility Alternative Addendum to the FPASP EIR/EIS</i> (approved December 11, 2012):</p> <ul style="list-style-type: none"> ▶ 3B.1-2a: Enhance Exterior Appearance of Structural Facilities. 	<p>(approved December 2012); as applicable.</p>			
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	<ul style="list-style-type: none"> ▶ 3B.1-2b: Prepare Landscaping Plan. ▶ 3B.1-3a: Conformance to Construction Lighting Standards. ▶ 3B.1-3b: Prepare and Submit a Lighting Master Plan. ▶ 3B.2-1a: Develop and Implement a Construction NOX Reduction Plan. ▶ 3B.2-1c: Implement Fugitive Dust Control Measures and a Particulate Matter Monitoring Program during Construction. ▶ 3B.2-3a: Cite Pump Siting Buffers Away from Sensitive Receptors. ▶ 3B.2-3b: Conduct Project-Level DPM Screening and Implement Measures to Reduce Annual DPM to Acceptable Concentrations. ▶ 3B.4-1a: Implement GHG Reduction Measures during Construction. ▶ 3B.4-1b Prepare and Implement an Off-site Water Facilities Climate Action Plan. ▶ 3A.5-1a: Comply with the Programmatic Agreement. ▶ 3A.5-1b: Perform an Inventory and Evaluation of Cultural Resources for the California Register of Historic Places, Minimize or Avoid Damage or Destruction, and Perform Treatment Where Damage or Destruction Cannot be Avoided. ▶ 3A.5-2: Conduct Construction Personnel Education, Conduct On-Site Monitoring if Required, Stop Work if Cultural Resources are Discovered, Assess the Significance of the Find, and Perform Treatment or Avoidance as Required. ▶ 3A.5-3: Suspend Ground-Disturbing Activities if Human Remains are Encountered and Comply with California Health and Safety Code Procedures. ▶ 3B.7-1a: Prepare Geotechnical Report(s) for the Revised Proposed Off-site Water Facilities and Implement Required Measures. ▶ 3B.7-1b: Incorporate Pipeline Failure Contingency Measures Into Final Pipeline Design. ▶ 3B.7-4: Implement Corrosion Protection Measures. ▶ 3B.7-5: Conduct Construction Personnel Education, Stop Work if Paleontological Resources are Discovered, Assess the Significance of the Find, and Prepare and Implement a Recovery Plan as Required. ▶ 3B.8-1a: Transport, Store, and Handle Construction-Related Hazardous Materials in Compliance with Relevant Regulations and Guidelines. ▶ 3B.8-1b: Prepare and Implement a Hazardous Materials Management Plan. ▶ 3B.8-5a: Conduct Phase 1 Environmental Site Assessment for Selected Alignment. 				
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	<ul style="list-style-type: none"> ▶ 3B.8-5b: Develop and Implement a Remediation Plan. ▶ 3B.8-7a: Keep Construction Area Clear of Combustible Materials. ▶ 3B.8-7b: Provide Accessible Fire Suppression Equipment. ▶ 3B.9-1a: Acquire Appropriate Regulatory Permits and Prepare and Implement SWPPP and BMPs. ▶ 3B.9-1b: Properly Dispose of Hydrostatic Test Water and Construction Dewatering in Accordance with the Central Valley Regional Water Quality Control Board. ▶ 3B.9-3a: Prepare and Implement Drainage Plan(s) for Structural Facilities. ▶ 3B.9-3b: Ensure the Provision of Sufficient Outlet Protection and On-site Containment. ▶ 3B.11-1a: Limit Construction Hours. ▶ 3B.11-1b: Minimize Noise from Construction Equipment and Staging. ▶ 3B.11-1c: Maximize the Use of Noise Barriers. ▶ 3B.11-1d: Prohibit Non-Essential Noise Sources During Construction. ▶ 3B.11-1e: Monitor Construction Noise and Provide a Mechanism for Filing Noise Complaints. ▶ 3B.11-3: Implement Operational Noise Minimization Measures. ▶ 3B.12-1: Provide for Continued Recreational Access as Identified in Mitigation Measure 3.14-1a. ▶ 3B.15-1a: Prepare Traffic Control Plan. ▶ 3B.15-1b: Assess Pre-Off-site Water Facilities Roadway Conditions. ▶ 3B.16-3a: Minimize Utility Conflicts by Implementing an Underground Services Alert. ▶ 3B.16-3b: Coordinate with Utility Providers and Implement Appropriate Installation Methods to Minimize Potential Utility Service Disruptions. ▶ 3B.17-1a: Implement Construction Dewatering Best Management Practices. ▶ 3B.17-1b: Implement a Dewatering Discharge Monitoring Program. ▶ 3A.18-1: Submit Proof of Surface Water Supply Availability. ▶ 3A.18-2a: Submit Proof of Adequate Off-Site Water Conveyance Facilities and Implement Off-Site Infrastructure Service System or Ensure That Adequate Financing Is Secured. 				
20.	<p>White Rock Road Shoulder Improvements The owner/applicant shall construct shoulder improvements along the project’s entire frontage of westbound White Rock Road to the satisfaction of the City prior to approval of the first small lot final map. In lieu of constructing the aforementioned interim shoulder improvements, the owner/applicant may enter into a Subdivision Improvement Agreement with the City and post</p>	M	CD (E)	The Capital Southeast Connector – JPA project commenced construction in April 2021. Since the project has commenced with construction this condition has been satisfied.	Yes

	<p>adequate security to the City's satisfaction to ensure construction of said improvements; the security shall be for a minimum period of 10 years.</p> <p>If shoulder improvements are constructed and/or funded by the owner/applicant, then said costs may be included in any applicable fee program established and approved for the Folsom Plan Area subject to approval by the City and the actual costs expended by the owner/applicant may therefore be eligible for a credit and/or reimbursement.</p> <p>If construction of the Capital Southeast Connector Project between Scott Road and the El Dorado County line has commenced during the term of the required Subdivision Improvement Agreement, then the shoulder improvement condition will be deemed satisfied and the security shall be released to the owner/applicant.</p>	M	CD (E) (P)		
21.	<p>The owner/applicant shall preserve the oak trees shown in the blue color on the attached Site Plan Exhibit for the Traditional Subdivision. The owner/applicant shall also make every attempt to preserve the tree shown in red on the attached Site Plan Exhibit provided that the City Arborist concurs (since this oak tree will be approximately 3' lower than adjacent pad grades). The additional land created from elimination of lots 49, 56, and 57 as shown on the Site Plan Exhibit shall be incorporated into the adjacent residential lots to the satisfaction of the Community Development Department. Consistent with FPASP Policy 10.19, the Community Development Director will allow modifications to the development standards to order to accommodate preservation of the oak tree on Lot 62 as shown on the attached Site Plan Exhibit. This condition shall be satisfied prior to approval of the Final Map for the Traditional Subdivision.</p>	M	CD (E) (P)	<p>This condition will apply to the future Phase 3 (Traditional Subdivision) and therefore does not apply to the Phase 1D subdivision.</p>	Yes

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Folsom City Council Staff Report

MEETING DATE:	6/14/2022
AGENDA SECTION:	Consent Calendar
SUBJECT:	Resolution No. 10867 - A Resolution Authorizing the City Manager to Execute Non-Exclusive Agreements with Approved Licensed Contractors to Implement the Sacramento Housing and Redevelopment Agency Inter-Agency Contract for the Seniors Helping Seniors Home Repair Program
FROM:	Community Development Department

RECOMMENDATION / CITY COUNCIL ACTION

Staff recommends that the City Council move to adopt Resolution No. 10867 - A Resolution Authorizing the City Manager to Execute Non-Exclusive Agreements with Approved Licensed Contractors to Implement the Sacramento Housing and Redevelopment Agency Inter-Agency Contract for the Seniors Helping Seniors Home Repair Program.

BACKGROUND / ISSUE

On June 9, 2020, the City Council approved Resolution No. 10463 which authorized the City Manager to Execute an Agreement with the Sacramento Housing and Redevelopment Agency (SHRA) for continued participation in the Community Development Block Grant (CDBG) Program from January 1, 2021 to December 31, 2023. As part of the city's participation in CDBG, the City Manager is currently in process to enter into an Inter-Agency Contract with SHRA to receive \$200,000 in CDBG funds to subsidize the City of Folsom Seniors Helping Seniors (SHS) Program for FY 2022/2023.

On June 8, 2021, the City Council approved Resolution No. 10640, authorizing the City Manager to execute agreements with a total of seven contractors (ABC Home Improvements, Benchmark Plumbing, F.L. Electric Service Company, Gray Construction and Securement Services, Inc., Robnett Construction, Inc., Roseville Sheet Metal Inc., and Sacramento City Building Co.) to perform contractor services in accordance with the Sacramento Housing and Redevelopment Agency (SHRA) Seniors Helping Seniors (SHS) Inter-Agency Contract.

For Fiscal Year 2021-22 the City Manager approved annual contracts with six of the seven Senior Helping Seniors contractors (ABC Home Improvements, Benchmark Plumbing, F.L. Electric Service Company, Gray Construction and Securement Services, Inc., Roseville Sheet Metal Inc., and Sacramento City Building Co.). The seventh contractor, Robnett Construction, Inc. elected not to continue participation in the program. The existing six non-exclusive agreements will terminate on June 30, 2022 and staff is recommending that the City Manager be authorized to execute new contracts with the six aforementioned contractors which will be in effect until June 30, 2023 and with a not-to-exceed amount of \$200,000 (total aggregate amount for all contractors).

POLICY / RULE

In accordance with Section 2.36.120 of the Folsom Municipal Code, City Council approval is required for professional services contracts in excess of \$66,141.

ANALYSIS

The Seniors Helping Seniors Home Repair Program is available to all low-income, age-qualified senior citizens who reside in the City of Folsom. The program is designed to assist those seniors who do not have the assets or financial capability to make necessary home repairs related to health and safety. Both manufactured homes and non-manufactured homes are eligible for the program. On average, the City's SHS Program responds to over 300 calls for service each year.

A total of six contractors previously submitted their qualification packages to the City and currently perform contractor services in accordance with the Seniors Helping Seniors Home Repair Program. With approval of this resolution and the necessary contracts (not-to-exceed a combined total of \$200,000 for all said contracts), the following contractors will continue to assist the City with providing contractor services as needed for the SHS Program:

1. ABC Home Improvements
2. Benchmark Plumbing
3. F.L. Electric Service Company
4. Gray Construction and Securement Services, Inc.
5. Roseville Sheet Metal Inc.
6. Sacramento City Building Co.

Each of the six contractors are qualified to provide a range of contracting services necessary for the SHS Program. Furthermore, all six contractors are experienced in small home repairs and working with low-income senior citizens and/or physically disabled homeowners.

FINANCIAL IMPACT

There is no financial impact to the General Fund. The CDBG funding program requires the expenditure of funds with reimbursement requested and therefore the Community

Development Block Grant Fund (Fund 201) is utilized to cover the upfront contractor and material costs and invoices are sent to SHRA monthly for reimbursement from the grant proceeds. For the Fiscal Year 2022-23, a total of \$220,000 of the Community Development Block Grant Fund (Fund 201) has been appropriated for the SHS Program to cover the cost of materials and outside contractors.

ENVIRONMENTAL REVIEW

This action by the City Council is exempt from environmental review pursuant to Section 15061(b)(3) (Review for Exemption) of the California Environmental Quality Act.

ATTACHMENT

Resolution No. 10867 - A Resolution Authorizing the City Manager to Execute Non-Exclusive Agreements with Approved Licensed Contractors to Implement the Sacramento Housing and Redevelopment Agency Inter-Agency Contract for the Seniors Helping Seniors Home Repair Program

Submitted,

A handwritten signature in blue ink, appearing to read "Pam Johns", followed by a long horizontal line extending to the right.

Pam Johns, Community Development Director

RESOLUTION NO. 10867

**A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE
NON-EXCLUSIVE AGREEMENTS WITH APPROVED LICENSED CONTRACTORS
TO IMPLEMENT THE SACRAMENTO HOUSING AND REDEVELOPMENT
AGENCY INTER-AGENCY CONTRACT FOR THE
SENIORS HELPING SENIORS HOME REPAIR PROGRAM**

WHEREAS, Resolution No. 10463, adopted by the City Council on June 9, 2020, authorized the City Manager to execute an agreement with the Sacramento Housing and Redevelopment Agency (SHRA) for continued participation in the Community Development Block Grant (CDBG) Program from January 1, 2021 to December 31, 2023; and

WHEREAS, funds from the CDBG Program subsidize the City's Seniors Helping Seniors (SHS) Program, which provides eligible senior citizens in the City with financial assistance to repair and remedy health and safety hazards in their homes; and

WHEREAS, SHRA has allocated \$200,000 in CDBG funds to subsidize the City's SHS Program for Fiscal Year 2022-23; and

WHEREAS, the City Manager is required to enter into an Inter-Agency Contract with SHRA to receive the allocated \$200,000 CDBG funds; and

WHEREAS, the CDBG funding program requires the expenditure of funds with reimbursement requested and for Fiscal Year 2022-23; and

WHEREAS, the proposed Fiscal Year 2022-23 Budget, includes an appropriation of \$220,000 in the Community Development Block Grant Fund (Fund 201); and

WHEREAS, contractors are selected based on their professional qualifications and experience to perform services under the SHS Program; and

WHEREAS, the six contractors (ABC Home Improvements, F.L. Electrical Service Company, Gray Construction and Securement Services, Inc., Roseville Sheet Metal Inc., and Sacramento City Building Co.) have existing contracts with the City for performing this work to June 30, 2022; and

WHEREAS, in accordance with Chapter 2.36 of the Folsom Municipal Code, contracts of \$66,141 or greater shall be approved by the City Council.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Folsom hereby authorizes the City Manager to execute non-exclusive contracts for professional licensed contractor services with ABC Home Improvements, Benchmark Plumbing, F.L. Electric Service Company, Gray Construction and Securement Services, Inc., Roseville Sheet Metal Inc., and

Sacramento City Building Co., to render services under the City's SHS Program through June 30, 2023, not-to-exceed a combined total of \$200,000 for all said contracts.

PASSED AND ADOPTED this 14th day of June 2022, by the following roll-call vote:

AYES: Councilmember(s):

NOES: Councilmember(s):

ABSENT: Councilmember(s):

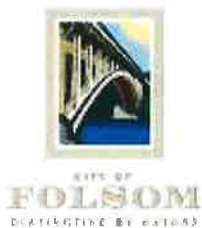
ABSTAIN: Councilmember(s):

Kerri M. Howell, MAYOR

ATTEST:

Christa Freemantle, CITY CLERK

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Folsom City Council Staff Report

MEETING DATE:	6/14/2022
AGENDA SECTION:	Consent Calendar
SUBJECT:	Resolution No. 10869 - A Resolution Authorizing the City Manager to Adopt Local Assistance Procedures Manual Chapter 10, Consultant Selection, Policies and Procedures for Federal and State-only Funded Projects
FROM:	Public Works Department

RECOMMENDATION / CITY COUNCIL ACTION

The Public Works Department recommends that the City Council pass and adopt Resolution No. 10869 - A Resolution Authorizing the City Manager to adopt Local Assistance Procedures Manual Chapter 10, Consultant Selection, Policies and Procedures for Federal and State-only funded projects.

BACKGROUND / ISSUE

The City has received Federal-Aid funding approval for the Intelligent Transportation System Implementation Project. As of January 1, 2019, Caltrans is requiring that all agencies utilizing federal and state reimbursement funds have a written procedure adopted by resolution and approved by Caltrans. Although the Master Service Agreement references many similar procedures, Caltrans is requiring each agency to provide a written procedure approved by Caltrans and adopted by the agency's governing body, which describes the consultant selection and procurement procedures for design and construction management contracts.

From Division of Local Assistance Office Bulletin 21-05:

Title 23 Code of Federal Regulations Part 172 (23 CFR 172) allows Caltrans Division of Local Assistance (DLA) to prescribe the policies and procedures for engineering and design related services, also known as Architectural and Engineering (A&E). Local Public Agencies (LPAs) are responsible for adopting the written policies and procedures prescribed by the awarding State Transportation Agency (STA).

FHWA's expectation is to achieve a 100% compliance rate in this area. Past process review findings by DLA showed a significant lack of, or incomplete A&E procurement policies and procedures as one of the most common findings. A non-compliance of this matter can result in a loss of funds and/or other sanctions.

This action only applies to consultant contracts awarded using Federal-Aid / FHWA funding. The City will continue to use existing procedures for City-funded projects and will utilize other procedures as required by alternate project funding sources.

POLICY / RULE

Adoption of contract policies and procedures requires City Council approval.

ANALYSIS

In order for the City to be reimbursed for transportation projects funded by state only funding sources, the City must adopt Local Assistance Procedures Manual (LAPM) Chapter 10, Consultant Selection, policies and procedures. A completed Exhibit 10-C for new or amended federal and/or state funded consultant contracts must be accepted by Caltrans prior to award. Items not completed in the Exhibit 10-C checklist may jeopardize federal and/or state funding.

FINANCIAL IMPACT

The adoption of LAPM Chapter 10 will likely not have an impact on the cost of professional services. It will increase the number of staff hours spent on contract procurement and project administration tasks.

ENVIRONMENTAL REVIEW

Environmental review is not required for adoption of this resolution. Each project will evaluate environmental impacts on a project-by-project basis.

ATTACHMENT

Resolution No. 10869 - A Resolution Authorizing the City Manager to adopt Local Assistance Procedures Manual Chapter 10, Consultant Selection, Policies and Procedures for Federal and State-only Funded Projects

Submitted,

Mark Rackovan, Public Works Director

RESOLUTION NO. 10869

**RESOLUTION AUTHORIZING THE CITY MANAGER TO
ADOPT LOCAL ASSISTANCE PROCEDURES MANUAL CHAPTER 10, CONSULTANT
SELECTION, POLICIES AND PROCEDURES
FOR FEDERAL AND STATE-ONLY FUNDED PROJECTS**

WHEREAS, the City of Folsom through the Department of Public Works is responsible for the execution of federal and state funded project(s); and

WHEREAS, the provision of 23 CFR 172.5(b), subrecipients shall develop and sustain organizational capacity and provide the resources necessary for the procurement, management, and administration of engineering and design related consultant services, reimbursed in whole or in part with Federal-Aid Highway Program funding as specified in 23 U.S.C. 106(g)(4)(A); and

WHEREAS, 23 CFR 172.5(b)(1) requires subrecipients to adopt written policies and procedures prescribed by the awarding State Transportation Agency for the procurement, management, and administration of engineering and design related consultant services in accordance with applicable Federal and State laws and regulations; and

WHEREAS, the State of California Department of Transportation (Caltrans) has developed the Local Assistance Procedures Manual (LAPM), Chapter 10, Consultant Selection, which sets forth policies and procedures for procurements and management of contracts for engineering and design related consultant services contracts on federal and state funded transportation projects to ensure compliance with applicable Federal and State laws and regulations; and

WHEREAS, LAPM Chapter 10, Consultant Selection, describes the consultant selection and procurement process local agencies must follow to maintain eligibility for federal and state reimbursement; and

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Folsom adopts Caltrans Local Assistance Procedures Manual, Chapter 10, Consultant Selection, and any updates thereto, in the procurement of architectural and engineering services for federal and state-only funded projects.

PASSED AND ADOPTED this 14th day of June 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

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CITY OF
FOLSOM
ESTABLISHED 1842

Folsom City Council Staff Report

MEETING DATE:	6/14/2022
AGENDA SECTION:	Consent Calendar
SUBJECT:	Resolution No. 10872 – A Resolution Authorizing the City Manager to Submit an Application for Grant Funds to the United States Department of Justice, Community Oriented Policing Service (COPS) Hiring Program
FROM:	Police Department

RECOMMENDATION / CITY COUNCIL ACTION

Staff recommends that the City Council adopt Resolution No. 10872 – A Resolution Authorizing the City Manager to Submit an Application for Grant Funds to the United States Department of Justice, Community Oriented Policing Service (COPS) Hiring Program.

BACKGROUND / ISSUE

Since the pre-recession staffing high in 2008, the Folsom Police Department has lost 11 police officer positions. During this same 14-year timespan, the population within the City of Folsom has grown just over 23% and in 2020, Folsom was rated the second fastest growing city in the state of California. With the rapid development of Folsom's south of US Highway 50 property, the Folsom Police Department is seeking alternate funding sources to support desperately needed staffing increases.

We pride ourselves on being a full-service organization that practices community policing and problem-solving strategies as a matter of course. To maintain that ability in the face of the growth, we need to add officers that the City can't fully fund at this time.

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

The City of Folsom and the Folsom Police Department are committed to being a full-service city and agency. The Folsom Police Department is committed to Relentlessly Pursuing Criminal Behavior and Proactively Fostering Positive Relationships throughout the community. With the addition of the three (3) requested entry level police officers, the Folsom Police Department would be able to expand the Neighborhood Services Division as well as the number of officers assigned to patrol services within the operations division to provide partial law enforcement services south of US Highway 50. These officers would be deployed in a manner to address quality of life issues, conduct proactive Community Oriented Policing activity, provide additional resources to persons in crisis and proactively foster positive relationships with the citizens and businesses within the city

The only allowable costs under Community Oriented Policing Service (COPS) Hiring Program are the approved full-time, entry-level salaries and fringe benefits of newly hired or rehired sworn career law enforcement officers who are hired or rehired on or after the award start date. A “career law enforcement officer” is a person hired on a permanent basis who is authorized by law or by a state, local, or tribal agency to engage in or oversee the prevention, detection, or investigation of violations of criminal laws.

All items other than entry-level personnel costs (salaries and fringe benefits) as described in the preceding section are considered unallowable under COPS Hiring Program Therefore, requests for equipment, training, travel, uniforms, vehicles, and indirect costs are not permitted under CHP.

In addition, the following personnel costs are unallowable:

- Salaries and fringe benefits of existing locally-funded officers, unless those officers are currently scheduled to be laid off on a specific future date
- Salaries and fringe benefits over and above an agency's entry-level salary and fringe benefits for officers
- Salaries and fringe benefits for civilian or nonsworn personnel
- Salaries and fringe benefits for part-time officer positions
- Salaries and fringe benefits for furloughed officers
- Salaries and fringe benefits for correctional officers
- Overtime costs, severance pay, hazard pay

The Chief of Police requests approval to apply for the United States Department of Justice, Community Oriented Policing Service (COPS) Hiring Program for three (3) entry level police officers.

FINANCIAL IMPACT

FY 2022 COPS Hiring Program awards will cover up to 75 percent of the entry-level salary and fringe benefits for each approved position for a three-year funding period, based on the applicant's current entry level salary levels for full-time officers. There is a minimum 25% local match (cost share) requirement. The maximum federal share per officer position is \$41,666.66 per year over the three-year period, totaling \$125,000. Any additional costs for higher than entry-level salaries and fringe benefits will be the responsibility of the recipient agency.

During the first year of the grant there will be initial City expense to purchase uniforms and equipment for the entry-level positions. The Police Department has some of the required equipment (weapon and radio) but will need to purchase uniforms, duty belt and bullet resistant vest. The approximate cost for each officer is \$2,500.00.

In FY 2022-2023 the salary and benefits for each of the three entry level officers will be approximately \$165,203 of which approximately \$41,666.66 per officer will be paid for by the COPS Hiring Program.

In FY 2023-2024 the salary and benefits for each of the three entry level officers will be approximately \$173,894 of which approximately \$41,666.66 per officer will be paid for by the COPS Hiring Program.

In FY 2024-2025 the salary and benefits for each of the three entry level officers will be approximately \$178,436 of which approximately \$41,666.66 per officer will be paid for by the COPS Hiring Program.

Over the three-year period the COPS Hiring Program would provide funding, the total for three (3) entry level officers (Full salary & benefits) would be approximately, \$1,552,599.

The maximum federal grant award (\$125,000 cap per Officer over 3 years) is \$375,000.

The total cost to the City of Folsom (match amount) is approximately, \$1,177,599

At the end of the period of performance, the City of Folsom must maintain the awarded positions for a minimum of 12 months.

This grant also contains a nonsupplanting requirement, which means the grant may only be applied to positions that are not otherwise budgeted and would not be funded.

The City of Folsom will be notified of the award no later than September 30, 2022.

ATTACHMENT

Resolution No. 10872 – A Resolution Authorizing the City Manager to Submit an Application for Grant Funds to the United States Department of Justice, Community Oriented Policing Service (COPS) Hiring Program.

Submitted,



Richard Hillman, Chief of Police

RESOLUTION NO. 10872

A RESOLUTION AUTHORIZING THE CITY MANAGER TO SUBMIT AN APPLICATION FOR GRANT FUNDS TO THE U. S. DEPARTMENT OF JUSTICE, COPS HIRING PROGRAM

WHEREAS, the City qualifies for federal grant funds through the United States Department of Justice, Community Oriented Policing Service (COPS) Hiring Program; and

WHEREAS, the COPS Hiring Program will cover up to \$125,000 for each of the entry-level police officers hired within the designated award period the salary and fringe benefits for each approved position for a three-year period with a minimum 25% local match requirement; and

WHEREAS, the maximum federal share per officer position is \$125,000 over the three-year period (not \$125,000 per year); and

WHEREAS, the City desires to accept these funds to hire three police officers to add to the Neighborhood Service Division and patrol division to address staffing needs for development south of Highway 50, community oriented policing activities, provide additional resources to those in crisis and to help build trust through transparency within the community and foster positive relationships; and

WHEREAS, the City of Folsom will comply with state and federal statutes, regulations, policies, guidelines and requirements for application, acceptance and use of federal funds; and

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Folsom authorizes the City Manager to submit an application for grant funds to the United States Department of Justice, COPS Hiring Program

PASSED AND ADOPTED this 14th day of June, 2022, by the following roll-call vote:

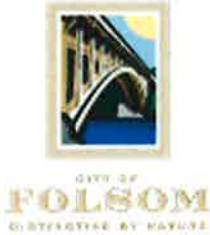
- AYES:** Councilmember(s):
- NOES:** Councilmember(s):
- ABSENT:** Councilmember(s):
- ABSTAIN:** Councilmember(s):

Kerri M. Howell, MAYOR

ATTEST:

Christa Freemantle, CITY CLERK

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Folsom City Council Staff Report



MEETING DATE:	6/14/2022
AGENDA SECTION:	Consent Calendar
SUBJECT:	Resolution No. 10873 – A Resolution Authorizing the City Manager to Execute an Agreement with BrightView Landscape Services for Landscaping and Lighting Districts, Community Facilities Districts, and Folsom Plan Area Landscapes for the City of Folsom and Appropriation of Funds
FROM:	Parks and Recreation Department

RECOMMENDATION / CITY COUNCIL ACTION

Staff recommends the City Council approve Resolution No. 10873 - A Resolution Authorizing the City Manager to Execute an Agreement with BrightView Landscape Services for Landscaping and Lighting Districts, Community Facilities Districts, and Folsom Plan Area Landscapes for the City of Folsom and Appropriation of Funds.

BACKGROUND / ISSUE

On March 31, 2022, the Parks and Recreation Department advertised on CIPlist.com and the City of Folsom website the availability of two landscape maintenance contracts that will service the City’s Landscaping and Lighting Districts, Community Facilities Districts, and the Folsom Plan Area Landscaping. The city requested both qualifications and a proposal (RFQ/RFP) from perspective contractors for this bid package.

As part of the city’s outreach, staff sent targeted emails to those contractors who over the last years requested to be on our bidder’s list to inform them of the availability and details of upcoming contracts, as well as other landscape maintenance firms in our area that could be interested in submitting a proposal and their qualifications.

POLICY / RULE

In accordance with Chapter 2.36.090 (A)(1) and 2.36.120 of the Folsom Municipal Code, professional services are not subject to competitive sealed bidding requirements, and those costing \$66,141 or greater shall be awarded by City Council.

ANALYSIS

The City currently contracts for landscape maintenance in these areas and this contract is a continuation of those services. The overall bid process consisted of the following steps:

Posting of bid package: March 31, 2022
 Mandatory Pre-Bid meeting: April 13, 2022
 RFQ/RFP's Due to City: May 6, 2022 (4:00 PM)
 Interviews of Qualified Contractors: May 12 7 13, 2022
 RFP's of Qualified Contractors Opened: May 16, 2022
 Notice of Award: May 17, 2022

Some of the notable changes to this contract package from the prior contracts was more defined details about the maintenance areas. Staff went district by district creating overlays to calculate exact quantities of areas to be maintained as well as identified the levels of maintenance each area will receive (i.e., Streetscapes, quarterly weed abatement areas, trails, dog stations & trash cans, biofiltration areas, and vegetative swales)

The city received responses to the RFQ/RFP package from BrightView, TerraCare, New Image, and JG Landscaping. The evaluation process was comprised of three factors. The first phase was the independent evaluation of their request for qualifications by three staff members. The second was a panel interview consisting of 10 scored questions. The last factor that was taken into account was price. Based on these three criteria we scored and ranked the firms as shown in the table below:

	Terracare	JG Landscaping	New Image	BrightView
RFQ SCORE	78	81.83	69	92.5
INTERVIEW SCORE	75.83	78	84	97
COST	22.29	50	1.5	21.5
TOTAL	176.12	209.83	154.5	211

Pursuant to the existing agreement with Terracare, the City has been operating on a month-to-month basis to maintain contract services in the interim until the new contract is adopted. The proposed three-year agreement allows for two, one-year extensions based on successful service and adherence to specifications in the original agreement. The proposed agreement is expected to begin on July 1, 2022. Agreement extensions after the three-year base agreement will each be reconsidered for approval by the City Council.

FINANCIAL IMPACT

While this is a professional services agreement, staff will highlight the cost comparisons of the proposals. The yearly maintenance cost as included in each proposal is shown below:

Company	Proposal Annual Maintenance Cost
Terracare	\$2,894,976.00
JG Landscaping	\$1,290,933.32
New Image	3,529,607.00
Brightview	2,994,508.68

With Brightview being the highest ranking on the RFQ and interview process, staff proceeded to discuss the proposed yearly maintenance cost with them as there was a significant increase over the estimated budgets. Recognizing the estimated budgets were based on current costs for service which were established over three years ago, staff expected costs to increase but wanted to ensure the scope of work and available funding were in alignment. Staff reviewed current levels of service and the proposed scope of services for all the maintenance areas (streetscapes, open space, turf, weed abatement, etc.) and determined that there could be savings achieved with some modified scope requirements without reducing the overall quality of service and city expectations. Staff proposed several scope adjustments in such areas as less visible slope or landscape areas as well as modified maintenance frequencies for less dense open space areas. No modifications to scope were made to the areas of highest visibility, public safety, fire safety, general weed control, etc.

As a result of some modifications to the scope of work, Brightview tailored their proposed maintenance costs which resulted in a revised yearly cost (that would not be adjusted for the first three years) to \$1,987,666.23. This is the amount being proposed for the new agreement. In addition, this agreement allows for unscheduled services in FY 2022-23 such as plant replacements, fence repairs, irrigation repairs, etc., in the amount, not to exceed, \$430,000. All unscheduled work is approved by the Landscape Services Manager prior to work beginning and contractor is not entitled to such funds unless authorized by the City.

In reviewing each district's fund balance, adequate funding is available in all of the districts however, new allocations will be needed in twenty-two of the thirty districts. The baseline amount already proposed in the existing budget is \$1,513,115.95. The amount that is needed to augment the baseline budget is \$474,550.28. The total contract amount would then be 1,987,666.23. The other eight districts (Prairie Oaks Ranch, Prairie Oaks Ranch No.2, American River Canyon North No. 3, The Islands at Parkshore, Folsom Heights, Folsom Heights No. 2, Folsom Plan Area CFD 19, Folsom Plan Area CFD 23) have adequate funds already budgeted. As such, additional funds will need to be appropriated in the FY 2022-23 L&L and CFD budgets. Districts requiring appropriations are outlined in the table provided below:

District	Fund Number (s)	New Cost	Estimated Budgets	New Allocation	Original Budget Total	New Budget Total
ARC North #2	267	\$ 105,094.58	\$ 56,500.00	\$ 48,594.58	\$ 139,256.00	\$ 187,850.58
Blue Ravine Oaks	250, 278	\$ 22,080.06	\$ 17,500.00	\$ 4,580.06	\$ 19,397.00	\$ 23,977.06
Broadstone #3	266	\$ 390,555.61	\$ 225,000.00	\$ 165,555.61	\$ 1,244,240.00	\$ 1,409,795.61
Broadstone 1, 2, & 4	210, 282	\$ 291,404.10	\$ 180,000.00	\$ 111,404.10	\$ 255,161.00	\$ 366,565.10
Cobble Hills Ridge II	214	\$ 25,218.38	\$ 20,000.00	\$ 5,218.38	\$ 54,046.00	\$ 59,264.38
Natoma Station	207	\$ 101,443.36	\$ 95,000.00	\$ 6,443.36	\$ 241,174.00	\$ 247,617.36
Willow Creek Estates South	252	\$ 76,442.54	\$ 25,000.00	\$ 51,442.54	\$ 266,790.00	\$ 318,232.54
Willow Springs	262	\$ 89,488.17	\$ 68,050.00	\$ 21,438.17	\$ 177,750.00	\$ 199,188.17
Briggs Ranch	205	\$ 66,042.95	\$ 45,000.00	\$ 21,042.95	\$ 102,612.00	\$ 123,654.95
Cobble Ridge	234	\$ 8,186.67	\$ 7,500.00	\$ 686.67	\$ 17,592.00	\$ 18,278.67
Folsom Plan Area- (CFD 18)	288	\$ 304,082.11	\$ 300,000.00	\$ 4,082.11	\$ 901,369.00	\$ 905,451.11
Hannaford Cross	212	\$ 16,961.76	\$ 11,500.00	\$ 5,461.76	\$ 28,438.00	\$ 33,899.76
Lake Natoma Shores/Preserve	213	\$ 17,637.84	\$ 7,000.00	\$ 10,637.84	\$ 23,173.00	\$ 33,810.84
Los Cerros	204	\$ 27,641.70	\$ 26,500.00	\$ 1,141.70	\$ 91,632.00	\$ 92,773.70
Natoma Valley/The Knolls	232	\$ 39,856.36	\$ 39,000.00	\$ 856.36	\$ 57,500.00	\$ 58,356.36
Prospect Ridge	285	\$ 14,669.94	\$ 8,000.00	\$ 6,669.94	\$ 27,769.00	\$ 34,438.94
Sierra Estates	231	\$ 8,532.70	\$ 4,500.00	\$ 4,032.70	\$ 17,445.00	\$ 21,477.70
Silverbrook	237	\$ 6,380.44	\$ 3,155.00	\$ 3,225.44	\$ 10,770.00	\$ 13,995.44
Steeplechase	251	\$ 14,300.28	\$ 14,000.00	\$ 300.28	\$ 46,366.00	\$ 46,666.28
The Residences at ARC/ ARC 2	271	\$ 14,905.06	\$ 14,000.00	\$ 905.06	\$ 31,866.00	\$ 32,771.06
Willow Creek Estates East	249, 284	\$ 55,830.68	\$ 55,000.00	\$ 830.68	\$ 28,481.00	\$ 29,311.68
			Total:	\$ 474,550.28	\$ 3,782,827.00	\$ 4,257,377.28

For additional information about each districts total budget that includes all costs beyond the landscape maintenance contracts such as utilities cost, streetlight maintenance, irrigation maintenance, planned projects, etc., the two last columns of the table show what is reflected in this yearly engineers report that is approved by City Council annually.

ATTACHMENT

Resolution No. 10873 - A Resolution Authorizing the City Manager to Execute an Agreement with BrightView Landscape Services for Landscaping and Lighting Districts, Community Facilities Districts, and Folsom Plan Area Landscapes for the City of Folsom and Appropriation of Funds

Submitted,

Lorraine Poggione,
Parks & Recreation Director

RESOLUTION NO. 10873

A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE AN AGREEMENT WITH BRIGHTVIEW LANDSCAPE SERVICES FOR LANDSCAPING AND LIGHTING DISTRICTS, COMMUNITY FACILITIES DISTRICTS, AND FOLSOM PLAN AREA LANDSCAPES FOR THE CITY OF FOLSOM AND APPROPRIATION OF FUNDS

WHEREAS, the City of Folsom desires to enter into a professional services agreement for an initial period beginning July 1, 2022 through June 30, 2025, for landscape maintenance services in the City of Folsom Landscaping and Lighting Districts, Community Facilities Districts, and the Folsom Plan Area Landscapes; and

WHEREAS, the City of Folsom can, at its discretion based on successful completion of the initial agreement, extend the contract for up to two additional one-year extensions; and

WHEREAS, proposals were solicited in accordance with Folsom Municipal Code Section 2.36.100 and advertised on March 31, 2022; and

WHEREAS, BrightView Landscape Services was the most qualified contractor; and

WHEREAS, funds are available in the respective districts current fund balance and budgeted in the FY 2022-23 budget; and

WHEREAS, additional funds required to be allocated are available in each respective district fund balance, and

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

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Folsom authorizes the City Manager to execute an agreement with BrightView Landscape Services for landscape maintenance in Landscaping and Lighting Districts, Community Facilities Districts, and Folsom Plan Area Landscapes in the amount of \$1,987,666.23 for scheduled services and \$430,000 for unscheduled services for FY 2022-23.

NOW, THEREFORE, BE IT FURTHER RESOLVED that the Finance Director is authorized to appropriate to each fund the amount listed on the attachment showing the appropriation amount as well as the total fund adjusted budget for FY 2022-23.

PASSED AND ADOPTED this 14th day of June 2022 by the following roll-call vote:

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

Kerri M. Howell, MAYOR

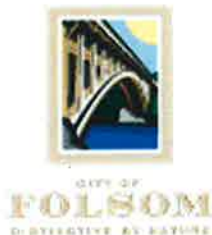
ATTEST:

Christa Freemantle, CITY CLERK

Attachment

District	Fund Number (s)	New Cost	Estimated Budgets	New Allocation	Original Budget Total	New Budget Total
ARC North #2	267	\$ 105,094.58	\$ 56,500.00	\$ 48,594.58	\$ 139,256.00	\$ 187,850.58
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Willow Creek Estates East	249, 284	\$ 55,830.68	\$ 55,000.00	\$ 830.68	\$ 28,481.00	\$ 29,311.68
			Total:	\$ 474,550.28	\$ 3,782,827.00	\$ 4,257,377.28

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Folsom City Council Staff Report

MEETING DATE:	6/14/2022
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 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.

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. A public hearing was held on May 24, 2022, during which staff was asked to provide some additional information. The public hearing on May 24, 2022 was continued to June 14, 2022 to provide time for staff to provide the requested additional information.

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>.

During the public hearing on June 14, 2022 staff will report back to the council on the requested information. If the council decides to accept the budget as presented it can be adopted. If

based on the requested information the Council would like to make changes to the presented budget staff will make the requested changes and return on June 28, 2022 with the updated documents for the Council to approve.

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, May 24, 2022 and June 14, 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 14th day of June 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

City of Folsom FY 2022-23 Budget

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 Tax2106	-	-	-	-	-	-	346,585
Gas Tax2107	-	-	-	-	-	-	725,440
Gas Tax2107.5	-	-	-	-	-	-	818,102
Gas Tax2105	-	-	-	-	-	-	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	-	-	-	-	-	-	-

Summary of Revenues by Fund

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

City of Folsom FY 2022-23 Budget

Funds	Property Tax	Sales & Use Tax	Transient Occupancy	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

Summary of Revenues by Fund

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

City of Folsom FY 2022-23 Budget

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

Summary of Revenues by Fund

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

City of Folsom FY 2022-23 Budget

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	-

Summary of Appropriations by Fund

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

City of Folsom FY 2022-23 Budget

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

Summary of Appropriations by Fund

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

City of Folsom FY 2022-23 Budget

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

Summary of Appropriations by Fund

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	-

City of Folsom FY 2022-23 Budget

Staffing Detail

	FY 19	FY 20	FY 21	FY 22	FY 23
	Approved	Approved	Approved	Approved	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

City of Folsom FY 2022-23 Budget

Staffing Detail

	FY19 Approved	FY20 Approved	FY21 Approved	FY22 Approved	FY23 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

City of Folsom FY 2022-23 Budget

Staffing Detail

	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

Staffing Detail

	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

City of Folsom FY 2022-23 Budget

Staffing Detail

	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

Staffing Detail

	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

City of Folsom FY 2022-23 Budget

Staffing Detail

	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

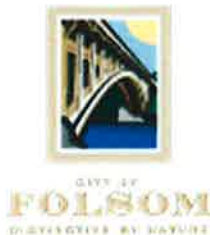
City of Folsom FY 2022-23 Budget

Staffing Detail

	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

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Folsom City Council Staff Report

MEETING DATE:	6/14/2022
AGENDA SECTION:	Old Business
SUBJECT:	Resolution No. 10871- A Resolution Adopting the Public Works and Parks and Recreation Departments 2022 Active Transportation Plan (ATP)
FROM:	Parks and Recreation Department

RECOMMENDATION / CITY COUNCIL ACTION

Staff recommends that the City Council approve Resolution No. 10871- A Resolution Adopting the Public Works and Parks and Recreation Departments 2022 Active Transportation Plan (ATP).

BACKGROUND / ISSUE

In July 2019, the city received Sacramento Area Council of Governments (SACOG) 2019 State of Good Repair Planning and Project Development Grant Program funding in the amount of \$150,000, with a city match of \$50,000, to develop a citywide Active Transportation Plan (ATP). Folsom's first ATP will combine and update the master plans for both pedestrian and bicycle facilities. The ATP will guide the planning, development, and maintenance of existing and future bicycle and pedestrian facilities within the city, including recommended citywide active transportation network improvements and Safe Routes to School. The city is committed to the design and operation of what is referred to as, "Complete Streets", providing equitable, safe, and effective use of all streets by all users. The purpose of the ATP is to increase bicycling and walking opportunities through the creation of a safe, connected, convenient, and visible active transportation network.

The Draft Active Transportation Plan (ATP) was presented at the April 28, 2022, Traffic Safety Committee; April 5, 2022, Parks and Recreation Commission meeting; April 6, 2022, Planning Commission meeting; and April 12, 2022, City Council meeting. A presentation was made at each meeting and comments received. The final ATP was presented to the Parks

and Recreation Commission on June 7, 2022, where the Commission recommended to the City Council to adopt the ATP.

ANALYSIS

The City of Folsom Active Transportation Plan (ATP) is the city's plan for improving mobility for all residents and visitors who walk, bike, and run in and around Folsom. It evaluates what exists today and recommends policies, infrastructure projects, supporting programs, and implementation priorities to achieve this vision. Through improved bikeways, shared use paths, and sidewalks, the ATP establishes a complete and connected network that supports people of all ages and abilities.

The ATP is an update to the previously adopted Bicycle Master Plan (2007), and Pedestrian Master Plan (2014). It focuses on improving the safety and comfort of active transportation facilities, improving connections among on-and-off-street facilities, and supporting connections to destinations across the city.

The ATP contents include the following:

- **Chapter 1:** Introduction outlines the purpose of the ATP, its relationship to other plans, and considers the benefits of active transportation.
- **Chapter 2:** Goals, Objectives, and Policies establishes the vision and priorities for the ATP.
- **Chapter 3:** Existing Conditions evaluates the broader context of the ATP, including demographic and development trends; the transportation system; and the current state of the active transportation network, including bicycle, pedestrian, and shared use path facilities in the city.
- **Chapter 4:** Outreach & Community Engagement summarizes the engagement activities and findings conducted as part of the ATP.
- **Chapter 5:** Recommendations describes the proposed improvements to the pedestrian, path, and bicycle networks. Recommendations include programs and policies to support an expanded active transportation system.
- **Chapter 6:** Implementation prioritizes recommended active transportation improvements, presents ranked project lists, and explores implementation opportunities and strategies.

Throughout the ATP process, Folsom residents and visitors were invited to share their experiences with and vision for the city's active transportation network. Through in-person events and online forums, members of the public provided input at every phase of the plan. This chapter provides an overview of engagement opportunities and a summary of key trends of feedback received. Engagement occurred in two primary phases:

- **Phase 1:** During this phase, project staff provided information about the plan, gathered input on key questions, and answered questions about the process. Staff also asked how people travel today, including community-specific needs and challenges.
- **Phase 2:** During this phase, community members were encouraged to review draft plan goals and proposed location-specific project recommendations, and to indicate anything missing and their highest priority projects.

The engagement strategy included both in-person and virtual events to provide multiple opportunities to participate while adhering to public health guidance. Each event considered the city's active transportation system comprehensively; at each event or input opportunity, questions sought feedback on the bicycle, pedestrian, and path networks simultaneously to better understand how the networks work together. Participants provided more than 2,500 comments through digital tools. In-person and virtual events were promoted through city channels, including the city website, social media pages, and city's newsletters.

FINANCIAL IMPACT

The City of Folsom Active Transportation Plan (ATP) includes more than 300 projects that will advance the safety and function of the active transportation network, with about 65 projects identified as high priority. Based on planning-level cost estimates, it is expected to cost more than \$301 million to implement all recommended projects, and \$88,000,000 to implement the high priority projects outlined in the Plan.

Project implementation requires a deliberate strategy and exploration of innovative approaches. With limited resources and high demand for improvements, the city should coordinate with relevant departments and partners to identify opportunities for project delivery. The strategies explored below are opportunities for the city to support the implementation of the ATP's programs, recommended project improvements, and goals and policies over time.

Additional strategies for project implementation can be found beginning on page 91 of the ATP and should be considered not only for the projects listed here but also for future project phases to advance the ATP.

ENVIRONMENTAL REVIEW

The development and adoption of the ATP is a planning and feasibility study that will guide future actions by the City Council and is exempt from the California Environmental Quality Act (CEQA) review pursuant to the CEQA Guidelines Section 15262.

ATTACHMENTS

1. Resolution No. 10871 - A Resolution Adopting the Public Works and Parks and Recreation Departments 2022 Active Transportation Plan (ATP)

2. Final Active Transportation Plan (ATP)

Submitted,

Lorraine Poggione, Parks and Recreation Director

ATTACHMENT 1

RESOLUTION NO. 10871**A RESOLUTION ADOPTING THE PUBLIC WORKS AND PARKS AND RECREATION DEPARTMENTS 2022 ACTIVE TRANSPORTATION PLAN (ATP)**

WHEREAS, in May 2019, the Sacramento Area Council of Governments (SACOG) released a call for applications for the 2019 State of Good Repair Planning and Project Development Grant Funding Program; and

WHEREAS, in July 2019, staff was notified that the City was awarded a grant in the amount of \$150,000, plus \$50,000 in City matching funds from Measure A (Fund 276); and

WHEREAS, the City Council of the City of Folsom desires to develop a complete and balanced system of walking and biking conditions to support residents as they travel and recreate in and around the city; and

WHEREAS, the ATP builds on prior planning and policy efforts, including the General Plan, to create a cohesive and comprehensive plan; and

WHEREAS, the City Council finds that the Active Transportation Plan (ATP) will not add any new or significant adverse impacts and is therefore exempt under Section 15061(b)(3) of the California Environmental Quality Act (CEQA) with individual future projects to be separately analyzed under CEQA; and

WHEREAS, the Active Transportation Plan (ATP) is the long-term capital improvement program for active transportation facilities; and

WHEREAS, on June 7, 2022, the Parks and Recreation Commission recommended adoption of the ATP to the City Council.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Folsom, based on its review and consideration of the Active Transportation Plan, and all public testimony:

1. Finds that the Active Transportation Plan is in the public interest and will advance the health, safety, and general welfare of the City of Folsom.
2. Finds that the Active Transportation Plan is consistent with the Folsom General Plan

PASSED AND ADOPTED this 14th day of June 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



Active Transportation Plan

Folsom, California | Spring 2022





Acknowledgments

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Lynn LePage
Friends of Folsom Parkways (FOFP)

Tony Powers
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Gina Silvernale
Resident



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- APPENDICES**
 - APPENDIX A: DESIGN GUIDELINES
 - APPENDIX B: EXISTING CONDITIONS AND NEEDS ANALYSIS



Chapter I | Introduction



Plan Purpose

The City of Folsom Active Transportation Plan (ATP) is the city's plan for improving mobility for all residents and visitors who walk, bike, run, and roll¹ in and around Folsom. It evaluates what exists today and recommends policies, infrastructure projects, supporting programs, and implementation priorities to achieve this vision. Through improved bikeways, shared use paths, and sidewalks, the ATP establishes a complete and connected network that supports people of all ages and abilities.

The ATP is an update to the previously-adopted *Bicycle Master Plan* (2007) and *Pedestrian Master Plan* (2014). It focuses on improving the safety and comfort of active transportation facilities, improving connections among on- and off-street facilities, and supporting connections to destinations across the city.

¹ The term roll refers to a person who might use a wheelchair, assistive mobility devices, or other human-powered device on wheels.

PLAN CONTENTS

Chapter 1: Introduction outlines the purpose of the ATP, its relationship to other plans, and considers the benefits of active transportation.

Chapter 2: Goals, Objectives, and Policies establishes the vision and priorities for the ATP.

Chapter 3: Existing Conditions evaluates the broader context of the ATP, including demographic and development trends; the transportation system; and the current state of the active transportation network, including bicycle, pedestrian, and shared use path facilities in the city.

Chapter 4: Outreach & Community Engagement summarizes the engagement activities and findings conducted as part of the ATP.

Chapter 5: Recommendations describes the proposed improvements to the pedestrian, path, and bicycle networks. Recommendations include programs and policies to support an expanded active transportation system.

Chapter 6: Implementation prioritizes recommended active transportation improvements, presents ranked project lists, and explores implementation opportunities and strategies

RELATIONSHIP TO OTHER PLANS

The City of Folsom ATP aims to create a complete and balanced system of walking, biking, and rolling conditions to support residents as they travel and recreate in and around the city. The ATP builds on prior planning and policy efforts to create a cohesive and comprehensive plan. A thorough review of relevant and applicable planning and policy efforts from local, regional, and federal level plans helped inform the process, goals, and recommendations in the ATP.

Local and regional planning documents—specifically those aimed at improving walking and biking—informed development of the ATP.

Local plans reviewed include the *City of Folsom Bicycle Master Plan* (2007), the *City of Folsom Pedestrian Master Plan* (2014), the *Folsom General Plan*, the *City of Folsom Americans with Disabilities Act (ADA) Self-Evaluation and Transition Plan* (2009) and the *Folsom Plan Area Specific Plan* (FPA). Regional plans reviewed include the *Sacramento Area Council of Governments (SACOG) Metropolitan Transportation Plan/Sustainable Communities Strategy (2020)*; the *Regional Bicycle, Pedestrian, and Trails Master Plan* (2013); the *Sacramento County Bicycle Master Plan* (2011); the *Sacramento County Pedestrian Master Plan* (2007); the *Sacramento County Americans with Disabilities Act Transition Plan* (2020); the *Sacramento Region Parks and Trails Strategic Development Plan*; the *California State Parks Recreational Trail Plan* (2002); and the *El Dorado County Active Transportation Plan* (2020).

Recommendations put forth in the ATP incorporate previous planning efforts, while acknowledging changing conditions in the city influencing the growth of active transportation networks.

BENEFITS OF ACTIVE TRANSPORTATION

Investment in active transportation infrastructure—including bikeways, sidewalks, and shared use paths— supports residents, employees, and visitors as they travel in and around Folsom. Active transportation can support a more active lifestyle; support people as they connect to employment, educational opportunities, or recreation; or serve as the primary way to travel. The benefits of active transportation are well-documented and broad-reaching, including environmental, economic, and health and wellness. Benefits Include:

Health and Equity Benefits

A connected active transportation network can provide safer and more comfortable ways to travel for all ages and abilities. Low-stress networks can expand access to schools, jobs, homes, and parks—connecting residents to economic, educational, and recreational opportunities. Active transportation supports those who cannot drive, choose not to drive, or cannot afford to own a car.

Furthermore, active transportation supports mental and physical well-being through reduced stress and anxiety, and other health benefits associated with higher levels of activity. Creating reliable bicycling and pedestrian infrastructure can also improve access to parks and other active recreation destinations.

Safety Benefits

Prioritizing development of bicycling and walking infrastructure can improve safety and comfort levels for all active users. Developing bicycling and walking facilities, improving crossings, and promoting education for safer travel can reduce potential conflicts among people walking, bicycling, and driving. Well-designed roadways and active transportation facilities can improve safety for all roadway users through increased predictability and increased separation from motor vehicles.

Quality of Life Benefits

Active transportation provides more options for how people get around, regardless of their reason for travel. Improved infrastructure that provides comfortable and safe routes of travel can encourage more people to use active modes and increase connections to educational, economic, and recreational opportunities.

Environmental Benefits

More people walking and biking supports environmental goals by reducing vehicle miles traveled (VMT), improving air quality, and reducing greenhouse gas emissions. This further supports increased quality of life, particularly for individuals vulnerable to respiratory conditions and other sensitive groups.



Chapter II | Goals, Objectives, and Policies

Folsom Active Transportation Goals, Objectives, and Policies



The ATP reflects community values and a vision for an active transportation network that supports biking, walking, and rolling for residents of all ages and abilities. The Goals, Objectives, and Policies presented below establish concrete procedures and priorities that will guide Folsom in achieving this vision.

The Goals, Objectives, and Policies of the ATP were informed by relevant local and regional plans, the results of the needs analysis, and public feedback. The framework reflects a vision consistent with previous active transportation planning efforts and local and regional plans, including the *Folsom General Plan*; and the *SACOG Bicycle, Pedestrian, and Trails Master Plan*.

The Goals, Objectives, and Policies informed project and program recommendations, project prioritization, and implementation strategies. As the city grows, implements projects, and changes over time, these Goals, Objectives, and Policies should be used to guide future actions.



GOAL 1: SAFETY & COMFORT

Folsom will be a safe and comfortable place for people of all ages and abilities to walk, bike, and roll.

Objective 1.1: Reduce the number of severe injuries and fatalities involving people walking, bicycling, and rolling.

- *Policy 1.1.1:* Evaluate local design standards for bikeways, pedestrian facilities, and paths. Revise as applicable for consistency with best practices and state and federal standards.
- *Policy 1.1.2:* Prioritize low-stress facilities, such as separated bikeways, and improve safety for people walking and bicycling at intersections and street crossings.
- *Policy 1.1.3:* Establish and implement a comprehensive Vision Zero program to advance safety for all users.

- *Policy 1.1.4:* Monitor bicycle- and pedestrian-involved collisions annually and adjust infrastructure and program approaches as needed to achieve a reduction in bicycle- and pedestrian-involved collisions.

Objective 1.2: Advance and expand the safety and comfort of Class I facilities in Folsom.

- *Policy 1.2.1:* Improve the safety and comfort for people utilizing Class I facilities at intersections and street crossings.
- *Policy 1.2.2:* Prioritize grade-separated crossings at intersection of Class I facilities and major arterial streets.
- *Policy 1.2.3:* Utilize best practices design standards and guidelines to accommodate all path user groups. Consider wider paths, separated spaces for travel, and other design interventions to improve safety and comfort along Class I facilities.



Objective 1.3: Streets and paths should be safe and accessible to people with limited mobility and other disabilities.

- *Policy 1.3.1:* Evaluate and revise design guidelines as needed to provide for accessible facilities. New and reconstructed facilities shall meet the requirements of the Americans with Disabilities Act (ADA).
- *Policy 1.3.2:* Implement the *City of Folsom ADA Self-Evaluation & Transition Plan* (2009)

Objective 1.4: Create a comfortable and sustainable environment for people walking, biking, and rolling.

- *Policy 1.4.1:* Improve lighting along designated walking and biking routes, particularly near local destinations such as schools, parks, transit stops, and commercial areas
- *Policy 1.4.2:* Incorporate green infrastructure, when possible, into bicycle and pedestrian facilities. Green infrastructure describes sustainable stormwater management practices and infrastructure such as biofiltration planters, bioretention swales, trees, and permeable pavement surfaces.

- *Policy 1.4.3:* Adopt a Complete Streets Ordinance to ensure that Folsom streets consider the needs of all users, including bicyclists, public transit users, children, seniors, persons with disabilities, pedestrians, motorists, and movers of commercial goods.
- *Policy 1.4.4:* Prioritize incorporating cooling infrastructure to reduce extreme heat along bicycle and pedestrian facilities, including shade structures, cool paving areas, and extended planting areas.



GOAL 2: CONNECTIVITY & ACCESS

A connected network of bicycle and pedestrian facilities will provide Folsom residents access to destinations within neighborhoods, across the city, and in neighboring jurisdictions.

Objective 2.1: Develop a continuous, interconnected system of paths, bikeways, and pedestrian facilities.

- *Policy 2.1.1:* Identify and fill sidewalk gaps in the pedestrian network to provide for a complete and connected network.
- *Policy 2.1.2:* Require sidewalks along all new arterial, collector, and local roads.
- *Policy 2.1.3:* Identify and complete gaps in the bicycle network. Prioritize low-stress facilities, including Class I Paths, Class IV Separated Bikeways, and Class IIIB Bicycle Boulevards.
- *Policy 2.1.4:* Improve connections between low-stress facilities to provide for a complete and connected multimodal network.

- *Policy 2.1.5:* Encourage the use of natural and manmade corridors such as creeks, powerline corridors, railroad corridors, and other corridors for future bike path alignments. This includes the Southern Pacific Rail right-of-way.

Objective 2.2: Improve and expand bicycle and pedestrian access to local and regional destinations, to other modes of transportation, and across physical barriers.

- *Policy 2.2.1:* Improve and provide connections across physical barriers such as creeks, highways, and major arterials. This includes overcrossings in areas with limited connectivity.
- *Policy 2.2.2:* Provide connections between modes, including bicycle and pedestrian connections to local and regional transportation options, including transit, buses that can accommodate bicycles, and park-and-ride lots.
- *Policy 2.2.3:* Improve bicycle and pedestrian access from residential areas to schools, transit, commercial areas, and employment centers.

- *Policy 2.2.4:* Require the continuation of the street network between adjacent development projects to enhance active transportation and allow easier access for emergency vehicles.

- *Policy 2.2.5:* Connect the city's bikeways with state parks, Lake Natoma, and Folsom Lake paths.

- *Policy 2.2.6:* Connect bicycle and pedestrian facilities in Folsom to surrounding jurisdictions.

- *Policy 2.2.7:* Provide connections between residential neighborhoods, where appropriate, to encourage pedestrian and bicycle travel.

Objective 2.3: Provide navigation support for people walking and biking.

- *Policy 2.3.1:* Develop and implement a comprehensive wayfinding program that is unified, legible, and supports people walking, biking, or using the path system.
- *Policy 2.3.2:* Develop supporting navigational material, including city-wide path and bicycle maps. These materials should be made widely available both in print and online.



GOAL 3: MAINTENANCE & SUPPORTIVE INFRASTRUCTURE

The active transportation network will remain in a state of good repair and incorporate support facilities that work toward improving the quality of life for all residents.

Objective 3.1: Actively maintain bicycle and pedestrian facilities.

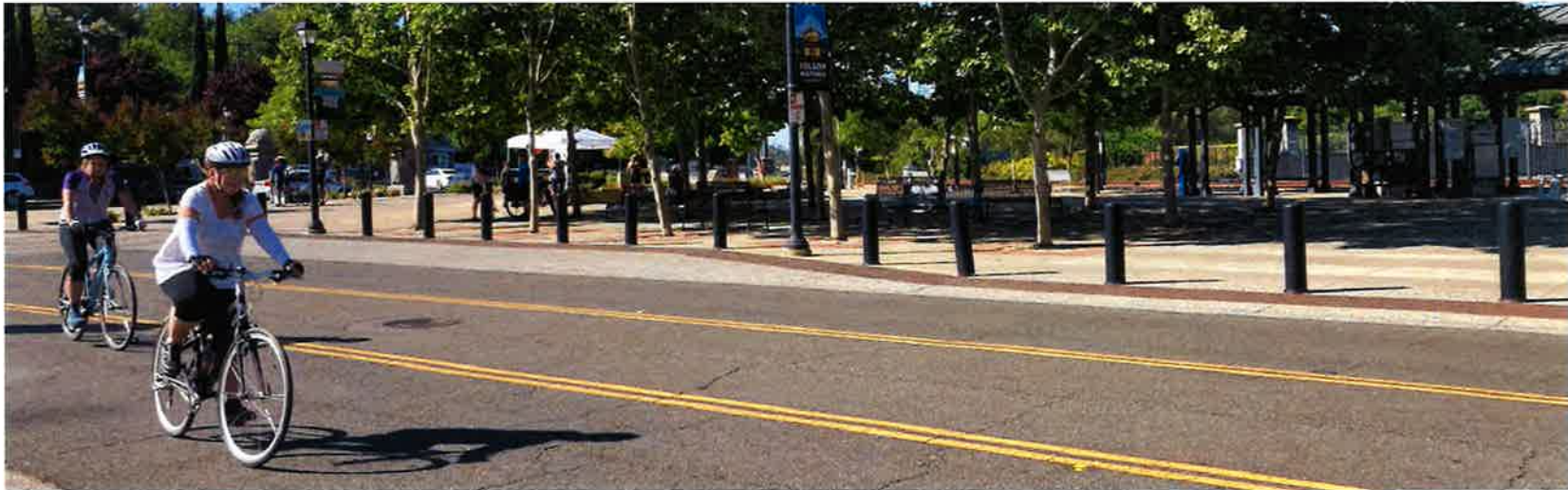
- *Policy 3.1.1:* Maintain active transportation facilities, including bikeways, sidewalks, crossings, and paths, to provide for safe travel for all users.
- *Policy 3.1.2:* Regularly sweep streets and clear bicycle and pedestrian facilities of debris, with priority given to those with higher pedestrian and bicycle traffic and low-stress bicycle facilities.
- *Policy 3.1.3:* Trim overhanging and encroaching vegetation to maintain a clear travel path along Class I Paths in Folsom.

- *Policy 3.1.4:* Provide alternate routes for people who walk and bike during construction activities.
- *Policy 3.1.5:* Develop funding strategies to provide ongoing path maintenance.

Objective 3.2: Supplement the bicycle and pedestrian networks with high quality support facilities such as bike corrals, lockers, bike parking, showers, bike storage, repair stations, and water fountains.

- *Policy 3.2.1:* Develop a coordinated strategy to develop and implement support facilities in Folsom.
- *Policy 3.2.2:* Review and revise city bicycle parking requirements for all land uses, including commercial areas, parks and open space, at trailheads, and in connection with transit. Require adequate short- and long-term bicycle parking.

- *Policy 3.2.4:* Coordinate with local businesses and organizations to locate and implement support facilities.
- *Policy 3.2.5:* Work with local and regional transit agencies to install secure bike parking and to maintain bike racks on buses.
- *Policy 3.2.6:* Work with local and regional transit agencies to incorporate shade trees, bus shelters, and other cooling infrastructure at transit stops.
- *Policy 3.2.7:* Provide bike repair stations at convenient locations.



GOAL 4: EDUCATION & ENCOURAGEMENT

Folsom will support walking, bicycling, and rolling through new and expanded education, encouragement, and awareness programs.

Objective 4.1: Promote Safe Routes to School

- *Policy 4.1.1:* Coordinate and collaborate with all local school districts to create a citywide Safe Routes to School Program.

- *Policy 4.1.2:* Support school travel safety assessments at Folsom schools to identify needs and opportunities and pursue grant funding for implementation.

Objective 4.2: Encourage people to walk and bike through education and awareness efforts.

- *Policy 4.2.1:* Participate in regional planning activities and awareness programs.
- *Policy 4.2.2:* Promote public education of bicycle and pedestrian safety and traffic laws.

- *Policy 4.2.3:* Develop a citywide Transportation Demand Management Program, which provides a menu of strategies and programs for developers and employers to reduce single-occupant vehicle travel in the city.

Folsom Parks & Recreation





GOAL 5: FUNDING & IMPLEMENTATION

Folsom will implement recommended infrastructure projects and programs that are funded through a variety of sources, including grants, repaving programs, and coordinating with other development projects or partner agencies.

Objective 5.1: Provide sufficient funding to construct, maintain, and operate transportation facilities and services needed to achieve the city's active transportation goals.

- *Policy 5.1.1:* Identify regional, state, and federal funding programs and attempt to secure as much funding as possible for pedestrian and bicycle facilities and programs.

Objective 5.2: Utilize private development to implement improvements to the bicycle and pedestrian network.

- *Policy 5.2.1:* Require all new development to provide a system of sidewalks, paths, and bikeways that link all land uses, provide accessibility to parks and schools, and connect to all existing or planned external street and path facilities.
- *Policy 5.2.2:* Require all new development to dedicate rights-of-way, construct facilities, or pay its fair share for needed transportation infrastructure improvements that support all travel modes, including pedestrian, bicycle, and transit facilities, roadway improvements, and ITS and transportation demand management (TDM) programs and services.

Objective 5.3: Prioritize recommended infrastructure projects and programs.

- *Policy 5.3.1:* Develop a comprehensive active transportation plan, including a list of prioritized, practical, and publicly-supported infrastructure projects and programs. Incorporate priority projects into the city's Capital Improvement Plan.



Chapter III | Existing Conditions and Network Needs



Context and Demographics

PROJECT SETTING

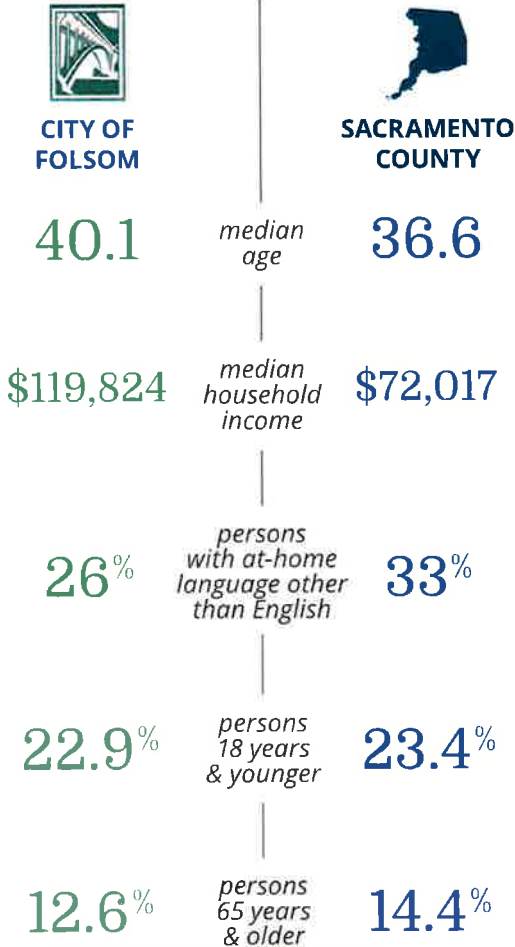
The City of Folsom prides itself in being an active city with a small-town feel and a high quality of life. Located at the base of the foothills of the Sierra Nevada along the American River and adjacent to the Folsom Lake State Recreation Area, the city's proximity to regional multi-use paths and parks makes it a popular destination for active recreation. Building upon Folsom's extensive bikeway network, the city is an ideal place to focus on improving the bicycle and pedestrian network for everyday transportation.

DEMOGRAPHICS

Folsom is located in the northeast corner of Sacramento County, approximately 18 miles northeast of the City of Sacramento. The city covers approximately 28 square miles and is home to nearly 81,000 residents.¹ Since 2010, the population of Folsom has increased by 13%² and is projected to continue growing each year.³

Nearly one-quarter of Folsom residents are under 18 years of age, while 13% are age 65 or older. Although this represents less than 50% of the population, residents in these age groups are often the most vulnerable road users, and opportunities to provide safer routes to access schools, services, and other destinations should be a priority.

Figure 1 Demographic Characteristics¹



¹ US Census, American Community Survey 2019

² U.S. Census Bureau, 2010 Census of Population and Housing

³ Folsom General Plan, Housing Element 2021

¹ U.S. Census, American Community Survey 2019



Land Use & Development

Folsom's land use is primarily residential, with a suburban character. Residential areas are comprised of primarily single-family homes, which account for approximately 75% of all housing units. Neighborhoods include a series of winding roadways and cul-de-sacs in residential areas that limit connectivity within and among neighborhoods. These areas are also distinct from commercial areas, often separated by major arterials that limit connections between areas. Commercial areas are focused in two main areas: the Folsom Historic District and along East Bidwell Street from Coloma Street to Highway 50. Other commercial areas extend along streets such as Iron Point Road and Blue Ravine Road.

Folsom has both neighborhood-focused destinations, such as parks and schools, in addition to citywide and regional destinations, including Folsom Lake College, shopping centers, and employment centers. Many neighborhood destinations are located within or near residential areas, making these relatively short trips good candidates for active transportation instead of driving. Citywide and regional serving destinations likely

require travel on or across an arterial or collector road. These high-volume and high-speed roadways typically serve as barriers to walking and biking.

The Folsom Historic District, adjacent to Lake Natoma, is distinct from other areas in Folsom. This area has a grid-based street network that provides residents with direct connections to destinations within the district. The arterials and collector streets radiate from the Historic District, deviating from the grid and following a more suburban development pattern. The majority of Folsom's residential areas are connected to the Folsom Historic District by these major arterials, serving as a barrier for people walking and biking. Identified through public input and as a guiding principle of the Folsom General Plan, the Folsom Historic District is a major attraction for shopping, dining, recreation, and culture. Improved biking and walking connections to and from the district, especially along arterials, will be important in maintaining the vibrancy of the area.

The Folsom Plan Area, which includes 3,520 acres south of Highway 50, is a rapidly developing community that, once implemented, will include a mix of uses and housing types with a focus on parks, walkability, transit connectivity, and paths. Currently, however, Highway 50 serves as a barrier to access the Folsom Plan Area. Improving biking and walking connections across Highway 50 will be crucial to integrating this new community with the rest of the city.



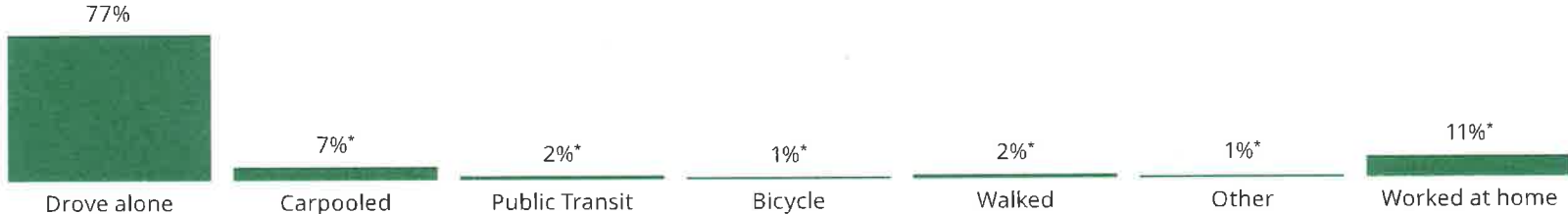
Transportation Overview

In addition to the city’s robust network of paths and roadways, existing on-street bikeways, sidewalks, and transit support travel in and around the city. Light rail stations, as part of the Sacramento Regional Transit (SacRT) Gold Line, are located along Folsom Boulevard in the western area of the city and connect to Downtown Sacramento. These include the Iron Point, Glenn, and Historic Folsom stations. Local bus service is also run by SacRT on the Folsom Stage Line and El Dorado Transit operates regional bus service through Folsom on the 50 Express.

Despite these travel options, most Folsom workers drive to work alone (77%), while a significantly smaller percentage walk (1.8%), take transit (1.6%), or bike to work (0.6%). Nearly 80% of workers living in Folsom leave the city each day, with the majority traveling to employment locations in Sacramento.⁵ Similarly, more than 35,000 workers enter Folsom each day for work, while a similar number of people enter the city each day.⁶ Given the commute patterns of workers in Folsom, the active transportation network should consider opportunities to improve access to and from regional transportation options such as regional bus routes, light rail stations, and the regional bikeway network.

Commute patterns, however, do not reflect trips made for other reasons, such as travel to school, nor do they account for recreational use of shared use paths, on-street facilities, and supporting facilities. COVID-19 has also shifted travel patterns and the necessity of office work for some professions. These shifts may have medium- to long-term effects on commute-related transportation. The total percentage of residents that walk and bicycle for recreation and to meet their daily needs, therefore, is likely higher than what the census data shows.

Figure 2 Commute Mode Share
Means of transportation to work



*Universe: Workers 16 and over: ACS 2019 5-year data

5. Folsom General Plan, City of Folsom Housing Element Background Report 2021
6. Data reflect 2019 American Community Survey estimates. This data does not reflect changes to commute patterns due to the COVID-19 pandemic.



Bicycle Facility Types

CLASS I SHARED USE PATH (PATH)

Shared use paths are bicycle facilities that are completely separated from the street. They allow two-way travel by people bicycling and walking, as well as other non-motorized or e-powered users like skateboards or scooters. Class I facilities are among the most comfortable facilities for children and inexperienced riders as there are few potential conflicts between people bicycling and people driving.

CLASS II BICYCLE LANE

Bicycle lanes are striped preferential lanes on the roadway for one-way bicycle travel. Some bicycle lanes include a striped buffer on one or both sides to increase separation from the traffic lane or from parked cars. When this striped buffer is included in the design, the facility is known as a Class IIB Buffered Bicycle Lane.

CLASS III BICYCLE ROUTE

Bicycle routes are signed where people bicycling share a travel lane with people driving. Because they are shared facilities, bicycle routes are most appropriate for low-speed and low-volume streets. Some Class III Bicycle Routes include shared lane markings or “sharrows” that recommend proper bicycle positioning in the center of the travel lane and alert drivers that people biking may be present.

CLASS IIIB BICYCLE BOULEVARD

Bicycle boulevards are low-traffic, local streets where people biking have priority but share roadway space with motor vehicles. Shared roadway bicycle markings on the pavement as well as traffic calming features such as speed humps and traffic diverters keep these streets more comfortable for bicyclists.

CLASS IV SEPARATED BIKEWAY

Separated bikeways are on-street bicycle facilities that are physically separated from motor vehicle traffic by a vertical element or barrier, such as a curb, bollards, or vehicle parking aisle. They can allow for one- or two-way travel on one or both sides of the roadway.





Existing Bicycle Network

Today, Folsom has more than 130 miles of designated bikeways. This includes more than 64 miles of existing Class I Shared Use Paths and more than 50 miles of Class II Bicycle Lanes (Table 1).

The on-street bicycle network consists mainly of Class II Bicycle Lanes, most of which are along major arterials with high travel speeds and traffic volumes. Despite providing limited separation from motor vehicles, the existing bicycle lane network is comprehensive, covering more than 80% of major roads within the city.

In recent years, the city has started investing in facilities that provide more separation from motor vehicles. This includes both Class IIB Buffered Bicycle Lanes, which provide additional visual separation from general purpose travel lanes, and Class IV Separated Bikeways, which include physical separation. The short segments of Class IV Separated Bikeways exist along Blue Ravine Road—connecting the Oak Parkway Trail at Arrowsmith Drive to the path at Manseau Drive—and along Leidesdorff Street in the Historic District. While these facilities improve separation and comfort for

people biking, they currently are limited to short segments throughout the city and do not always connect to other low-stress bike facilities.

Within neighborhoods, local roads provide lower-stress routes for travel within neighborhoods. Lower posted speeds, fewer motor vehicles, and narrow rights-of-way contribute to more comfortable bicycling conditions. These routes also provide connections to neighborhood destinations, such as schools and parks. However, limited connectivity of low-stress routes across major roadways limits the utility of these routes and reduces the number of connections to destinations beyond the local area.

In addition to the on-street network, Folsom also has a comprehensive off-street shared use path network. Many of these paths follow creeks (Humbug-Willow Creek Trail), railroad corridors, and Lake Natoma/American River (American River Bike Trail). This network forms the core of the bicycle network and connects residents both locally and regionally, providing low-stress routes for all trip types.

Table 1 Existing Bikeways in Folsom

Facility Type	Existing Mileage
Class I Shared Use Path (Path)	50.3
Class II Bicycle Lane	59.7
Class IIB Buffered Bicycle Lane	3.6
Class III Shared Bikeway	0.9
Class IV Separated Bikeway	0.5

However, this network is not complete, with gaps in locations across the network, and is limited in its connections to commercial areas.

A description of bikeway types is included on page 17, and the existing bikeways are shown in Figure 3.

Figure 3 Existing Bikeways







Project Area

FOLSOM ATP

Existing Bikeways

- Class I Shared Use Path
- Class II Bicycle Lane
- Class IIB Buffered Bicycle Lane
- Class III Bicycle Route
- Class IV Separated Bikeway

Destinations + Boundaries

-  City Hall
-  Community Center
-  School
-  Light Rail Station
-  City Boundary
-  Park



Data provided by the City of Folsom, SACOG



Existing Pedestrian Network

A comprehensive pedestrian network includes the many elements that support travel to places people want to go. This includes sidewalks and paths that pedestrians travel along, as well as the features that support travel across a street, such as curb ramps, crosswalks, traffic signals, and pedestrian signal heads. Each of these elements are a vital piece of helping pedestrians of all ages and abilities connect to schools, parks, employment, transit, and more.

While many major roadways in Folsom have a sidewalk on at least one side of the roadway, there are many areas that have incomplete sidewalk networks or do not have any sidewalks. Data depicting existing sidewalks along arterials and within the Folsom Historic District was collected as part of this plan. This is shown in Figure 4. Key findings of this data review include:

- Most residential streets in the Folsom Historic District lack sidewalks.

- Some of the major arterials such as Folsom Boulevard, Folsom-Auburn Road, Greenback Lane, and large sections of Oak Ave Parkway, E Natoma Street, and Broadstone Parkway lack sidewalks either on both sides or one side of the street.
- The majority of Folsom north of Lake Natoma and the Folsom Historic District, such as the American River Canyon and Valley Pines neighborhoods, do not have any sidewalks.

In addition to the sidewalk network, Folsom's shared use paths provide low-stress connections for people walking. However, entrances may be difficult to access for pedestrians, due to lack of crosswalks and pedestrian signals across major roadways; limited sidewalk connections leading to the path; and the trailhead requires significant out of direction travel, limiting the utility of the path as an alternate route.

While there is not comprehensive data representing sidewalk locations within neighborhoods, most residential areas include sidewalks, with the exception of residential streets north of Lake Natoma, such as the American River Canyon and Valley Pines neighborhoods. Neighborhoods generally support low-stress routes, however the lack of sidewalks in some areas can limit the utility of these routes for children, people who use assisted mobility devices, etc.

Figure 4 Existing Sidewalks and Pedestrian Barriers

Pedestrian Barriers

FOLSOM ATP







Existing Pedestrian Barriers

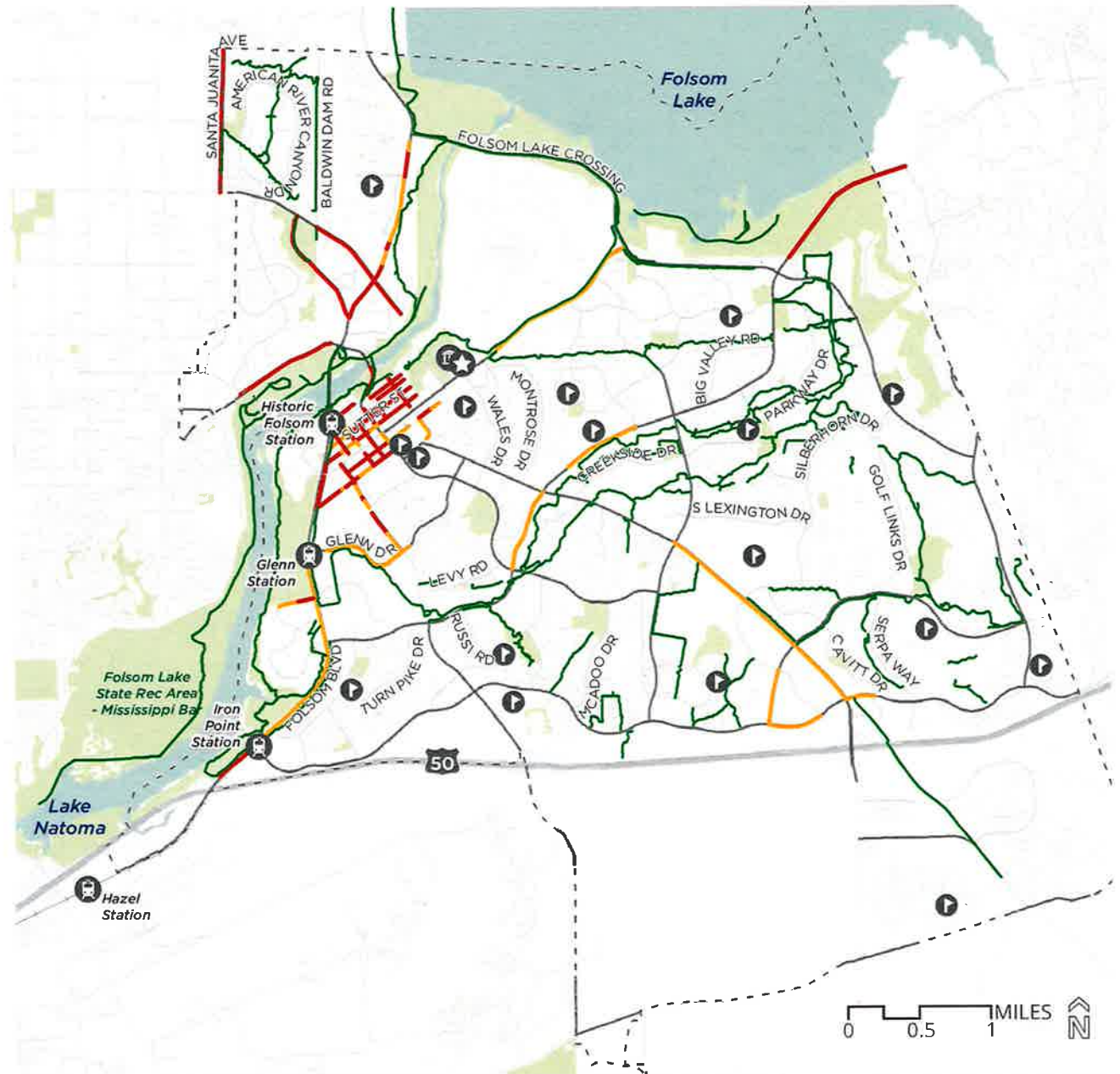
- Sidewalk Missing (Both sides)
- Sidewalk Missing (One side)
- Arterial Roadway

Existing Pedestrian Network

- Path (paved)
- Full Sidewalk

Destinations + Boundaries

-  City Hall
-  Community Center
-  School
-  Light Rail Station
-  City Boundary
-  Park



Data provided by the City of Folsom, SACOG

Network Comfort



The Existing Conditions review provides insight into how complete the active transportation network is today. However, evaluation of network comfort through the Level of Traffic Stress (LTS) provides greater insight into opportunities to develop an all ages and abilities network. The LTS analysis refers to the perceived comfort level of a roadway based on factors such as vehicle travel speed on the roadway, the width of the roadway, and provision of space for bicycles.⁷ A roadway with fewer lanes for motor vehicles, lower posted speeds, and greater separation from motor vehicles is considered most comfortable, while high speeds and mixed traffic conditions are least comfortable. Generally, LTS 1 and LTS 2 are considered low stress, while LTS 3 and LTS 4 are high-stress roadways.

These scores guide understanding of who might bike along a roadway. The Four Types of Cyclists, shown in Figure 5, consider one’s interest and comfort bicycling. The majority of the population—those who are interested but concerned—are most likely to be comfortable biking only on low stress (LTS 1 and LTS 2) roadways.

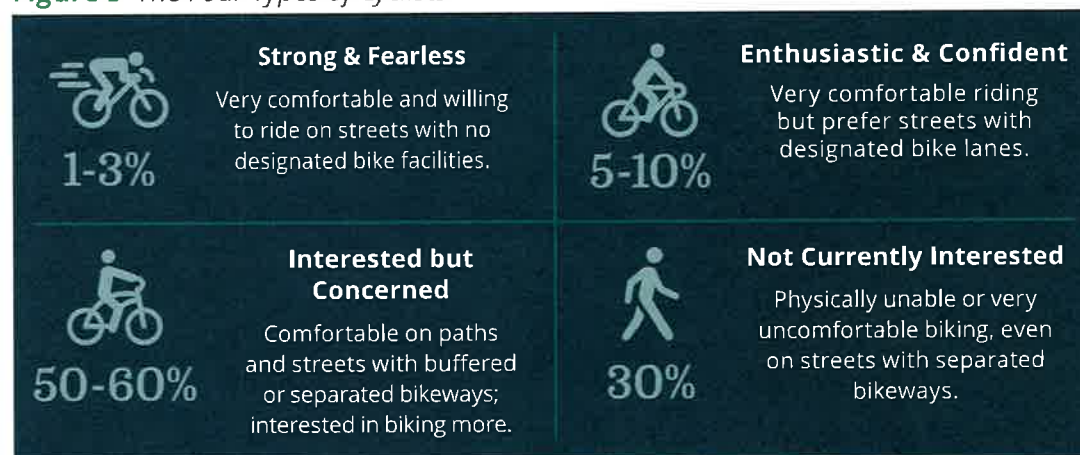
A bicycle LTS analysis was conducted to provide insight into network gaps or focus areas for improving the bicycle network. The main findings from the LTS analysis, as shown in Figure 6, include:

- Neighborhood roadways are typically low stress.
- Many minor collectors are high stress, with an LTS score of 3. Examples include two lane roadways such as Willow Creek

Drive, Sibley Street, and Silberhorn Drive.

- Major arterials are high stress. While many major arterials include designated Class II Bicycle Lanes, factors such as high motor vehicle speeds and number of lanes result in high-stress routes for bicyclists. Examples include East Bidwell Street, Blue Ravine Road, Oak Avenue Parkway, Iron Point Road, and Folsom-Auburn Road.

Figure 5 *The Four Types of Cyclists*



7. While the LTS analysis is specifically intended for bicycle networks, many of the same factors also influence perceived comfort and stress for pedestrians. In addition to existing sidewalk data, recommendations for the pedestrian network will consider the impact of high stress routes and barriers as shown in the LTS analysis results covered in this section.

Figure 6 Bicycle Level of Traffic Stress







Bicycle Level of Traffic Stress

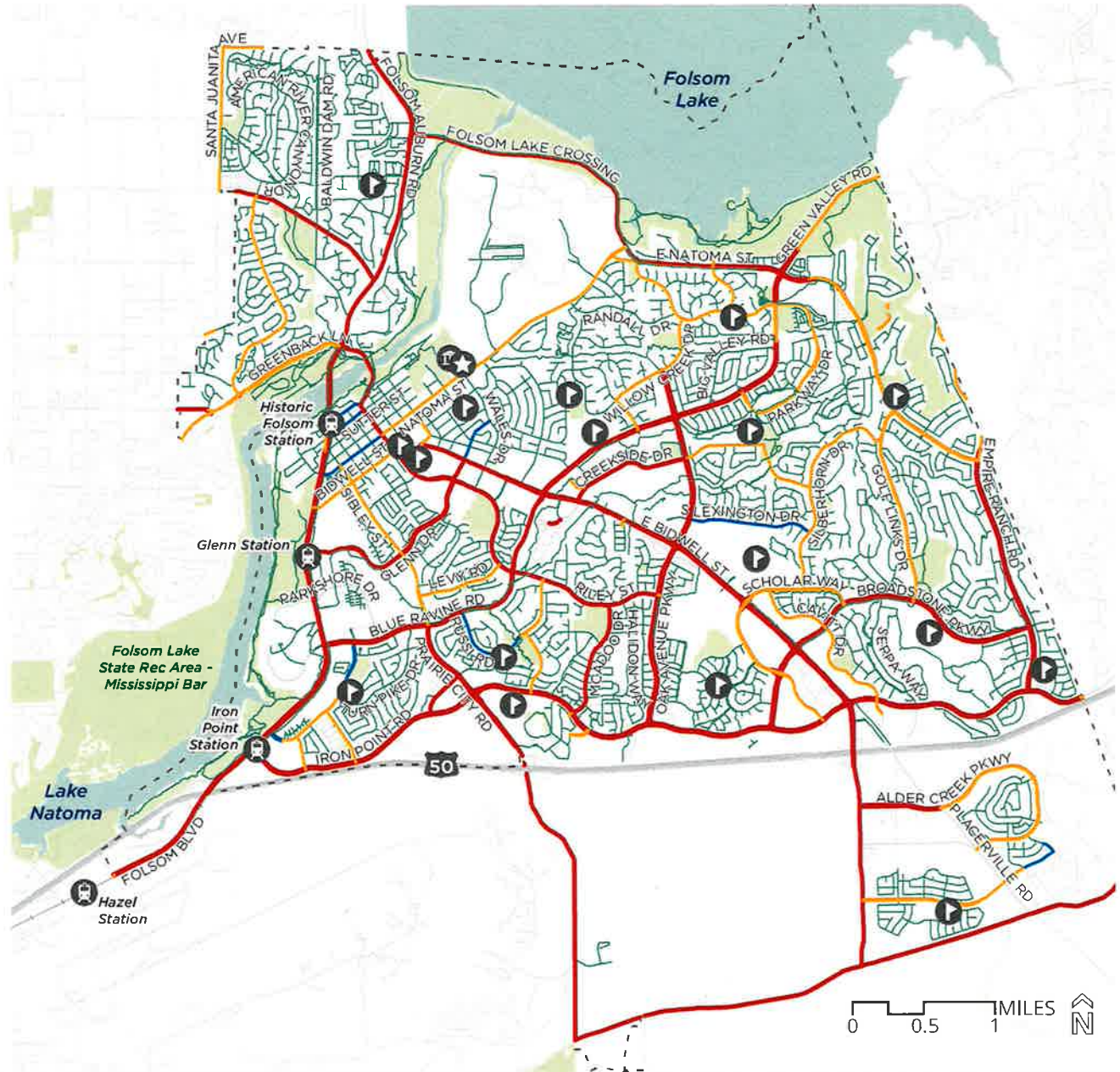
FOLSOM ATP

Bicycle Level of Traffic Stress (BLTS) Score

- LTS 1: All Ages and Abilities
- LTS 2: Average Adult
- LTS 3: Confident Adult
- LTS 4: Fearless Adult

Destinations + Boundaries

-  City Hall
-  Community Center
-  School
-  Light Rail Station
-  City Boundary
-  Park



Data provided by the City of Folsom, SACOG

Low Stress Bicycle Network and Barrier Roadways



The results of the LTS analysis clearly identify the barrier that major roadways present for travel within Folsom. These roadways, typically scoring as high stress (LTS 4), disrupt travel along lower stress routes, and limit connections between neighborhoods and to destinations. This can be seen in Figure 6, where high-stress roadways are shown in red (LTS 4) and yellow (LTS 3). This map shows that destinations within neighborhoods, such as smaller neighborhood parks and schools, are accessible via low-stress local streets. Destinations that require travel outside of a particular neighborhood are difficult to access because distances are far and require travel along or across high-stress arterials.

Low-stress travel—either along local residential streets or paths—is possible across some high-stress roadways where there are protected crossings. Protected crossings are places where dedicated signals exist or where the crossing is separated from the roadway. Examples include:

- Crossing Riley Street at Sutter Street Folsom Historic District

- Humbug Willow Creek Trail overcrossing of East Bidwell Street (south of Blue Ravine Road)
- Humbug Willow Creek Trail undercrossing of East Bidwell Street (south of Creekside Drive)
- Folsom Parkway Rail Trail signalized crossing of Parkshore Drive

More typically, however, low stress travel is not possible across high-stress roadways because of unprotected crossings where no dedicated signals or separated crossings exist. Examples include:

- The crossing of Folsom-Auburn Road connecting Berry Creek Drive to Jedediah Smith Memorial Trail
- The path along Natomas Ditch at Iron Point Road
- The crossing of American River Canyon Drive at Crow Canyon Drive
- Path crossing of Oak Avenue Parkway (just south of Blue Ravine Road)
- The crossing of Blue Ravine Road at Big Valley Road

An additional barrier is crossing Highway 50. Crossings of Highway 50 at Prairie City Road and East Bidwell Street are currently high stress. As the area south of Highway 50 continues to grow, as outlined in the Folsom Plan Area, it has become critically important to provide low stress travel for residents across Highway 50 in order to access the rest of Folsom. Plan recommendations consider opportunities to improve travel along and across the major, high-stress roadways in Folsom in order to expand low stress travel to schools, light rail, shopping, and other destinations.



Safety

In addition to identifying high-stress corridors, it's also important to understand where safety concerns are greatest on Folsom's roadways. A review of the reported collisions between 2015 and 2019 in Folsom provides insight into locations with high frequencies of collisions involving people walking or biking, as well as where the most severe collisions are occurring in the city. This analysis only includes data on reported collisions. It is important to note that bicycle and pedestrian collisions summarized here only reflect those that are reported; this analysis does not consider near-misses or unreported collisions.

While people walking and biking were involved in only 4.8% (144 out of 2,948) of all collisions, they accounted for 10% of all injury collisions and 26% (25 out of 96) of collisions resulting in the victim being killed or severely injured (KSI).

COLLISIONS CHARACTERISTICS AND TRENDS

Severity

There were a total of 2,948 reported collisions between 2015 and 2019 in Folsom, including 144 collisions involving someone walking (52) or biking (92).

Generally, crashes involving people bicycling (92) occurred at nearly twice the frequency of those involving people walking (52). However, pedestrians were involved more often in KSI collisions than bicyclists (15 and 10 respectively).

Collision Location

Pedestrian- and bicycle-involved collisions during this time period occurred most often at intersections. In fact, more than 75% of these collisions occurred at an intersection (110), as opposed to along a roadway (34). Collisions that occurred along a roadway, however, were generally more severe, with a slightly higher percentage (20.5% or 7 out of 34) of collisions along a roadway resulting in serious injury or fatalities compared to those that occurred at an intersection (16% or 18 out of 110).

Time of Collision

Bicycle- and pedestrian-involved collisions occurred more often during the day (111) than at night (33). However, collisions occurring at night were more severe, particularly for pedestrians. For example, 43% (9 out of 21) of collisions occurring at night and involving a pedestrian resulted in serious injury or fatality, compared to 13% (14 out of 111) of pedestrian collisions occurring during the day.

Cause of Collision

Contributing factors refer to potential causes of the collision and are recorded by the reporting officer. They do not describe blame or fault but do reflect aspects of the built environment, environmental conditions, or human behavior that contributed to the collision. Within Folsom, the most common contributing factors include:

- Driver failing to yield right-of-way to a pedestrian in a legal crosswalk
- People walking not yielding right-of-way to vehicles outside of a crosswalk
- People biking against the direction of traffic

8. Statewide Integrated Traffic Records System (SWITRS)

While not as common, improper turning movements were also noted often, particularly in connection with unsignalized intersections. Understanding these factors is important in identifying possible solutions—or countermeasures—to improve roadway safety. Provision of more crossing opportunities with marked crosswalks and provision of a complete and connected bicycle network should be considered in plan recommendations and implementation strategies.

Presence of Bicycle Facilities

More than 78% (72 out of 92) of bicycle-involved collisions occurred on corridors with bicycle lanes, including 80% (8 out of 10) of KSI collisions involving people biking.

Collisions Near Schools

The number and severity of collisions involving school-aged people walking or biking were investigated within one-quarter mile of each elementary, middle, and high school in Folsom. While Folsom Cordova K-8 Community Charter and Folsom Lake High School had the greatest number of bicycle- and pedestrian-

involved collisions, Natoma Station Elementary, Empire Oaks Elementary, and Folsom High School had collisions with the greatest severity.

COLLISION FOCUS AREAS

Figure 7 and Figure 8 that follow show areas for further focus based on both collision frequency and severity for each mode. Areas shown in red depict these focus areas and include:

Pedestrian Collision Focus Areas

- Folsom Boulevard from Natoma Street to Greenback Lane
- Natoma Street from Reading Street to Wales Drive
- East Bidwell Street from Coloma Street to Blue Ravine Road

Bicycle Collision Focus Areas

- Greenback Lane from Main Street (city limits) to American River Canyon Drive
- Folsom-Auburn Road from Greenback Lane to Folsom Lake Crossing

- Riley Street from Sutter Street to Wales Drive
- East Bidwell Street from Market Street to Harrington Way
- Iron Point Road from Williard Drive to Buckingham Way

As shown in the following figures, the collision focus areas for both bicycle- and pedestrian-involved collisions are located on major roadways—all of which are high stress according to the LTS analysis on page 21. Consistent with the collision trends highlighted in the previous section, the majority of bicycle collision focus areas are located on roadways with existing bicycle lanes; the remaining corridors do not have any existing bicycle infrastructure.

In addition to the focus areas, the map also identifies other locations where either KSI collisions occurred or a high frequency of collisions occurred.

Figure 7 Pedestrian Collision Focus Areas

Pedestrian-Involved Collisions

FOLSOM ATP

- Fatality
- Pedestrian-Involved Collision

Collision Focus Area

Existing Bikeways

— Class I Paved Shared Use Path

Destinations + Boundaries

- City Hall
- Community Center
- School
- Light Rail Station
- City Boundary
- Park



Data provided by the City of Folsom, SACOG

Figure 8 Bicycle Collision Focus Areas

Bicycle-Involved Collisions

FOLSOM ATP

- Fatality
- Bicycle-Involved Collision
- Collision Focus Area

Existing Bikeways

- Class I Paved Shared Use Path
- Class II Bicycle Lane
- Class IIB Buffered Bicycle Lane
- Class III Bicycle Route
- Class IV Separated Bikeway

Destinations + Boundaries

- City Hall
- Community Center
- School
- Light Rail Station
- City Boundary
- Park



Data provided by the City of Folsom, SACOG

Summary of Challenges and Opportunities



The Existing Conditions analysis outlined in this chapter identifies several key opportunities and challenges for the bicycle and pedestrian network in Folsom. In summary, these include the following:

Opportunities

- Enhance the already extensive shared use path network to be complete, with connections to destinations such as commercial centers, schools, parks, and transit.
- Develop an on-street bikeway network that is low stress, with particular focus on upgrading Class II Bicycle Lanes on high-stress roadways and improving connections to shared use paths.
- Improve connections to and from the three Sacramento Regional Transit Gold Line Light Rail stations.
- Build upon the existing active recreational community by enhancing the shared use path network and improving bicycle and pedestrian connections to parks and shared use paths.

Challenges

- Arterials are high-stress roadways.
- Intersections and crossings, particularly along major arterials, are challenging for people walking and biking.
- Many existing standard Class II Bicycle Lanes are located on high-stress roadways.
- Sidewalk gaps limit connections to commercial centers, jobs, and the Historic District.
- The active community is focused more heavily on recreation instead of biking and walking for everyday transportation.
- The street network—with cul-de-sacs, winding roadways, and high-stress roadways—has limited connectivity between destinations.

These opportunities and challenges inform the plan recommendations in Chapter 5.



Chapter IV | Community Engagement



Process Overview

Throughout the ATP process, Folsom residents and visitors were invited to share their experiences with and vision for the city's active transportation network. Through in-person events and online forums, members of the public provided input at every phase of the plan. This chapter provides an overview of engagement opportunities and a summary of key trends of feedback received.

Engagement occurred in two primary phases:

Phase 1: During this phase, project staff provided information about the plan, gathered input on key questions, and answered questions about the process. Staff also asked how people travel today, including community-specific needs and challenges.

Phase 2: During this phase, community members were encouraged to review draft plan goals and proposed location-specific project recommendations, and to indicate anything missing and their highest priority projects.

The engagement strategy included both in-person and virtual events to provide multiple opportunities to participate while adhering to public health guidance. Each event considered the city's active transportation system comprehensively; at each event or input opportunity, questions sought feedback on the bicycle, pedestrian, and path networks simultaneously to better understand how the networks work together. Participants provided more than 2,500 comments through digital tools. In-person and virtual events were promoted through city channels, including the city website, social media pages, and city's newsletters. The four main methods for collecting community feedback included:

POP-UP EVENTS

Events were held to share information and receive comments and feedback. Pop-up events included two path pop-up events at Humbug Willow Creek Trail and two pop-up events at the Folsom Farmers Market. These pop-up events took place at existing community gatherings and aimed to reach as many residents as possible by meeting community members where they are.

PUBLIC WORKSHOPS

The Public Workshop provided a more traditional opportunity for public engagement. These events include a brief presentation followed by unstructured time to review project materials, ask questions about the planning process, and provide feedback. The Phase 1 workshop was held in-person at City Lion's Park in Folsom. The Phase 2 workshop was conducted online.

STAKEHOLDER GROUP

The Stakeholder Group guided the planning process. Including Folsom residents and active transportation advocates in the community, this group of nearly 40 people helped shape the vision and goals, engagement methods, and recommendations. Stakeholder Group meetings took place during the two outreach phases.

ONLINE ENGAGEMENT

In addition to pop-up events, workshops, and stakeholder group meetings, Folsom community members had the opportunity to share feedback through an online tool during both engagement phases. This tool introduced the plan purpose and timeline; it also featured an interactive map for participants to share feedback about specific locations across the city. During Phase 1 of outreach, community members were asked to draw routes, identify barriers to walking and biking on an online interactive map, and share other comments about what they would like to see. During Phase 2 of outreach, Folsom community members provided feedback on draft plan goals and proposed recommendations.

Nearly 500 comments were shared during both phases of engagement. Further, the online tool encouraged additional interaction among participants, providing the opportunity to comment, “like,” or “dislike” input shared by others. In total, more than 2,500 points of interaction occurred using these tools.

PHASE 1

Goals

- Confirm understanding of the existing network, including pedestrian facilities, on-street bikeways, and paths.
- Develop a more comprehensive understanding of where residents would like to walk, bike, or roll.
- Gain insight into current network challenges, such as network connectivity or safety concerns.
- Learn which facility types and types of improvements are preferred by the public.
- Inform plan goals and project recommendations.

Table 2 Phase 1 Public Outreach Events

Event Type	Event Location	Event Date
Interactive Web Map	folsomatp.altaplanning.cloud/#/	April, 15, 2021 through July 31, 2021
Pop-up Event #1	Folsom Farmers Market	May 1, 2021
Pop-up Event #2	Humbug Willow Creek Trail	June 5, 2021
Stakeholder Meeting #1	Virtual Meeting through Zoom	June 17, 2021
Public Workshop #1	Lions Park	June 26, 2021

What We Heard

Throughout the ATP process, Folsom community members shared a range of feedback, concerns, and support of the plan goals and project recommendations. There were consistent themes throughout the outreach process, including the following:

- Safety was a common concern, particularly along major roadways and locations with high motor vehicle travel speeds.
- Similarly, many community members indicated the need for more crossings and improved safety at crossings.
- Community members were interested in improved sidewalk network connectivity to popular destinations. Respondents shared that current conditions do not allow for seamless connections to areas that community members travel to most.
- Overall, community members were interested in improving access to paths including improving existing crossings, new mid-block crossings, and improved pedestrian and bicycle connections to paths.
- Community members shared their concerns around safety when riding their bicycles around Folsom. Some of their insights included lack of dedicated crossings for bikes, the need for designated bike facilities, and greater protection for on street facilities.



PHASE 2

Goals

- Gather feedback on proposed plan goals and draft project recommendations.
- Gain further insight into the challenges and opportunities associated with plan implementation.
- Learn which project recommendations are priorities for the public.
- Inform the public and gather feedback on specific types of potential improvements including: intersection, connectivity, and crossing improvements for bicyclists and pedestrians; program recommendations; and bicycle facility types.

What We Heard

- **Project Cost and Implementation:** Throughout Phase 2 of outreach, the majority of community members were interested in learning how projects will be funded. They were also interested in how the ATP project costs fits within the larger city budget.

Table 3 Phase 2 Public Outreach Events

Event Type	Event Location	Event Date
Interactive Web Map	folsomatp.altaplanning.cloud/#/	November 12, 2021 through January 3, 2022
Pop-up Event #3	Humbug Willow Creek Trail	November 13, 2021
Pop-up Event #4	Folsom Farmers Market	November 13, 2021
Stakeholder Meeting #2	Virtual Meeting through Zoom	December 8, 2021
Public Workshop #2	Virtual meeting, via Zoom	December 16, 2021

- **Spot Improvements:** Community members are interested in project recommendations that connect them to different active transportation destinations throughout the city. The most popular proposed spot improvement is on Folsom-Auburn Road and connects community members to Folsom Lake Paths.
- **Sidewalk Improvements:** Community members are interested in improved network connectivity to popular destinations. The most popular pedestrian sidewalk proposed projects are located on East Natoma Street, Green Valley Road, Oak Avenue Parkway, and Greenback Lane.
- **Shared Use Path Improvements:** Community members were interested in improving the access, width and condition of shared use paths, as well as improving the conflicts between path users.

These key themes and other results from the community engagement process not only helped inform the ATP's goals and objectives, but also informed project recommendations and prioritization.





Chapter V | Recommendations

The recommended active transportation system in Folsom seeks to improve safety and comfort for all users through network improvements (physical infrastructure) and programs and policies (non-infrastructure). These recommendations are developed based on previous plans, results of the existing conditions analysis, and the public input.

The sections that follow outline the recommended infrastructure and non-infrastructure components of the active transportation network that aim to make biking and walking an integral part of everyday life for people who live, work, and visit Folsom.



Network Improvements: Capital projects that are identified along the street and path network (linear recommendations) and at specific locations (spot recommendations). Network improvements include the following:

- Linear bicycle recommendations: On-street bikeways and paths
- Linear pedestrian recommendations: New and enhanced sidewalks
- Spot recommendations (bicycle and pedestrian): Specific intersections, path connections, or mid-block locations for improvement; may include new or improved crossings, improved access to destinations, or specific safety improvements



Programs and Policies: Initiatives that support a well-functioning active transportation system and improve outcomes for each capital investment.

Programs can provide education about how to get around by bike or by foot, including route options, safety tips, and how to connect with other modes, like transit. Programs also provide encouragement, whether it's helping connect people through walking or bicycling groups, incentives for trying out other ways to get around, or supporting the choice to walk or bike more generally. Policies address issues such as the longevity of the city's investment in the active transportation network, access and use of the network, the design standards for the network, and evaluation of the active transportation network.

Bicycle and Shared Use Path Network Improvements



Recommended improvements to the bicycle network, shown in Figure 9, seek to improve network connectivity, increase low-stress network connections, and support safer and more comfortable travel for people bicycling. The proposed network includes a combination of on-street improvements, enhanced paths, and new off-street shared use paths.

The recommended network builds on the backbone of existing paved shared use paths and expands connections to the path system through low-stress on-street connections. Paths located along creeks, rail corridors, and roadways support more direct routes and improved recreational opportunities. Low-stress on-street facilities, such as Class IIIB Bicycle Boulevards and Class IV Separated Bikeways, support connections to the path network.

A network of Class IV Separated Bikeways provides greater separation for travel along major roadways, connecting to the path network and other destinations such as transit, shopping centers, office parks, and the Folsom Historic District. Where a separated bikeway may not be desired or feasible, other facilities such

as Class IIB Buffered Bicycle Lanes, Class II Bicycle Lanes, and Class III Bicycle Routes supplement the low-stress bicycle network.

The proposed bicycle network, including the specific bicycle facility types, was informed by public input, the existing conditions (needs) analysis, typical roadway conditions, plan goals, and best practices in bikeway design. While low stress facilities and greater levels of protection are desirable across the city, development patterns, available right-of-way, and other constraints may require different bikeway treatments. Further, some locations may require further analysis of on-street

parking needs to better allocate available pavement for the movement of residents and visitors. For more information, reference the Design Guide in Appendix A.

This Plan recommends 145 miles of new or upgraded bicycle facilities across Folsom, proposing upgrades to about 37 miles of existing facilities and adding about 108 miles of new bikeways. Table 5 provides an overview of the proposed bicycle network broken down by bikeway class. When fully built out, Folsom will have over 200 miles of dedicated bicycle facilities that form a connected network.

Table 4 *Bicycle Facility Miles by Classification*

Facility Type	Existing Mileage	Proposed Mileage	Upgraded Mileage	Full Buildout Mileage
Class I Shared Use Path (Path)	50.3	39.9	0.0	90.2
Class II Bicycle Lane	59.7	2.3	35.5	26.5
Class IIB Buffered Bicycle Lane	3.6	3.7	1.5	5.7
Class III Shared Bikeway	0.9	0.6	0.0	1.5
Class IIIB Bicycle Boulevard	0.0	24.8	0.0	24.8
Class IV Separated Bikeway	0.5	36.7	0.0	37.2
Total	129.4	108	37	200.3

BICYCLE BOULEVARDS

Bicycle boulevards provide an all ages and abilities route along neighborhood roadways. With lower travel speeds and fewer cars, these routes are designed to prioritize bicycle travel.

Bicycle Boulevards include three main components:

- **Speed Management and Traffic Calming**, including reduced speed limits, speed tables (1), chicanes (2), and more to increase route comfort and safety
- **Volume Management**, to discourage cut-through traffic and limit non-local trips
- **Bicycle and Pedestrian Priority at Intersections**, including improved crossing infrastructure (3) to support safe crossings at major roadways

In combination with wayfinding, bicycle boulevards not only support connections to neighborhood destinations but also provide on-street connections to shared use paths to create a complete, connected bicycle network. For more information on the components of a bicycle boulevard, see Appendix A.

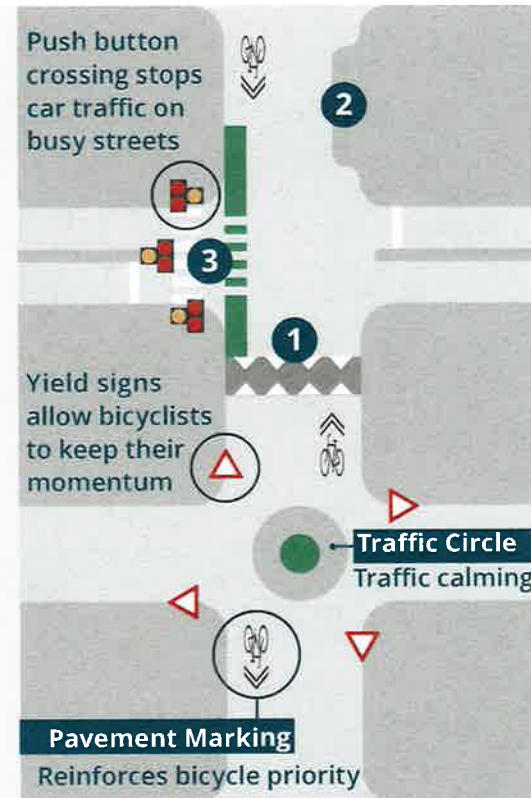


Figure 9 Proposed Bikeways

Proposed Bikeways

FOLSOM ATP

Proposed Bikeways

- Class I Shared Use Path
- Class II Bicycle Lane
- Class IIB Buffered Bicycle Lane
- Class III Bicycle Route
- Class IIIB Bicycle Boulevard
- Class IV Separated Bikeway
- Widen Existing Path

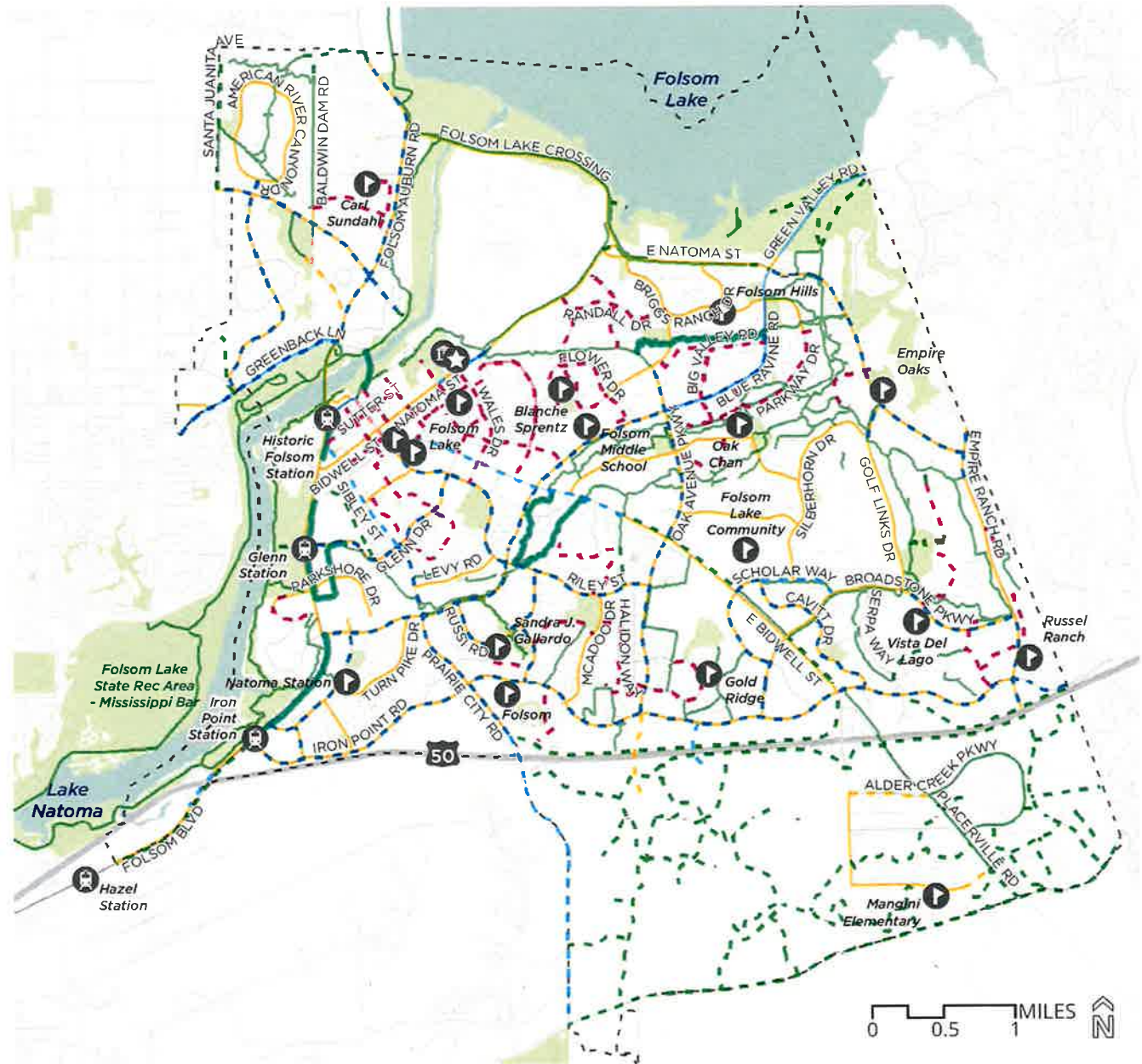
Existing Bikeways

- Class I Shared Use Path
- Class II Bicycle Lane
- Class IIB Buffered Bicycle Lane
- Class III Bicycle Route
- Class IV Separated Bikeway

Destinations + Boundaries

- City Hall
- Community Center
- School
- Light Rail Station
- City Boundary
- Park

Data provided by the City of Folsom, SACOG



Shared Used Path Enhancements



Shared use paths form the backbone of the low-stress active transportation network in Folsom. In addition to nearly 40 miles of proposed new shared use paths, the plan also recommends enhancements to existing corridors, as shown in Figure 9. Locations of enhanced shared use path segments include along the Humbug-Willow Creek Trail, Folsom Rail Trail, and Oak Parkway Trail.

Shared use path enhancements not only improve the quality of existing paths but also seek to improve the safety and comfort for all user groups.

Shared use paths with a high volume and variety of users are good candidates for enhancements. Unlike on-street bikeways or sidewalks, shared use paths include people walking, biking, and rolling. A popular shared use path, for example, can create tension and discomfort among users, especially when there is limited space and users are traveling at a wide range of speeds. Path enhancements can include a variety of measures such as increasing the path width, adding a shoulder, centerline striping, and

separating users. Shared use path enhancements can also include wayfinding and/or policy changes to improve user experience. Wayfinding improvements can include directional pavement markings and other types of signage to guide users, while policy and related promotional campaigns can encourage users to share the path. For more information, see the Policy and Programs section.

In addition to the enhancements mentioned above, shared use paths also provide an opportunity to integrate green stormwater infrastructure into the path design. Green infrastructure is a catchall term that describes sustainable stormwater management practices and infrastructure. Through strategies including biofiltration planters, bioretention swales, trees, native landscaping, and permeable pavement surfaces, more water can return to the ground and natural systems while reducing strain on existing water systems.

Some of the benefits of green infrastructure include:

- Reduces the surface temperature of the street/path and the surrounding area.
- Improves water quality, air quality, and reduces energy use by capturing stormwater runoff.
- Provides habitat for a variety of insects and birds and improves habitat in local watersheds.
- Improves mental and physical health through better air quality, shade and cooler temperatures, beautification, and contact with nature.



Centerline striping along a shared use path in Folsom helps to communicate that users should expect travel in both directions and encourages users to travel on the right and pass on the left.



Delineating separate spaces for pedestrians and bicyclists can help alleviate conflict among modes in high use areas. This can be completed through pavement markings or use of different materials to clearly designate space.



A soft-surface shoulder alongside a shared use path provides additional space for path users, particularly runners or others who prefer natural surface paths.



Pavement signage further emphasizes that the path is bi-directional and shared among a variety of users. While this does not create additional space, it provides reminders of path etiquette along the length of the path.

Pedestrian Network



Sidewalks form the foundation of the pedestrian network, connecting residents to destinations such as schools, transit, parks, and shopping. Pedestrian Network recommendations build on the sidewalk inventory completed during the existing conditions phase of this plan and identify opportunities to complete the sidewalk network along the corridors inventoried.

Recommendations shown in Figure 10 include completion of the sidewalk network on both sides of the roadway to provide a complete and connected pedestrian network and enhanced connections to and from the path network. This includes completing sidewalks along most residential streets in the Folsom Historic District and sections of major arterials both north and south of the Historic District such as Folsom Boulevard, Folsom-Auburn Road, Greenback Lane, and large sections of Oak Ave Parkway, East Natoma Street, and Broadstone Parkway.

This Plan recommends 21.5 miles of new or upgraded sidewalks across Folsom, which includes 11.7 miles of filling sidewalk gaps on both sides of the street and 9.8 miles of filling sidewalk gaps on one side of the street.

Corridor sidewalk recommendations should be considered in coordination with spot recommendations (outlined in the next section) to further facilitate a connected network in Folsom and improve access to the city's path system.

Figure 10 Proposed Sidewalks

Proposed Walking Network Improvements

FOLSOM ATP

Proposed Pedestrian Improvements

- Fill in Sidewalk Gaps (Both Sides)
- Fill in Sidewalk Gaps (One Side)







Proposed Shared Use Paths

- - - Class I Shared Use Path

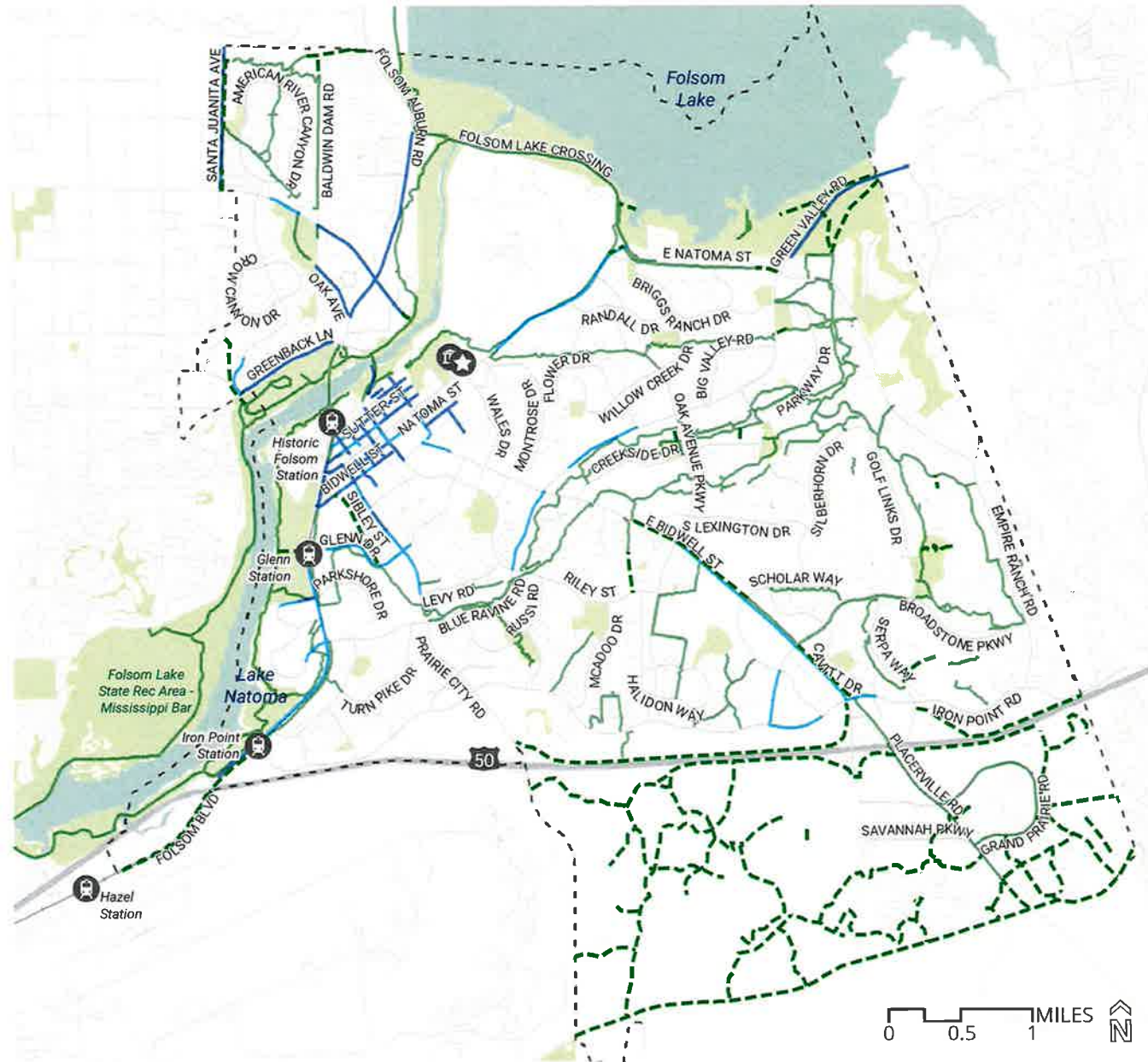
Existing Shared Use Paths

- Class I Shared Use Path

Destinations + Boundaries

-  City Hall
-  Community Center
-  School
-  Light Rail Station
-  City Boundary
-  Park

Data provided by the City of Folsom, SACOG



Intersection and Crossing Improvements



Intersection and crossing improvements are crucial to a complete and connected active transportation network. This includes upgrading existing crosswalks to provide safer crossing opportunities, installing new crosswalks at high-demand locations, and facilitating access to the shared use path network along major roadways. The recommendations identified seek to improve the comfort and safety of intersections; enhance network connectivity; and provide access to destinations.

In addition to supporting a complete and connected low-stress network, intersection improvements were also one of the most commonly-requested improvements during the public engagement phase of this plan.

The resulting recommendations (Figure 11) locate specific intersections, path connections, or mid-block locations for improvement and are intended to improve conditions for both people walking and people biking. Spot locations were identified based upon factors such as a history of collisions, high stress crossings,

access to key destinations, identification in previous planning efforts, and connections to and from linear recommendations such as paths, sidewalks, and bikeways.

Intersection and Crossing Improvements are categorized based on the type of roadway, whether or not there is a traffic signal, if there is existing infrastructure to support crossings, and if it provides direct access to shared use paths. Overcrossings or undercrossings are also identified at locations that cross a major barrier such as a highway, and therefore could benefit from a crossing that is completely separated from motor vehicle traffic.

The following tables identify the recommended improvements associated with each category. Each location should be further analyzed as the project advances through design to determine the specific infrastructure needs. More information about crossing treatments can be found in Appendix A.

The following tables break down the different types of spot recommendations and potential design improvements.



Path Spot Recommendations



These locations represent locations where a path intersects with a roadway. It considers existing conditions of this crossing, including existing traffic signal locations, existing stop control and crossing infrastructure, and roadway functional classification.



Table 5 Path Spot Recommendations

Type	Description of Improvements
Existing Traffic Signal	<ul style="list-style-type: none"> Establish a dedicated bike crossing to reduce conflict with pedestrians. Remove slip lanes and reduce curb radius to slow turning speeds Signal improvements, including pedestrian countdown signal, APS buttons, lengthening pedestrian crossing times and/or Leading Pedestrian Interval, No Right on Red, and dedicated left turn phase where applicable Implement high visibility crosswalks and upgrade curb ramps to comply with ADA standards as needed Improve visibility through lighting and improved sight lines
Unsignalized, No Existing Crossing Infrastructure	<ul style="list-style-type: none"> Implement high visibility crosswalks and upgrade curb ramps to comply with ADA standards as needed Evaluate opportunity for rectangular rapid flashing beacon (RRFB) or pedestrian hybrid beacon (PHB) Shorten crossing distances through pedestrian refuge islands, curb extensions, and other traffic calming Improve visibility through lighting and improved sight lines
Unsignalized, with Existing Stop Control, Crosswalk(s)	<ul style="list-style-type: none"> Implement high visibility crosswalks and upgrade curb ramps to comply with ADA standards as needed Evaluate pedestrian hybrid beacon or rectangular rapid flashing beacon installation Shorten crossing distances through pedestrian refuge islands, curb extensions, and other traffic calming Improve visibility through lighting and improved sight lines
Unsignalized - Existing High Visibility Crosswalk and Refuge Island	<ul style="list-style-type: none"> Evaluate pedestrian hybrid beacon or rectangular rapid flashing beacon installation Install ADA compliant curb ramps Improve visibility through lighting and improved sight lines
Minor Road	<ul style="list-style-type: none"> Implement high visibility crosswalks and upgrade curb ramps to comply with ADA standards as needed In-Street Pedestrian Crossing Sign Reduce crossing distances through curb extensions and other traffic calming Improve visibility through lighting and improved sight lines

Major Roadway Spot Recommendations



These locations represent crossing improvements involving a major roadways, including arterials. The locations may intersect with existing or proposed bicycle and pedestrian infrastructure and should integrate accordingly. For locations with adjoining bicycle facilities, additional improvements may be considered, such as bike signals, bike crossings, and bike boxes.



Table 6 Major Roadway Spot Recommendations

Type	Description of Improvements
Existing Traffic Signal	<ul style="list-style-type: none"> • Signal improvements, including pedestrian countdown signal, lengthening pedestrian crossing times and/or Leading Pedestrian Interval, No Right on Red, and dedicated left turn phase where applicable • Implement high visibility crosswalks and upgrade curb ramps to comply with ADA standards as needed • Improve visibility through lighting and improved sight lines • Provide pedestrian refuge island • Consider bike boxes and dashed green pavement markings through intersection for bikes when appropriate • Install advanced yield/stop bars
Unsignalized	<ul style="list-style-type: none"> • Implement high visibility crosswalks and upgrade curb ramps to comply with ADA standards as needed. Raised crosswalks may be considered. • Improve visibility through lighting and improved sight lines • Shorten crossing distances through pedestrian refuge island • Evaluate pedestrian hybrid beacon or rectangular rapid flashing beacon installation • Install advanced yield/stop bars

Minor Roadway Spot Recommendations



These locations represent crossing improvements involving minor roadways, including local roads. They are typically surrounded by residential land uses, are not located along major commercial corridors, and have limited existing crossing infrastructure. These locations may intersect with existing or proposed bicycle and pedestrian infrastructure and should integrate accordingly. For locations with adjoining bicycle facilities, additional improvements may be considered, such as bike signals, bike crossings, and bike boxes.



Table 7 Minor Roadway Spot Recommendations

Type	Description of Improvements
Unsignalized	<ul style="list-style-type: none"> Implement high visibility crosswalks and upgrade curb ramps to comply with ADA standards as needed Reduce crossing distances through curb extensions and other traffic calming Coordinate improvements with Class IIIB as applicable

Systemwide Improvements

While spot recommendations identify areas of specific concern, the Folsom ATP also recommends the city explore systemwide improvements to crossings, such as the implementation of Leading Pedestrian Intervals and No Right on Red restrictions in locations with high pedestrian demand. These areas may include commercial centers, transit stations, schools, paths, and parks. Leading Pedestrian Intervals, for example, give pedestrians a head-

start crossing the street at signalized intersections by activating the walking signal a few seconds before cars are permitted to go. This can dramatically improve visibility and predictability between vehicles and pedestrians, particularly for motor vehicle turning movements. Systemwide improvements are explored further as part of the Design Guide in Appendix A and are not reflected on the spot recommendation maps or project tables.

Figure 11 Proposed Intersection Improvements

Proposed Spot Improvements

FOLSOM ATP

Proposed Spot Improvements

- Path / Major Road Signalized
- Path / Major Road Unsignalized
- Path / Minor Road
- Major Road Signalized
- Major Road Unsignalized
- Minor Road Unsignalized
- Overcrossing / Undercrossing

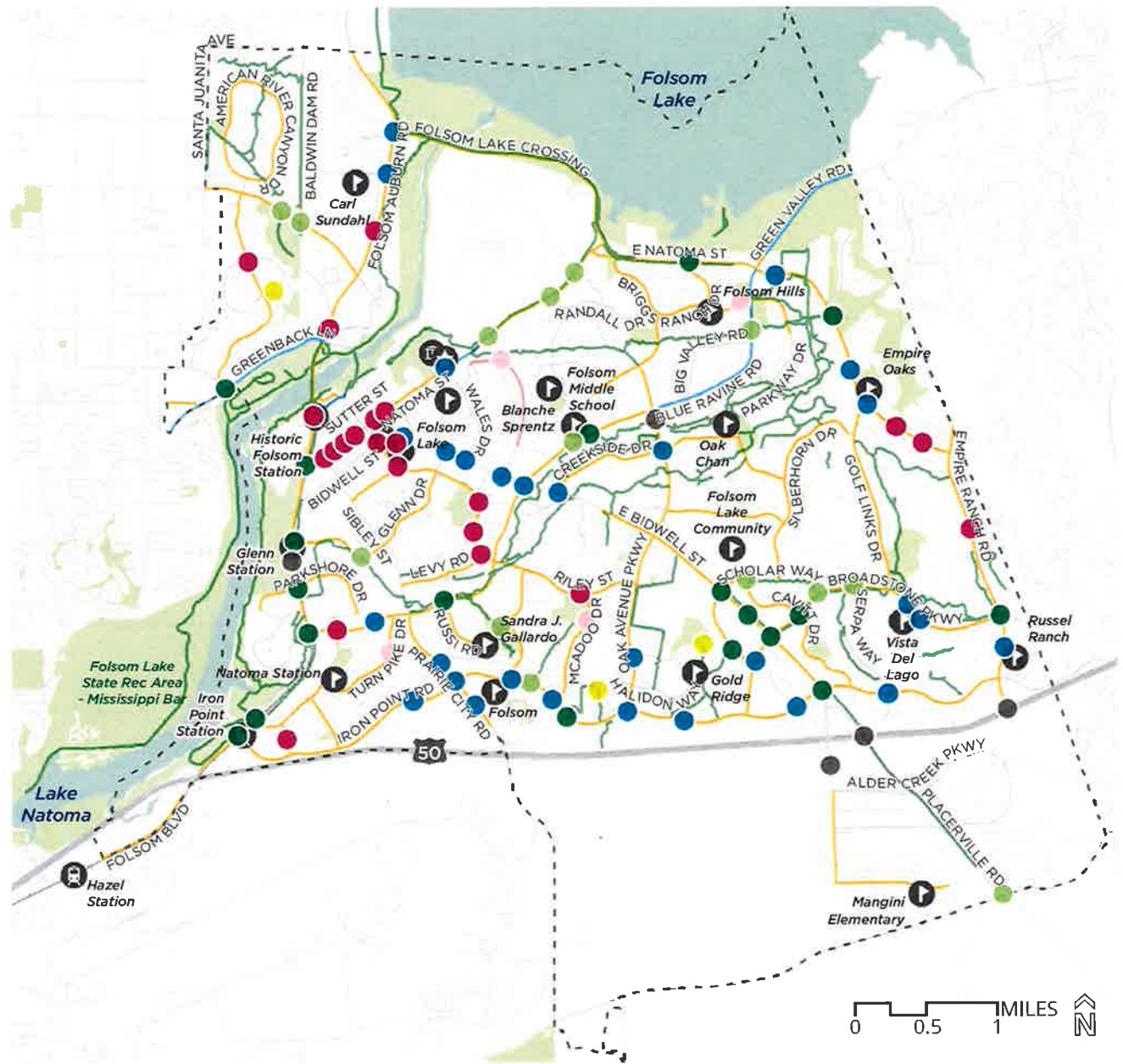
Existing Bikeways

- Class I Shared Use Path
- Class II Bicycle Lane
- Class IIB Buffered Bicycle Lane
- Class III Bicycle Route
- Class IV Separated Bikeway

Destinations + Boundaries

- City Hall
- Community Center
- School
- Light Rail Station
- City Boundary
- Park

Data provided by the City of Folsom, SACOG



Programs + Policies



PROGRAMS

Programs refer to non-infrastructure efforts that support walking, bicycling, and other mobility options in the city. Programs supplement infrastructure improvements by helping connect residents and visitors to these new ways to get around.

The ATP recommends the programs outlined in the sections that follow.. Successful implementation of programs may require additional investment in city staff, including increasing the number of staff dedicated to bicycle and pedestrian issues. Dedicated staff are crucial to ensuring the success and longevity of these programs. Partnering with local organizations and other agencies is also an essential strategy to creating a sustainable program.

Safe Routes to School (SRTS)

SRTS initiatives provide education and encouragement to students, family, and school communities seeking to increase the use of active and shared modes of travel. This program can include a wide range of activities and events and may be accompanied through local street

improvements focused on improving the safety of students traveling to and from school.

Currently, the Sacramento Area Council of Governments (SACOG) and Civic Thread (previously known as WalkSacramento) promote and support SRTS programs and projects throughout the Sacramento region. SACOG adopted a SRTS policy in 2012 and Civic Thread partners with communities throughout the region to implement and establish SRTS programming. Additionally, the 50 Corridor Transportation Management Association (TMA) works with schools in the region, including the Folsom-Cordova Unified School District, through a Smart Routes to School Program.

The City of Folsom should implement a comprehensive SRTS program in coordination with the Folsom-Cordova Unified School District and other schools operating in the city. This is consistent with the goals of the ATP and supports the mobility component of the Folsom General Plan. Coordination with SACOG, Civic Thread, and/or the 50 Corridor TMA can help connect the city with existing resources, funding opportunities, and the formation of a SRTS program.

Potential Safe Routes to School program offerings to schools include educational resources to promote active travel to school; regular events to celebrate walking and biking; a crossing guard program to promote safe pedestrian and driver behavior at school crossings; data collection to understand existing mode share and family perception of active travel to school; walking school buses and bike trains to support travel to school; and suggested route maps to help families identify the best route to school.



Bicycling Classes for Adults

The city should partner with other organizations, such as Friends of Folsom Parkways or Cycle Folsom, to provide a regular education program that connects adults in the community with information about bicycling. Identified in the previous Bicycle Master Plan, the Mobility component of the Folsom General Plan, and as a point for improvement in the 2016 Bicycle Friendly Community Report Card, an adult bicycle education program would connect adults in Folsom with information they need to integrate bicycling into their transportation options.

Courses for bicycle safety are based on a curriculum from the League of American Bicyclists that focuses on how bicyclists should behave to be safer, more predictable, and more confident riding on streets both with and without dedicated bicycle facilities. The classes can also incorporate photos and video clips of local roads to help students understand how various scenarios apply to Folsom locations. The city can provide additional support by advertising the courses and providing meeting space.

Path Ambassador Program

The City should expand upon the City's Citizens Assisting Public Safety (CAPS) Volunteer program to include a Path Ambassador program. Similar to the existing American River Bike Patrol, the program would consist of volunteers who assist with education around path etiquette, provide safety and equipment advice, and directional advice on the City's path network.

Traffic Safety/Marketing/Promotional Campaigns

The city should expand upon the recommendations from the previous Pedestrian Master Plan and Bikeway Master Plan to implement a holistic traffic safety campaign that provides community education about safe driving, bicycling, and walking behavior. This can be further expanded to include information on how to safely share the path and encourage path etiquette along Folsom's shared use paths.

Campaign messages should respond to common issues in Folsom and address community safety priorities. This may include not texting while driving or

walking, how to securely lock your bicycle, the importance of being seen at night as a pedestrian or bicyclist, helping drivers understand where to anticipate bicyclists, and increasing awareness of California's Three-Foot Passing law.

Local students could create artwork for the updated campaign as part of a Traffic Safety Poster Contest. The posters can highlight and share information about newly completed projects, such as green transition areas and new separated bikeways. Funding could be provided by a grant from the California Office of Traffic Safety. The city can develop messaging and choose graphics with involvement from local stakeholders, law enforcement, schools, business owners, civic leaders, and community advocates to maximize engagement and effectiveness.

"STREETSMARTS" CAMPAIGN

Folsom can join other California cities in implementing "StreetSmarts" media campaigns. StreetSmarts uses print media, radio, and television to educate the community about safe driving, bicycling, skateboarding, and walking behavior.

Transportation Demand Management Campaign

Consistent with the Mobility component of the Folsom General Plan (M 1.1.9), develop a citywide Transportation Demand Management (TDM) Program to reduce single occupancy vehicle trips. This effort will build on the City's existing involvement with the 50 Corridor Transportation Management Association (TMA), a public-private partnership that seeks to reduce single-occupancy vehicle trips along the Highway 50 corridor. The proposed program will provide a menu of strategies and programs that can support developers and employers in promoting more active and shared travel for commutes. Some examples of TDM strategies include employer-based ridesharing programs, subsidized travel for nonmotorized commutes, and requiring developers to minimize available parking and contribute funding for nonmotorized forms of transportation. Explore opportunities to expand partnership with the City of Sacramento due to the commute patterns between the two cities.

Bike Parking Program

Bicycle parking and related trip end facilities complete the bicycle network. A convenient

and secure location to store a bicycle while at a destination is necessary for trips made by bike, especially when connecting to transit. While bicycle parking is available in many locations around Folsom, requests for more parking options was one of the most frequent comments provided during public engagement activities. This includes requests for both increased quantity of parking options as well as greater distribution across the city.

Bike parking can be either short-term or secure and long-term. Short-term parking is meant to accommodate bicyclists who park for up to two hours and is common along Sutter Street in the Historic District, for example, but less common in other areas of the city, such as at shopping destinations, parks, and community centers. Long-term parking, such as bike lockers, is intended for riders who park over two hours, e.g., employees, students, and residents. BikeLink—secure and enclosed bike lockers—at the light rail stations in Folsom are one example. More information bike parking types can be found in Appendix A.

Consistent with the Mobility component of the Folsom General Plan, the city should coordinate with local businesses, property



owners, and open space agencies to install secure bicycle parking near major destinations across Folsom. Bike parking options should include locations that accommodate bikes of differing sizes or supporting e-bikes and charging locations, particularly within secure parking areas. Folsom should also review and update its development standards to encourage greater provision for bicycle parking in new developments.

Figure 12 Typical Locations for Wayfinding Signage



Citywide Wayfinding

A comprehensive wayfinding program will support active transportation users across the city. Through a series of signs, kiosks, and pavement medallions, a wayfinding system will direct people walking and biking to their destinations, encourage greater exploration of the city, and help people feel more comfortable traveling across on-street and off-street networks.

Throughout the public engagement for the ATP, participants frequently noted a lack of navigation support, especially for preferred routes of travel and access to the shared use path network. The City of Folsom currently has minimal wayfinding throughout the bicycle, path, and pedestrian network; elements that are in place are not part of a comprehensive system that is easy to recognize and understand.

As part of the implementation of the ATP, the city should establish a consistent wayfinding system for its bicycle, path, and pedestrian networks that leverages the city's visual brand; supports connections to transit, paths, parks, and schools; and celebrates the active transportation opportunities across the city.

Some of the common components of a wayfinding system are described below, including the types of common signs, the required standards and guidelines, and other optional elements.

Navigational Elements

The types of signs that provide bicyclists and pedestrians with navigational information consist of decision, confirmation, and turn signs (described in Table 8). Figure 12 provides typical locations of signs. These signs are featured at specific points along a route that users can rely on throughout their trip. For

example, decision signs (D) are located before an intersection of two routes; turn signs (T) are found before turns; and confirmation signs (C) are located after the turning movement and periodically along routes to confirm that the user is on the right path. The predictability of sign locations can help users feel more comfortable and confident navigating the city, whether walking or bicycling.

Signage Technical Guidance

A variety of standards and guidelines influence both the design and placement of wayfinding elements in Folsom. The

Manual of Traffic Control Devices (MUTCD) provides standards and guidelines for the design, size, and content of wayfinding signs. However, many jurisdictions have implemented unique signs to enhance visibility while reinforcing local identity.

Bicycle Guide Signs

Both on-street and off-street bicycle facilities are required to follow the standards within the MUTCD. The State of California has adopted specific state

standards for all traffic control devices called the CA MUTCD, which supersedes the MUTCD:

- D11-1: Bicycle Route Guide Sign
- D1-1b: Destination Supplemental Sign
- M7-1 through M7-7 Directional Arrow Supplemental Sign

The combination of standard signs with modifications allows for consistent signage throughout Folsom while branding the network.

Community Wayfinding

Community wayfinding signs allow for an expression of community identity, reflect local values and character, and provide more information. California has not yet adopted MUTCD community wayfinding standards, but many communities use these.

Other Wayfinding Elements

In addition to the core elements, several other wayfinding elements should be considered:

- Distance and time: Adding distance in familiar units can be a helpful encouragement tool for bicycling and walking. Some cities include travel time.
- Street name sign blades and sign toppers: Some cities have enhanced street name sign blades to recognize bikeways and major pedestrian routes.
- Pavement markings: Directional pavement markings indicate confirmation of bicycle or pedestrian presence on a designated route and indicate turn locations. Pavement markings can often be more visible and can help supplement or reinforce signage.

Table 8 Wayfinding Sign Types

Decision Sign (D)	Confirmation Sign (C)	Turn Sign (T)
<p>Clarify route options when more than one is available</p> <p>Typically include a system brand</p> <p>Up to 3 destinations</p> <p>Distance in time or miles (based on 10 mph or 6 minutes per mile)</p> <p>FHWA standard size for 3 destinations is 18" H x 30" W</p> <p>Municipalities can modify, often 24" W x 30" or 36" H, and place a bicycle symbol at the top</p> <p>Generally, 6" of vertical space per destination</p> <p>Sign width not standardized by the CA MUTCD</p>	<p>Placed after turn movement or intersection to reassure that they are on the correct route</p> <p>Standard D11-1 series signs, system brand mark, and route or pathway name may be included</p> <p>The minimum size of 24" W x 18" H should be used for bike route signs, both on and off-street</p>	<p>Clarify a specific route at changes in direction</p> <p>Used when only one route option is available</p> <p>Standard D1-1 series sign: system brand mark, route or pathway name, and/or a directional arrow may be included</p> <p>A minimum of 6" should be used for arrow plaque, the width may vary with destination length</p> <p>Standard turn arrows (M5 and M6 series) may be used to clarify movements</p>

POLICIES

As biking, walking, and rolling in Folsom grows, it is important to identify opportunities within city policy and practice to better support development of the active transportation network. The following policy recommendations consider issues such as the longevity of the city's investment in the active transportation network, access and use of the network, and evaluation of the active transportation network.

Facility Standards

The city should review and update all relevant policy and design standards regarding bikeway, path, and sidewalk design, materials, and supporting amenities to be consistent with best practices and state and federal standards. Evaluate and revise facility standards as needed to provide for accessible facilities. New and reconstructed facilities shall meet the requirements of the Americans with Disabilities Act.

For Class I Shared Use Paths, utilize best practices design standards and guidelines to accommodate all path user groups. Consider wider paths, separated spaces for travel, and other design interventions to improve safety and comfort along Class I facilities.

Maintenance

Routine maintenance can prolong the life of surface materials, increase the utility of the system, and encourage greater use of the network. This includes maintaining bike lanes, protected facilities, and sidewalks by keeping them clear of debris, surfaces free from obstructions, and crossings well-marked. For shared use path, maintaining access points, path surface, and crosswalks are important components to a well-functioning and effective system that supports trips of all types.

It is recommended that the city expand upon the maintenance recommendations outlined in the Folsom Bikeway Master Plan (Policy 7.5.2) to develop a routine maintenance schedule and track maintenance over time. These activities should include all components of the bicycle, pedestrian, and path networks.

In addition to routine maintenance, the city should track more significant maintenance needs and integrate these improvements into annual budgeting. This should include a mechanism for public reporting of issues along the network. This information should be tracked in a manner consistent with the system inventory recommended as part of this plan.

Data Management/Collection

Data regarding all active transportation facilities and activity should be collected regularly. Three primary areas for data collection that should be explored and expanded include:

- **Safety:** To better understand crash patterns and who is affected, opportunities to record additional information on crash types and parties should be explored.
- **User Counts:** Implement an annual counts program to track use of existing facilities and identify areas for future facility implementation. Counts programs can rely on permanent automatic counters, temporary counters, or manual counts completed in coordination with local volunteers.

Counts should be collected annually, utilizing consistent locations and methodology. The National Bicycle and Pedestrian Documentation project provides information on how to get started.

- **Infrastructure Inventory:** Project implementation and maintenance is best supported when location and quality of assets is known. To better track implementation progress and identify locations for new crosswalks, maintenance needs, or other project opportunities, the City should develop a comprehensive database that documents existing infrastructure, such as: signal locations; crosswalk locations and quality; sidewalk and bikeway location, quality, and width; pedestrian-scale lighting location; traffic calming locations; bicycle parking location, type, and capacity; and similar. The data plan should include considerations for regular updates to the data set and protocols for integrating new projects

Annual Report Card

An annual report card assesses the city's progress toward goals and objectives outlined in the ATP, its projects and programs, and shifting mode share for active transportation. Annual report cards can also incorporate a review of project effectiveness to evaluate the costs and benefits of various efforts and adjust investments to maximize results.

The ATP recommends the City to develop an annual report card that tracks progress toward implementing this plan. The report card should incorporate annual collision data, safe routes to school program and participation data (once implemented), walking and bicycling counts, and other relevant information to highlight successes and challenges of improving walking and bicycling each year.

Vision Zero

The City should consider the adoption of a Vision Zero policy and program that seeks to eliminate all traffic fatalities and severe injuries. The strategy also includes a focus on creating safe, healthy, and equitable

mobility for all. Adoption of a Vision Zero strategy includes data collection and analysis, community engagement and education, engineering approaches, and a clear timeline for action. This effort should build on the findings of the City of Folsom Local Road Safety Plan (2021), which further analyzed collision characteristics within the city for all modes.

Path Management

The path system supports both recreational and transportation trips in Folsom. With an increasing number of personal e-bikes and e-scooters—as well as the potential for a future shared mobility program—the City should develop clear policy regarding the use of shared use paths by these modes. This guidance should be consistent with county, regional, and state guidance. Information regarding this policy should be made available through educational and encouragement materials, including at trailheads and other key access points. This information can also provide guidance to users about path etiquette and help reduce potential conflicts along the pathway.





Chapter VI | Implementation

Project Prioritization



While the ATP recommends a series of projects that support a complete and connected low-stress network, limited resources require an action plan that identifies which projects may have the greatest impact. This section presents the prioritization strategy for evaluating projects recommended in the City of Folsom Active Transportation Plan. The factors included in this strategy are based on plan goals to advance the community vision for active transportation.

Table 11 summarizes the prioritization criteria as well as the scoring applied for each. Projects are evaluated against only those within the same category of improvements (e.g., sidewalk improvements are evaluated only against other sidewalk improvements). Maps displaying the results for each type of improvement and the resulting project tables are shown in the pages that follow.

Projects are sorted into Short-Term, Mid-Term, and Long-Term improvements. Short-term improvements received a high prioritization score and are expected to have the greatest impact on the network; these improvements should be considered in the near-term based on funding availability. Conversely, long-term improvements received lower prioritization scores and are expected to have less impact on the network. However, the following project lists are not intended to restrict the order of implementation. Projects may be implemented to reflect current city funding priorities and as opportunities become available—such as funding availability, projects that are already in process, and coordination with other projects or development.

Table 9 *Prioritization Framework*

Prioritization Factor	Definition	Proposed Scoring
Network Completeness	Project closes an existing gap in the network	<ul style="list-style-type: none"> • 10 Points: Segment connects on both ends to fill a gap in the existing network • 5 Points: Segment connects to an existing facility on only one end
Network Connectivity	Project improves connections to destinations, including schools, parks, transit, paths, and employment centers	<ul style="list-style-type: none"> • If project is located within ¼ mile of a destination, it receives 2 points (up to 10 points total)
Network Comfort	Project improves an existing high stress route or crossing.	<ul style="list-style-type: none"> • 10 Points: Project improves an existing LTS 3 or LTS 4 route; for spot improvements, project improves crossing of LTS 3 of LTS 4 route
Network Safety	Collision occurred at the project intersection or along the identified project segment.	<ul style="list-style-type: none"> • 10 Points: A severe injury or fatal collision occurred along the project segment and/or within 500 feet of the project location (if spot improvement) • 5 Points: A collision occurred along project segment and/or within 500 feet of the project location (if spot improvement)
Equity	Project improves active transportation networks in areas with a high proportion of low-income workers.	<ul style="list-style-type: none"> • 10 points: Project is located within a census tract where low-income workers either work or live (Top 10%)
Community Support	Project reflects needs or barriers identified through Folsom ATP community input.	<ul style="list-style-type: none"> • 10 points: Project/Corridor was identified and supported through public comments
Previous Plan	Project is in alignment with previous planning efforts.	<ul style="list-style-type: none"> • 10 points: Project or corridor was identified in a previous planning effort

Figure 13 High Priority Bikeways

High Priority Bikeways

FOLSOM ATP

Proposed Bikeways

- Class I Shared Use Path
- Class IIB Buffered Bicycle Lane
- Class III Bicycle Route
- Class IIIB Bicycle Boulevard
- Class IV Separated Bikeway
- Widen Existing Path

Existing Bikeways

- Class I Shared Use Path
- Class II Bicycle Lane
- Class IIB Buffered Bicycle Lane
- Class III Bicycle Route
- Class IV Separated Bikeway

Destinations + Boundaries

- City Hall
- Community Center
- School
- Light Rail Station
- City Boundary
- Park

Data provided by the City of Folsom, SACOG



Figure 14 Medium Priority Bikeways

Medium Priority Bikeways

FOLSOM ATP

Proposed Bikeways

- - - Class I Shared Use Path
- - - Class III B Bicycle Boulevard
- - - Class IV Separated Bikeway
- Widen Existing Path

Existing Bikeways

- Class I Shared Use Path
- Class II Bicycle Lane
- Class IIB Buffered Bicycle Lane
- Class III Bicycle Route
- Class IV Separated Bikeway

Destinations + Boundaries

- City Hall
- Community Center
- School
- Light Rail Station
- City Boundary
- Park

Data provided by the City of Folsom, SACOG



Figure 15 Low Priority Bikeways

Low Priority Bikeways

FOLSOM ATP

Proposed Bikeways

- Class I Shared Use Path
- Class II Bicycle Lane
- Class IIB Buffered Bicycle Lane
- - - Class III Bicycle Route
- - - Class IIIB Bicycle Boulevard
- - - Class IV Separated Bikeway
- Widen Existing Path

Existing Bikeways

- Class I Shared Use Path
- Class II Bicycle Lane
- Class IIB Buffered Bicycle Lane
- Class III Bicycle Route
- Class IV Separated Bikeway

Destinations + Boundaries

- City Hall
- Community Center
- School
- Light Rail Station
- City Boundary
- Park

Data provided by the City of Folsom, SACOG

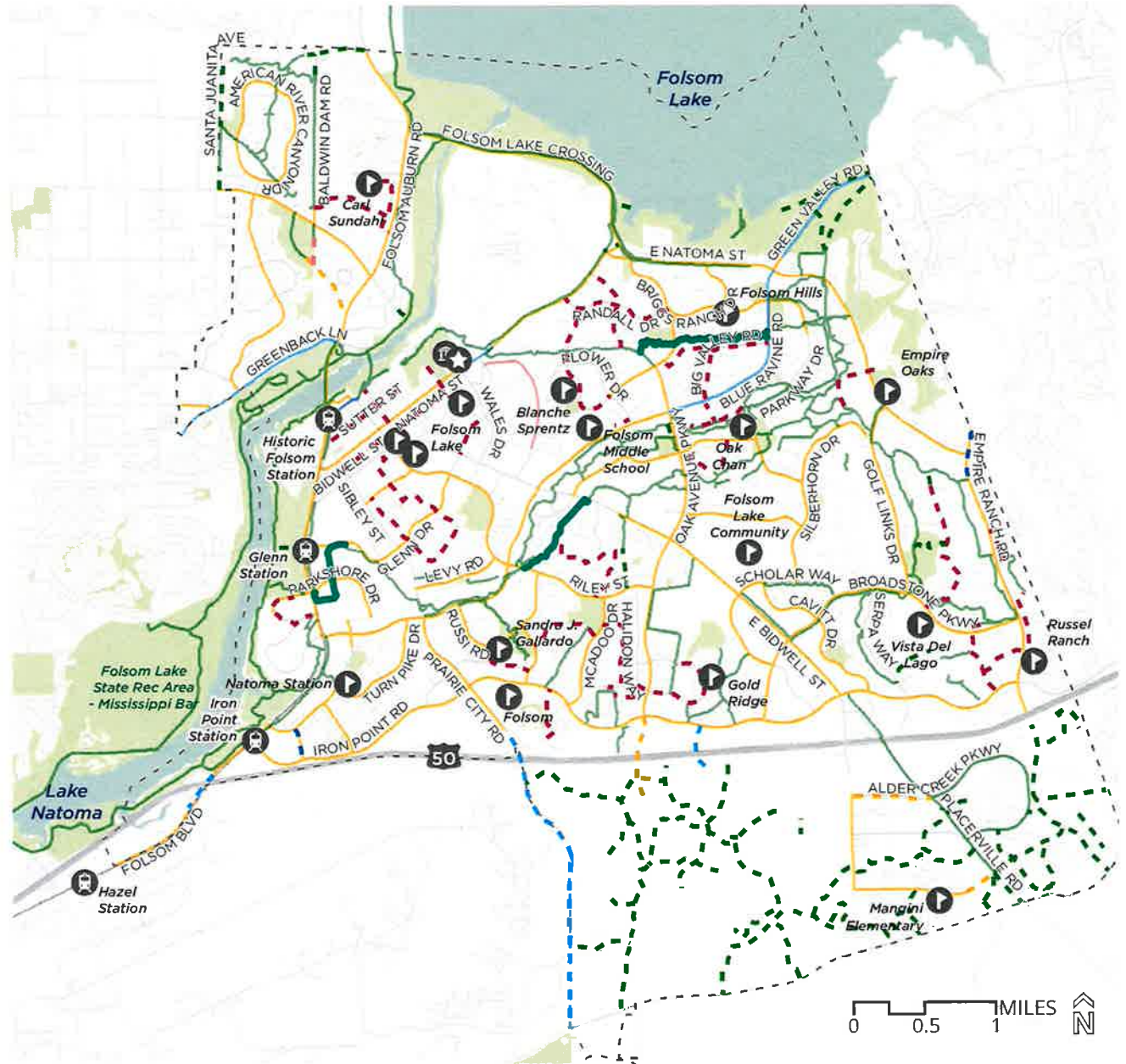


Table 10 Priority Bikeways Projects

Location	Start	End	Proposed Bikeway	Length (Miles)	Priority Category	Planning Level Cost Estimate
Folsom Placerville Rail Trail	Willow Creek Trail	Iron Point Rd	Class I Shared-Use Path	0.97	High	\$1,891,950
New Path (Parallel to Hwy 50)	Serpa Ct	City Boundary	Class I Shared-Use Path	1.26	High	\$2,470,750
New Path (Parallel to Hwy 50)	Prairie City Rd	Iron Point Rd / E Bidwell St	Class I Shared-Use Path	2.54	High	\$4,971,445
Folsom Blvd	Aerojet Rd (City Boundary)	Iron Point Rd	Class I Shared-Use Path	1.41	High	\$2,747,750
Glenn Dr	Folsom Blvd	Riley St	Class IV Separated Bikeway	1.40	High	\$2,879,830
Riley St	Persifer St	Oak Avenue Pkwy	Class IV Separated Bikeway	2.50	High	\$5,153,710
Prairie City Rd/Sibley St	Hwy 50	Glenn Dr	Class IV Separated Bikeway	1.58	High	\$3,262,955
Grover Rd	Russi Rd	Iron Point Rd	Class IV Separated Bikeway	0.46	High	\$943,585
Natoma Station Dr	Folsom Blvd	Blue Ravine Rd	Class IV Separated Bikeway	0.99	High	\$2,037,210
Iron Point Rd	Folsom Blvd	City Boundary	Class IV Separated Bikeway	6.25	High	\$12,861,795
Blue Ravine Rd / Green Valley Rd	Folsom Blvd	Arrowsmith Dr	Class IV Separated Bikeway	4.13	High	\$8,514,755
Oak Avenue Pkwy	Iron Point Rd	Willow Creek Dr	Class IV Separated Bikeway	2.52	High	\$5,183,305
E Bidwell St	Riley St	Frazer Ct (Path)	Class IIB Buffered Bicycle Lane	1.72	High	\$272,351
Clarksville Rd	E Bidwell St	Broadstone Pkwy	Class IV Separated Bikeway	0.64	High	\$1,309,225
Scholar Way / Cavitt Dr	E Bidwell St	Iron Point Rd	Class IV Separated Bikeway	1.44	High	\$2,955,135
E Natoma St	Blue Ravine Rd	Empire Ranch Rd	Class IV Separated Bikeway	2.03	High	\$4,180,140
Wales Dr	Riley St	Natoma St	Class IIIB Bicycle Boulevard	0.89	High	\$258,760
Dean Way / Montrose Dr	Coloma St	E Bidwell St	Class IIIB Bicycle Boulevard	1.76	High	\$511,970
Riley St	Persifer St	Scott St	Class III Bicycle Route	0.40	High	\$21,345

Table 10 Priority Bikeway Projects, continued

Location	Start	End	Proposed Bikeway	Length (Miles)	Priority Category	Planning Level Cost Estimate
Sibley St	Glenn Dr	Figueroa St	Class IIB Buffered Bicycle Lane	0.86	High	\$137,005
White Rock Rd	Prairie City Rd	City Boundary (eastern)	Class I Shared-Use Path	4.18	High	\$8,167,785
Natoma St	Stafford St	Fargo Way	Class IIB Buffered Bicycle Lane	0.35	High	\$54,730
Folsom Rail Trail	Iron Point Station	Blue Ravine Rd	Shared-Use Path Enhancement	0.86	High	\$316,295
Folsom Rail Trail	Parkshore Dr	Glenn Dr	Shared-Use Path Enhancement	0.32	High	\$117,395
Folsom Rail Trail	Glenn Dr	Bidwell St	Shared-Use Path Enhancement	0.29	High	\$108,185
Scholar Way	Cavitt Dr	Broadstone Pkwy	Class IIB Buffered Bicycle Lane	0.54	High	\$85,535
New Path	Greenback Ln	Placer Mine Rd	Class I Shared-Use Path	0.42	Medium	\$830,060
New Path	Jedediah Smith Memorial Trail	Greenback Ln	Class I Shared-Use Path	0.08	Medium	\$150,980
E Natoma St	Existing E Natoma Path	Blue Ravine Rd	Class I Shared-Use Path	0.16	Medium	\$322,260
New Path - Econome Family Park	Blue Ravine Rd	Oak Pkwy Trail	Class I Shared-Use Path	0.08	Medium	\$157,665
New Path	Bidwell St	Glenn Dr	Class I Shared-Use Path	0.57	Medium	\$1,116,460
Greenback Ln	City Boundary	Folsom Blvd	Class IV Separated Bikeway	1.30	Medium	\$2,669,490
Folsom-Auburn Rd	Folsom Blvd	City Boundary	Class IV Separated Bikeway	2.22	Medium	\$4,562,390
Oak Ave	Santa Juanita Ave	Lew Howard Park Path	Class IV Separated Bikeway	1.57	Medium	\$3,222,770

Table 10 Priority Bikeway Projects, continued

Location	Start	End	Proposed Bikeway	Length (Miles)	Priority Category	Planning Level Cost Estimate
American River Canyon Dr	Greenback Ln	American River Canyon Dr (north of Oak Ave)	Class IV Separated Bikeway	1.71	Medium	\$3,518,315
Russi Rd	Blue Ravine Rd	Riley St	Class IV Separated Bikeway	1.08	Medium	\$2,217,140
Broadstone Pkwy	Iron Point Rd	E Bidwell St	Class IV Separated Bikeway	0.59	Medium	\$1,213,010
Broadstone Pkwy	Golf Links Dr	Empire Ranch Rd	Class IV Separated Bikeway	0.91	Medium	\$1,881,875
Empire Ranch Rd	Hwy 50	Broadstone Pkwy	Class IV Separated Bikeway	0.65	Medium	\$1,336,925
Golf Links Dr	Path (just south of Silberhorn Dr)	<Null>	Class IV Separated Bikeway	0.28	Medium	\$581,665
Natoma St /E Natoma St	Wales Dr	Prison Rd	Class IV Separated Bikeway	0.22	Medium	\$450,185
Coloma St	Leidesdorff St	E Bidwell St	Class IIIB Bicycle Boulevard	0.57	Medium	\$164,700
Wool St	Leidesdorff St	Bidwell St	Class IIIB Bicycle Boulevard	0.42	Medium	\$121,485
Flower Dr / Briarcliff Dr	Frankwood Dr	Blue Ravine Rd	Class IIIB Bicycle Boulevard	1.08	Medium	\$312,345
School St	Dean Way	Blue Ravine Rd	Class IIIB Bicycle Boulevard	0.98	Medium	\$285,735
Parkway Dr / Morganite Ct	Blue Ravine Rd	Souza Way	Class IIIB Bicycle Boulevard	1.02	Medium	\$296,900
New Folsom Area Plan Path - Parellel to Hwy 50	New Folsom Area Plan Path	New Roadway	Class I Shared-Use Path	2.90	Medium	\$5,663,890
Folsom Rail Trail	Mormon St	Reading St	Shared-Use Path Enhancement	0.20	Medium	\$74,920
Historic Powerhouse Canal Trail	Scott St	American River Bike Trail	Shared-Use Path Enhancement	0.28	Medium	\$103,605
Humbug Creek Trail	Riley St	E Bidwell St	Shared-Use Path Enhancement	0.68	Medium	\$251,875
Santa Juanita Ave	Oak Avenue Pkwy	Canyon Falls Dr	Class I Shared-Use Path	0.15	Low	\$283,320

Table 10 Priority Bikeway Projects, continued

Location	Start	End	Proposed Bikeway	Length (Miles)	Priority Category	Planning Level Cost Estimate
Santa Juanita Ave	Davis Park	Alabaster Point Way	Class I Shared-Use Path	0.49	Low	\$950,790
New Path	Temperence River Ct / Baldwin Dam Rd	Folsom-Auburn Rd	Class I Shared-Use Path	0.57	Low	\$1,122,530
New Path	Folsom Lake Crossing	Folsom Lake Path	Class I Shared-Use Path	0.12	Low	\$235,940
New Path	Folsom Lake Path	City Boundary	Class I Shared-Use Path	0.73	Low	\$1,420,865
New Path	Humbug Willow Creek Trail	City Boundary	Class I Shared-Use Path	0.61	Low	\$1,197,440
New Path	Humbug Willow Creek Trail	Folsom Lake Path (Proposed)	Class I Shared-Use Path	0.40	Low	\$774,340
E Natoma St	Johnny Cash Trail	E Natoma St / Folsom Lake Crossing	Class I Shared-Use Path	0.12	Low	\$230,730
New Path	Willow Creek Trail	Riley St	Class I Shared-Use Path	0.28	Low	\$555,980
New Path	Serpa Way	Caversham Way	Class I Shared-Use Path	0.35	Low	\$683,515
Ingersoll Way	Natoma Station Dr	Iron Point Rd	Class IV Separated Bikeway	0.23	Low	\$473,455
Empire Ranch Rd	Empire Ranch Trail	City Boundary	Class IV Separated Bikeway	0.35	Low	\$723,845
Oak Ave	Lew Howard Park	Folsom-Auburn Rd	Class II Bicycle Lane	0.49	Low	\$362,205
Baldwin Dam Rd	Oak Ave	Baldwin Dam Rd Path	Class III Bicycle Route	0.20	Low	\$10,665
Valley Pines Dr	Baldwin Dam Rd	Berry Creek Dr	Class IIIB Bicycle Boulevard	0.56	Low	\$163,805

Table 10 Priority Bikeway Projects, continued

Location	Start	End	Proposed Bikeway	Length (Miles)	Priority Category	Planning Level Cost Estimate
Berry Creek Dr / Fithian Way / Van Winkle Ct	Folsom-Auburn Rd	Inwood Rd	Class IIIB Bicycle Boulevard	0.54	Low	\$157,535
Figuroa St	Folsom Parkway Rail Trail	Coloma St	Class IIIB Bicycle Boulevard	0.60	Low	\$174,865
Stafford St	Johnny Cash Trail	Dean Way	Class IIIB Bicycle Boulevard	0.35	Low	\$100,205
Scott St	Johnny Cash Trail	Persifer St	Class IIIB Bicycle Boulevard	0.35	Low	\$101,515
Diggins / Oxborough / Vierra / Cobble Ridge Dr	Lembi Dr	Bidwell St	Class IIIB Bicycle Boulevard	1.78	Low	\$517,985
Persifer St	Sibley St	Stafford St	Class IIIB Bicycle Boulevard	0.88	Low	\$256,625
Randall Dr	E Natoma St	Briggs Ranch Dr	Class IIIB Bicycle Boulevard	0.80	Low	\$233,625
Hancock Dr	E Natoma St	Oak Pkwy Trail	Class IIIB Bicycle Boulevard	0.62	Low	\$179,820
Willow Creek Dr	Randall Dr	Flower Dr	Class IIIB Bicycle Boulevard	0.98	Low	\$283,570
Stanton Ct	Folsom Middle School	Flower Dr	Class IIIB Bicycle Boulevard	0.11	Low	\$32,020
Hildebrand Cir	Empire Ranch Rd	Path	Class IIIB Bicycle Boulevard	0.30	Low	\$88,225
Acorn Ridge Ct / Porter Ct	Path	Owl Meadow St	Class IIIB Bicycle Boulevard	0.44	Low	\$127,780
Carpenter Hill Rd	Path	Iron Point Rd	Class IIIB Bicycle Boulevard	0.59	Low	\$169,895
Blough Way	Halidon Way	Walden Dr	Class IIIB Bicycle Boulevard	0.12	Low	\$33,995
Halidon Way / Densmore Way	Path	Knopfler Cir	Class IIIB Bicycle Boulevard	1.10	Low	\$318,655
Marsh Hawk Dr	McAdoo Dr	Path	Class IIIB Bicycle Boulevard	0.65	Low	\$188,515
Barnhill Dr / Blossom Rock Ln	Path	Iron Point Rd	Class IIIB Bicycle Boulevard	0.46	Low	\$133,325
Carter St	Grover Rd	McAdoo Dr	Class IIIB Bicycle Boulevard	0.53	Low	\$153,205
Stewart St	Russi Rd	Grover Rd	Class IIIB Bicycle Boulevard	0.38	Low	\$111,045
Parkshore Dr / Woodmere Rd	Willow Creek Trail	Jedediah Smith Memorial Trail	Class IIIB Bicycle Boulevard	0.53	Low	\$154,150

Table 10 Priority Bikeway Projects, continued

Location	Start	End	Proposed Bikeway	Length (Miles)	Priority Category	Planning Level Cost Estimate
Glenn Dr	E Bidwell St	Wales Dr	Class IIIB Bicycle Boulevard	0.33	Low	\$95,025
Placerville Rd	Mangini Pkwy	White Rock Rd	Class I Shared-Use Path	0.29	Low	\$556,895
Empire Ranch Rd	New Path (south of Hwy 50)	White Rock Rd	Class I Shared-Use Path	1.26	Low	\$2,460,550
New Folsom Area Plan Path	Grand Prairie Rd	New Road	Class I Shared-Use Path	0.09	Low	\$3,050,180
Mangini Pkwy	Placerville Rd	Rock Springs Ranch Dr	Class I Shared-Use Path	0.59	Low	\$175,085
Rock Springs Ranch Dr	Mangini Pkwy	Gold Rush Dr	Class I Shared-Use Path	0.32	Low	\$1,154,390
Sycamore Creek Way	Grand Prairie Rd	White Rock Rd	Class I Shared-Use Path	0.52	Low	\$633,835
Sycamore Creek Way	Sycamore Creek Way	Rock Springs Ranch Dr	Class I Shared-Use Path	0.14	Low	\$1,015,065
New Folsom Area Plan Path	Sycamore Creek Way	White Rock Dr	Class I Shared-Use Path	0.04	Low	\$264,045
New Folsom Area Plan Path	Concelly Cir	White Rock Dr	Class I Shared-Use Path	0.16	Low	\$85,815
New Folsom Area Plan Path	Conelly Cir	Placerville Rd	Class I Shared-Use Path	0.22	Low	\$312,875
New Folsom Area Plan Path	New Roadway	New Roadway	Class I Shared-Use Path	0.32	Low	\$430,525
New Folsom Area Plan Path	New Roadway	New Roadway	Class I Shared-Use Path	0.49	Low	\$633,900
Mangini Pkwy	Existing Class II (1000ft west of Placerville Rd)	Placerville Rd	Class II Bicycle Lane	0.24	Low	\$964,510
Alder Creek Pkwy	E Bidwell St	Placerville Rd	Class II Bicycle Lane	0.56	Low	\$412,140
Empire Ranch Connector	Empire Ranch Trail	Sundahl Dr	Class I Shared-Use Path	0.09	Low	\$178,095
Russell Dr / Sundahl Dr	Broadstone Pkwy	Path	Class IIIB Bicycle Boulevard	1.08	Low	\$312,985

Table 10 Priority Bikeway Projects, continued

Location	Start	End	Proposed Bikeway	Length (Miles)	Priority Category	Planning Level Cost Estimate
New Path - Nisenan Community Park	Empire Ranch Trail	Sundahl Dr	Class I Shared-Use Path	0.31	Low	\$607,345
Humbug Creek Trail Connector	Charlemont Pl	Humbug Willow Creek Trail	Class I Shared-Use Path	0.08	Low	\$162,190
Aldworth Way / Chadwick Way	Humbug Willow Creek Trail	N Lexington Dr	Class IIIB Bicycle Boulevard	0.22	Low	\$63,675
Ainsworth Way / Keller Cir / Bloomfield Way	N Lexington Dr	Humbug Willow Creek Trail	Class IIIB Bicycle Boulevard	0.28	Low	\$81,995
Harvest Loop / Bowen Dr	Humbug Willow Creek Trail	Hazel McFarland Park	Class IIIB Bicycle Boulevard	0.50	Low	\$146,210
Big Valley Rd	Blue Ravine Rd	Bittercreek Dr	Class IIIB Bicycle Boulevard	0.36	Low	\$104,175
Bittercreek Dr / Big Valley Rd	Willow Creek Dr	Blue Ravine Rd	Class IIIB Bicycle Boulevard	0.81	Low	\$235,020
Elderberry Cir	Blue Ravine Rd	Humbug Creek Dr	Class IIIB Bicycle Boulevard	0.14	Low	\$41,795
Humbug Creek Dr	Humbug Creek Ct	Parkway Dr	Class IIIB Bicycle Boulevard	0.42	Low	\$121,865
Chaffin Ct - Brown Duvall Ln - Teceira Way	Humbug Willow Creek Trail	Riley St	Class IIIB Bicycle Boulevard	0.94	Low	\$272,280
Glenn Station Connector Path	American River Trail	Folsom Blvd	Class I Shared-Use Path	0.23	Low	\$443,710
Prairie City Rd	Hwy 50 Off Ramp	White Rock Rd	Class IIB Buffered Bicycle Lane	2.16	Low	\$342,555
Oak Avenue Pkwy	Iron Point Rd	New Development	Class II Bicycle Lane	0.63	Low	\$463,870
Rowberry Dr	Iron Point Rd	New Development	Class IIB Buffered Bicycle Lane	0.37	Low	\$107,960
Wildland Way	Placerville Rd	Amber Grove Ct	Class I Shared-Use Path	0.17	Low	\$336,470

Table 10 Priority Bikeway Projects, continued

Location	Start	End	Proposed Bikeway	Length (Miles)	Priority Category	Planning Level Cost Estimate
New Folsom Area Plan Path	Placerville Rd (north)	Placerville Rd (south)	Class I Shared-Use Path	0.78	Low	\$1,517,760
New Folsom Area Plan Path	New Folsom Area Plan Path	New Folsom Area Plan Path	Class I Shared-Use Path	1.14	Low	\$2,222,435
New Folsom Area Plan Path	New Folsom Area Plan Path	New Folsom Area Plan Path	Class I Shared-Use Path	0.41	Low	\$792,460
New Folsom Area Plan Path	New Folsom Area Plan Path	White Rock Rd	Class I Shared-Use Path	1.19	Low	\$2,333,560
New Folsom Area Plan Path	Sparrow Dr	Hummingbird Cir	Class I Shared-Use Path	0.22	Low	\$430,505
New Folsom Area Plan Path	White Rock Rd	New Folsom Area Plan Path	Class I Shared-Use Path	0.48	Low	\$937,665
New Folsom Area Plan Path	New Folsom Area Plan Path	White Rock Rd	Class I Shared-Use Path	0.82	Low	\$1,604,705
New Folsom Area Plan Path	New Folsom Area Plan Path	New Folsom Area Plan Path	Class I Shared-Use Path	1.42	Low	\$2,765,745
New Folsom Area Plan Path	New Folsom Area Plan Path	New Folsom Area Plan Path	Class I Shared-Use Path	0.11	Low	\$208,770
New Folsom Area Plan Path	New Folsom Area Plan Path	New Folsom Area Plan Path	Class I Shared-Use Path	0.52	Low	\$1,015,335
New Folsom Area Plan Path	New Folsom Area Plan Path	New Folsom Area Plan Path	Class I Shared-Use Path	0.76	Low	\$1,481,120
New Folsom Area Plan Path	New Folsom Area Plan Path	New Folsom Area Plan Path	Class I Shared-Use Path	1.21	Low	\$2,362,025
New Folsom Area Plan Path	New Folsom Area Plan Path	New Folsom Area Plan Path	Class I Shared-Use Path	0.65	Low	\$1,262,360
New Folsom Area Plan Path	New Folsom Area Plan Path	New Folsom Area Plan Path	Class I Shared-Use Path	0.40	Low	\$784,465

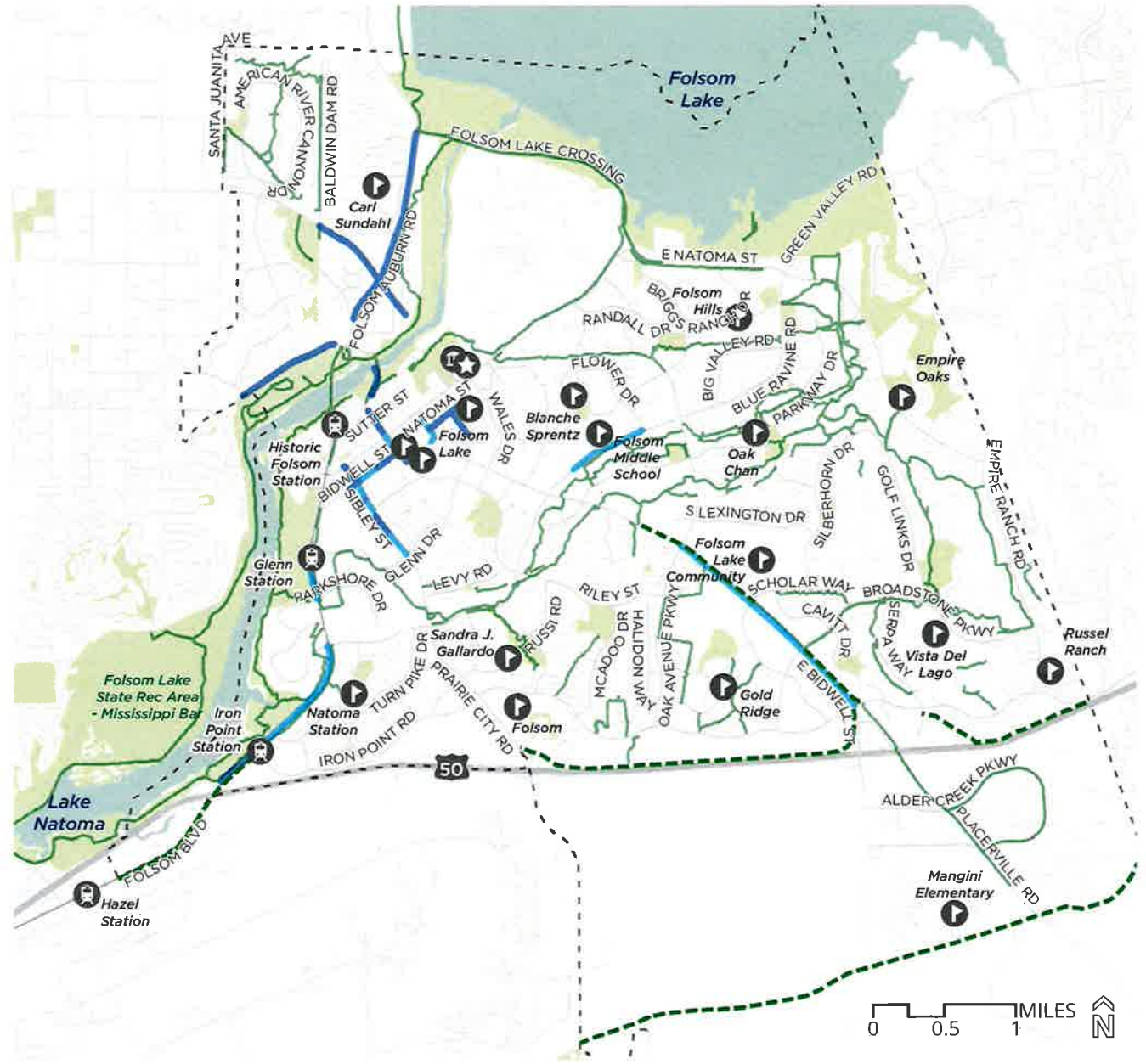
Table 10 Priority Bikeway Projects, continued

Location	Start	End	Proposed Bikeway	Length (Miles)	Priority Category	Planning Level Cost Estimate
New Folsom Area Plan Path	Prairie City Rd	New Folsom Area Plan Path	Class I Shared-Use Path	0.92	Low	\$1,797,155
New Folsom Area Plan Path	New Folsom Area Plan Path	New Folsom Area Plan Path	Class I Shared-Use Path	0.67	Low	\$1,317,550
New Folsom Area Plan Path	New Folsom Area Plan Path	White Rock Rd	Class I Shared-Use Path	1.09	Low	\$2,128,090
New Folsom Area Plan Path	Prairie City Rd	New Folsom Area Plan Path	Class I Shared-Use Path	0.44	Low	\$864,665
New Folsom Area Plan Path	New Folsom Area Plan Path	New Folsom Area Plan Path	Class I Shared-Use Path	0.18	Low	\$342,870
New Folsom Area Plan Path	New Folsom Area Plan Path	New Folsom Area Plan Path	Class I Shared-Use Path	0.58	Low	\$1,131,190
Folsom Blvd	South of Hwy 50	North of Hwy 50	Class IIB Buffered Bicycle Lane	0.29	Low	\$46,475
Oak Ave	Santa Juanita Ave	Low Howard Park Trail	Class I Shared-Use Path	0.09	Low	\$167,420
Owl Meadow Rd	Carpenter Hill Rd	Porter Rd	Class IIB Bicycle Boulevard	0.37	Low	\$108,230
Oak Parkway Trail	Willow Creek Dr	Blue Ravine Rd	Shared-Use Path Enhancement	0.72	Low	\$265,340
Willow Creek Trail	Riley St	E Bidwell St	Shared-Use Path Enhancement	0.72	Low	\$266,105
Willow Creek Trail	Parkshore Dr	Near Glenn Dr	Shared-Use Path Enhancement	0.66	Low	\$244,195
Oak Parkway Trail	Oak Parkway Trail	Willow Creek Dr	Shared-Use Path Enhancement	0.36	Low	\$131,755
Oak Ave Pkwy (west)	Path south of Blue Ravine Rd	Cummings Family Park	Class I Shared-Use Path	0.11	Low	\$218,665

Figure 16 High Priority Sidewalks

Hight Priority Walking Network Improvements
FOLSOM ATP

- Pedestrian Improvements**
- Fill in Sidewalk Gaps (Both Sides)
 - Fill in Sidewalk Gaps (One-side)
- Proposed Shared use paths**
- - - Class I Shared Use Path
- Existing Bikeways**
- Class I Paved Shared Use Path
- Destinations + Boundaries**
- City Hall
 - Community Center
 - School
 - Light Rail Station
 - City Boundary
 - Park



Data provided by the City of Folsom, SACOG



Figure 17 Medium Priority Sidewalks

Medium Priority Walking Network Improvements

FOLSOM ATP

Pedestrian Improvements

- Fill in Sidewalk Gaps (Both Sides)
- Fill in Sidewalk Gaps (One-side)

Proposed Shared use paths

- - - Class I Shared Use Path

Existing Bikeways

- Class I Paved Shared Use Path

Destinations + Boundaries

- City Hall
- Community Center
- School
- Light Rail Station
- City Boundary
- Park

Data provided by the City of Folsom, SACOG

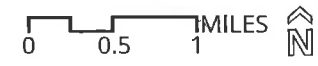
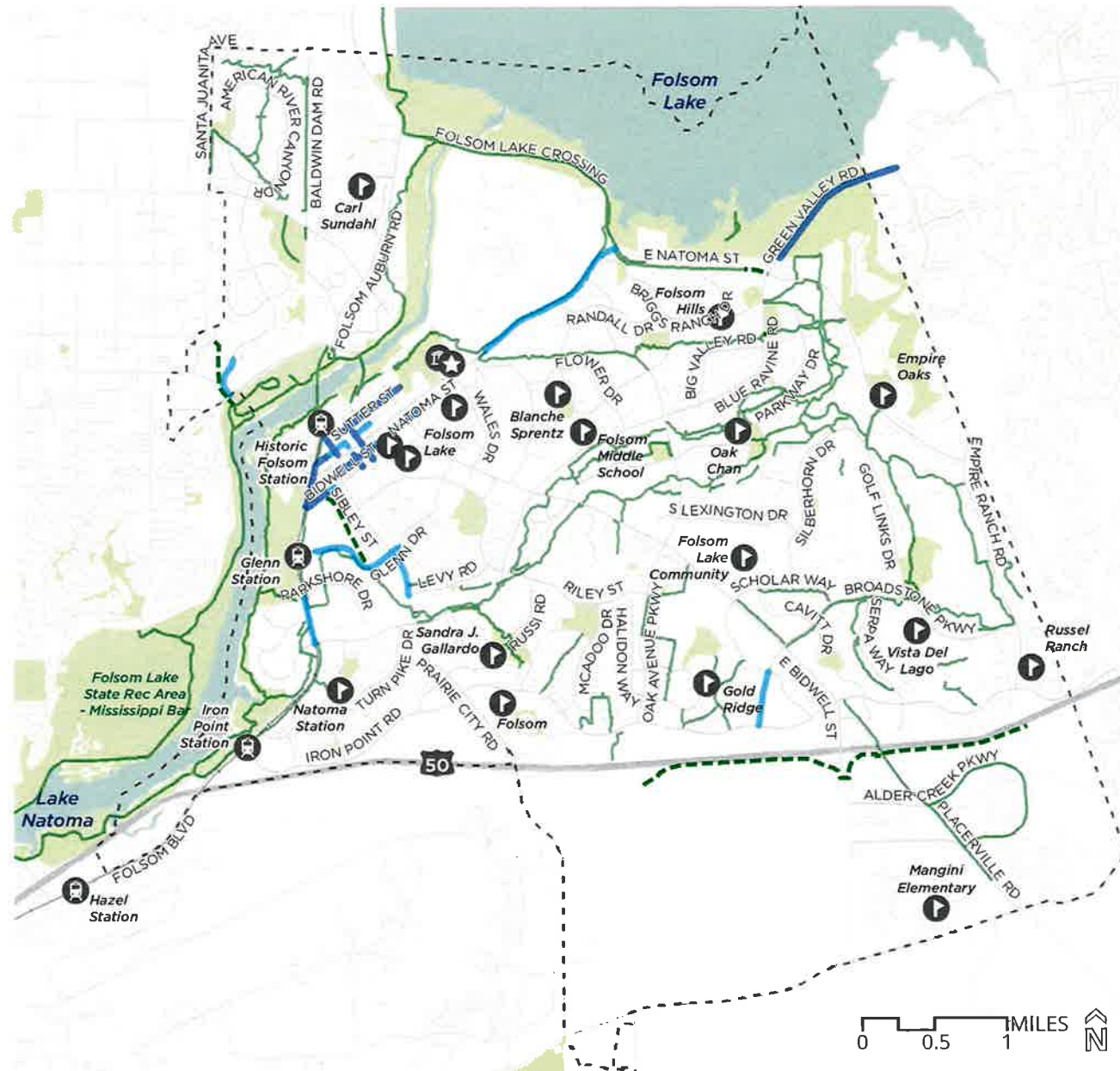


Table 11 Priority Pedestrian Network Projects

Project Name	Side of Street	Length (Miles)	Priority Category	Planning Level Cost Estimate	
				Sidewalk (6 ft)	Sidewalk (10 ft)
Greenback Ln from Historic Truss Bridge to Scott St	Both	0.19	High	\$286,615	\$348,030
Greenback Ln from American River Canyon Dr to Folsom-Auburn Rd	Both	0.72	High	\$1,068,570	\$1,297,545
Riley St from Sutter St to E Bidwell St	Both	0.44	High	\$646,235	\$784,715
Riley St from Natoma St to Persifer St	One	0.07	High	\$51,160	\$62,125
Folsom Blvd from West of Iron Point Station to Blue Ravine Rd	One	0.82	High	\$604,300	\$733,795
Folsom Blvd from Highway 50 to West of Iron Point Station	Both	0.42	High	\$620,450	\$753,405
Folsom Blvd from Parkshore Dr to Glenn Dr	One	0.33	High	\$245,135	\$297,665
Blue Ravine Rd from School St to Flower Dr	One	0.54	High	\$401,015	\$486,945
Bidwell St from Orange Grove Way to Kelly Way	Both	0.13	High	\$187,585	\$227,780
Bidwell St from Kelly Way to Decatur St	One	0.12	High	\$85,720	\$104,090
Bidwell St from Decatur St to West of Riley St	Both	0.15	High	\$222,985	\$270,765
E Bidwell St from Oak Ave Pkwy to Iron Point Rd	One	1.60	High	\$1,185,075	\$1,439,020
Sibley St from Natoma St to North of Kelly Way	Both	0.18	High	\$263,660	\$320,160
Sibley St from North of Kelly Way to South of Martin Ct	One	0.09	High	\$65,830	\$79,935
Sibley St from South of Martin Ct to North of Holley Ct	Both	0.03	High	\$47,815	\$58,065
Sibley St from North of Holley Ct to Lembi Dr	One	0.06	High	\$40,760	\$49,495
Sibley St from South of Lembi Dr to Brilliance Pl	Both	0.17	High	\$256,460	\$311,415
Sibley St from Brilliance Pl to Glenn Dr	One	0.16	High	\$117,850	\$143,105
Coloma St from Persifer St to Duchow Way - E Bidwell St Alley	One	0.17	High	\$124,050	\$150,635
Oak Avenue Pkwy from Baldwin Dam Rd to Grant Ln	Both	0.85	High	\$1,251,805	\$1,520,045
Dean Way from Coloma St to Stafford St	Both	0.26	High	\$390,630	\$474,340
Folsom-Auburn Rd from Oak Ave to Folsom Lake Crossing	Both	1.36	High	2014545	\$2,446,235
School St from Dean Way to Market St	Both	0.19	High	274325	\$333,110

Table 11 Priority Pedestrian Network Projects, continued

Project Name	Side of Street	Length (Miles)	Priority Category	Planning Level Cost Estimate	
				Sidewalk (6 ft)	Sidewalk (10 ft)
E Natoma St from Prison Rd to Folsom Lake Crossing	One	1.16	Medium	\$860,295	\$1,044,645
Folsom Blvd from Blue Ravine Rd to Parkshore Dr	One	0.32	Medium	\$238,110	\$289,130
Green Valley Rd from Cummings Way to Sophia Pkwy	Both	1.06	Medium	\$1,561,140	\$1,895,670
Glenn Dr from 330' east of Coolidge Dr to 950' west of Sibley St	One	0.67	Medium	\$496,570	\$602,975
Bidwell St from Folsom Blvd to West of Orange Grove Way	Both	0.22	Medium	\$320,585	\$389,280
Bidwell St from West of Orange Grove Way to Orange Grove Way	One	0.03	Medium	\$21,610	\$26,240
Broadstone Pkwy from Iron Point Rd to Clarksville Rd	One	0.38	Medium	\$283,500	\$344,250
Leidesdorff St from Folsom Blvd to Gold Lake Dr	Both	0.20	Medium	\$291,505	\$353,970
Oakdale St from Bidwell St to South of Natoma St	Both	0.20	Medium	\$301,900	\$366,590
Oakdale St/Mormon St from Natoma St to Sibley St	Both	0.13	Medium	\$193,130	\$234,520
Mormon St from Sibley St to West of Reading St	Both	0.06	Medium	\$82,815	\$100,565
Mormon St from West of Reading St to Decatur St	One	0.12	Medium	\$89,250	\$108,375
Mormon St from East of Wool St to East of Riley St	One	0.09	Medium	\$65,295	\$79,290
Figueroa St from Decatur St to the East End	Both	0.52	Medium	\$775,540	\$941,730
Wool St from Figueroa St to Bidwell St	Both	0.28	Medium	\$409,230	\$496,925
Decatur St from Mormon St to Mormon Street Natoma St Alley	One	0.03	Medium	\$24,875	\$30,205
Decatur St from Natoma Street Persifer St Alley to Bidwell St	Both	0.10	Medium	\$153,900	\$186,875
Reading St from North End to Mormon Street Natoma St Alley	Both	0.17	Medium	\$253,605	\$307,950
Persifer St from Sibley St to Riley St	Both	0.35	Medium	\$524,080	\$636,385
Persifer St from Riley St to Bridge St	One	0.18	Medium	\$130,385	\$158,325
Persifer St from Coloma St to 300' East of Rumsey Way	Both	0.10	Medium	\$152,610	\$185,315
Sibley St from Glen Dr to Levy Rd	One	0.33	Medium	\$242,830	\$294,860
American River Canyon Rd from Greenback Ln to Morning Dove Ln	One	0.27	Medium	\$202,625	\$246,045

Table 11 Priority Pedestrian Network Projects, continued

Project Name	Side of Street	Length (Miles)	Priority Category	Planning Level Cost Estimate	
				Sidewalk (6 ft)	Sidewalk (10 ft)
Blue Ravine Rd from Riley St to E Bidwell St	One	0.58	Low	\$429,210	\$521,185
Iron Point Rd from Broadstone Pkwy to Palladio Pkwy	One	0.37	Low	\$271,710	\$320,160
Iron Point Rd from E Bidwell St to Cavitt Dr	One	0.19	Low	\$142,800	\$173,395
Canal St from Scott St to Bridge St	Both	0.26	Low	\$379,890	\$461,295
Sutter St from East of Scott St to West End	Both	0.23	Low	\$333,245	\$404,650
Mormon St from Decatur St to East of Wool St	Both	0.13	Low	\$185,150	\$224,825
Mormon St from East of Riley St to the East End	Both	0.31	Low	\$461,305	\$560,155
Figueroa St from West End to Decatur St	One	0.16	Low	\$118,985	\$144,480
Decatur St from Sutter St to Figueroa St	One	0.07	Low	\$52,035	\$63,185
Decatur St from Figueroa St to Mormon St	Both	0.07	Low	\$102,475	\$124,430
Reading St from Natoma Street Persifer St Alley to South End	Both	0.23	Low	\$336,640	\$408,775
Scott St from Peddlers Ln to Mormon St	Both	0.10	Low	\$153,885	\$186,860
Parkshore Dr from 1300' West of Folsom Blvd to ExtraSpaceStorage Entrance	One	0.14	Low	\$101,670	\$123,455
Parkshore Dr from ExtraSpaceStorage Entrance to Folsom Blvd	Both	0.10	Low	\$154,935	\$188,135
Coloma St from Leidesdorff St to Mormon Street Natoma St Alley	Both	0.24	Low	\$358,190	\$434,945
Persifer St from 300' East of Rumsey Way to Rumsey Way Stafford St Alley	One	0.07	Low	\$49,940	\$60,640
Santa Juanita Ave from Oak Avenue Pkwy to Northwest City Boundary	Both	1.00	Low	\$1,477,050	\$1,793,560
Oak Ave from Baldwin Dam Rd to Folsom Auburn Rd	Both	0.43	Low	\$632,180	\$767,645
Oak Avenue Pkwy from Katarina Ln to Lew Howard Park	One	0.22	Low	\$159,360	\$193,510
E Bidwell St from Coloma St to Market St	One	0.20	Low	\$145,255	\$176,380
Natoma St from Folsom Blvd to Sibley St	Both	0.13	Low	\$194,215	\$235,830
Blue Ravine Rd from Lake Forest Way to Folsom Blvd	One	0.21	Low	\$158,270	\$192,185

Figure 19 High Priority Spot Improvements

High Priority Spot Improvements

FOLSOM ATP

Spot Improvements

- Path / Major Road Signalized
- Path / Major Road Unsignalized
- Major Road Signalized
- Major Road Unsignalized
- Overcrossing / Undercrossing

Existing Bikeways

- Class I Shared Use Path
- Class II Bicycle Lane
- Class IIB Buffered Bicycle Lane
- Class III Bicycle Route
- Class IV Separated Bikeway

Destinations + Boundaries

- City Hall
- Community Center
- School
- Light Rail Station
- City Boundary
- Park



Data provided by the City of Folsom, SACOG

Figure 20 Medium Priority Spot Improvements

Medium Priority Spot Improvements

FOLSOM ATP

Spot Improvements

- Path / Major Road Signalized
- Path / Major Road Unsignalized
- Major Road Signalized
- Major Road Unsignalized
- Minor Road Unsignalized
- Overcrossing / Undercrossing

Existing Bikeways

- Class I Shared Use Path
- Class II Bicycle Lane
- Class IIB Buffered Bicycle Lane
- Class III Bicycle Route
- Class IV Separated Bikeway

Destinations + Boundaries

- City Hall
- Community Center
- School
- Light Rail Station
- City Boundary
- Park



Data provided by the City of Folsom, SACOG

Figure 21 Low Priority Spot Improvements

Low Priority Spot Improvements

FOLSOM ATP

Spot Improvements

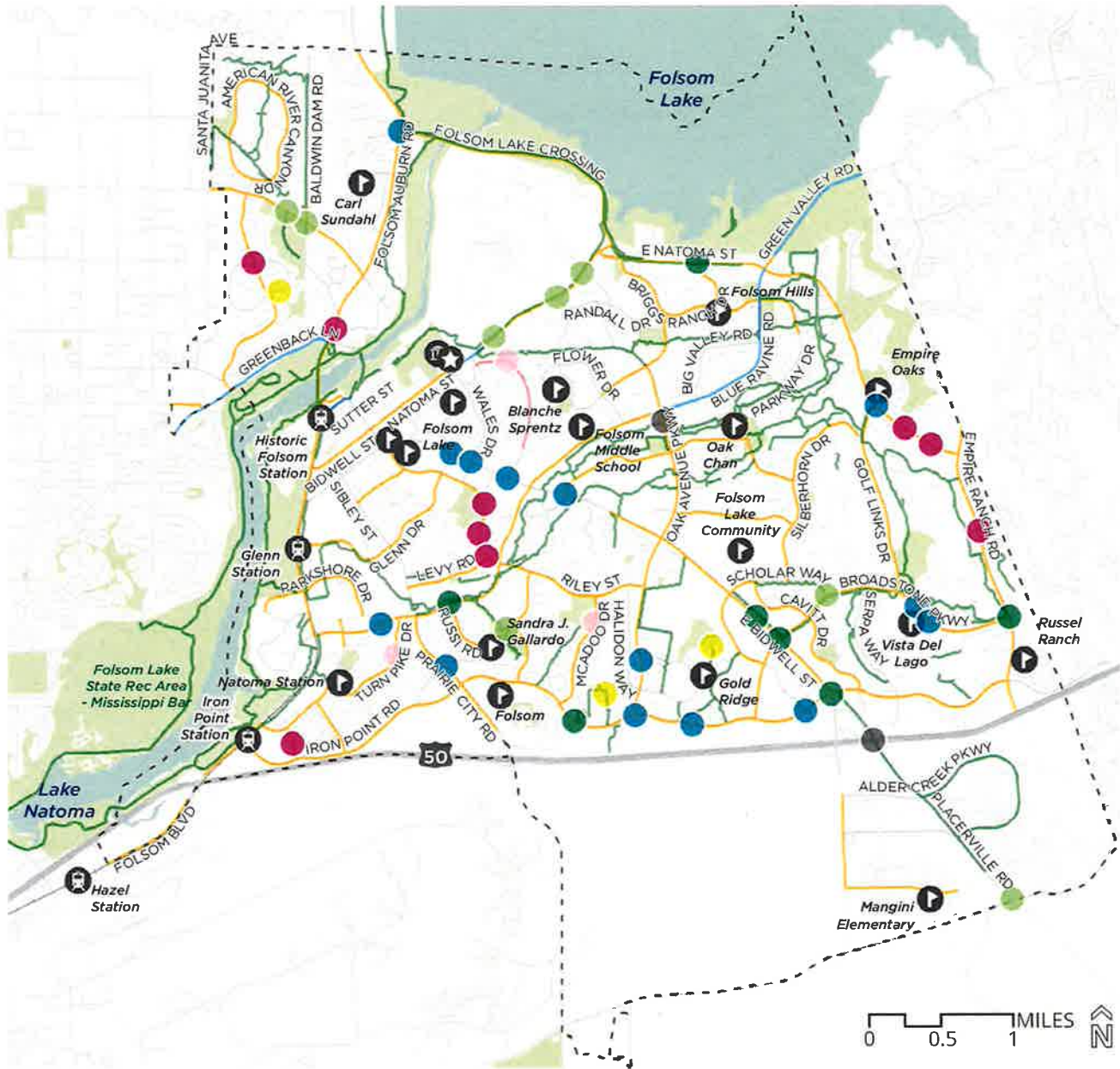
- Path / Major Road Signalized
- Path / Major Road Unsignalized
- Major Road Signalized
- Major Road Unsignalized
- Minor Road Unsignalized
- Overcrossing / Undercrossing

Existing Bikeways

- Class I Shared Use Path
- Class II Bicycle Lane
- Class IIB Buffered Bicycle Lane
- Class III Bicycle Route
- Class IV Separated Bikeway

Destinations + Boundaries

- 🏛️ City Hall
- ★ Community Center
- 🎓 School
- 🚊 Light Rail Station
- ⋯ City Boundary
- 🌳 Park



Data provided by the City of Folsom, SACOG

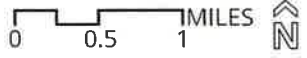


Table 12 Priority Spot Improvement Projects

Cross Street A	Cross Street B	Improvement Type	Priority Category	Planning Level Cost Estimate
Iron Point Rd	Prairie City Rd	Major Road Signalized	High	\$105,625
Folsom Blvd	Natoma Station Dr	Path / Major Road Signalized	High	\$136,230
Folsom Blvd	Iron Point Rd	Path / Major Road Signalized	High	\$136,230
Folsom Blvd	Glenn Dr	Overcrossing / Undercrossing	High	Further study required
Iron Point Rd	Serpa Way	Major Road Signalized	High	\$105,625
Natoma St	Wales Dr	Major Road Signalized	High	\$105,625
Folsom-Auburn Rd	Berry Creek Dr	Major Road Unsignalized	High	\$442,370
Iron Point Rd	Grover Rd	Major Road Signalized	High	\$105,625
Glenn Dr	Folsom Rail Trail	Path / Major Road Signalized	High	\$413,850
Reading St	Leidesdorf St	Major Road Unsignalized	High	\$442,370
Folsom Blvd	Natoma St	Path / Major Road Signalized	High	\$136,230
E Bidwell St	South of Hwy 50	Overcrossing / Undercrossing	High	\$3,500,000
Blue Ravine Rd	Arrowsmith Dr	Path / Major Road Unsignalized	High	\$413,850
Blue Ravine Rd	E Bidwell St	Major Road Signalized	High	\$105,625
Blue Ravine Rd	Natoma Station Dr	Major Road Unsignalized	High	\$442,370
Clarksville Rd	Walden Dr	Path / Major Road Signalized	High	\$136,230
Clarksville Rd	Broadstone Pkwy	Major Road Signalized	High	\$105,625
E Natoma St	Ballou Cir	Major Road Signalized	High	\$105,625
Folsom Blvd	Blue Ravine Rd	Path / Major Road Signalized	High	\$136,230
Folsom Blvd	Parkshore Dr	Path / Major Road Signalized	High	\$136,230
Folsom-Auburn Rd	Inwood Rd	Major Road Signalized	High	\$105,625
Iron Point Rd	Natomas Ditch Patj	Path / Major Road Unsignalized	High	\$413,850
Greenback Ln	American River Canyon Dr	Path / Major Road Signalized	High	\$136,230
Natoma St	Sibley St	Major Road Signalized	High	\$105,625
Natoma St	Reading St	Major Road Signalized	High	\$105,625

Table 12 *Priority Spot Improvement Projects, continued*

Cross Street A	Cross Street B	Improvement Type	Priority Category	Planning Level Cost Estimate
Natoma St	Decatur St	Major Road Signalized	High	\$105,625
Natoma St	Wool St	Major Road Signalized	High	\$105,625
Natoma St	Scott St	Major Road Signalized	High	\$105,625
Natoma St	Bridge St	Major Road Signalized	High	\$105,625
Glenn Dr	Humbug Willow Creek Trail	Path / Major Road Unsignalized	Medium	\$413,850
Hwy 50	Empire Ranch Rd (future)	Overcrossing / Undercrossing	Medium	Further study required
Iron Point Rd	Willard Dr	Major Road Signalized	Medium	\$105,625
E Bidwell St	Coloma St	Major Road Signalized	Medium	\$105,625
E Bidwell St	Mid-block	Major Road Unsignalized	Medium	\$442,370
E Natoma St	Bowen Dr	Major Road Signalized	Medium	\$105,625
Riley St	E Bidwell St	Major Road Unsignalized	Medium	\$442,370
Broadstone Pkwy	Cavitt Dr	Path / Major Road Signalized	Medium	\$136,230
E Bidwell St	Scholar Way	Path / Major Road Signalized	Medium	\$136,230
Iron Point Rd	McAdoo Dr	Major Road Signalized	Medium	\$105,625
Oak Ave Pkwy	Creekside Dr	Major Road Signalized	Medium	\$105,625
Riley St	Lembi Dr	Major Road Unsignalized	Medium	\$442,370
Broadstone Pkwy	Serpa Way	Path / Major Road Unsignalized	Medium	\$327,050
E Natoma St	Haddington Dr	Path / Major Road Signalized	Medium	\$136,230
Riley St	Teceira Way	Major Road Unsignalized	Medium	\$442,370
Blue Ravine Rd	Folsom Middle School	Path / Major Road Signalized	Medium	\$136,230
Blue Ravine Rd	Folsom Middle School	Path / Major Road Unsignalized	Medium	\$413,850
Empire Ranch Rd	Owl Meadow St	Major Road Signalized	Medium	\$105,625
Manseau Dr	Arrowsmith Dr	Minor Road Unsignalized	Medium	\$100,130
Prairie City Rd	American Aggregate Rd	Major Road Signalized	Medium	\$105,625
Scholar Way	Cavitt Dr	Path / Major Road Unsignalized	Medium	\$327,050

Table 12 Priority Spot Improvement Projects, continued

Cross Street A	Cross Street B	Improvement Type	Priority Category	Planning Level Cost Estimate
Blue Ravine Rd	Russi Rd	Path / Major Road Signalized	Low	\$136,230
Blue Ravine Rd	Plaza Dr	Major Road Signalized	Low	\$105,625
Broadstone Pkwy	E Bidwell St	Path / Major Road Signalized	Low	\$136,230
Broadstone Pkwy	Scholar Way	Path / Major Road Unsignalized	Low	\$327,050
Broadstone Pkwy	Russell Dr	Major Road Signalized	Low	\$105,625
Broadstone Pkwy	Stockman Cir	Major Road Signalized	Low	\$105,625
Densmore Way	Path	Path / Minor Road	Low	\$69,750
E Bidwell St	Creekside Dr	Major Road Signalized	Low	\$105,625
E Bidwell St	Iron Point Rd	Path / Major Road Signalized	Low	\$136,230
E Bidwell St	Glenn Dr	Major Road Signalized	Low	\$105,625
E Bidwell St	Wales Dr	Major Road Signalized	Low	\$105,625
E Bidwell St	Power Center Dr	Path / Major Road Signalized	Low	\$136,230
E Natoma St	Cimmaron Cir	Path / Major Road Unsignalized	Low	\$43,090
Ingersoll Way	Parker Dr	Major Road Unsignalized	Low	\$442,370
Iron Point Rd	Oak Ave Pkwy	Major Road Signalized	Low	\$105,625
Placerville Rd	Hwy 50	Overcrossing / Undercrossing	Low	Further study required
Riley St	Timson Dr	Major Road Unsignalized	Low	\$442,370
Riley St	Levy Rd	Major Road Unsignalized	Low	\$442,370
Riley St	Hazelmere Dr	Major Road Unsignalized	Low	\$442,370
Russi Rd	Amos P. Catlin Path	Path / Major Road Unsignalized	Low	\$413,850
E Natoma St	Briggs Ranch Rd	Path / Major Road Signalized	Low	\$136,230
E Natoma St	Cameron Dr	Major Road Unsignalized	Low	\$442,370
E Natoma St	Randall Dr	Path / Major Road Unsignalized	Low	\$43,090
Empire Ranch Rd	Broadstone Pkwy	Path / Major Road Signalized	Low	\$136,230
Iron Point Rd	Palladio Pkwy	Major Road Signalized	Low	\$105,625

Table 12 *Priority Spot Improvement Projects, continued*

Cross Street A	Cross Street B	Improvement Type	Priority Category	Planning Level Cost Estimate
Iron Point Rd	Oak Ave Pkwy	Major Road Signalized	Low	\$105,625
Iron Point Rd	Outcropping Way	Path / Major Road Signalized	Low	\$136,230
McAdoo Dr	Marsh Hawk Dr	Minor Road Unsignalized	Low	\$100,130
Oak Ave	Path (Lew Howard Park)	Path / Major Road Unsignalized	Low	\$413,850
Oak Ave Pkwy	Haverhill Dr	Major Road Signalized	Low	\$105,625
Prairie City Rd	Willard Dr	Major Road Signalized	Low	\$105,625
Folsom-Auburn Rd	Hillswood Dr	Major Road Unsignalized	Low	\$442,370
E Bidwell St	Montrose Dr	Major Road Signalized	Low	\$105,625
Folsom-Auburn Rd	Folsom Lake Crossing	Major Road Signalized	Low	\$105,625
Montrose Dr	Marchant Dr	Minor Road Unsignalized	Low	\$100,130
Oak Ave Pkwy	Baldwin Dam Rd	Path / Major Road Unsignalized	Low	\$327,050
Bundrick Dr	Rundgren Way	Path / Minor Road	Low	\$69,750
E Natoma St	Golf Links Dr	Major Road Signalized	Low	\$105,625
Turn Pike Dr	Hopfield Dr	Minor Road Unsignalized	Low	\$100,130
American River Canyon Dr	Crow Canyon Dr	Major Road Unsignalized	Low	\$442,370
E Natoma St	Wesley Dr	Major Road Unsignalized	Low	\$442,370
E Natoma St	Hancock Dr	Path / Major Road Unsignalized	Low	\$413,850
Empire Ranch Rd	Woodhead St	Major Road Unsignalized	Low	\$442,370
Placerville Rd	White Rock Rd	Path / Major Road Unsignalized	Low	\$327,050
Canyon Rim Dr	Blue Canyon Way	Path / Minor Road	Low	\$69,750
Oak Ave Pkwy	Blue Ravine Rd	Overcrossing / Undercrossing	Low	\$2,500,000

Where Do We Start?



The City of Folsom Active Transportation Plan includes more than 300 projects that will advance the safety and function of the active transportation network, with about 65 projects identified as high priority. Based on planning-level cost estimates, it is expected to cost more than \$88,000,000 to implement the high priority projects outlined in the Plan.

While this is a significant investment in the City's future, the City can build momentum by advancing projects that not only demonstrate the benefit of active transportation but also leverage existing projects, available funding sources, and more.

Building on the prioritized project list presented in the previous section, the following projects are recommended for the first phase of ATP implementation. These projects are included in the first phase for a range of reasons, including active project grant applications, alignment with ongoing development, and more.

Additional strategies for project implementation can be found beginning on page 91 and should be considered not only for the projects listed here but also for future project phases to advance the ATP.

Table 13 Phase One Bikeway Projects

Location	Start	End	Proposed Bikeway	Length (miles)	Planning Level Cost Estimate
Folsom Placerville Rail Trail	Willow Creek Trail	Iron Point Rd	Class I Shared-Use Path	0.97	\$1,891,950
New Trail (Parallel to Hwy 50)	Serpa Ct	City Boundary	Class I Shared-Use Path	1.26	\$2,470,750
New Trail (Parallel to Hwy 50)	Prairie City Rd	Iron Point Rd / E Bidwell St	Class I Shared-Use Path	2.54	\$4,971,445
Iron Point Rd	Folsom Blvd	City Boundary	Class IV Separated Bikeway	6.25	\$12,861,795
Oak Avenue Pkwy	Iron Point Rd	Willow Creek Dr	Class IV Separated Bikeway	2.52	\$5,183,305
Sibley St	Glenn Dr	Figueroa St	Class IIB Buffered Bicycle Lane	0.86	\$137,005

Table 14 Phase One Pedestrian Network Projects

Project Name	Side of Street	Length (Miles)	Planning Level Cost Estimate	
			Sidewalk (6 ft)	Sidewalk (10 ft)
Riley St from Sutter St to E Bidwell St	Both	0.44	\$646,235	\$784,715
Riley St from Natoma St to Persifer St	One	0.07	\$51,160	\$62,125
Oak Avenue Pkwy from Baldwin Dam Rd to Grant Ln	Both	0.85	\$1,251,805	\$1,520,045
Dean Way from Coloma St to Stafford St	Both	0.26	\$390,630	\$474,340
Folsom-Auburn Rd from Oak Ave to Folsom Lake Crossing	Both	1.36	\$2,014,545	\$2,446,235
School St from Dean Way to Market St	Both	0.19	\$274,325	\$333,110
Natoma St from Prison Rd to Folsom Lake Crossing	One	1.16	\$860,295	\$1,044,645
Oak Ave from Baldwin Dam Rd to Folsom Auburn Rd	Both	0.43	\$632,180	\$767,645
E Bidwell St from Coloma St to Market St	One	0.20	\$145,255	\$176,380

Table 15 Phase One Spot Improvement Projects

Cross Street A	Cross Street B	Improvement Type	Planning Level Cost Estimate
Folsom Blvd	Glenn Dr	Overcrossing / Undercrossing	Further study required
Folsom-Auburn Rd	Berry Creek Dr	Major Road Unsignalized	\$442,370
E Bidwell St	South of Hwy 50	Overcrossing / Undercrossing	\$3,500,000
Folsom Blvd	Parkshore Dr	Trail / Major Road Signalized	\$136,230
Folsom-Auburn Rd	Inwood Rd	Major Road Signalized	\$105,625
Greenback Ln	American River Canyon Dr	Trail / Major Road Signalized	\$136,230
Natoma St	Sibley St	Major Road Signalized	\$105,625
Natoma St	Reading St	Major Road Signalized	\$105,625
Natoma St	Decatur St	Major Road Signalized	\$105,625
Natoma St	Wool St	Major Road Signalized	\$105,625
Natoma St	Scott St	Major Road Signalized	\$105,625
Natoma St	Bridge St	Major Road Signalized	\$105,625
Riley St	E Bidwell St	Major Road Unsignalized	\$442,370
Riley St	Lembi Dr	Major Road Unsignalized	\$442,370
Placerville Rd	Hwy 50	Overcrossing / Undercrossing	Further study required
Riley St	Timson Dr	Major Road Unsignalized	\$442,370
Oak Ave Pkwy	Baldwin Dam Rd	Trail / Major Road Unsignalized	\$327,050
Placerville Rd	White Rock Rd	Trail / Major Road Unsignalized	\$327,050
Oak Ave Pkwy	Blue Ravine Rd	Overcrossing / Undercrossing	\$2,500,000

Figure 23 Phase One Projects

Phase One Projects

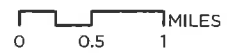
FOLSOM ATP

- Phase One Projects**
- Spot Improvement
 - Proposed Bikeway
 - Pedestrian Improvement

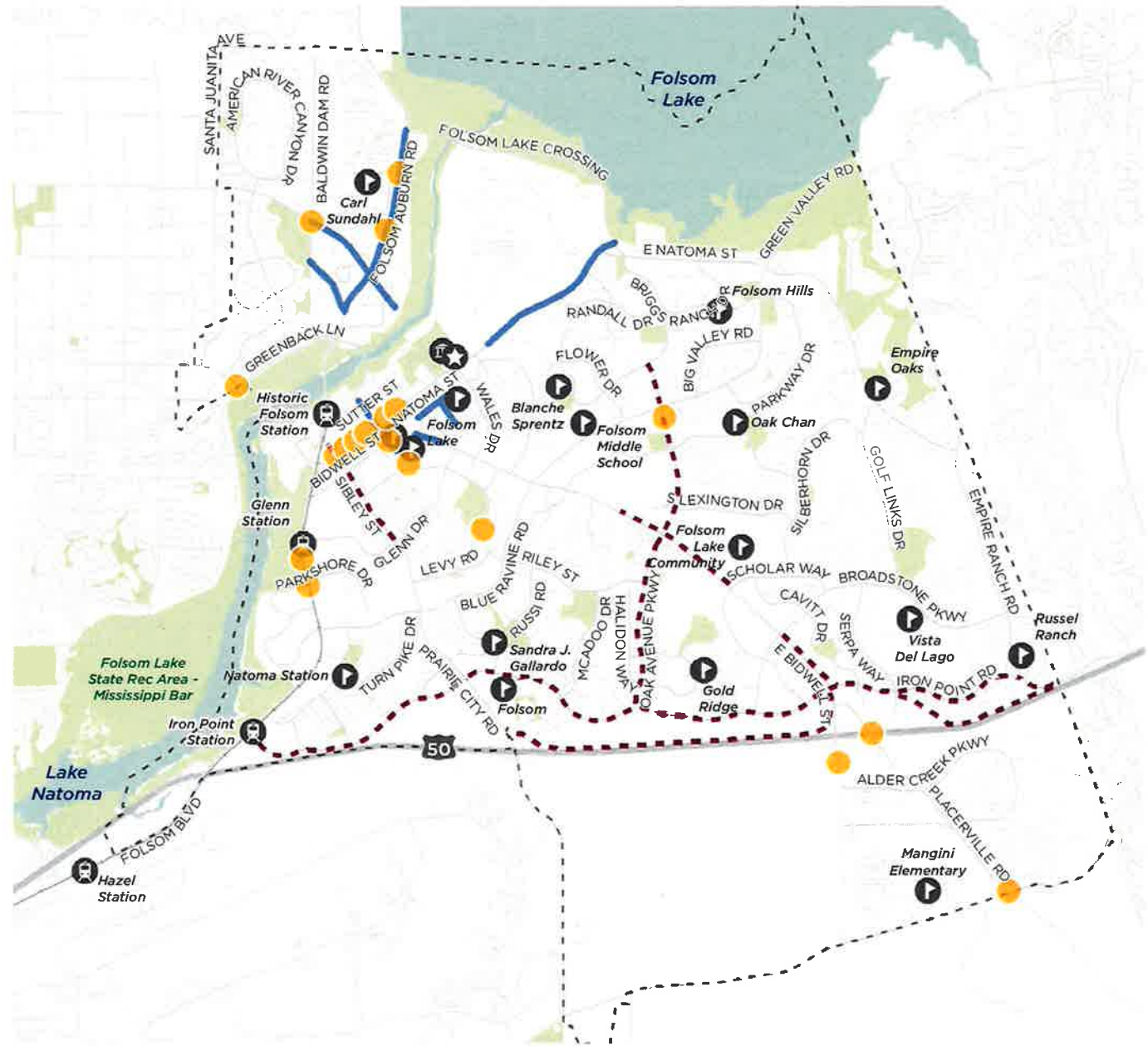
Destinations + Boundaries

- III City Hall
- ★ Community Center
- 🎓 School
- 🚊 Light Rail Station

- City Boundary
- Park



Data provided by the City of Folsom, SACOG.



Implementation Strategy



Project implementation requires a deliberate strategy and exploration of innovative approaches. With limited resources and high demand for improvements, the city should coordinate with relevant departments and partners to identify opportunities for project delivery. The strategies explored below are opportunities for the city to support the implementation of the ATP's programs, recommended project improvements, and goals and policies over time.

CAPITAL PROJECTS

Include the projects and priorities of the ATP in the annual Capital Improvement Plan (CIP). Identify additional opportunities for coordination among projects in the CIP that both advance the ATP and the city's Public Works and Parks and Recreation Departments' CIP goals.

IDENTIFY QUICK BUILD PROJECTS

Quick build refers to projects that are implemented using relatively low-cost materials compared to long-term capital projects. Quick build projects are not only faster and less costly to implement,

they also create an opportunity to pilot a project design or treatment for community feedback and observation. Where feasible, the City of Folsom should identify specific network improvements or packaged improvements that can advance on an accelerated timeline through quick build implementation. The ATP project list provides the blueprint for a more balanced transportation network but also includes a large price tag for system-wide implementation. Quick build tactics can advance basic design elements of a project to provide immediate relief from a safety, comfort, or access issue. The city can demonstrate visible "early wins" and build support for increased investments in projects proposed in this Plan. Quick build projects also allow the city to be more responsive to communities including the workforce population that may have faced historic disinvestment and often face the greatest risk when traveling. This approach helps address the urgency around needed improvements while also providing a mechanism to gather feedback from the community impacted by the improvement.

FLEXIBLE PROJECT DELIVERY

The City of Folsom will need to work internally and across city departments to find flexibility within any existing processes and how projects are implemented. Remaining flexible will help reduce hurdles typically faced in project delivery and streamline decision-making.

The city will need to continue to develop flexible approaches to project delivery and not exactly how projects are prioritized in the Plan. Recommended ATP projects will require ongoing evaluation and pivoting within an annual work plan and project development.

CROSS DEPARTMENT OPPORTUNITIES

Interdepartmental city staff coordination is key to the success of the ATP project implementation. Aligning with existing or future projects across city departments will ensure that there is a shared understanding that ATP project delivery is a priority across the city. Aligning across city departments is also an opportunity to share the need for the proposed improvements and how all the city's networks interact.



FUNDING STRATEGY

It is crucial for the city to identify and secure funding for programs and infrastructure projects to advance the goals established in this Plan. A variety of sources exist to fund bicycle and pedestrian infrastructure programs, projects, and studies. These sources include local, regional, state, and federal funding opportunities.

ENGAGING WITH THE ACTIVE TRANSPORTATION PLAN AS A LIVING DOCUMENT

The ATP describes the many ways that the City of Folsom and its mobility context are changing over time. Many factors influence both where people live and work as well as how they move around Folsom, and the projects outlined in this Plan reflect what we know about these conditions today. As conditions change, the city should review projects periodically, considering new needs, the impact of implemented

projects, and available funding. The city should evaluate the ATP project list every five years and update as needed. Further, it is recommended that the city develop a public input tool and process for residents to submit project ideas. In all cases, revisions to the project list should further the ATP's goals and objectives.



Funding Sources

The following section highlights the various funding sources that can be used to implement the city's bicycle and pedestrian infrastructure projects, programs, and studies. The funding opportunities include competitive grants, impact fee/assessment district strategies, and formula-based funding methods.

LOCAL AND REGIONAL FUNDING

Sacramento Transportation Authority (STA) Measure A

This funding source is derived from a half-cent sales tax imposed in Sacramento County, administered by STA, and distributed to incorporated cities and unincorporated Sacramento County to fund specific transportation maintenance and projects. Measure A included three ongoing programs: Traffic Safety, Bicycle/ Pedestrian Safety, and Maintenance funds. Additionally, there is a capital component to help fund large capital improvement projects identified in the Countywide Transportation Expenditure Plan.

Funds are programmed by STA.

Sacramento Area Council of Government (SACOG) Regional Program

SACOG's Regional Program funds cost-effective transportation projects that advance the goals established in SACOG's Metropolitan Transportation Plan/ Sustainable Communities Strategy (MTP/SCS). These goals include decreasing vehicle miles traveled, increasing the number of bicycle and pedestrian trips, and reducing greenhouse gas emissions, among others. The Regional program will fund projects identified explicitly in the MTP/SCS or lump-sum category projects, such as "Bike/Ped" or "Capacity" projects. The program seeks to promote effective and efficient use of limited state and federal resources to develop and maintain the regional transportation network.

Funds are programmed by SACOG.

Transportation Development Act (TDA) Article 3

TDA is administered locally by the Sacramento Area Council of Governments (SACOG). This act allocated federal funding toward transit and transportation projects, including bicycle and pedestrian facilities. 2% of the funding allocated to Sacramento County is designated for bicycle and pedestrian projects under the TDA Local Transportation Fund (LTF).

Funds are programmed by SACOG.

Sustainable Transportation Equity Project (STEP)

The Sustainable Transportation Equity Project (STEP) is a grant program that will provide safe, environmentally sustainable, accessible, and affordable transportation options to low-income communities and communities of color. STEP applicants can either apply for either a Planning and Capacity Building grant or an Implementation Grant. The Implementation grant program will help fund the construction of new pedestrian, bicycle, and complete streets facilities.

Funds are programmed by the California Air Resources Board (CARB).

New Development or Redevelopment/Rehabilitation

Future new development and redevelopment projects including new road construction, resurfacing, and construction projects, are one method of providing pedestrian improvements and bike facilities. To ensure that pedestrian and bicycle improvements are included in these projects, the review process must include an individual (designated active transportation coordinator) or group (bicycle and pedestrian advisory committee) to monitor the process.

Funds are programmed by Sacramento County.

Assessment Districts

Different types of assessment districts can be used to fund the construction and maintenance of bikeway facilities. Examples include Mello-Roos Community Facility Districts, Infrastructure Financing Districts (SB 308), Open Space Districts, or Lighting and Landscape Districts. These types of districts have specific requirements relating to the establishment and use of funds.

Funds are programmed by Sacramento County.

IMPACT FEES

The Sacramento County Transportation Development Fee/Transportation Impact Fee Program (SCTDF/TIF) funds the construction of roadway and transit improvements needed to accommodate traffic and transit ridership generated by new land development allowed by the County General Plan and land use zoning through development impact fees. Assessing such fees is also a condition of receiving Measure “A” Transportation Sales Tax allocations. The County should ensure that planning policies consider bicycle and pedestrian planning, design, and construction costs to be an eligible use of these fees.

Funds are programmed by Sacramento County.

SACOG Active Transportation Program

SACOG’s Active Transportation Program (ATP) funds infrastructure and programmatic projects that support the program goals of shifting trips to walking and bicycling, reducing greenhouse gas emissions, and improving public health. Competitive application cycles occur every

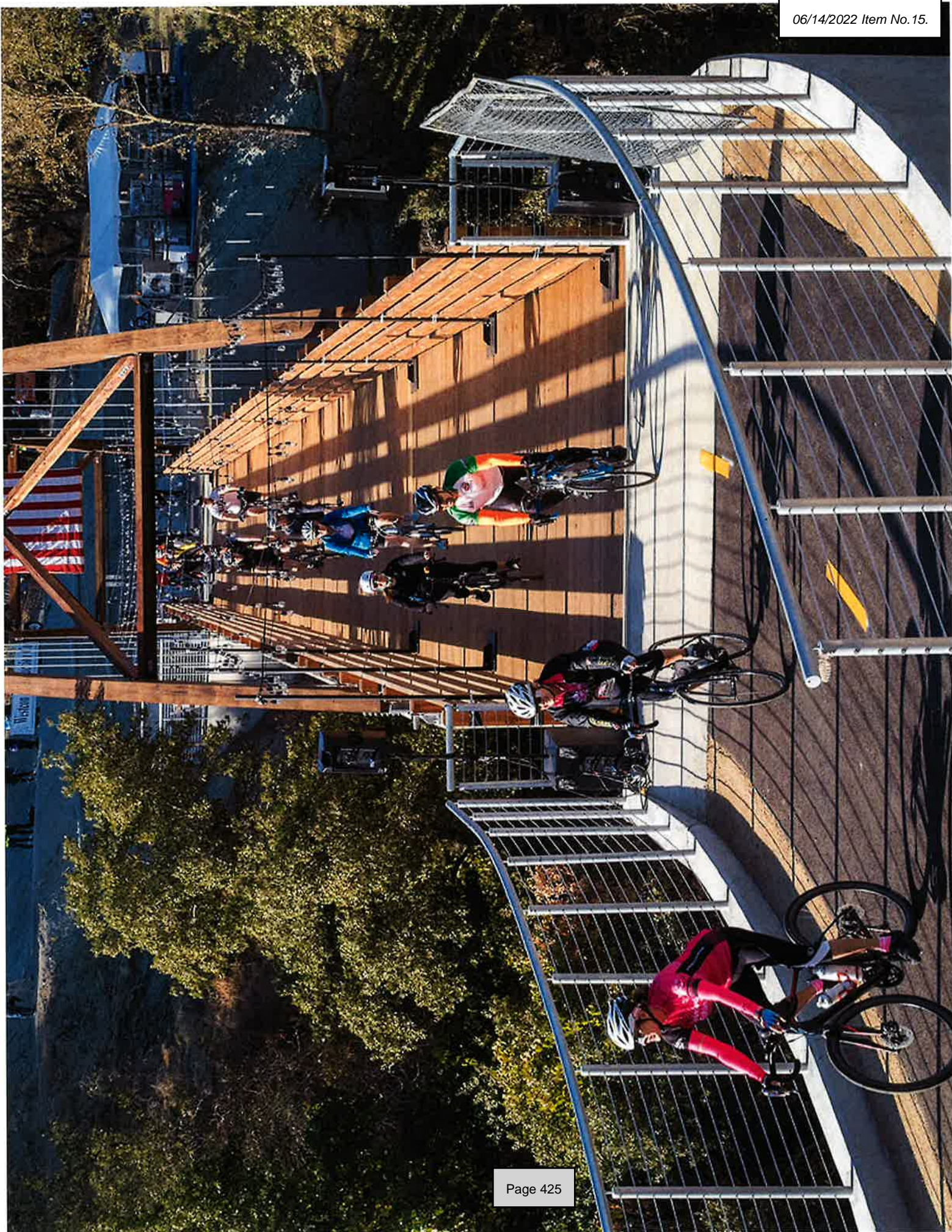
one to two years, typically in the spring or early summer. Eligible projects include the construction of bicycling and walking facilities, safe routes to school projects, new or expanded programmatic activities, or projects that include a combination of infrastructure and non-infrastructure components. Projects not funded through the state program (described in the next section) are eligible for regional consideration.

Funds are programmed by SACOG.

SACOG Community Design Funding Program

The Community Design Funding Program provides funding to local jurisdictions to build placemaking projects. Projects that implement any of the seven SACOG Blueprint Principles are eligible for funding: 1) housing options 2) transportation options; 3) infill development; 4) mixed land uses; 5) compact development; 6) preservation of natural resources, and 7) quality design.

Funds are programmed by SACOG.



SACOG Transportation Demand Management (TDM) Program

SACOG’s TDM Program aims to reduce vehicle trips and vehicle miles traveled using a variety of programs, services, infrastructure projects, travel strategies, and policies to change travel behavior. SACOG periodically offers TDM-focused grant opportunities to fund infrastructure and program projects that work towards TDM program goals. These include traditional grants, mini-grants, and innovations grants.

Funds are programmed by SACOG

ACOG Innovative Mobility Program

The Innovative Mobility Program designs and launches projects and programs that increase transportation options and reduce vehicle miles traveled (VMT) to make options like biking, walking, and taking transit the easy choice for all types of trips. The program has four goals: 1) reduce VMT and vehicle emissions, 2) leverage new technologies and partnerships, 3) increase access to existing transit and micromobility services, 4)

inform the Metropolitan Transportation Plan/Sustainable Communities Strategy (MTP/SCS), and 5) support policies that increase access and benefit underserved communities.

Funds are programmed by SACOG

STATE AND FEDERAL FUNDING

CA Federal Land Access Program (FLAP)

The Federal Land Access Program offers funding for transportation projects, including bicycle and pedestrian infrastructure, that improve access to, from, and within Federal Lands.

Funds are programmed by Caltrans, the FHWA, and a representative from a state political subdivision.

California Active Transportation Program

California’s Active Transportation Program (ATP) funds infrastructure and programmatic projects that support the program goals of shifting trips to walking and bicycling, reducing greenhouse gas emissions, and improving public health. Competitive application cycles occur every

one to two years, typically in the spring or early summer. Eligible projects include the construction of bicycling and walking facilities, safe routes to school projects, new or expanded programmatic activities, or projects that include a combination of infrastructure and non-infrastructure components. Typically, no local match is required for statewide funding, though extra points are awarded to applicants who identify matching funds.

Funds are programmed by the California Transportation Commission (CTC).

Sustainable Transportation Planning Grants

Caltrans Sustainable Transportation Planning Grants are available to communities for planning, study, and design work to identify and evaluate projects, including conducting outreach or implementing pilot projects. Communities are typically required to provide an 11.47% local match, but staff time or in-kind donations are eligible to be used for the match provided the required documentation is submitted.

Funds are programmed by Caltrans.

Highway Safety Improvement Program

Caltrans offers Highway Safety Improvement Program (HSIP) grants every one to two years. Projects on any publicly owned road or active transportation facility are eligible, including bicycle and pedestrian improvements. HSIP focuses on projects that explicitly address documented safety challenges through proven countermeasures, are implementation-ready, and demonstrate cost-effectiveness.

Funds are programmed by Caltrans.

Solutions for Congested Corridors Program

Funded by SB1, the Congested Corridors Program strives to reduce congestion in highly-traveled and congested roads through performance improvements that balance transportation improvements, community impacts, and environmental benefits. This program can fund a wide array of enhancements, including bicycle facilities and pedestrian facilities. Eligible projects must be detailed in an approved

corridor-focused planning document. These projects must include aspects that benefit all modes of transportation using an array of strategies that can change travel behavior, dedicate right-of-way for bikes and transit, and reduce vehicle miles traveled.

Funds are programmed by the CTC.

Safe Streets And Roads for All (SS4A) Program

Funded by the Bipartisan Infrastructure Law (BIL), the Safe Streets and Roads for All program provides discretionary funding over the next five years to local, regional, and Tribal initiatives to prevent roadway deaths and serious injuries. Funding can be used to develop or update a Comprehensive Safety Action Plan (ex: Vision Zero Plan); conduct planning, design, and development activities in support of the Action Plan; and to carry out projects to implement the Action Plan.

Funds are programmed by the U.S. Department of Transportation.

Office of Traffic Safety

Under the Fixing America’s Surface Transportation (FAST) Act, five percent of Section 405 funds address non-motorized safety. These funds may be used for law enforcement training related to pedestrian and bicycle safety, enforcement campaigns, and public education and awareness campaigns.

Funds are programmed by the California Office of Traffic Safety

Recreational Trails Program

The Recreational Trails Program helps provide recreational paths for both motorized and non-motorized path use. Eligible products include path maintenance and restoration, pathside and trailhead facilities, equipment for maintenance, new path construction, and more.

Funds are programmed by the California Department of Parks and Recreation.

Affordable Housing and Sustainable Communities Program

The Affordable Housing and Sustainable Communities Program (AHSC) funds land-use, housing, transportation, and land preservation projects that support infill and compact development that reduces greenhouse gas (GHG) emissions. Projects must fall within three project area types: transit-oriented development, integrated connectivity project, or rural innovation project areas. Fundable activities include affordable housing developments, sustainable transportation infrastructure, transportation-related amenities, and program costs.

Funds are programmed by the Strategic Growth Council and implemented by the Department of Housing and Community Development.

Urban Greening Grants

Urban Greening Grants support the development of green infrastructure projects that reduce GHG emissions and provide multiple benefits. Projects must include one of three criteria, most relevantly: reduce commute vehicle miles traveled by constructing bicycle paths, bicycle lanes, or pedestrian facilities that provide safe routes for travel between residences, workplaces, commercial centers, and schools. Eligible projects include green streets and alleyways and non-motorized urban paths that provide safe routes for travel between homes, workplaces, commercial centers, and schools.

Funds are programmed by the California Natural Resources Agency

Habitat Conservation Fund

The Habitat Conservation Fund Program supports projects that bring urban residents into park and wildlife areas, protect plant and animal species, and acquire and develop wildlife corridors and paths.

Funds are programmed by the California Department of Parks and Recreation.

Statewide Park Program (SPP)

The Statewide Park Program solicits competitive grants to fund new parks and recreation opportunities in critically underserved communities across California. Funds can be used to create and expand/renovate existing parks. All projects must include at least one "recreation feature," which includes non-motorized paths. No match is required.

Funds are programmed by the California Department of Parks and Recreation.

Table 16 Funding Summary Table

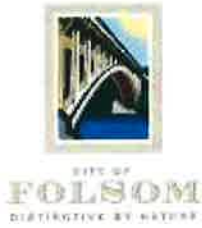
Funding Source	Planning/ Design/ Construction	On-Street Bikeways & Sidewalks	Paths	Safe Routes to School	Safe Routes to Transit	Crossings/ Intersections	Programs	Studies
Local and Regional Programs								
Measure A (STA)	P/D/C	•	•	•	•	•	•	•
SACOG Regional Program (SACOG)	D/C	•	•	•	•	•	•	•
SACOG Active Transportation Program	P/D/C	•	•	•	•	•	•	•
Sustainable Transportation Equity Project (CARB)	P/D/C	•	•	•	•	•		
Transportation Development Act Article 3 (SACOG)	D/C	•	•	•	•	•		
New Developments/Resurfacing Projects (Sacramento County)	D/C	•	•					
Assessment District (Sacramento County)	P/D/C	•	•	•	•	•	•	•
Impact Fees (Sacramento County)	P/D/C	•	•	•	•	•	•	•
SACOG Community Design Funding Program	D/C	•	•	•	•	•		
SACOG Transportation Demand Management (TDM) Program	P/D/C	•	•		•	•	•	•
SACOG Innovative Mobility Program	P/D/C	•	•	•	•	•	•	•
Statewide and Federal Grants								
Active Transportation Program (CTC)	P/D/C	•	•	•	•	•	•	•
Sustainable Transportation Planning Grants (Caltrans)	P							•
Highway Safety Improvement Program (Caltrans)	D/C	•		•	•	•		

Funding Source	Planning/ Design/ Construction	On-Street Bikeways & Sidewalks	Paths	Safe Routes to School	Safe Routes to Transit	Crossings/ Intersections	Programs	Studies
Solutions for Congested Corridors (CTC)	C	•	•			•		
Safe Streets And Roads for All (SS4A) Program	P/D/C	•	•	•	•	•	•	•
Office of Traffic Safety (CA OTS)	-						•	
Recreational Trails Program (CA DPR)	C		•					
Affordable Housing & Sustainable Communities (CA HCD)	C	•			•		•	
Urban Greening Grants (CA NRA)	C	•	•	•	•			
Statewide Park Program (CA DPR)	C		•					
Trade Corridor Enhancement Program (CTC)	C	•	•					
USHUD Community Development Block Grant Program	P/D/C	•	•	•	•	•	•	•
USHUD Community Development Block Grant Program	P/D/C	•	•	•	•	•	•	•
Local Partnership Program (CTC)	C	•		•	•	•		
Road Maintenance and Rehabilitation Program (Controller's Office)	D/C	•		•	•			
Other State Funds								
Local Partnership Program (CTC)	C	•		•	•	•		
Road Maintenance and Rehabilitation Program (Controller's Office)	D/C	•		•	•			



CITY OF
FOLSOM
DISTINCTIVE BY NATURE

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Folsom City Council Staff Report

MEETING DATE:	6/14/2022
AGENDA SECTION:	New Business
SUBJECT:	Resolution No. 10868 - A Resolution of the City Council Determining that the Proposed Lease Renewal is Exempt from the California Environmental Quality Act and Authorizing the City Manager to Execute and Agreement to Renew a Land Lease with the Placerville & Sacramento Valley Railroad for the Use of the Wye Property
FROM:	Public Works Department

RECOMMENDATION / CITY COUNCIL ACTION

The Public Works Department recommends that the City Council pass and adopt Resolution No. 10868 - A Resolution of the City Council Determining that the Proposed Lease Renewal is Exempt from the California Environmental Quality Act and Authorizing the City Manager to Execute and Agreement to Renew a Land Lease with the Placerville & Sacramento Valley Railroad for the Use of the Wye Property

BACKGROUND / ISSUE

In November 2005, the City of Folsom entered into a land lease agreement with the Folsom, El Dorado, Sacramento Historical Railroad Association, Inc. (FEDSHRA) to use approximately 137,000 square feet of City-owned lane located at the corner of Bidwell Street and Oakdale Street (commonly referred to as the "Wye" property) for the storage of equipment and supplies associated with their rail activities. The agreement was set to expire in 2009.

The original agreement has since been amended on four occasions:

- Amendment 1 in November 2009, added an additional 11,000 square feet of Wye property to the leased space and extended the term of the agreement another four years;

- Amendment 2 in December 2013, added the Station Master's house and grounds to the lease, which would become FEDSHRA's responsibility to maintain; added a list of equipment and rolling stock that FEDSHRA owned and maintained on the site, and extended the term of the agreement another four years;
- The amended lease agreement was renewed in 2017 to extend the terms of the lease agreement for another four years, to November 2021.
- In October 2019 the lease agreement was assigned to the Placerville & Sacramento Valley Railroad, Inc. (P&SVRR) and authorized P&SVRR to add several pieces of rail equipment and a storage shed within the leased area; the term of the lease was not extended, leaving the end of term at November 2021.

The purpose of this item is to renew the land lease agreement for an additional four year term, retroactive to November 2021, leaving the end of term at November 2025.

POLICY / RULE

Article III of the Folsom City Charter assigns the City Manager the authority to administer contracts of which the City is a party.

ANALYSIS

P&SVRR utilizes the leased area for the storage and maintenance of several pieces of rolling stock (rail vehicles) as well as the tools and supplies necessary for their maintenance and operations. Through a separate license agreement with the Southern Pacific Transportation Corridor Joint Powers Authority (SPTC JPA), P&SVRR is authorized to operate on the portion of the SPTC between the Wye property and the Sacramento/El Dorado County line.

FINANCIAL IMPACT

There would be no significant financial impact to the City of Folsom as a result of renewing this land lease agreement.

ENVIRONMENTAL REVIEW

This action is exempt from environmental review under the California Environmental Quality Act (CEQA) under Class 1 (Existing Facilities), .

ATTACHMENTS

1. Resolution No. 10868 – A Resolution of the City Council Determining that the Proposed Lease Renewal is Exempt from the California Environmental Quality Act and Authorizing the City Manager to Execute and Agreement to Renew a Land Lease with the Placerville & Sacramento Valley Railroad for the Use of the Wye Property
2. Exhibit A – Map of Wye Property and vicinity

Submitted,



Mark Rackovan, PUBLIC WORKS DIRECTOR

Attachment 1
Resolution No. 10868

RESOLUTION NO. 10868**A RESOLUTION OF THE CITY COUNCIL DETERMINING THAT THE PROPOSED LEASE RENEWAL IS EXEMPT FROM THE CALIFORNIA ENVIRONMENTAL QUALITY ACT AND AUTHORIZING THE CITY MANAGER TO EXECUTE AN AGREEMENT TO RENEW A LAND LEASE WITH THE PLACERVILLE & SACRAMENTO VALLEY RAILROAD FOR USE OF THE WYE PROPERTY**

WHEREAS, the City of Folsom owns a property located at the corner of Bidwell Street and Oakdale Street, commonly known as the Wye Property; and

WHEREAS, the Wye Property is a railroad junction and location of the former station master's house; and

WHEREAS, the City of Folsom entered into a land lease agreement in 2005 with the Folsom, El Dorado, Sacramento Historical Railroad Association (FEDSHRA) for the use of the Wye Property for railroad activities; and

WHEREAS, the land lease agreement was amended and the term extended on three occasions, with the third extension ending on November 2021; and

WHEREAS, in 2019, FEDSHRA requested that the land lease agreement be assigned to the Placerville & Sacramento Valley Railroad with the term of the agreement remaining unchanged as a result of that action; and

WHEREAS, the term of the renewal shall be four years, starting November 2021; and

WHEREAS, the lease of existing public structures and facilities involving negligible or no expansion of existing or formal use is categorically exempt from the California Environmental Quality Act (CEQA); and

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

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Folsom that the proposed lease renewal is categorically exempt from CEQA pursuant to Section 15301 of the CEQA Guidelines.

BE IT FURTHER RESOLVED that the City Manager is hereby authorized to execute an agreement in a form acceptable to the City Attorney to renew a land lease with the Placerville & Sacramento Valley Railroad for Use of the Wye Property.

PASSED AND ADOPTED this 14th day of June, 2022, by the following roll-call vote:

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

ABSTAIN: Councilmember(s):

Kerri M. Howell, MAYOR

ATTEST:

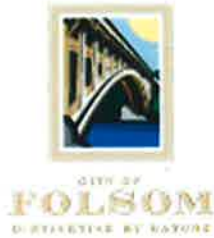
Christa Freemantle, CITY CLERK

Attachment 2

Exhibit A – Wye Property and Vicinity

EXHIBIT A – WYE PROPERTY AND VICINITY





Folsom City Council Staff Report

MEETING DATE:	6/14/2022
AGENDA SECTION:	New Business
SUBJECT:	Resolution No. 10870 - A Resolution of Consideration of the City Council of the City of Folsom to Amend the Rate and Method of Apportionment for Improvement Area No. 6 within the City of Folsom Community Facilities District No. 23 (Folsom Ranch) and Related Matters
FROM:	Finance Department

RECOMMENDATION / CITY COUNCIL ACTION

It is recommended that the City Council adopt the following resolution:

Resolution No. 10870 - A Resolution of Consideration of the City Council of the City of Folsom to Amend the Rate and Method of Apportionment for Improvement Area No. 6 within the City of Folsom Community Facilities District No. 23 (Folsom Ranch) and Related Matters.

BACKGROUND / ISSUE

The Folsom Plan Area Specific Plan Public Facilities Financing Plan (“PFFP”), approved by the City Council on January 28, 2014 via Resolution 9298, is an \$877 million plan that describes the backbone infrastructure and facility requirements, presents a comprehensive financing strategy, and sets forth the estimated time horizon for the development of the Folsom Plan Area (“FPA”).

The City Council previously approved the Resolution of Formation (Resolution No. 10435) on May 26, 2020 to form Community Facilities District No. 23 (Folsom Ranch) (“CFD No. 23”), designate Improvement Area No. 6, authorize a special tax to finance the acquisition and construction of certain public facilities and certain public services, authorize the issuance of debt to finance the public facilities, and establish the appropriations limit and maximum bonded indebtedness for Improvement Area No. 6.

The landowners within Improvement Area No. 6 have requested to amend the Rate and Method of Apportionment to adjust the maximum special tax rates based on the planned development of property within Improvement Area No. 6. The proposed development plan for Improvement Area No. 6 includes 9.46 acres of multi-family medium density, 9.26 acres of multi-family high density, and 11.71 acres of non-residential use.

The attached resolution begins the proceedings to amend the Rate and Method of Apportionment for Improvement Area No. 6. Resolution 10870 will consider the amended Rate and Method of Apportionment for Improvement Area No. 6.

If the resolution is approved, a Public Hearing concerning the amendment of Improvement Area No. 6 will be scheduled, along with an election of owners of property within Improvement Area No. 6 for July 26, 2022.

POLICY / RULE

Chapter 5 of the Folsom Plan Area Public Facilities Financing Plan authorizes the formation of CFDs to finance the construction, acquisition, and servicing of FPA backbone infrastructure and public facilities

Section 2.5.3 of the First Amended and Restated Tier 1 Development Agreement authorizes the formation of infrastructure CFDs.

Resolution No. 9282 – A Resolution of the City Council of the City of Folsom Approving Goals and Policies for Community Facilities Districts

Mello-Roos Community Facilities Act of 1982

ANALYSIS

CFD No. 23 is structured as an extended-term CFD and will provide the necessary funding to help fund all or a portion of the project's share of PFFP backbone infrastructure and facilities, including related environmental mitigation obligations. The PFFP backbone infrastructure and facilities will be financed using both bond proceeds and PAYGO special tax revenues. The extended-term CFD structure is proposed to help to meet the challenge of high-cost infrastructure and facilities while also aligning the timing of future funding availability with the need for such funding.

The proposed amendment to the Rate and Method of Apportionment for Improvement Area No. 6 will remove the maximum facilities special tax rates from the multi-family high density land use and the non-residential land use. The maximum facilities special tax will be levied upon the multi-family medium land use only. There is no single-family detached property planned for development within Improvement Area No. 6. A comparison of the approved CFD No. 23 Improvement Area No. 6 Rate and Method of Apportionment and the changes proposed

within the Amended CFD No. 23 Improvement Area No. 6 Rate and Method of Apportionment is included in Attachment 2.

The special tax revenue generated from taxable parcels within Improvement Area No. 6 will be comprised of a special tax to fund facilities and a special tax to fund services. The amended 2021/22 maximum facilities special tax rates and maximum services special tax rates, for each land use category, are provided in the table below:

Land Use Category	2021/22 Maximum Facilities Special Tax Rate	2021/22 Maximum Services Special Tax Rate	Per
Single-Family Detached Property - SF/SFHD Zoning	\$0	\$0	Unit
Single-Family Detached Property - MLD Zoning	\$0	\$0	Unit
MMD Multi-Family Attached Property	\$30,600	\$310	Acre
MHD Multi-Family Attached Property	\$0	\$310	Acre
Non-Residential Property	\$0	\$0	Acre

The facilities special tax can be levied and collected through Fiscal Year 2079/80. Each fiscal year, commencing with Fiscal Year 2022/23, the maximum facilities special tax rate will be increased by 2% annually. The services special tax can be levied and collected in perpetuity for Improvement Area No. 6. Each fiscal year, commencing with Fiscal Year 2022/23, the maximum services special tax rate will be increased by the June annualized percentage change of the Consumer Price Index for all Urban Consumers, for the San Francisco-Oakland-San Jose area, not to exceed 4%.

Upon passage of the resolution, a Public Hearing concerning the amendment of Improvement Area No. 6 will be scheduled, along with an election of owners of property within Improvement Area No. 6, for July 26, 2022.

FINANCIAL IMPACT

There is no direct General Fund impact on the City of Folsom. The Improvement Area No. 6 amendment and expenses are solely the responsibility of Improvement Area No. 6. The General Fund is not impacted by the Improvement Area No. 6 Amended Rate and Method of Apportionment.

ENVIRONMENTAL REVIEW

An Initial Study and Mitigated Negative Declaration prepared for the Folsom Plan Area Backbone Infrastructure Project were previously prepared for, and adopted by the City Council on February 24, 2015, in accordance with the requirements of the California Environmental Quality Act. Pursuant to CEQA Guidelines section 15378(c), the term “project” does not mean each separate governmental approval for an approved activity which may be subject to several discretionary approvals by governmental agencies. Additionally, the creation of government funding mechanisms which do not involve any commitment to any specific project which may result in a potentially significant physical impact on the environment is not defined as a “project” under CEQA. CEQA Guidelines Section 15378(b)(4) and 15061(b)(3).

ATTACHMENTS

1. Resolution No. 10870 - A Resolution of Consideration of the City Council of the City of Folsom to Amend the Rate and Method of Apportionment for Improvement Area No. 6 within the City of Folsom Community Facilities District No. 23 (Folsom Ranch) and Related Matters
2. Redline Amendments to Rate and Method of Apportionment for City of Folsom Community Facilities District No. 23 (Folsom Ranch) Improvement Area 6

Submitted,



Stacey Tamagni
Finance Director

ATTACHMENT 1

RESOLUTION NO. 10870

**A RESOLUTION OF CONSIDERATION OF THE CITY COUNCIL OF
THE CITY OF FOLSOM TO AMEND THE RATE AND METHOD OF
APPORTIONMENT FOR IMPROVEMENT AREA NO. 6 WITHIN THE
CITY OF FOLSOM COMMUNITY FACILITIES DISTRICT NO. 23
(FOLSOM RANCH), AND RELATED MATTERS**

WHEREAS, the City Council (the “City Council”) of the City of Folsom (the “City”) conducted proceedings under and pursuant to the terms and provisions of the “Mello-Roos Community Facilities Act of 1982,” being Chapter 2.5, Part 1, Division 2, Title 5 (beginning with Section 53311) of the Government Code of the State of California (the “Act”), among other things, (i) to form a community facilities district within the City of Folsom, designated and known as “City of Folsom Community Facilities District No. 23 (Folsom Ranch)” (the “Community Facilities District”), (ii) to designate Improvement Area No. 6 therein, (iii) to authorize a special tax (the “Special Tax”) to finance the acquisition and construction of certain public facilities (the “Facilities”) and certain public services (the “Services”), (iv) to authorize the issuance of debt to finance the Facilities, and (v) to establish the appropriations limit for Improvement Area No. 6 of the Community Facilities District, all as set forth in the City Council’s Resolution No. 10435 (the “Resolution of Formation”), adopted on May 26, 2020; and

WHEREAS, the Facilities and Services authorized to be financed through the Community Facilities District are set forth in Exhibit A and Exhibit B to the Resolution of Formation, respectively; and

WHEREAS, the authorized rate and method of apportionment and manner of collection of the special tax (the “RMA”) for Improvement Area No. 6 of the Community Facilities District is set forth in Exhibit D-6 to the Resolution of Formation; and

WHEREAS, at a special, mailed ballot election held on May 26, 2020, at least two-thirds of the votes eligible to be cast in such election were in favor of levying the special tax in and for the Community Facilities District pursuant to the RMA; and

WHEREAS, the owners of the land subject to the special tax within the Community Facilities District (the “Owners”) have requested that the authority to levy the special taxes be amended to adjust the maximum special tax rates based on the planned development within Improvement Area No. 6; and

WHEREAS, these proposed changes in the authority conferred upon the City Council by the Community Facilities District are referred to herein as the “Proposed Amendments”; and

WHEREAS, there has been no change in the name of the Community Facilities District since its formation, nor is any contemplated here; and

WHEREAS, there has been no change to the Facilities and Services authorized to be financed by the Community Facilities District since the formation of the Community Facilities District, nor is any contemplated here; and

WHEREAS, the original boundaries of the Community Facilities District are shown on the boundary map approved by Resolution No. 10414, adopted on April 14, 2020, which map was recorded in the official records of the County of Sacramento on April 20, 2020, in Book 130 of Maps of Assessment and Community Facilities Districts at page 27; and

WHEREAS, there has been no change to the boundaries of Improvement Area No. 6 within the Community Facilities District since the formation of the Community Facilities District, nor is any contemplated here; and

WHEREAS, no debt has been issued for Improvement Area No. 6 and therefore the changes contemplated herein would not interfere with the timely retirement of any debt; and

WHEREAS, the City Council has determined that the public convenience and necessity require the consideration of the Proposed Amendments; and

WHEREAS, the City Council is fully advised in this matter;

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Folsom as follows:

Section 1. The City Council hereby specifically finds and declares that the actions authorized hereby constitute and are with respect to public affairs of the City and that the statements, findings and determinations of the City set forth above are true and correct and that the consideration of the Proposed Amendments to the authority conferred upon the City Council by the Community Facilities District is important to the public welfare of the residents of the City, and involve significant public benefits.

Section 2. It is proposed to replace the Rate and Method of Apportionment as set forth in Exhibit D-6 to the Resolution of Formation, with the Amended Rate and Method of Apportionment set forth in Exhibit A attached hereto.

Section 3. The City Council hereby sets Tuesday, July 26, 2022, at 6:30 p.m., or as soon thereafter as the City Council may reach the matter, at the City Hall, 50 Natoma Street, Folsom, CA 95630, as the time and place for a public hearing to be held by the City Council to consider the Proposed Amendments and all other matters set forth in this resolution. At the public hearing, any persons interested, including all taxpayers, property owners, and registered voters within the Community Facilities District, may appear and be heard, and the testimony of all interested persons or taxpayers for or against the adoption of the Proposed Amendments or on any other matters set forth herein, will be heard and considered.

Section 4. Any protests to the proposals in this resolution may be made orally or in writing by any interested persons or taxpayers, except that any protests pertaining to the regularity or sufficiency of these proceedings must be in writing and must clearly set forth the irregularities and defects to which objection is made. The City Council may waive any irregularities in the form or content of any written protest and at the public hearing may correct minor defects in the proceedings. All written protests not presented in person by the protester at the public hearing must be filed with the City Clerk at or before the time fixed for the public hearing in order to be

received and considered. Any written protest may be withdrawn in writing at any time before the conclusion of the public hearing.

Section 5. Written protests by a majority of the registered voters residing and registered within the Community Facilities District (if at least six such voters so protest), or by the owners of a majority of the land area within the Community Facilities District not exempt from the special tax, will require suspension of these proceedings for at least one year. If such protests are directed only against certain elements of the Proposed Amendments, only those elements need be excluded from the proceedings.

Section 6. The public hearing may be continued from time to time, but shall be completed within 30 days, except that if the City Council finds that the complexity of the Community Facilities District or the need for public participation requires additional time, the public hearing may be continued from time to time for a period not to exceed 6 months.

Section 7. At the public hearing, the City Council may modify this resolution by eliminating or modifying (by reducing the extent of) any of the Proposed Amendments.

Section 8. At the conclusion of the public hearing, the City Council may abandon these proceedings or may, after passing upon all protests, determine to proceed with conducting special mailed-ballot elections within the Community Facilities District to determine if the Proposed Amendments should be adopted. If, at the conclusion of the public hearing, the City Council determines to proceed with the elections, it expects that the proposed voting procedure will involve an election by the landowners within the Community Facilities District voting in accordance with the Act, as the City Council is informed that during the 90 days prior to the date set for the hearing, there were no registered voters residing within the Community Facilities District. The City Council will require this information to be confirmed before ordering the election.

Section 9. The City Clerk shall give notice of the time and place of the public hearing by publishing a Notice of Public Hearing substantially in the form attached hereto as Exhibit B once in a newspaper of general circulation published in the area of the Community Facilities District, pursuant to section 6061 of the California Government Code, and publication must be completed at least ten (10) days prior to the date set for such public hearing.

Section 10. This Resolution shall take effect from and after its date of adoption.

PASSED AND ADOPTED this 14th day of June, 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

EXHIBIT A

AMENDED RATE AND METHOD OF APPORTIONMENT FOR CITY OF FOLSOM COMMUNITY FACILITIES DISTRICT NO. 23 (FOLSOM RANCH) Improvement Area No. 6

A Special Tax, as hereinafter defined, shall be levied on each Assessor's Parcel of Taxable Property within the City of Folsom Community Facilities District No. 23 (Folsom Ranch) Improvement Area No. 6 (CFD No. 23 IA6) and collected each Fiscal Year in an amount determined by the CFD No. 23 IA6 Administrator through the application of the Amended Rate and Method of Apportionment as described below. All of the real property within CFD No. 23 IA6, unless exempted by law or by the provisions hereof, shall be taxed for the purposes, to the extent and in the manner herein provided.

A. GENERAL DEFINITIONS

The terms hereinafter set forth have the following meaning:

“Acre or Acreage” means the land area of an Assessor’s Parcel as shown on County records, such as an Assessor’s Parcel Map and secured roll data, or if the land area is not shown on an Assessor’s Parcel Map, the land area shown on the applicable Large Lot Map, Small Lot Final Subdivision Map, condominium plan, record of survey, or other recorded document creating or describing the parcel. If the preceding maps for a land area are not available, the Acreage of such land area may be determined utilizing available spatial data and GIS. The square footage of an Assessor’s Parcel is equal to the Acreage of such parcel multiplied by 43,560.

“Act” means the Mello-Roos Community Facilities Act of 1982, as amended, being Chapter 2.5, Division 2 of Title 5 of the Government Code of the State of California.

“Assessor’s Parcel” or “Parcel” means a lot or parcel shown in an Assessor’s Parcel Map with an assigned Assessor’s Parcel number.

“Assessor’s Parcel Map” means an official map of the County Assessor of the County designating lots or parcels by an Assessor’s Parcel number.

“Authorized Services” means the landscape corridor, enhanced open space and street light maintenance, services, and expenses authorized to be financed by CFD No. 23 IA6.

“Bond Year” means a one year period beginning on September 2nd in each year and ending on September 1st in the following year, unless defined differently in the applicable Indenture.

“Bonds” means any bonds or other debt (as defined in the Act), whether in one or more series, issued by CFD No. 23 IA6 under the Act.

“CFD No. 23 IA6” means City of Folsom Community Facilities District No. 23 (Folsom Ranch) Improvement Area No. 6.

“CFD No. 23 IA6 Administrator” means the City’s Finance Director, or designee thereof, responsible for determining the Facilities Special Tax Requirement, Services Special Tax Requirement and providing for the levy and collection of the Special Taxes.

“City” means the City of Folsom.

“City Council” means the City Council of the City, acting as the legislative body of CFD No. 23 IA6.

“County” means the County of Sacramento.

“Developed Property” means, for each Fiscal Year, all Taxable Property for which a building permit for new construction was issued prior to June 30 of the previous Fiscal Year.

“Effective Tax Rate Evaluation” means an evaluation of the Total Effective Tax Rate of Residential Property at the time of such evaluation. The Effective Tax Rate Evaluation will be based upon a prepared Price Point Study to determine the Total Effective Tax Rate for Residential Property, based upon the calculated Total Estimated Tax Burden.

“Effective Tax Rate Evaluation Maximum Facilities Special Tax” means the total maximum annual Facilities Special Tax, as determined during the Effective Tax Rate Evaluation, in accordance with the provisions of Section C.2, which may be levied in any Fiscal Year on any Assessor’s Parcel of Taxable Property.

“Effective Tax Rate Evaluation Maximum Facilities Special Tax Rate” means the maximum annual Facilities Special Tax rate for each land use category of Taxable Property that will be set forth in Attachment C, following the Effective Tax Rate Evaluation, which may be levied in any Fiscal Year on any Assessor’s Parcel of Taxable Property.

“Effective Tax Rate Evaluation Minimum Facilities Revenue” means, following the Effective Tax Rate Evaluation, the total minimum amount of CFD No. 23 IA6 Effective Tax Rate Evaluation Maximum Facilities Special Tax, as adjusted annually by the Facilities Special Tax Escalation Factor after the Fiscal Year in which the Effective Tax Rate Evaluation occurs, less any Effective Tax Rate Evaluation Maximum Facilities Special Tax amounts prepaid and permanently satisfied pursuant to Section K. The Effective Tax Rate Evaluation Minimum Facilities Revenue, based on Planned Development, is set forth in Attachment D of this Amended Rate and Method of Apportionment.

“Exempt Property” means all Assessors’ Parcels that are exempt from the Special Tax pursuant to Section F. Assessor’s Parcels exempt from the Special Tax pursuant to Section 53340 of the Act shall also be designated as Exempt Property.

“Facilities Administrative Expenses” means the actual or reasonably estimated costs directly related to the administration of the Facilities Special Tax including, but not limited to, the following: the costs of computing the Facilities Special Tax and preparing the annual Facilities Special Tax collection schedules (whether by the City or designee thereof or both); the costs of collecting the Facilities Special Taxes (whether by the County, the City, or otherwise); the costs of remitting the Facilities Special Taxes to the Trustee; the costs of the Trustee (including its legal counsel) in the discharge of the duties required of it under the Indenture; the costs to the City, CFD No. 23 IA6, or any designee

thereof of complying with arbitrage rebate requirements or responding to questions from the IRS or SEC pertaining to any Bonds or any audit of any Bonds by the SEC or IRS; the costs to the City, CFD No. 23 IA6, or any designee thereof of providing continuing disclosure regarding the Bonds pursuant to applicable state or federal securities law; the costs associated with preparing Facilities Special Tax disclosure statements and responding to public inquiries regarding the Facilities Special Taxes; the costs of the City, CFD No. 23 IA6, or any designee thereof related to any appeal of the levy or application of the Facilities Special Tax; the costs associated with the release of funds from an escrow account, if any; and the costs associated with computing and preparing the Effective Tax Rate Evaluation, including the Price Point Study. Facilities Administrative Expenses shall also include amounts estimated or advanced by the City or CFD No. 23 IA6 for any other administrative purposes, including, but not limited to, attorney's fees and other costs related to commencing and pursuing to completion any foreclosure of delinquent Facilities Special Taxes.

"Facilities Special Tax" means the annual Special Tax to be levied in each Fiscal Year on each Assessor's Parcel of Taxable Property to fund the Facilities Special Tax Requirement.

"Facilities Special Tax Escalation Factor" means two percent (2%) annually.

"Facilities Special Tax Requirement" means that amount of Special Tax revenue required in any Fiscal Year for CFD No. 23 IA6 to: (i) Pay Facilities Administrative Expenses in an amount designated by the City; (ii) pay annual debt service on all Outstanding Bonds due in the Bond Year beginning in such Fiscal Year; (iii) pay other periodic costs on Outstanding Bonds, including but not limited to, credit enhancement and rebate payments on Outstanding Bonds; (iv) pay any amounts required to establish or replenish any reserve funds for all Outstanding Bonds in accordance with the Indenture; (v) pay for reasonably anticipated delinquent Special Taxes based on the delinquency rate for Special Taxes levied in the previous Fiscal Year and known upcoming delinquencies; and (vi) pay for Pay As You Go Costs; less (vii) a credit for funds available to reduce the annual Facilities Special Tax levy as determined by the CFD No. 23 IA6 Administrator pursuant to the Indenture.

"Facilities Special Tax Term" means the earlier of Fiscal Year 2079-2080 or the Fiscal Year occurring 50 years following the Fiscal Year in which the first building permit was issued or the first series of Bonds was issued within CFD No. 23 IA6.

"Fiscal Year" means the period starting July 1 and ending on the following June 30.

"Indenture" means the indenture, fiscal agent agreement, trust agreement, resolution or other instrument pursuant to which Bonds are issued, as modified, amended and/or supplemented from time to time, and any instrument replacing or supplementing the same.

"Large Lot Map" means a recorded subdivision map creating larger parcels by land use. The Large Lot Map does not create individual lots for which building permits may be issued for single-family Residential Units.

"Large Lot Property" means, for each Fiscal Year, all Taxable Property for which a Large Lot Map was recorded prior to June 30 of the previous Fiscal Year, excluding any portion(s) thereof classified as Developed Property, Small Lot Final Map Property, or Permit Ready Multi-Family/Non-Residential Property. Large Lot Property also means, for each Fiscal Year, all Taxable Property classified as Small Lot Final Map Remainder Property as of June 30 of the previous Fiscal Year.

“Maximum Facilities Special Tax” means the total maximum annual Facilities Special Tax, determined in accordance with the provisions of Section C, which may be levied in any Fiscal Year on any Assessor’s Parcel of Taxable Property.

“Maximum Facilities Special Tax Rate” means the maximum annual Facilities Special Tax rate for each land use category of Taxable Property, as shown in Attachment A, which may be levied in any Fiscal Year on any Assessor’s Parcel of Taxable Property.

“Maximum Services Special Tax” means the total maximum annual Services Special Tax, determined in accordance with the provisions of Section D, which may be levied in any Fiscal Year on any Assessor’s Parcel of Taxable Property.

“Maximum Services Special Tax Rate” means the maximum annual Services Special Tax rate for each land use category of Taxable Property, as shown in Attachment A, which may be levied in any Fiscal Year on any Assessor’s Parcel of Taxable Property.

“Maximum Special Tax” means the total annual Maximum Facilities Special Tax (or Effective Tax Rate Evaluation Maximum Facilities Special Tax) and Maximum Services Special Tax, determined in accordance with the provisions of Section C and Section D, which may be levied in any Fiscal Year on any Assessor’s Parcel of Taxable Property.

“Maximum Total Effective Tax Rate” means 1.80%, unless the City determines, in its sole discretion, that a higher Maximum Total Effective Tax Rate is appropriate.

“MHD Multi-Family Attached Property” means all Assessor’s Parcels for which a building permit could be issued for purposes of constructing one or more attached Residential Units per Assessor’s Parcel with a permitted density range of greater than 20 Residential Units per Acre and more fully described in the Folsom Plan Area Specific Plan adopted on June 28, 2011 and as amended by the City Council. MHD Multi-Family Attached Property shall also include an Assessor’s Parcel or that portion of an Assessor’s Parcel designated as a Mixed Use Residential Parcel.

“Minimum Facilities Revenue” means the minimum amount of total CFD No. 23 IA6 Maximum Facilities Special Tax, as adjusted annually by the Facilities Special Tax Escalation Factor, less any Maximum Facilities Special Tax amounts prepaid and permanently satisfied pursuant to Section K. The Minimum Facilities Revenue, based on Planned Development, is set forth in Attachment B of this Amended Rate and Method of Apportionment.

“Mixed Use Residential Parcel” means a mixed use Assessor’s Parcel that is designated for residential land use. If the mixed use Assessor’s Parcel contains a combination of residential land use and non-residential land use, only that portion of an Assessor’s Parcel designated for residential land use shall be classified as a Mixed Use Residential Parcel and the remaining non-residential land use of the Assessor’s Parcel shall be classified as Non-Residential Property.

“MMD Multi-Family Attached Property” means all Assessor’s Parcels for which a building permit could be issued for purposes of constructing one or more attached Residential Units per Assessor’s Parcel with a permitted density range of 12-20 Residential Units per Acre and more fully described in the Folsom Plan Area Specific Plan adopted on June 28, 2011 and as amended by the City Council.

“Non-Residential Property” means, for each Fiscal Year, all Taxable Property for which a building permit could be issued for purposes of constructing non-residential buildings.

“Open Space Property” means property within the boundaries of CFD No. 23 IA6 which (a) has been designated with specific boundaries and acreage on a Small Lot Final Subdivision Map as open space, or (b) is classified by the City zoning code or County Assessor as open space, or (c) has been irrevocably offered for dedication as open space to the federal government, the State of California, the County, the City, any other public agency, a private, non-profit organization, or (d) is encumbered by an easement or other restriction required by the City limiting the use of such property to open space.

“Outstanding Bonds” means all Bonds, which remain outstanding as defined in the Indenture pursuant to which such Bonds were issued.

“Pay as You Go Costs” means that portion of the Facilities Special Tax Requirement attributable to the direct payment for the acquisition and/or construction of public improvements, which are authorized to be financed by CFD No. 23 IA6.

“Permit Ready Multi-Family/Non-Residential Property” means an Assessor’s Parcel of Taxable Property zoned for multi-family or non-residential land use for which all discretionary entitlements have been obtained, including without limitation, development plan review and improvement plan approval, such that building permits may be issued without further approvals for the construction of multi-family Residential Units or non-residential buildings within such Assessor’s Parcel. The City shall have sole discretion, based upon available development information, in classifying an Assessor’s Parcel as Permit Ready Multi-Family/Non-Residential Property.

“Planned Development” means the planned number of Residential Units, MHD Multi-Family Attached Property Acreage, MMD Multi-Family Attached Property Acreage, and Non-Residential Property Acreage planned within CFD No. 23 IA6, set forth in Attachment B or, following the Effective Tax Rate Evaluation, Attachment D of this Amended Rate and Method of Apportionment, as amended by the future recordation of all Large Lot Maps and Small Lot Final Subdivision Maps within CFD No. 23 IA6.

“Price Point Study” means an analysis, prepared by an independent firm, to verify the estimated average sales price within each land use category of Residential Property given the project location and current market conditions.

“Property Owner Association Property” means any property within the boundaries of CFD No. 23 IA6, which is (a) owned by a property owner association or (b) designated with specific boundaries and Acreage on a Small Lot Final Subdivision Map as property owner association property. As used in this definition, a property owner association includes any master or sub-association.

“Proportionately” means for Taxable Property that the ratio of the Facilities Special Tax levy to the Maximum Facilities Special Tax (or Effective Tax Rate Evaluation Maximum Facilities Special Tax) and the Services Special Tax levy to the Maximum Services Special Tax is equal for all Assessors’ Parcels within each classification (Developed Property, Single Family Final Map Property, Permit Ready Multi-Family/Non-Residential Property, Large Lot Property, etc.) within CFD No. 23 IA6.

“Public Property” means any property within the boundaries of CFD No. 23 IA6, which (a) is owned by a public agency, (b) has been irrevocably offered for dedication to a public agency, or (c) is designated with specific boundaries and Acreage on a Small Lot Final Subdivision Map as property, which will be owned by a public agency. For purposes of this definition, a public agency includes the federal government, the State of California, the County, the City, or any other public agency.

“Residential Floor Area” means all of the square footage of living area within the perimeter of a residential structure, not including any carport, walkway, garage, overhang, patio, enclosed patio, or similar area. The determination of Residential Floor Area shall be made by the CFD No. 23 IA6 Administrator by reference to appropriate records kept by the City’s building department. Residential Floor Area for a residential structure will be based on the building permit(s) issued for such structure prior to it being classified as Developed Property, and shall not change as a result of additions or modifications made to such structure after such classification as Developed Property.

“Residential Lot” means an individual lot of land for which a building permit could be issued to construct a Residential Unit.

“Residential Property” means, for each Fiscal Year, all Taxable Property for which a building permit could be issued for purposes of constructing Residential Units, including Single-Family Detached Property – SF/SFHD Zoning, Single-Family Detached Property – MLD Zoning, MHD Multi-Family Attached Property, and MMD Multi-Family Attached Property.

“Residential Unit” means a residential dwelling unit, not including guest quarters or “granny flats” as allowed by the City zoning code.

“Services Administrative Expenses” means the actual or reasonably estimated costs directly related to the administration of the Services Special Tax including, but not limited to, the following: the costs of computing the Services Special Taxes and preparing the annual Services Special Tax collection schedules (whether by the City or designee thereof or both); the costs of collecting the Services Special Taxes (whether by the County, the City, or otherwise); the costs associated with preparing Special Tax disclosure statements and responding to public inquiries regarding the Services Special Tax; and the costs of the City, CFD No. 23 IA6, or any designee thereof related to any appeal of the levy or application of the Services Special Tax. Services Administrative Expenses shall also include amounts estimated or advanced by the City or CFD No. 23 IA6 for any other administrative purposes related to the Services Special Tax.

“Services Special Tax” means the annual Special Tax to be levied in each Fiscal Year on each Assessor’s Parcel of Taxable Property to fund the Services Special Tax Requirement.

“Services Special Tax Escalation Factor” means the June annualized percentage change of the Consumer Price Index for all Urban Consumers, for the San Francisco-Oakland-San Jose area, not to exceed four percent (4%). In the event that the percentage change is negative, the Services Special Tax Escalation Factor shall be equal to zero.

“Services Special Tax Requirement” means the amount of Services Special Tax revenue required in any Fiscal Year for CFD No. 23 IA6 to: (i) Pay Services Administrative Expenses in an amount designated by the City; (ii) pay Authorized Services expenses; (iii) pay any amounts required to establish or replenish any repair and contingency funds, capital improvement funds, or reserve funds related to

the Authorized Services expenses; (iv) cover any shortfalls that exist if, in any Fiscal Year, the levy of the Facilities Special Tax on each Assessor's Parcel of Taxable Property is insufficient to pay the Facilities Special Tax Requirement in that Fiscal Year. Facilities Special Tax Requirement shortfalls shall not include Pay As You Go Costs, and (v) pay for reasonably anticipated delinquent Services Special Taxes based on the delinquency rate for Services Special Taxes levied in the previous Fiscal Year; less (vi) a credit for funds available to reduce the annual Services Special Tax levy as determined by the CFD No. 23 IA6 Administrator.

"Single-Family Detached Property – MLD Zoning" means, for each Fiscal Year, all Taxable Property for which a building permit could be issued for purposes of constructing one or more detached or attached Residential Units with a permitted density range of 7-12 Residential Units per Acre and more fully described in the Folsom Plan Area Specific Plan adopted on June 28, 2011 and as amended by the City Council.

"Single-Family Detached Property – SF/SFHD Zoning" means, for each Fiscal Year, all Taxable Property for which a building permit could be issued for purposes of constructing one or more Residential Units. Single-Family Detached Property – SF/SFHD Zoning shall consist of either single-family property with a permitted density range of 1-4 Residential Units per Acre or single-family high density property with a permitted density range of 4-7 Residential Units per Acre, which is more fully described in the Folsom Plan Area Specific Plan adopted on June 28, 2011 and as amended by the City Council.

"Special Tax" means the annual Facilities Special Tax and Services Special Tax to be levied in each Fiscal Year on each Assessor's Parcel of Taxable Property to fund the Facilities Special Tax Requirement and the Services Special Tax Requirement.

"Small Lot Final Map Property" means, for each Fiscal Year, all Taxable Property for which a Small Lot Final Subdivision Map was recorded prior to June 30 of the previous Fiscal Year.

"Small Lot Final Map Remainder Property" means an Assessor's Parcel that is created from the subdivision of Large Lot Property by the recordation of a Small Lot Final Subdivision Map that has not yet been mapped for final development approval. Small Lot Final Map Remainder Property is that portion of property for which the Small Lot Final Subdivision Map definition does not apply (i.e., does not contain individual lots for which building permits may be issued for Residential Units without further subdivision of such property). Each Fiscal Year, all Taxable Property classified as Small Lot Final Map Remainder Property, as of June 30 of the previous Fiscal Year, will be considered Large Lot Property.

"Small Lot Final Subdivision Map" means a subdivision of property created by recordation of a final subdivision map, parcel map or lot line adjustment, approved by the City pursuant to the Subdivision Map Act (California Government Code Section 66410 et seq.) or recordation of a condominium plan pursuant to California Civil Code 1352, that creates individual lots for which building permits may be issued for Residential Units without further subdivision of such property.

"State" means the State of California.

"Taxable Property" means all of the Assessor's Parcels within the boundaries of CFD No. 23 IA6 that are not exempt from the CFD No. 23 IA6 Special Tax pursuant to law or Section F below.

“Total Effective Tax Rate” means the percentage of the Total Estimated Tax Burden as compared to the estimated average sales price identified in the Price Point Study for each land use category of Residential Property.

“Total Estimated Tax Burden” means the total amount of overlapping property taxes anticipated to be levied upon a Residential Unit, based upon the estimated average sales price identified in the Price Point Study and existing property tax rates for the current Fiscal Year. Existing property tax rates shall reflect the actual property tax rates levied upon Taxable Property in the Fiscal Year that the Effective Tax Rate Evaluation is completed.

“Trustee” means the entity appointed pursuant to an Indenture to act as the trustee, fiscal agent, or paying agent or a combination thereof.

“Undeveloped Property” means, for each Fiscal Year, all Taxable Property not classified as Developed Property, Small Lot Final Map Property, Permit Ready Multi-Family/Non-Residential Property, or Large Lot Property.

B. ASSIGNMENT TO LAND USE CATEGORIES

Each Fiscal Year, using City and County records, City zoning information, and land use development plans, all Assessor’s Parcels within the boundaries of CFD No. 23 IA6 shall be designated as either Taxable Property or Tax-Exempt Property.

All Taxable Property shall be further classified as Developed Property, Small Lot Final Map Property, Permit Ready Multi-Family/Non-Residential Property, Large Lot Property, or Undeveloped Property and shall be subject to the levy of the annual Special Tax determined pursuant to Sections C and D below.

C. FACILITIES SPECIAL TAX

A Maximum Facilities Special Tax shall be assigned to all Taxable Property within CFD No. 23 IA6 according to the Maximum Facilities Special Tax Rates set forth in Attachment A of this Amended Rate and Method of Apportionment.

Once assigned, the sum of the total Maximum Facilities Special Tax shall be equal to or greater than the Minimum Facilities Revenue, unless adjusted by an Effective Tax Rate Evaluation as described below. The Minimum Facilities Revenue for Fiscal Year 2021-2022 is set forth in Attachment B of this Amended Rate and Method of Apportionment.

On each July 1, commencing on July 1, 2022, the Maximum Facilities Special Tax Rates and Minimum Facilities Revenue shall be increased by the Facilities Special Tax Escalation Factor of the Maximum Facilities Special Tax Rates and Minimum Facilities Revenue in effect for the previous Fiscal Year.

C.1. Future Assessor's Parcel Changes – Prior to an Effective Tax Rate Evaluation

The Maximum Facilities Special Tax shall be assigned to all future Assessor's Parcel(s) created from a subdivision, lot line adjustment, or merger of one or more Assessor's Parcels so that the revised sum of the total Maximum Facilities Special Tax revenue is not less than the Minimum Facilities Revenue set forth in Attachment B of this Amended Rate and Method of Apportionment.

Undeveloped Property Subdividing into Large Lot Property

When Undeveloped Property subdivides into Large Lot Property, the Maximum Facilities Special Tax shall be calculated for all Taxable Property as if all of the Taxable Property was classified as Developed Property. The expected Developed Property Maximum Facilities Special Tax for any Large Lot Property and any remaining Undeveloped Property shall be based upon the Planned Development for the Large Lot Property and remaining Undeveloped Property.

If the sum of the total expected Developed Property Maximum Facilities Special Tax generated by all of the Taxable Property is greater than or equal to the Minimum Facilities Revenue, there will be no further adjustments to the Developed Property, Small Lot Final Map Property and Permit Ready Multi-Family/Non-Residential Property Maximum Facilities Special Tax Rates for the Large Lot Property created from the Undeveloped Property subdivision.

If the sum of the total expected Developed Property Maximum Facilities Special Tax is less than the Minimum Facilities Revenue, the Developed Property, Small Lot Final Map Property and Permit Ready Multi-Family/Non-Residential Property Maximum Facilities Special Tax Rates shall be Proportionately increased, on the Large Lot Property created from the Undeveloped Property subdivision, until the sum of the total expected Developed Property Maximum Facilities Special Tax is equal to the Minimum Facilities Revenue. Further, if the sum of the total current Maximum Facilities Special Tax is less than the Minimum Facilities Revenue, the Maximum Facilities Special Tax Rates for the Large Lot Property and any remaining Undeveloped Property created from the Undeveloped Property subdivision shall be Proportionately increased until the sum of the total current Maximum Facilities Special Tax is equal to the Minimum Facilities Revenue. Attachment B of this Amended Rate and Method of Apportionment shall be updated to reflect any increases to the Maximum Facilities Special Tax Rates from the Undeveloped Property subdivision. The Developed Property, Small Lot Final Map Property and Permit Ready Multi-Family/Non-Residential Property Maximum Facilities Special Tax Rates shall not be adjusted for any Taxable Property already classified as Developed Property, Small Lot Final Map Property or Permit Ready Multi-Family/Non-Residential Property.

Large Lot Property Subdividing into Small Lot Final Map Property and Permit Ready Multi-Family/Non-Residential Property

When Large Lot Property subdivides into Small Lot Final Map Property or Permit Ready Multi-Family/Non-Residential Property, the Maximum Facilities Special Tax shall be calculated for all Taxable Property as if all of the Taxable Property was classified as Developed Property. If the Large Lot Property subdivision also creates Small Lot Final Map Remainder Property, the expected Developed Property Maximum Facilities Special Tax for the Small Lot Final Map Remainder Property shall be based upon the Planned Development for the Small Lot Final Map Remainder Property. The expected Developed Property Maximum Facilities Special Tax for any remaining Large Lot Property and Undeveloped Property shall be based upon the Planned Development of the Large Lot Property and the Undeveloped Property.

If the sum of the total expected Developed Property Maximum Facilities Special Tax is greater than or equal to the Minimum Facilities Revenue, there will be no further adjustments to the Developed Property, Small Lot Final Map Property and Permit Ready Multi-Family/Non-Residential Property Maximum Facilities Special Tax Rates for the Small Lot Final Map Property, Small Lot Final Map Remainder Property and Permit Ready Multi-Family/Non-Residential Property created from the Large Lot Property subdivision.

If the sum of the total expected Developed Property Maximum Facilities Special Tax is less than the Minimum Facilities Revenue, and such difference is not eliminated by the full or partial prepayment of the Effective Tax Rate Evaluation Maximum Facilities Special Tax pursuant to Section K, the Developed Property, Small Lot Final Map Property and Permit Ready Multi-Family/Non-Residential Property Maximum Facilities Special Tax Rates shall be Proportionately increased, on the Small Lot Final Map Property, Small Lot Final Map Remainder Property and Permit Ready Multi-Family/Non-Residential Property created from the Large Lot Property subdivision, until the sum of the total expected Developed Property Maximum Facilities Special Tax is equal to the Minimum Facilities Revenue. Attachment B of this Amended Rate and Method of Apportionment shall be updated to reflect any increases to the Maximum Facilities Special Tax Rates from the Large Lot Property subdivision. The Developed Property, Small Lot Final Map Property and Permit Ready Multi-Family/Non-Residential Property Maximum Facilities Special Tax Rates shall not be adjusted for any Taxable Property already classified as Developed Property, Small Lot Final Map Property or Permit Ready Multi-Family/Non-Residential Property created prior to the Large Lot Property subdivision.

C.2. Effective Tax Rate Evaluation

Prior to the issuance of the first building permit or the first series of Bonds within CFD No. 23 IA6, whichever comes earlier, an Effective Tax Rate Evaluation will be completed. Following the Effective Tax Rate Evaluation, Attachment C of this Amended Rate and Method of Apportionment will be updated to reflect the Effective Tax Rate Evaluation Maximum Facilities Special Tax Rate for all Taxable Property in CFD No. 23 IA6.

Effective Tax Rate Evaluation Maximum Facilities Special Tax Rates

As part of the Effective Tax Rate Evaluation, a Price Point Study will be prepared and estimated average sales prices will be established for each Residential Property land use category. Using the estimated average sales price information determined in the Price Point Study, the Total Estimated Tax Burden and Total Effective Tax Rate will be calculated, using the Developed Property Maximum Facilities Special Tax Rates set forth in Attachment A, for each Residential Property land use category. If the calculated Total Effective Tax Rate is less than or equal to the Total Maximum Effective Tax Rate for a Residential Property land use category, the Maximum Facilities Special Tax Rate shall not be adjusted and will be assigned using the Developed Property Maximum Facilities Special Tax Rates set forth in Attachment A. Attachment C of this Amended Rate and Method of Apportionment will be updated to set forth the Developed Property Effective Tax Rate Evaluation Maximum Facilities Special Tax Rate for each Residential Property land use category.

If the Total Effective Tax Rate for any Residential Property land use category exceeds the Total Maximum Effective Tax Rate, the Developed Property Maximum Facilities Special Tax Rate set forth in Attachment A shall be reduced until the Total Effective Tax Rate is less than or equal to

the Total Maximum Effective Tax Rate for that Residential Property land use category. Attachment C of this Amended Rate and Method of Apportionment will be updated to set forth the Developed Property Effective Tax Rate Evaluation Maximum Facilities Special Tax Rate for each Residential Property land use category.

Effective Tax Rate Evaluation Minimum Facilities Revenue

As a result of the Effective Tax Rate Evaluation, if the calculated Total Effective Tax Rate is less than or equal to the Total Maximum Effective Tax Rate for a Residential Property land use category used in the Minimum Facilities Revenue calculation, the Developed Property Maximum Facilities Special Tax Rate for the applicable Residential Property land use category shall not be adjusted and the Effective Tax Rate Evaluation Developed Property Maximum Facilities Special Tax Rate will be assigned using the Developed Property Maximum Facilities Special Tax Rates set forth in Attachment B. Attachment D of this Amended Rate and Method of Apportionment will be updated to set forth the Developed Property Effective Tax Rate Evaluation Maximum Facilities Special Tax Rate for each Residential Property land use category and the Effective Tax Rate Evaluation Minimum Facilities Revenue.

If the calculated Total Effective Tax Rate exceeds the Total Maximum Effective Tax Rate for a Residential Property land use category used in the Minimum Facilities Revenue calculation, the Effective Tax Rate Evaluation Developed Property Maximum Facilities Special Tax Rate will be assigned using the Developed Property Effective Tax Rate Evaluation Maximum Facilities Special Tax Rates set forth in Attachment C. Attachment D of this Amended Rate and Method of Apportionment will be updated to set forth the Developed Property Effective Tax Rate Evaluation Maximum Facilities Special Tax Rate for each Residential Property land use category and the Effective Tax Rate Evaluation Minimum Facilities Revenue.

C.3. Future Assessor's Parcel Changes – After an Effective Tax Rate Evaluation

The Effective Tax Rate Evaluation Maximum Facilities Special Tax shall be assigned to all future Assessor's Parcel(s) created from a subdivision, lot line adjustment, or merger of one or more Assessor's Parcels so that the revised sum of the total Effective Tax Rate Evaluation Maximum Facilities Special Tax revenue is not less than the total Effective Tax Rate Evaluation Minimum Facilities Revenue set forth in Attachment D of this Amended Rate and Method of Apportionment.

Undeveloped Property Subdividing into Large Lot Property

When Undeveloped Property subdivides into Large Lot Property, the Effective Tax Rate Evaluation Maximum Facilities Special Tax shall be calculated for all Taxable Property as if all of the Taxable Property was classified as Developed Property. The expected Developed Property Effective Tax Rate Evaluation Maximum Facilities Special Tax for any Large Lot Property and any remaining Undeveloped Property shall be based upon the Planned Development for the Large Lot Property and remaining Undeveloped Property.

If the sum of the total expected Developed Property Effective Tax Rate Evaluation Maximum Facilities Special Tax generated by all of the Taxable Property is greater than or equal to the Effective Tax Rate Evaluation Minimum Facilities Revenue, there will be no further adjustments to the Developed Property, Small Lot Final Map Property and Permit Ready Multi-Family/Non-Residential Property Effective Tax Rate Evaluation Maximum Facilities Special Tax Rates for the Large Lot Property created from the Undeveloped Property subdivision.

If the sum of the total expected Developed Property Effective Tax Rate Evaluation Maximum Facilities Special Tax is less than the Effective Tax Rate Evaluation Minimum Facilities Revenue, the Developed Property, Small Lot Final Map Property and Permit Ready Multi-Family/Non-Residential Property Effective Tax Rate Evaluation Maximum Facilities Special Tax Rates shall be Proportionately increased, on the Large Lot Property created from the Undeveloped Property subdivision, until the sum of the total expected Developed Property Effective Tax Rate Evaluation Maximum Facilities Special Tax is equal to the Effective Tax Rate Evaluation Minimum Facilities Revenue. Further, if the sum of the total current Effective Tax Rate Evaluation Maximum Facilities Special Tax is less than the Effective Tax Rate Evaluation Minimum Facilities Revenue, the Effective Tax Rate Evaluation Maximum Facilities Special Tax Rates for the Large Lot Property and any remaining Undeveloped Property created from the Undeveloped Property subdivision shall be Proportionately increased until the sum of the total current Effective Tax Rate Evaluation Maximum Facilities Special Tax is equal to the Effective Tax Rate Evaluation Minimum Facilities Revenue. Attachment D of this Amended Rate and Method of Apportionment shall be updated to reflect any increases to the Effective Tax Rate Evaluation Maximum Facilities Special Tax Rates from the Undeveloped Property subdivision. The Developed Property, Small Lot Final Map Property and Permit Ready Multi-Family/Non-Residential Property Effective Tax Rate Evaluation Maximum Facilities Special Tax Rates shall not be adjusted for any Taxable Property already classified as Developed Property, Small Lot Final Map Property or Permit Ready Multi-Family/Non-Residential Property.

Large Lot Property Subdividing into Small Lot Final Map Property and Permit Ready Multi-Family/Non-Residential Property

When Large Lot Property subdivides into Small Lot Final Map Property or Permit Ready Multi-Family/Non-Residential Property, the Effective Tax Rate Evaluation Maximum Facilities Special Tax shall be calculated for all Taxable Property as if all of the Taxable Property was classified as Developed Property. If the Large Lot Property subdivision also creates Small Lot Final Map Remainder Property, the expected Developed Property Effective Tax Rate Evaluation Maximum Facilities Special Tax for the Small Lot Final Map Remainder Property shall be based upon the Planned Development for the Small Lot Final Map Remainder Property. The expected Developed Property Effective Tax Rate Evaluation Maximum Facilities Special Tax for any remaining Large Lot Property and Undeveloped Property shall be based upon the Planned Development of the Large Lot Property and the Undeveloped Property.

If the sum of the total expected Developed Property Effective Tax Rate Evaluation Maximum Facilities Special Tax is greater than or equal to the Effective Tax Rate Evaluation Minimum Facilities Revenue, there will be no further adjustments to the Developed Property, Small Lot Final Map Property and Permit Ready Multi-Family/Non-Residential Property Effective Tax Rate Evaluation Maximum Facilities Special Tax Rates for the Small Lot Final Map Property, Small Lot Final Map Remainder Property and Permit Ready Multi-Family/Non-Residential Property created from the Large Lot Property subdivision.

If the sum of the total expected Developed Property Effective Tax Rate Evaluation Maximum Facilities Special Tax is less than the Effective Tax Rate Evaluation Minimum Facilities Revenue, and such difference is not eliminated by the full or partial prepayment of the Effective Tax Rate Evaluation Maximum Facilities Special Tax pursuant to Section K, the Developed Property, Small Lot Final Map Property and Permit Ready Multi-Family/Non-Residential Property Effective Tax

Rate Evaluation Maximum Facilities Special Tax Rates shall be Proportionately increased, on the Small Lot Final Map Property, Small Lot Final Map Remainder Property and Permit Ready Multi-Family/Non-Residential Property created from the Large Lot Property subdivision, until the sum of the total expected Developed Property Effective Tax Rate Evaluation Maximum Facilities Special Tax is equal to the Effective Tax Rate Evaluation Minimum Facilities Revenue. Attachment D of this Amended Rate and Method of Apportionment shall be updated to reflect any increases to the Effective Tax Rate Evaluation Maximum Facilities Special Tax Rates from the Large Lot Property subdivision. The Developed Property, Small Lot Final Map Property and Permit Ready Multi-Family/Non-Residential Property Effective Tax Rate Evaluation Maximum Facilities Special Tax Rates shall not be adjusted for any Taxable Property already classified as Developed Property, Small Lot Final Map Property or Permit Ready Multi-Family/Non-Residential Property created prior to the Large Lot Property subdivision.

C.4. Method of Apportionment of Facilities Special Tax

Using the definitions and procedures described herein, the CFD No. 23 IA6 Administrator shall determine the Facilities Special Tax Requirement and levy the Facilities Special Tax until the amount of Facilities Special Taxes equals the Facilities Special Tax Requirement. The Facilities Special Tax shall be levied each Fiscal Year as follows:

Prior to an Effective Tax Rate Evaluation

First: The Facilities Special Tax shall be levied Proportionately on all Developed Property at a rate up to 100% of the Maximum Facilities Special Tax in order to satisfy the Facilities Special Tax Requirement.

Second: If additional monies are needed to satisfy the Facilities Special Tax Requirement after the first step has been completed, the Facilities Special Tax shall be levied Proportionately on all Small Lot Final Map Property at a rate up to 100% of the Maximum Facilities Special Tax. The Facilities Special Tax shall be levied on Small Lot Final Map Property for the entire portion of the Facilities Special Tax Requirement, excluding only Pay As You Go Costs.

Third: If additional monies are needed to satisfy the Facilities Special Tax Requirement after the first two steps have been completed, the Facilities Special Tax shall be levied Proportionately on all Permit Ready Multi-Family/Non-Residential Property at a rate up to 100% of the Maximum Facilities Special Tax. The Facilities Special Tax shall be levied on Permit Ready Multi-Family/Non-Residential Property for the entire portion of the Facilities Special Tax Requirement, excluding only Pay As You Go Costs.

Fourth: If additional monies are needed to satisfy the Facilities Special Tax Requirement after the first three steps have been completed, the Facilities Special Tax shall be levied Proportionately on all Large Lot Property at a rate up to 100% of the Maximum Facilities Special Tax. The Facilities Special Tax shall be levied on Large Lot Property for the entire portion of the Facilities Special Tax Requirement, excluding only Pay As You Go Costs.

Fifth: If additional monies are needed to satisfy the Facilities Special Tax Requirement after the first four steps have been completed, the Facilities Special Tax shall be levied Proportionately on all Undeveloped Property at a rate up to 100% of the Maximum Facilities Special Tax. The Facilities Special Tax shall be levied on Undeveloped Property for the entire portion of the Facilities Special Tax Requirement, excluding only Pay As You Go Costs.

After an Effective Tax Rate Evaluation

First: The Facilities Special Tax shall be levied Proportionately on all Developed Property at a rate up to 100% of the Effective Tax Rate Evaluation Maximum Facilities Special Tax in order to satisfy the Facilities Special Tax Requirement.

Second: If additional monies are needed to satisfy the Facilities Special Tax Requirement after the first step has been completed, the Facilities Special Tax shall be levied Proportionately on all Small Lot Final Map Property at a rate up to 100% of the Effective Tax Rate Evaluation Maximum Facilities Special Tax. The Facilities Special Tax shall be levied on Small Lot Final Map Property for the entire portion of the Facilities Special Tax Requirement, excluding only Pay As You Go Costs.

Third: If additional monies are needed to satisfy the Facilities Special Tax Requirement after the first two steps have been completed, the Facilities Special Tax shall be levied Proportionately on all Permit Ready Multi-Family/Non-Residential Property at a rate up to 100% of the Effective Tax Rate Evaluation Maximum Facilities Special Tax. The Facilities Special Tax shall be levied on Permit Ready Multi-Family/Non-Residential Property for the entire portion of the Facilities Special Tax Requirement, excluding only Pay As You Go Costs.

Fourth: If additional monies are needed to satisfy the Facilities Special Tax Requirement after the first three steps have been completed, the Facilities Special Tax shall be levied Proportionately on all Large Lot Property at a rate up to 100% of the Effective Tax Rate Evaluation Maximum Facilities Special Tax. The Facilities Special Tax shall be levied on Large Lot Property for the entire portion of the Facilities Special Tax Requirement, excluding only Pay As You Go Costs.

Fifth: If additional monies are needed to satisfy the Facilities Special Tax Requirement after the first four steps have been completed, the Facilities Special Tax shall be levied Proportionately on all Undeveloped Property at a rate up to 100% of the Effective Tax Rate Evaluation Maximum Facilities Special Tax. The Facilities Special Tax shall be levied on Undeveloped Property for the entire portion of the Facilities Special Tax Requirement, excluding only Pay As You Go Costs.

D. SERVICES SPECIAL TAX

A Services Special Tax shall be assigned to all Taxable Property within CFD No. 23 IA6 according to the Maximum Services Special Tax Rates set forth in Attachment A of this Amended Rate and Method of Apportionment.

D.1. Increase in the Maximum Services Special Tax

On each July 1, commencing on July 1, 2022, the Maximum Services Special Tax Rates shall be increased by the Services Special Tax Escalation Factor of the Maximum Services Special Tax Rates in effect for the previous Fiscal Year.

D.2. Method of Apportionment of Services Special Tax

If, in any Fiscal Year, the Facilities Special Tax is levied against each Assessor's Parcel of Taxable Property within CFD No. 23 IA6 and the Facilities Special Tax revenues generated are insufficient

to pay the Facilities Special Tax Requirement such shortfall shall be deemed a component of the Services Special Tax Requirement in that Fiscal Year, and proceeds from the levy of the Services Special Tax shall first be applied to mitigate the shortfall in the Facilities Special Tax Requirement before being used to pay for Authorized Services. The Services Special Tax revenue shall not be applied to any Facilities Special Tax Requirement shortfalls attributable to Pay As You Go Costs authorized to be financed by CFD No. 23 IA6.

Using the definitions and procedures described herein, the CFD No. 23 IA6 Administrator shall determine the Services Special Tax Requirement and levy the Services Special Tax until the amount of Services Special Tax equals the Services Special Tax Requirement. The Services Special Tax shall be levied each Fiscal Year as follows:

First: The Services Special Tax shall be levied Proportionately on all Developed Property at a rate up to 100% of the Maximum Services Special Tax in order to satisfy the Services Special Tax Requirement.

Second: If additional monies are needed to satisfy the Services Special Tax Requirement after the first step has been completed, the Services Special Tax shall be levied Proportionately on all Small Lot Final Map Property at a rate up to 100% of the Maximum Services Special Tax in order to satisfy the Services Special Tax Requirement.

Third: If additional monies are needed to satisfy the Services Special Tax Requirement after the first two steps have been completed, the Services Special Tax shall be levied Proportionately on all Permit Ready Multi-Family/Non-Residential Property at a rate up to 100% of the Maximum Services Special Tax in order to satisfy the Services Special Tax Requirement.

Fourth: If additional monies are needed to satisfy the Services Special Tax Requirement after the three steps have been completed, the Services Special Tax shall be levied Proportionately on all Large Lot Property at a rate up to 100% of the Maximum Services Special Tax in order to satisfy the Services Special Tax Requirement.

E. DELINQUENCIES

Notwithstanding the above, under no circumstances will the CFD No. 23 IA6 Facilities Special Tax levied against any Assessor's Parcel of Developed Property classified as Residential Property, in any Fiscal Year, be increased as a consequence of the delinquency or default in the payment of the CFD No. 23 IA6 Facilities Special Taxes by the owner or owners of any other Taxable Property by more than ten percent (10%) above the amount that would have been levied against such Assessor's Parcel in such Fiscal Year had there been no delinquencies or defaults.

F. EXEMPTIONS

F.1. The CFD No. 23 IA6 Administrator shall classify the following as Exempt Property: Public Property, Property Owner Association Property, Open Space Property, Assessor's Parcels exempt from the Special Tax pursuant to Section 53340 of the Act, and Assessor's Parcels with public or utility

easements making impractical their utilization for any use other than the purposes set forth in the easement.

- F.2.** The Maximum Facilities Special Tax obligation or, if applicable, the Effective Tax Rate Evaluation Maximum Facilities Special Tax obligation for Taxable Property which will be transferred or dedicated to a public agency and will be classified as Public Property shall be prepaid in full by the seller, pursuant to Section K, prior to the transfer/dedication of such Taxable Property. Until the Maximum Facilities Special Tax obligation or, if applicable, the Effective Tax Rate Evaluation Maximum Facilities Special Tax obligation for any such Taxable Property is prepaid, the Taxable Property shall continue to be subject to the levy of the Facilities Special Tax. An exception to this may be made if an Assessor's Parcel of Public Property, such as a school site, is relocated to an Assessor's Parcel of Taxable Property, in which case the Assessor's Parcel of previously Public Property becomes Taxable Property and the Assessor's Parcel of previously Taxable Property becomes Public Property. This trading of an Assessor's Parcel from Taxable Property to Public Property will be permitted to the extent there is no loss in Maximum Facilities Special Tax revenue or, if applicable, Effective Tax Rate Evaluation Maximum Facilities Special Tax revenue, and the transfer is agreed to by the owners of all Assessor's Parcels involved in the transfer and the City Council.
- F.3.** If the use of an Assessor's Parcel changes so that such Assessor's Parcel is no longer eligible to be classified as one of the uses set forth in Section F.1 above that would make such Assessor's Parcel eligible to continue to be classified as Exempt Property, such Assessor's Parcel shall cease to be classified as Exempt Property and shall be deemed to be Taxable Property and subject to the Special Tax.

G. TRANSFERS

Prior to the issuance of the first series of Bonds within CFD No. 23 IA6, the City may permit the transfer of Maximum Facilities Special Tax or Effective Tax Rate Evaluation Maximum Facilities Special Tax from one Assessor's Parcel to another Assessor's Parcel. Before recordation of a Small Lot Final Subdivision Map, if a subdivision map is required, the City may permit a transfer if the number of planned Residential Units, Multi-Family Attached Property Acreage, or Non-Residential Property Acreage is transferred from one Assessor's Parcel(s) to another Assessor's Parcel(s) in any portion of Large Lot Property. The City may, in its sole discretion, allow for a transfer of the Maximum Facilities Special Tax or Effective Tax Rate Evaluation Maximum Facilities Special Tax from one Assessor's Parcel to another Assessor's Parcel provided such a transfer shall be allowed only if (1) all adjustments are agreed to in writing by the affected property owners and the City's Finance Director, and (2) there is no reduction in the sum of the total Maximum Facilities Special Tax or sum of the total Effective Tax Rate Evaluation Maximum Facilities Special Tax as a result of the transfer. Should a transfer result in an amendment to Attachment B or, following an Effective Tax Rate Evaluation, Attachment D of this Amended Rate and Method of Apportionment, the requesting property owner shall bear the costs to affect the transfer in the CFD No. 23 IA6 records and prepare the required amendments to Attachment B or, following an Effective Tax Rate Evaluation, Attachment D of this Amended Rate and Method of Apportionment.

H. INTERPRETATIONS

The City reserves the right to make minor administrative and technical changes to this document that do not materially affect the Amended Rate and Method of Apportionment of Special Tax. In addition, the interpretation and application of any section of this document shall be at the City's discretion. Interpretations may be made by the City by ordinance or resolution for purposes of clarifying any vagueness or ambiguity in this Amended Rate and Method of Apportionment of Special Tax.

I. REVIEW/APPEALS

The CFD No. 23 IA6 Administrator may establish such procedures, as it deems necessary to undertake the review of any such appeal. The CFD No. 23 IA6 Administrator shall interpret this Amended Rate and Method of Apportionment of Special Tax and make determinations relative to the annual administration of the Special Tax and any property owner appeals, as herein specified.

Any property owner may file a written appeal of the Special Tax with the CFD No. 23 IA6 Administrator claiming that the amount or application of the Special Tax is not correct. The appeal must be filed not later than one calendar year after having paid the Special Taxes that are disputed, and the appellant must be current in all payments of Special Taxes. In addition, during the term of the appeal process, all Special Taxes levied must be paid on or before the payment date established when the levy was made. The appeal must specify the reasons why the appellant claims the Special Taxes are in error. The CFD No. 23 IA6 Administrator shall review the appeal, meet with the appellant if the CFD No. 23 IA6 Administrator deems necessary, and advise the appellant of its determination.

If the property owner disagrees with the CFD No. 23 IA6 Administrator's decision relative to the appeal, the owner may file a written notice with the City Manager appealing the amount of the Special Tax levied on such Assessor's Parcel. If following such consultation and action, if any, by the City Manager, the property owner believes such error still exists, such person may file a written notice with the City Council appealing the amount of the Special Tax levied on such Assessor's Parcel. The decision of the City shall be final and binding to all persons. If the decision of the CFD No. 23 IA6 Administrator or subsequent decision by the City Manager or City Council requires the Special Taxes to be modified or changed in favor of the property owner, no cash refund shall be made for prior years' Special Taxes, but an adjustment shall be made to credit future Special Taxes. This procedure shall be exclusive and its exhaustion by any property owner shall be a condition precedent to filing any legal action by such owner.

J. MANNER OF COLLECTION

The annual Special Tax shall be collected in the same manner and at the same time as ordinary ad valorem property taxes; provided, however, that CFD No. 23 IA6, may, at the sole discretion of the City, directly bill the Special Tax, may collect Special Taxes at a different time or in a different manner as necessary to meet its financial obligations, and may covenant to foreclose and may actually foreclose on Assessor's Parcels of Taxable Property that are delinquent in the payment of Special Taxes.

K. PREPAYMENT OF FACILITIES SPECIAL TAX

The Facilities Special Tax obligation of an Assessor's Parcel of Taxable Property may be prepaid and permanently satisfied as described herein; provided that there are no delinquent Special Taxes with respect to such Assessor's Parcel at the time of prepayment. An owner of an Assessor's Parcel intending to prepay the Facilities Special Tax obligation shall provide the CFD No. 23 IA6 Administrator with written notice of intent to prepay. Within 30 days of receipt of such written notice, the CFD No. 23 IA6 Administrator shall notify such owner of the prepayment amount of such Assessor's Parcel. Prepayment must be made not less than 60 days prior to the next occurring date that notice of redemption of Bonds, whichever date is earlier, from the proceeds of such prepayment may be given to the Trustee pursuant to the Indenture. The CFD No. 23 IA6 Administrator may charge a fee for providing this service.

K.1. Prepayment in Full

As of the proposed date of prepayment, the Prepayment Amount shall be calculated as follows:

Step 1: Determine the current Fiscal Year Maximum Facilities Special Tax for the Assessor's Parcel based on the assignment of the Maximum Facilities Special Tax described in Section C. If an Effective Tax Rate Evaluation has occurred, determine the current Fiscal Year Effective Tax Rate Evaluation Maximum Facilities Special Tax for the Assessor's Parcel based on the assignment of the Effective Tax Rate Evaluation Maximum Facilities Special Tax described in Section C. If the Assessor's Parcel is not already classified as Developed Property, the Maximum Facilities Special Tax (or Effective Tax Rate Evaluation Maximum Facilities Special Tax) shall be assigned as though the Assessor's Parcel was already designated as Developed Property.

Step 2: Calculate the annual revenue produced, by annually applying the Facilities Special Tax Escalation Factor, from the Maximum Facilities Special Tax (or Effective Tax Rate Evaluation Maximum Facilities Special Tax) from the date of prepayment through the Facilities Special Tax Term, except that this final date may be amended by the City no later than the time of the calculation of the prepayment. If the final date used in the prepayment calculation is amended by the City, this amended final date shall apply to any and all prepayment calculations from that point forward.

Step 3: Calculate the present value of the Assessor's Parcel's annual Maximum Facilities Special Tax (or Effective Tax Rate Evaluation Maximum Facilities Special Tax) revenue stream determined in Step 2. The present value shall be calculated using a discount rate that earns a rate of interest that, when the prepayment is invested in City permitted and available investments, would produce annual revenues equal to the amounts calculated in Step 2.

If there are Outstanding Bonds at the time of the Prepayment Amount calculation, the Prepayment Amount shall be first allocated to the Redemption Amount. If the Prepayment Amount is insufficient to fund the Redemption Amount, then the Prepayment Amount shall be increased to equal the Redemption Amount.

The Redemption Amount is calculated as follows:

Step 1: Divide the Maximum Facilities Special Tax (or Effective Tax Rate Evaluation Maximum Facilities Special Tax) computed pursuant to Step 1 of Section K.1 by the total Maximum

Facilities Special Taxes (or total Effective Tax Rate Evaluation Maximum Facilities Special Taxes) for the entire CFD No. 23 IA6, based on the Maximum Facilities Special Taxes (or Effective Tax Rate Evaluation Maximum Facilities Special Taxes) that could be charged in the current Fiscal Year if all Taxable Property were designated as Developed Property, excluding any Assessor's Parcels which have prepaid the Maximum Facilities Special Tax (or Effective Tax Rate Evaluation Maximum Facilities Special Tax) obligation (the "Prepayment Quotient").

Step 2: Multiply the Prepayment Quotient by the Outstanding Bonds to compute the amount of Outstanding Bonds to be redeemed (the "Bond Redemption Amount").

Step 3: Multiply the Bond Redemption Amount by the applicable redemption premium, if any, on the Outstanding Bonds to be redeemed.

Step 4: Compute the amount needed to pay interest on the Bond Redemption Amount from the first Bond interest payment date following the current Fiscal Year until the earliest redemption date for the Outstanding Bonds.

Step 5: Determine that portion of Facilities Special Taxes levied on the Assessor's Parcel in the current Fiscal Year to satisfy the Facilities Special Tax Requirement, which have not yet been paid.

Step 6: A reserve fund credit shall equal the lesser of: (a) the expected reduction in the reserve requirement (as defined in the Indenture for the Bonds), if any, associated with the redemption of Outstanding Bonds as a result of the prepayment, or (b) the amount derived by subtracting the new reserve requirement (as defined in the Indenture for the Bonds) in effect after the redemption of Outstanding Bonds as a result of the prepayment from the balance in the reserve fund on the prepayment date, but in no event shall such amount be less than zero. Such reserve fund credit will not decrease the balance in the reserve fund below the new reserve requirement.

Step 7: If any capitalized interest for the Outstanding Bonds will not have been expended at the time of the first interest and/or principal payment following the current Fiscal Year, a capitalized interest credit shall be calculated by multiplying the quotient computed pursuant to Step 1 by the expected balance in the capitalized interest fund after such first interest payment.

Step 8: The redemption amount is equal to the sum of the amounts computed pursuant to Steps 2, 3, 4, and 5, less the amount computed pursuant to Steps 6 and 7 (the "Redemption Amount").

If the Prepayment Amount exceeds the Redemption Amount, then any remaining Prepayment Amount, after allocating the Redemption Amount, shall be designated as Pay as You Go Costs.

The Prepayment Amount shall include any fees or expenses, including the costs of computation of the prepayment, the costs to invest the prepayment proceeds, the cost of redeeming Bonds, and the costs of recording any notices to evidence the prepayment and the redemption (the "Administrative Fees and Expenses").

In addition, the City has the authority to adjust the Prepayment Amount calculated above if a portion or all of the current property tax bill and the portion attributable to the payment of the Facilities Special Tax has not been used to make an interest and/or principal payment on the Bonds.

Notwithstanding the foregoing, no Facilities Special Tax prepayment shall be allowed unless the amount of Maximum Facilities Special Taxes (or Effective Tax Rate Evaluation Maximum Facilities Special Taxes), net of any priority administration, if any as defined in the Bond documents, that may be levied on Taxable Property, in each Fiscal Year, both prior to and after the proposed prepayment, is at least 1.1 times the annual debt service on all Outstanding Bonds to be paid from the Maximum Facilities Special Taxes (or Effective Tax Rate Evaluation Maximum Facilities Special Taxes) in each Fiscal Year.

K.2. Prepayment in Part

The Facilities Special Tax obligation may be partially prepaid in any percentage of the full Prepayment Amount. The amount of the partial prepayment shall be calculated as in the above Section K.1; except that a partial prepayment shall be calculated according to the following formula:

$$PP = ((PE - A) \times F) + A$$

These terms have the following meaning:

PP = the Partial Prepayment Amount

PE = the Prepayment Amount calculated according to Section K.1 above

A = the Administrative Fees and Expenses calculated according to Section K.1 above

F = the percent by which the owner of the Assessor's Parcel(s) is partially prepaying the Facilities Special Tax obligation.

The owner of an Assessor's Parcel who desires to partially prepay the Facilities Special Tax obligation shall notify the CFD No. 23 IA6 Administrator of (i) such owner's intent to partially prepay the Facilities Special Tax obligation, (ii) the amount of partial prepayment expressed in increments equal to percentage of the full Prepayment Amount, and (iii) the company or agency that will be acting as the escrow agent, if applicable. Partial prepayment must be made not less than 60 days prior to the next occurring date that notice of redemption of Bonds, whichever date is earlier, from the proceeds of such prepayment may be given to the Trustee pursuant to the Indenture. The CFD No. 23 IA6 Administrator may charge a fee for providing this service.

With respect to any Assessor's Parcel that is partially prepaid, the CFD No. 23 IA6 Administrator shall indicate in the records of CFD No. 23 IA6 that there has been a partial prepayment of the Facilities Special Tax obligation and that a portion of the Facilities Special Tax obligation equal to the outstanding percentage $(1.00 - F)$ of the remaining Facilities Special Tax obligation shall continue to be authorized to be levied on such Assessor's Parcel pursuant to Section C.

Notwithstanding the foregoing, no partial prepayment shall be allowed unless the amount of Maximum Facilities Special Taxes (or Effective Tax Rate Evaluation Maximum Facilities Special Taxes), net of any priority administration, if any as defined in the Bond documents, that may be levied on Taxable Property, in each Fiscal Year, both prior to and after the proposed partial

prepayment, is at least 1.1 times the annual debt service on all Outstanding Bonds to be paid from the Maximum Facilities Special Taxes (or Effective Tax Rate Evaluation Maximum Facilities Special Taxes) in each Fiscal Year.

L. TERM OF SPECIAL TAX

The Maximum Facilities Special Tax and Effective Tax Rate Evaluation Maximum Facilities Special Tax shall be levied commencing in Fiscal Year 2021-2022 to the extent necessary to fully satisfy the Facilities Special Tax Requirement and shall be levied for the Facilities Special Tax Term.

The Maximum Services Special Tax shall be levied commencing in Fiscal Year 2021-2022 and shall be levied in perpetuity, unless and until such time the City determines that revenues are no longer needed to pay the Services Special Tax Requirement.

ATTACHMENT A
City of Folsom
Community Facilities District No. 23 (Folsom Ranch)
Improvement Area 6
Maximum Special Tax Rates
(Fiscal Year 2021-2022)

Land Use Category	Residential Floor Area	2021-2022 Maximum Facilities Special Tax Rate⁽¹⁾	2021-2022 Maximum Services Special Tax Rate⁽²⁾	Taxed Per
Developed Property:				
Single-Family Detached Property – SF/SFHD Zoning	≥ 3,600	\$0	\$0	Residential Unit
Single-Family Detached Property – SF/SFHD Zoning	3,200 – 3,599	0	0	Residential Unit
Single-Family Detached Property – SF/SFHD Zoning	2,800 – 3,199	0	0	Residential Unit
Single-Family Detached Property – SF/SFHD Zoning	2,400 – 2,799	0	0	Residential Unit
Single-Family Detached Property – SF/SFHD Zoning	2,000 – 2,399	0	0	Residential Unit
Single-Family Detached Property – SF/SFHD Zoning	< 2,000	0	0	Residential Unit
Single-Family Detached Property – MLD Zoning	≥ 3,600	0	0	Residential Unit
Single-Family Detached Property – MLD Zoning	3,200 – 3,599	0	0	Residential Unit
Single-Family Detached Property – MLD Zoning	2,800 – 3,199	0	0	Residential Unit
Single-Family Detached Property – MLD Zoning	2,400 – 2,799	0	0	Residential Unit
Single-Family Detached Property – MLD Zoning	2,000 – 2,399	0	0	Residential Unit
Single-Family Detached Property – MLD Zoning	< 2,000	0	0	Residential Unit
MMD Multi-Family Attached Property	Not Applicable	30,600	310	Acre
MHD Multi-Family Attached Property	Not Applicable	0	310	Acre
Non-Residential Property	Not Applicable	0	0	Acre

ATTACHMENT A
City of Folsom
Community Facilities District No. 23 (Folsom Ranch)
Improvement Area 6
Maximum Special Tax Rates
(Fiscal Year 2021-2022)

Land Use Category	Residential Floor Area	2021-2022 Maximum Facilities Special Tax Rate⁽¹⁾	2021-2022 Maximum Services Special Tax Rate⁽²⁾	Taxed Per
Small Lot Final Map Property:				
Single-Family Detached Property – SF/SFHD Zoning	Not Applicable	\$0	\$0	Residential Lot
Single-Family Detached Property – MLD Zoning	Not Applicable	0	0	Residential Lot
Permit Ready Multi-Family/Non-Residential Property	Not Applicable	\$30,600 ⁽³⁾	\$310 ⁽⁴⁾	Acre
Large Lot Property	Not Applicable	\$30,600 ⁽³⁾	\$310 ⁽⁴⁾	Acre
Undeveloped Property	Not Applicable	\$30,600 ⁽³⁾	\$310 ⁽⁴⁾	Acre

- (1) On each July 1, commencing on July 1, 2022, the Maximum Facilities Special Tax Rates shall be increased by the Facilities Special Tax Escalation Factor of the Maximum Facilities Special Tax Rates in effect for the previous Fiscal Year.
- (2) On each July 1, commencing on July 1, 2022, the Maximum Services Special Tax Rates shall be increased by an amount equal to the Services Special Tax Escalation Factor of the Maximum Services Special Tax Rates in effect for the previous Fiscal Year.
- (3) Excludes MHD Multi-Family Attached Property and Non-Residential Property.
- (4) Excludes Non-Residential Property.

ATTACHMENT B
City of Folsom
Community Facilities District No. 23 (Folsom Ranch)
Improvement Area 6
Minimum Facilities Revenue
(Fiscal Year 2021-2022)

Land Use Category	Planned Number of Residential Units / Acres	2021-2022 Developed Property Maximum Facilities Special Tax Rate ⁽¹⁾⁽²⁾	2021-2022 Minimum Facilities Revenue ⁽¹⁾⁽³⁾
Developed Property:			
Single-Family Detached Property – SF/SFHD Zoning ⁽⁴⁾	0	\$0	\$0
Single-Family Detached Property – MLD Zoning ⁽⁴⁾	0	0	0
MMD Multi-Family Attached Property	9.46	30,600	289,476
MHD Multi-Family Attached Property	9.26	0	0
Non-Residential Property	11.71	0	0
Total Minimum Facilities Revenue			\$289,476

- (1) On each July 1, commencing on July 1, 2022, the Developed Property Maximum Facilities Special Tax Rates and Minimum Facilities Revenue shall be increased by the Facilities Special Tax Escalation Factor of the Developed Property Maximum Facilities Special Tax Rates and Minimum Facilities Revenue in effect for the previous Fiscal Year.
- (2) As a result of future Assessor’s Parcel changes, described in Section C.1, the assigned Maximum Facilities Special Tax Rates for Developed Property may exceed the Developed Property Maximum Facilities Special Tax Rates set forth in this table.
- (3) The total Minimum Facilities Revenue may be decreased as result of all or a portion of Maximum Facilities Special Tax obligations being prepaid and permanently satisfied pursuant to Section K.
- (4) Based upon the Developed Property Maximum Facilities Special Tax Rate for Single-Family Detached Property – SF/SFHD Zoning and Single-Family Detached Property – MLD Zoning with Residential Floor Area of less than 2,000 square feet.

ATTACHMENT C
City of Folsom
Community Facilities District No. 23 (Folsom Ranch)
Improvement Area 6
Effective Tax Rate Evaluation Maximum Facilities Special Tax Rates
(Fiscal Year 2021-2022)

Land Use Category	Residential Floor Area	2021-2022 Effective Tax Rate Evaluation Maximum Facilities Special Tax Rate⁽¹⁾⁽²⁾	Taxed Per
Developed Property:			
Single-Family Detached Property – SF/SFHD Zoning	≥ 3,600	\$0	Residential Unit
Single-Family Detached Property – SF/SFHD Zoning	3,200 – 3,599	0	Residential Unit
Single-Family Detached Property – SF/SFHD Zoning	2,800 – 3,199	0	Residential Unit
Single-Family Detached Property – SF/SFHD Zoning	2,400 – 2,799	0	Residential Unit
Single-Family Detached Property – SF/SFHD Zoning	2,000 – 2,399	0	Residential Unit
Single-Family Detached Property – SF/SFHD Zoning	< 2,000	0	Residential Unit
Single-Family Detached Property – MLD Zoning	≥ 3,600	0	Residential Unit
Single-Family Detached Property – MLD Zoning	3,200 – 3,599	0	Residential Unit
Single-Family Detached Property – MLD Zoning	2,800 – 3,199	0	Residential Unit
Single-Family Detached Property – MLD Zoning	2,400 – 2,799	0	Residential Unit
Single-Family Detached Property – MLD Zoning	2,000 – 2,399	0	Residential Unit
Single-Family Detached Property – MLD Zoning	< 2,000	0	Residential Unit
MMD Multi-Family Attached Property	Not Applicable	30,600	Acre
MHD Multi-Family Attached Property	Not Applicable	0	Acre
Non-Residential Property	Not Applicable	0	Acre

ATTACHMENT C
City of Folsom
Community Facilities District No. 23 (Folsom Ranch)
Improvement Area 6
Effective Tax Rate Evaluation Maximum Facilities Special Tax Rates
(Fiscal Year 2021-2022)

Land Use Category	Residential Floor Area	2021-2022 Effective Tax Rate Evaluation Maximum Facilities Special Tax Rate⁽¹⁾⁽²⁾	Taxed Per
Small Lot Final Map Property:			
Single-Family Detached Property – SF/SFHD Zoning	Not Applicable	\$0	Residential Lot
Single-Family Detached Property – MLD Zoning	Not Applicable	0	Residential Lot
Permit Ready Multi-Family/Non-Residential Property	Not Applicable	\$30,600 ⁽³⁾	Acre
Large Lot Property	Not Applicable	\$30,600 ⁽³⁾	Acre
Undeveloped Property	Not Applicable	\$30,600 ⁽³⁾	Acre

- (1) Effective Tax Rate Evaluation Maximum Facilities Special Tax Rates will be inserted following the Effective Tax Rate Evaluation.
- (2) On each July 1, commencing in the Fiscal Year after the Effective Tax Rate Evaluation occurs, the Effective Tax Rate Evaluation Maximum Facilities Special Tax Rates shall be increased by the Facilities Special Tax Escalation Factor of the Effective Tax Rate Evaluation Maximum Facilities Special Tax Rates in effect for the previous Fiscal Year.
- (3) Excludes MHD Multi-Family Attached Property and Non-Residential Property.

ATTACHMENT D
City of Folsom
Community Facilities District No. 23 (Folsom Ranch)
Improvement Area 6
Effective Tax Rate Evaluation Minimum Facilities Revenue
(Fiscal Year 2021-2022)

Land Use Category	Planned Number of Residential Units / Acres⁽¹⁾	2021-2022 Developed Property Effective Tax Rate Evaluation Maximum Facilities Special Tax Rate⁽¹⁾⁽²⁾⁽³⁾	2021-2022 Effective Tax Rate Evaluation Minimum Facilities Revenue⁽¹⁾⁽²⁾⁽⁴⁾
Developed Property:			
Single-Family Detached Property – SF/SFHD Zoning ⁽⁵⁾	0	\$0	\$0
Single-Family Detached Property – MLD Zoning ⁽⁵⁾	0	0	0
MMD Multi-Family Attached Property	9.46	30,600	289,476
MHD Multi-Family Attached Property	9.26	0	0
Non-Residential Property	11.71	0	0
Total Effective Tax Rate Evaluation Minimum Facilities Revenue			\$289,476

- (1) Planned Number of Residential Units/Acres, Developed Property Effective Tax Rate Evaluation Maximum Facilities Special Tax Rate and Effective Tax Rate Evaluation Minimum Facilities Revenue to be inserted following the Effective Tax Rate Evaluation.
- (2) On each July 1, commencing in the Fiscal Year after the Effective Tax Rate Evaluation occurs, the Developed Property Effective Tax Rate Evaluation Maximum Facilities Special Tax Rates and Effective Tax Rate Evaluation Minimum Facilities Revenue shall be increased by the Facilities Special Tax Escalation Factor of the Developed Property Effective Tax Rate Evaluation Maximum Facilities Special Tax Rates and Effective Tax Rate Evaluation Minimum Facilities Revenue in effect for the previous Fiscal Year.
- (3) As a result of future Assessor’s Parcel changes, described in Section C.3, the assigned Developed Property Effective Tax Rate Evaluation Maximum Facilities Special Tax Rates may exceed the Developed Property Effective Tax Rate Evaluation Maximum Facilities Special Tax Rates set forth in this table.
- (4) The total Effective Tax Rate Evaluation Minimum Facilities Revenue may be decreased as result of all or a portion of Effective Tax Rate Evaluation Maximum Facilities Special Tax obligations being prepaid and permanently satisfied pursuant to Section K.
- (5) Based upon the Developed Property Effective Tax Rate Evaluation Maximum Facilities Special Tax Rate for Single-Family Detached Property – SF/SFHD Zoning and Single-Family Detached Property – MLD Zoning with Residential Floor Area of less than 2,000 square feet.

EXHIBIT B

**NOTICE OF PUBLIC HEARING
REGARDING PROPOSED CHANGES TO
IMPROVEMENT AREA NO. 6 OF THE CITY OF FOLSOM'S COMMUNITY
FACILITIES DISTRICT NO. 23 (FOLSOM RANCH)**

**Tuesday, July 26, 2022
6:30 p.m.
Folsom City Hall
50 Natoma Street, Folsom, California**

On Tuesday, June 14, 2022, the City Council (the "City Council") of the City of Folsom (the "City") adopted its Resolution No. 10870 (the "Resolution of Consideration") by which it has scheduled a public hearing to give consideration to amending the powers currently conferred upon the City Council by the City's Community Facilities District No. 23 (Folsom Ranch) (the "Community Facilities District") for its Improvement Area No. 6.

At a special election within Improvement Area No. 6 held on May 26, 2020, the City Council was authorized, among other things, to levy a special tax to finance the acquisition and construction of certain public facilities (the "Facilities") and certain public services (the "Services") and to issue debt to finance the Facilities. The Community Facilities District was formed under the "Mello-Roos Community Facilities Act of 1982," Chapter 2.5, Part 1, Division 2, Title 5 of the Government Code of the State of California, commencing with Section 53311 (the "Act").

The Act provides that changes in the powers conferred upon the City Council by the Community Facilities District may be considered and submitted to the qualified electors of the Community Facilities District. The first step in that process is to describe the proposed changes and to schedule and hold a public hearing on them. In its Resolution of Consideration, the City Council has set forth the proposed changes (the "Proposed Amendments") and scheduled the public hearing.

This Notice contains a brief summary of the Proposed Amendments, but you are referred to the Resolution of Consideration for the definitive description of the Proposed Amendments, including a description of the amended rate and method of apportionment.

The Public Hearing: The City of Folsom City Council will hold the public hearing on Tuesday, July 26, 2022, at 6:30 p.m. at the City Hall, 50 Natoma Street, Folsom, CA 95630.

At the public hearing, any persons interested, including all taxpayers, property owners and registered voters within the Community Facilities District, may appear and be heard, and the oral or written testimony of all interested persons or taxpayers for or against any of the proposed changes to the authority conferred on the City Council by the Community Facilities District, will be heard and considered.

Any protests to the proposed changes may be made orally or in writing by any interested persons or taxpayers, except that any protests pertaining to the regularity or sufficiency of the proceedings shall be in writing and shall clearly set forth the irregularities and defects to which objection is made. The City Council may waive any irregularities in the form or content of any written protest and at the public hearing may correct minor defects in the proceedings. All written protests not presented in person by the protester at the public hearing must be filed with the City Clerk at or before the time fixed for the public hearing in order to be received and considered. Any written protest may be withdrawn in writing at any time before the conclusion of the public hearing.

Written protests by a majority of the registered voters residing and registered within the Community Facilities District (provided they number at least 6), or by the owners of a majority of the land area within the Community Facilities District not exempt from the special tax, will require suspension of these proceedings for at least one year. If such protests are directed only against certain elements of the proposed changes, only those elements need be excluded from the proceedings.

The Proposed Amendments: The proposed changes are to amend the authority to levy the special tax by adjusting the maximum special tax rates based on the planned development within Improvement Area No. 6. For a definitive description of the Proposed Amendments you are referred to the Resolution of Consideration itself, a copy of which is available from the City Clerk.

For the Proposed Amendments to take effect, a public hearing must be held on the Proposed Amendments and the qualified electors within the Community Facilities District must approve the Proposed Amendments by a two-thirds vote. As the Community Facilities District is uninhabited, or inhabited by fewer than 12 registered voters, the qualified electors are, pursuant to the Act, the owners of property within the Community Facilities District.

Dated: [_____] , 2022.

City Clerk
City of Folsom

ATTACHMENT 2

**AMENDED RATE AND METHOD OF APPORTIONMENT FOR
CITY OF FOLSOM
COMMUNITY FACILITIES DISTRICT NO. 23
(FOLSOM RANCH)
Improvement Area No. 6**

A Special Tax, as hereinafter defined, shall be levied on each Assessor's Parcel of Taxable Property within the City of Folsom Community Facilities District No. 23 (Folsom Ranch) Improvement Area No. 6 (CFD No. 23 IA6) and collected each Fiscal Year in an amount determined by the CFD No. 23 IA6 Administrator through the application of the Amended Rate and Method of Apportionment as described below. All of the real property within CFD No. 23 IA6, unless exempted by law or by the provisions hereof, shall be taxed for the purposes, to the extent and in the manner herein provided.

A. GENERAL DEFINITIONS

The terms hereinafter set forth have the following meaning:

"Acre or Acreage" means the land area of an Assessor's Parcel as shown on County records, such as an Assessor's Parcel Map and secured roll data, or if the land area is not shown on an Assessor's Parcel Map, the land area shown on the applicable Large Lot Map, Small Lot Final Subdivision Map, condominium plan, record of survey, or other recorded document creating or describing the parcel. If the preceding maps for a land area are not available, the Acreage of such land area may be determined utilizing available spatial data and GIS. The square footage of an Assessor's Parcel is equal to the Acreage of such parcel multiplied by 43,560.

"Act" means the Mello-Roos Community Facilities Act of 1982, as amended, being Chapter 2.5, Division 2 of Title 5 of the Government Code of the State of California.

"Assessor's Parcel" or "Parcel" means a lot or parcel shown in an Assessor's Parcel Map with an assigned Assessor's Parcel number.

"Assessor's Parcel Map" means an official map of the County Assessor of the County designating lots or parcels by an Assessor's Parcel number.

"Authorized Services" means the landscape corridor, enhanced open space and street light maintenance, services, and expenses authorized to be financed by CFD No. 23 IA6.

"Bond Year" means a one year period beginning on September 2nd in each year and ending on September 1st in the following year, unless defined differently in the applicable Indenture.

"Bonds" means any bonds or other debt (as defined in the Act), whether in one or more series, issued by CFD No. 23 IA6 under the Act.

"CFD No. 23 IA6" means City of Folsom Community Facilities District No. 23 (Folsom Ranch) Improvement Area No. 6.

“CFD No. 23 IA6 Administrator” means the City’s Finance Director, or designee thereof, responsible for determining the Facilities Special Tax Requirement, Services Special Tax Requirement and providing for the levy and collection of the Special Taxes.

~~“CFD No. 23 IA6” means City of Folsom Community Facilities District No. 23 (Folsom Ranch) Improvement Area 6.~~

“City” means the City of Folsom.

“City Council” means the City Council of the City, acting as the legislative body of CFD No. 23 IA6.

“County” means the County of Sacramento.

“Developed Property” means, for each Fiscal Year, all Taxable Property for which a building permit for new construction was issued prior to June 30 of the previous Fiscal Year.

“Effective Tax Rate Evaluation” means an evaluation of the Total Effective Tax Rate of Residential Property at the time of such evaluation. The Effective Tax Rate Evaluation will be based upon a prepared Price Point Study to determine the Total Effective Tax Rate for Residential Property, based upon the calculated Total Estimated Tax Burden.

“Effective Tax Rate Evaluation Maximum Facilities Special Tax” means the total maximum annual Facilities Special Tax, as determined during the Effective Tax Rate Evaluation, in accordance with the provisions of Section C.2, which may be levied in any Fiscal Year on any Assessor’s Parcel of Taxable Property.

“Effective Tax Rate Evaluation Maximum Facilities Special Tax Rate” means the maximum annual Facilities Special Tax rate for each land use category of Taxable Property that will be set forth in Attachment C, following the Effective Tax Rate Evaluation, which may be levied in any Fiscal Year on any Assessor’s Parcel of Taxable Property.

“Effective Tax Rate Evaluation Minimum Facilities Revenue” means, following the Effective Tax Rate Evaluation, the total minimum amount of CFD No. 23 IA6 Effective Tax Rate Evaluation Maximum Facilities Special Tax, as adjusted annually by the Facilities Special Tax Escalation Factor after the Fiscal Year in which the Effective Tax Rate Evaluation occurs, less any Effective Tax Rate Evaluation Maximum Facilities Special Tax amounts prepaid and permanently satisfied pursuant to Section K. The Effective Tax Rate Evaluation Minimum Facilities Revenue, based on Planned Development, is set forth in Attachment D of this Amended Rate and Method of Apportionment.

“Exempt Property” means all Assessors’ Parcels that are exempt from the Special Tax pursuant to Section F. Assessor’s Parcels exempt from the Special Tax pursuant to Section 53340 of the Act shall also be designated as Exempt Property.

“Facilities Administrative Expenses” means the actual or reasonably estimated costs directly related to the administration of the Facilities Special Tax including, but not limited to, the following: the costs of computing the Facilities Special Tax and preparing the annual Facilities Special Tax collection schedules (whether by the City or designee thereof or both); the costs of collecting the Facilities Special Taxes (whether by the County, the City, or otherwise); the costs of remitting the Facilities

Special Taxes to the Trustee; the costs of the Trustee (including its legal counsel) in the discharge of the duties required of it under the Indenture; the costs to the City, CFD No. 23 IA6, or any designee thereof of complying with arbitrage rebate requirements or responding to questions from the IRS or SEC pertaining to any Bonds or any audit of any Bonds by the SEC or IRS; the costs to the City, CFD No. 23 IA6, or any designee thereof of providing continuing disclosure regarding the Bonds pursuant to applicable state or federal securities law; the costs associated with preparing Facilities Special Tax disclosure statements and responding to public inquiries regarding the Facilities Special Taxes; the costs of the City, CFD No. 23 IA6, or any designee thereof related to any appeal of the levy or application of the Facilities Special Tax; the costs associated with the release of funds from an escrow account, if any; and the costs associated with computing and preparing the Effective Tax Rate Evaluation, including the Price Point Study. Facilities Administrative Expenses shall also include amounts estimated or advanced by the City or CFD No. 23 IA6 for any other administrative purposes, including, but not limited to, attorney's fees and other costs related to commencing and pursuing to completion any foreclosure of delinquent Facilities Special Taxes.

"Facilities Special Tax" means the annual Special Tax to be levied in each Fiscal Year on each Assessor's Parcel of Taxable Property to fund the Facilities Special Tax Requirement.

"Facilities Special Tax Escalation Factor" means two percent (2%) annually.

"Facilities Special Tax Requirement" means that amount of Special Tax revenue required in any Fiscal Year for CFD No. 23 IA6 to: (i) Pay Facilities Administrative Expenses in an amount designated by the City; (ii) pay annual debt service on all Outstanding Bonds due in the Bond Year beginning in such Fiscal Year; (iii) pay other periodic costs on Outstanding Bonds, including but not limited to, credit enhancement and rebate payments on Outstanding Bonds; (iv) pay any amounts required to establish or replenish any reserve funds for all Outstanding Bonds in accordance with the Indenture; (v) pay for reasonably anticipated delinquent Special Taxes based on the delinquency rate for Special Taxes levied in the previous Fiscal Year and known upcoming delinquencies; and (vi) pay for Pay As You Go Costs; less (vii) a credit for funds available to reduce the annual Facilities Special Tax levy as determined by the CFD No. 23 IA6 Administrator pursuant to the Indenture.

"Facilities Special Tax Term" means the earlier of Fiscal Year 2079-2080 or the Fiscal Year occurring 50 years following the Fiscal Year in which the first building permit was issued or the first series of Bonds was issued within CFD No. 23 IA6.

"Fiscal Year" means the period starting July 1 and ending on the following June 30.

"Indenture" means the indenture, fiscal agent agreement, trust agreement, resolution or other instrument pursuant to which Bonds are issued, as modified, amended and/or supplemented from time to time, and any instrument replacing or supplementing the same.

"Large Lot Map" means a recorded subdivision map creating larger parcels by land use. The Large Lot Map does not create individual lots for which building permits may be issued for single-family Residential Units.

"Large Lot Property" means, for each Fiscal Year, all Taxable Property for which a Large Lot Map was recorded prior to June 30 of the previous Fiscal Year, excluding any portion(s) thereof classified as Developed Property, Small Lot Final Map Property, or Permit Ready Multi-Family/Non-Residential

Property. Large Lot Property also means, for each Fiscal Year, all Taxable Property classified as Small Lot Final Map Remainder Property as of June 30 of the previous Fiscal Year.

~~“Large Lot Map” means a recorded subdivision map creating larger parcels by land use. The Large Lot Map does not create individual lots for which building permits may be issued for single family Residential Units.~~

“**Maximum Facilities Special Tax**” means the total maximum annual Facilities Special Tax, determined in accordance with the provisions of Section C, which may be levied in any Fiscal Year on any Assessor’s Parcel of Taxable Property.

“**Maximum Facilities Special Tax Rate**” means the maximum annual Facilities Special Tax rate for each land use category of Taxable Property, as shown in Attachment A, which may be levied in any Fiscal Year on any Assessor’s Parcel of Taxable Property.

“**Maximum Services Special Tax**” means the total maximum annual Services Special Tax, determined in accordance with the provisions of Section D, which may be levied in any Fiscal Year on any Assessor’s Parcel of Taxable Property.

“**Maximum Services Special Tax Rate**” means the maximum annual Services Special Tax rate for each land use category of Taxable Property, as shown in Attachment A, which may be levied in any Fiscal Year on any Assessor’s Parcel of Taxable Property.

“**Maximum Special Tax**” means the total annual Maximum Facilities Special Tax (or Effective Tax Rate Evaluation Maximum Facilities Special Tax) and Maximum Services Special Tax, determined in accordance with the provisions of Section C and Section D, which may be levied in any Fiscal Year on any Assessor’s Parcel of Taxable Property.

“**Maximum Total Effective Tax Rate**” means 1.80%, unless the City determines, in its sole discretion, that a higher Maximum Total Effective Tax Rate is appropriate.

~~“**Minimum Facilities Revenue**” means the minimum amount of total CFD No. 23 IA6 Maximum Facilities Special Tax, as adjusted annually by the Facilities Special Tax Escalation Factor, less any Maximum Facilities Special Tax amounts prepaid and permanently satisfied pursuant to Section K. The Minimum Facilities Revenue, based on Planned Development, is set forth in Attachment B of this Rate and Method of Apportionment.~~

“**MHD Multi-Family Attached Property**” means all Assessor’s Parcels for which a building permit could be issued for purposes of constructing one or more attached Residential Units per Assessor’s Parcel with a permitted density range of greater than 20 Residential Units per Acre and more fully described in the Folsom Plan Area Specific Plan adopted on June 28, 2011 and as amended by the City Council. MHD Multi-Family Attached Property shall also include an Assessor’s Parcel or that portion of an Assessor’s Parcel designated as a Mixed Use Residential Parcel.

“**Minimum Facilities Revenue**” means the minimum amount of total CFD No. 23 IA6 Maximum Facilities Special Tax, as adjusted annually by the Facilities Special Tax Escalation Factor, less any Maximum Facilities Special Tax amounts prepaid and permanently satisfied pursuant to Section K. The

Minimum Facilities Revenue, based on Planned Development, is set forth in Attachment B of this Amended Rate and Method of Apportionment.

“Mixed Use Residential Parcel” means a mixed use Assessor’s Parcel that is designated for residential land use. If the mixed use Assessor’s Parcel contains a combination of residential land use and non-residential land use, only that portion of an Assessor’s Parcel designated for residential land use shall be classified as a Mixed Use Residential Parcel and the remaining non-residential land use of the Assessor’s Parcel shall be classified as Non-Residential Property.

“MMD Multi-Family Attached Property” means all Assessor’s Parcels for which a building permit could be issued for purposes of constructing one or more attached Residential Units per Assessor’s Parcel with a permitted density range of 12-20 Residential Units per Acre and more fully described in the Folsom Plan Area Specific Plan adopted on June 28, 2011 and as amended by the City Council.

“Non-Residential Property” means, for each Fiscal Year, all Taxable Property for which a building permit could be issued for purposes of constructing non-residential buildings.

“Open Space Property” means property within the boundaries of CFD No. 23 IA6 which (a) has been designated with specific boundaries and acreage on a Small Lot Final Subdivision Map as open space, or (b) is classified by the City zoning code or County Assessor as open space, or (c) has been irrevocably offered for dedication as open space to the federal government, the State of California, the County, the City, any other public agency, a private, non-profit organization, or (d) is encumbered by an easement or other restriction required by the City limiting the use of such property to open space.

“Outstanding Bonds” means all Bonds, which remain outstanding as defined in the Indenture pursuant to which such Bonds were issued.

“Pay as You Go Costs” means that portion of the Facilities Special Tax Requirement attributable to the direct payment for the acquisition and/or construction of public improvements, which are authorized to be financed by CFD No. 23 IA6.

“Permit Ready Multi-Family/Non-Residential Property” means an Assessor’s Parcel of Taxable Property zoned for multi-family or non-residential land use for which all discretionary entitlements have been obtained, including without limitation, development plan review and improvement plan approval, such that building permits may be issued without further approvals for the construction of multi-family Residential Units or non-residential buildings within such Assessor’s Parcel. The City shall have sole discretion, based upon available development information, in classifying an Assessor’s Parcel as Permit Ready Multi-Family/Non-Residential Property.

“Planned Development” means the planned number of Residential Units, MHD Multi-Family Attached Property Acreage, MMD Multi-Family Attached Property Acreage, and Non-Residential Property Acreage planned within CFD No. 23 IA6, set forth in Attachment B or, following the Effective Tax Rate Evaluation, Attachment D of this Amended Rate and Method of Apportionment, as amended by the future recordation of all Large Lot Maps and Small Lot Final Subdivision Maps within CFD No. 23 IA6.

“Price Point Study” means an analysis, prepared by an independent firm, to verify the estimated average sales price within each land use category of Residential Property given the project location and current market conditions.

“Property Owner Association Property” means any property within the boundaries of CFD No. 23 IA6, which is (a) owned by a property owner association or (b) designated with specific boundaries and Acreage on a Small Lot Final Subdivision Map as property owner association property. As used in this definition, a property owner association includes any master or sub-association.

“Proportionately” means for Taxable Property that the ratio of the Facilities Special Tax levy to the Maximum Facilities Special Tax (or Effective Tax Rate Evaluation Maximum Facilities Special Tax) and the Services Special Tax levy to the Maximum Services Special Tax is equal for all Assessors’ Parcels within each classification (Developed Property, Single Family Final Map Property, Permit Ready Multi-Family/Non-Residential Property, Large Lot Property, etc.) within CFD No. 23 IA6.

“Public Property” means any property within the boundaries of CFD No. 23 IA6, which (a) is owned by a public agency, (b) has been irrevocably offered for dedication to a public agency, or (c) is designated with specific boundaries and Acreage on a Small Lot Final Subdivision Map as property, which will be owned by a public agency. For purposes of this definition, a public agency includes the federal government, the State of California, the County, the City, or any other public agency.

“Residential Floor Area” means all of the square footage of living area within the perimeter of a residential structure, not including any carport, walkway, garage, overhang, patio, enclosed patio, or similar area. The determination of Residential Floor Area shall be made by the CFD No. 23 IA6 Administrator by reference to appropriate records kept by the City’s building department. Residential Floor Area for a residential structure will be based on the building permit(s) issued for such structure prior to it being classified as Developed Property, and shall not change as a result of additions or modifications made to such structure after such classification as Developed Property.

“Residential Lot” means an individual lot of land for which a building permit could be issued to construct a Residential Unit.

“Residential Property” means, for each Fiscal Year, all Taxable Property for which a building permit could be issued for purposes of constructing Residential Units, including Single-Family Detached Property – SF/SFHD Zoning, Single-Family Detached Property – MLD Zoning, MHD Multi-Family Attached Property, and MMD Multi-Family Attached Property.

“Residential Unit” means a residential dwelling unit, not including guest quarters or “granny flats” as allowed by the City zoning code.

“Services Administrative Expenses” means the actual or reasonably estimated costs directly related to the administration of the Services Special Tax including, but not limited to, the following: the costs of computing the Services Special Taxes and preparing the annual Services Special Tax collection schedules (whether by the City or designee thereof or both); the costs of collecting the Services Special Taxes (whether by the County, the City, or otherwise); the costs associated with preparing Special Tax disclosure statements and responding to public inquiries regarding the Services Special Tax; and the costs of the City, CFD No. 23 IA6, or any designee thereof related to any appeal of the levy or application of the Services Special Tax. Services Administrative Expenses shall also include amounts

estimated or advanced by the City or CFD No. 23 IA6 for any other administrative purposes related to the Services Special Tax.

“Services Special Tax” means the annual Special Tax to be levied in each Fiscal Year on each Assessor’s Parcel of Taxable Property to fund the Services Special Tax Requirement.

“Services Special Tax Escalation Factor” means the June annualized percentage change of the Consumer Price Index for all Urban Consumers, for the San Francisco-Oakland-San Jose area, not to exceed four percent (4%). In the event that the percentage change is negative, the Services Special Tax Escalation Factor shall be equal to zero.

“Services Special Tax Requirement” means the amount of Services Special Tax revenue required in any Fiscal Year for CFD No. 23 IA6 to: (i) Pay Services Administrative Expenses in an amount designated by the City; (ii) pay Authorized Services expenses; (iii) pay any amounts required to establish or replenish any repair and contingency funds, capital improvement funds, or reserve funds related to the Authorized Services expenses; (iv) cover any shortfalls that exist if, in any Fiscal Year, the levy of the Facilities Special Tax on each Assessor’s Parcel of Taxable Property is insufficient to pay the Facilities Special Tax Requirement in that Fiscal Year. Facilities Special Tax Requirement shortfalls shall not include Pay As You Go Costs, and (v) pay for reasonably anticipated delinquent Services Special Taxes based on the delinquency rate for Services Special Taxes levied in the previous Fiscal Year; less (vi) a credit for funds available to reduce the annual Services Special Tax levy as determined by the CFD No. 23 IA6 Administrator.

“Single-Family Detached Property – MLD Zoning” means, for each Fiscal Year, all Taxable Property for which a building permit could be issued for purposes of constructing one or more detached or attached Residential Units with a permitted density range of 7-12 Residential Units per Acre and more fully described in the Folsom Plan Area Specific Plan adopted on June 28, 2011 and as amended by the City Council.

“Single-Family Detached Property – SF/SFHD Zoning” means, for each Fiscal Year, all Taxable Property for which a building permit could be issued for purposes of constructing one or more Residential Units. Single-Family Detached Property – SF/SFHD Zoning shall consist of either single-family property with a permitted density range of 1-4 Residential Units per Acre or single-family high density property with a permitted density range of 4-7 Residential Units per Acre, which is more fully described in the Folsom Plan Area Specific Plan adopted on June 28, 2011 and as amended by the City Council.

“Special Tax” means the annual Facilities Special Tax and Services Special Tax to be levied in each Fiscal Year on each Assessor’s Parcel of Taxable Property to fund the Facilities Special Tax Requirement and the Services Special Tax Requirement.

“Small Lot Final Map Property” means, for each Fiscal Year, all Taxable Property for which a Small Lot Final Subdivision Map was recorded prior to June 30 of the previous Fiscal Year.

“Small Lot Final Map Remainder Property” means an Assessor’s Parcel that is created from the subdivision of Large Lot Property by the recordation of a Small Lot Final Subdivision Map that has not yet been mapped for final development approval. Small Lot Final Map Remainder Property is that portion of property for which the Small Lot Final Subdivision Map definition does not apply (i.e., does

not contain individual lots for which building permits may be issued for Residential Units without further subdivision of such property). Each Fiscal Year, all Taxable Property classified as Small Lot Final Map Remainder Property, as of June 30 of the previous Fiscal Year, will be considered Large Lot Property.

“Small Lot Final Subdivision Map” means a subdivision of property created by recordation of a final subdivision map, parcel map or lot line adjustment, approved by the City pursuant to the Subdivision Map Act (California Government Code Section 66410 et seq.) or recordation of a condominium plan pursuant to California Civil Code 1352, that creates individual lots for which building permits may be issued for Residential Units without further subdivision of such property.

“State” means the State of California.

“Taxable Property” means all of the Assessor’s Parcels within the boundaries of CFD No. 23 IA6 that are not exempt from the CFD No. 23 IA6 Special Tax pursuant to law or Section F below.

“Total Effective Tax Rate” means the percentage of the Total Estimated Tax Burden as compared to the estimated average sales price identified in the Price Point Study for each land use category of Residential Property.

“Total Estimated Tax Burden” means the total amount of overlapping property taxes anticipated to be levied upon a Residential Unit, based upon the estimated average sales price identified in the Price Point Study and existing property tax rates for the current Fiscal Year. Existing property tax rates shall reflect the actual property tax rates levied upon Taxable Property in the Fiscal Year that the Effective Tax Rate Evaluation is completed.

“Trustee” means the entity appointed pursuant to an Indenture to act as the trustee, fiscal agent, or paying agent or a combination thereof.

“Undeveloped Property” means, for each Fiscal Year, all Taxable Property not classified as Developed Property, Small Lot Final Map Property, Permit Ready Multi-Family/Non-Residential Property, or Large Lot Property.

B. ASSIGNMENT TO LAND USE CATEGORIES

Each Fiscal Year, using City and County records, City zoning information, and land use development plans, all Assessor’s Parcels within the boundaries of CFD No. 23 IA6 shall be designated as either Taxable Property or Tax-Exempt Property.

All Taxable Property shall be further classified as Developed Property, Small Lot Final Map Property, Permit Ready Multi-Family/Non-Residential Property, Large Lot Property, or Undeveloped Property and shall be subject to the levy of the annual Special Tax determined pursuant to Sections C and D below.

C. FACILITIES SPECIAL TAX

A Maximum Facilities Special Tax shall be assigned to all Taxable Property within CFD No. 23 IA6 according to the Maximum Facilities Special Tax Rates set forth in Attachment A of this Amended Rate and Method of Apportionment.

Once assigned, the sum of the total Maximum Facilities Special Tax shall be equal to or greater than the Minimum Facilities Revenue, unless adjusted by an Effective Tax Rate Evaluation as described below. The Minimum Facilities Revenue for Fiscal Year ~~2020-2021~~2022 is set forth in Attachment B of this Amended Rate and Method of Apportionment.

On each July 1, commencing on July 1, ~~2021~~2022, the Maximum Facilities Special Tax Rates and Minimum Facilities Revenue shall be increased by the Facilities Special Tax Escalation Factor of the Maximum Facilities Special Tax Rates and Minimum Facilities Revenue in effect for the previous Fiscal Year.

C.1. Future Assessor's Parcel Changes – Prior to an Effective Tax Rate Evaluation

The Maximum Facilities Special Tax shall be assigned to all future Assessor's Parcel(s) created from a subdivision, lot line adjustment, or merger of one or more Assessor's Parcels so that the revised sum of the total Maximum Facilities Special Tax revenue is not less than the Minimum Facilities Revenue set forth in Attachment B of this Amended Rate and Method of Apportionment.

Undeveloped Property Subdividing into Large Lot Property

When Undeveloped Property subdivides into Large Lot Property, the Maximum Facilities Special Tax shall be calculated for all Taxable Property as if all of the Taxable Property was classified as Developed Property. The expected Developed Property Maximum Facilities Special Tax for any Large Lot Property and any remaining Undeveloped Property shall be based upon the Planned Development for the Large Lot Property and remaining Undeveloped Property.

If the sum of the total expected Developed Property Maximum Facilities Special Tax generated by all of the Taxable Property is greater than or equal to the Minimum Facilities Revenue, there will be no further adjustments to the Developed Property, Small Lot Final Map Property and Permit Ready Multi-Family/Non-Residential Property Maximum Facilities Special Tax Rates for the Large Lot Property created from the Undeveloped Property subdivision.

If the sum of the total expected Developed Property Maximum Facilities Special Tax is less than the Minimum Facilities Revenue, the Developed Property, Small Lot Final Map Property and Permit Ready Multi-Family/Non-Residential Property Maximum Facilities Special Tax Rates shall be Proportionately increased, on the Large Lot Property created from the Undeveloped Property subdivision, until the sum of the total expected Developed Property Maximum Facilities Special Tax is equal to the Minimum Facilities Revenue. Further, if the sum of the total current Maximum Facilities Special Tax is less than the Minimum Facilities Revenue, the Maximum Facilities Special Tax Rates for the Large Lot Property and any remaining Undeveloped Property created from the Undeveloped Property subdivision shall be Proportionately increased until the sum of the total current Maximum Facilities Special Tax is equal to the Minimum Facilities Revenue. Attachment B of this Amended Rate and Method of Apportionment shall be updated to reflect any increases to the Maximum Facilities Special Tax Rates from the Undeveloped Property subdivision. The Developed Property, Small Lot Final Map Property and Permit Ready Multi-Family/Non-Residential Property Maximum Facilities Special Tax Rates shall not be adjusted for any Taxable Property already classified as Developed Property, Small Lot Final Map Property or Permit Ready Multi-Family/Non-Residential Property.

Large Lot Property Subdividing into Small Lot Final Map Property and Permit Ready Multi-Family/Non-Residential Property

When Large Lot Property subdivides into Small Lot Final Map Property or Permit Ready Multi-Family/Non-Residential Property, the Maximum Facilities Special Tax shall be calculated for all Taxable Property as if all of the Taxable Property was classified as Developed Property. If the Large Lot Property subdivision also creates Small Lot Final Map Remainder Property, the expected Developed Property Maximum Facilities Special Tax for the Small Lot Final Map Remainder Property shall be based upon the Planned Development for the Small Lot Final Map Remainder Property. The expected Developed Property Maximum Facilities Special Tax for any remaining Large Lot Property and Undeveloped Property shall be based upon the Planned Development of the Large Lot Property and the Undeveloped Property.

If the sum of the total expected Developed Property Maximum Facilities Special Tax is greater than or equal to the Minimum Facilities Revenue, there will be no further adjustments to the Developed Property, Small Lot Final Map Property and Permit Ready Multi-Family/Non-Residential Property Maximum Facilities Special Tax Rates for the Small Lot Final Map Property, Small Lot Final Map Remainder Property and Permit Ready Multi-Family/Non-Residential Property created from the Large Lot Property subdivision.

If the sum of the total expected Developed Property Maximum Facilities Special Tax is less than the Minimum Facilities Revenue, and such difference is not eliminated by the full or partial prepayment of the Effective Tax Rate Evaluation Maximum Facilities Special Tax pursuant to Section K, the Developed Property, Small Lot Final Map Property and Permit Ready Multi-Family/Non-Residential Property Maximum Facilities Special Tax Rates shall be Proportionately increased, on the Small Lot Final Map Property, Small Lot Final Map Remainder Property and Permit Ready Multi-Family/Non-Residential Property created from the Large Lot Property subdivision, until the sum of the total expected Developed Property Maximum Facilities Special Tax is equal to the Minimum Facilities Revenue. Attachment B of this Amended Rate and Method of Apportionment shall be updated to reflect any increases to the Maximum Facilities Special Tax Rates from the Large Lot Property subdivision. The Developed Property, Small Lot Final Map Property and Permit Ready Multi-Family/Non-Residential Property Maximum Facilities Special Tax Rates shall not be adjusted for any Taxable Property already classified as Developed Property, Small Lot Final Map Property or Permit Ready Multi-Family/Non-Residential Property created prior to the Large Lot Property subdivision.

C.2. Effective Tax Rate Evaluation

Prior to the issuance of the first building permit or the first series of Bonds within CFD No. 23 IA6, whichever comes earlier, an Effective Tax Rate Evaluation will be completed. Following the Effective Tax Rate Evaluation, Attachment C of this Amended Rate and Method of Apportionment will be updated to reflect the Effective Tax Rate Evaluation Maximum Facilities Special Tax Rate for all Taxable Property in CFD No. 23 IA6.

Effective Tax Rate Evaluation Maximum Facilities Special Tax Rates

As part of the Effective Tax Rate Evaluation, a Price Point Study will be prepared and estimated average sales prices will be established for each Residential Property land use category. Using the estimated average sales price information determined in the Price Point Study, the Total Estimated Tax Burden and Total Effective Tax Rate will be calculated, using the Developed Property Maximum Facilities Special Tax Rates set forth in Attachment A, for each Residential Property land use category. If the calculated Total Effective Tax Rate is less than or equal to the Total Maximum Effective Tax Rate for a Residential Property land use category, the Maximum Facilities Special Tax Rate shall not be adjusted and will be assigned using the Developed Property Maximum Facilities Special Tax Rates set forth in Attachment A. Attachment C of this Amended Rate and Method of Apportionment will be updated to set forth the Developed Property Effective Tax Rate Evaluation Maximum Facilities Special Tax Rate for each Residential Property land use category.

If the Total Effective Tax Rate for any Residential Property land use category exceeds the Total Maximum Effective Tax Rate, the Developed Property Maximum Facilities Special Tax Rate set forth in Attachment A shall be reduced until the Total Effective Tax Rate is less than or equal to

the Total Maximum Effective Tax Rate for that Residential Property land use category. Attachment C of this Amended Rate and Method of Apportionment will be updated to set forth the Developed Property Effective Tax Rate Evaluation Maximum Facilities Special Tax Rate for each Residential Property land use category.

Effective Tax Rate Evaluation Minimum Facilities Revenue

As a result of the Effective Tax Rate Evaluation, if the calculated Total Effective Tax Rate is less than or equal to the Total Maximum Effective Tax Rate for a Residential Property land use category used in the Minimum Facilities Revenue calculation, the Developed Property Maximum Facilities Special Tax Rate for the applicable Residential Property land use category shall not be adjusted and the Effective Tax Rate Evaluation Developed Property Maximum Facilities Special Tax Rate will be assigned using the Developed Property Maximum Facilities Special Tax Rates set forth in Attachment B. Attachment D of this Amended Rate and Method of Apportionment will be updated to set forth the Developed Property Effective Tax Rate Evaluation Maximum Facilities Special Tax Rate for each Residential Property land use category and the Effective Tax Rate Evaluation Minimum Facilities Revenue.

If the calculated Total Effective Tax Rate exceeds the Total Maximum Effective Tax Rate for a Residential Property land use category used in the Minimum Facilities Revenue calculation, the Effective Tax Rate Evaluation Developed Property Maximum Facilities Special Tax Rate will be assigned using the Developed Property Effective Tax Rate Evaluation Maximum Facilities Special Tax Rates set forth in Attachment C. Attachment D of this Amended Rate and Method of Apportionment will be updated to set forth the Developed Property Effective Tax Rate Evaluation Maximum Facilities Special Tax Rate for each Residential Property land use category and the Effective Tax Rate Evaluation Minimum Facilities Revenue.

C.3. Future Assessor's Parcel Changes – After an Effective Tax Rate Evaluation

The Effective Tax Rate Evaluation Maximum Facilities Special Tax shall be assigned to all future Assessor's Parcel(s) created from a subdivision, lot line adjustment, or merger of one or more Assessor's Parcels so that the revised sum of the total Effective Tax Rate Evaluation Maximum Facilities Special Tax revenue is not less than the total Effective Tax Rate Evaluation Minimum Facilities Revenue set forth in Attachment D of this Amended Rate and Method of Apportionment.

Undeveloped Property Subdividing into Large Lot Property

When Undeveloped Property subdivides into Large Lot Property, the Effective Tax Rate Evaluation Maximum Facilities Special Tax shall be calculated for all Taxable Property as if all of the Taxable Property was classified as Developed Property. The expected Developed Property Effective Tax Rate Evaluation Maximum Facilities Special Tax for any Large Lot Property and any remaining Undeveloped Property shall be based upon the Planned Development for the Large Lot Property and remaining Undeveloped Property.

If the sum of the total expected Developed Property Effective Tax Rate Evaluation Maximum Facilities Special Tax generated by all of the Taxable Property is greater than or equal to the Effective Tax Rate Evaluation Minimum Facilities Revenue, there will be no further adjustments to the Developed Property, Small Lot Final Map Property and Permit Ready Multi-Family/Non-Residential Property Effective Tax Rate Evaluation Maximum Facilities Special Tax Rates for the Large Lot Property created from the Undeveloped Property subdivision.

If the sum of the total expected Developed Property Effective Tax Rate Evaluation Maximum Facilities Special Tax is less than the Effective Tax Rate Evaluation Minimum Facilities Revenue, the Developed Property, Small Lot Final Map Property and Permit Ready Multi-Family/Non-Residential Property Effective Tax Rate Evaluation Maximum Facilities Special Tax Rates shall be Proportionately increased, on the Large Lot Property created from the Undeveloped Property subdivision, until the sum of the total expected Developed Property Effective Tax Rate Evaluation Maximum Facilities Special Tax is equal to the Effective Tax Rate Evaluation Minimum Facilities Revenue. Further, if the sum of the total current Effective Tax Rate Evaluation Maximum Facilities Special Tax is less than the Effective Tax Rate Evaluation Minimum Facilities Revenue, the Effective Tax Rate Evaluation Maximum Facilities Special Tax Rates for the Large Lot Property and any remaining Undeveloped Property created from the Undeveloped Property subdivision shall be Proportionately increased until the sum of the total current Effective Tax Rate Evaluation Maximum Facilities Special Tax is equal to the Effective Tax Rate Evaluation Minimum Facilities Revenue. Attachment D of this [Amended](#) Rate and Method of Apportionment shall be updated to reflect any increases to the Effective Tax Rate Evaluation Maximum Facilities Special Tax Rates from the Undeveloped Property subdivision. The Developed Property, Small Lot Final Map Property and Permit Ready Multi-Family/Non-Residential Property Effective Tax Rate Evaluation Maximum Facilities Special Tax Rates shall not be adjusted for any Taxable Property already classified as Developed Property, Small Lot Final Map Property or Permit Ready Multi-Family/Non-Residential Property.

Large Lot Property Subdividing into Small Lot Final Map Property and Permit Ready Multi-Family/Non-Residential Property

When Large Lot Property subdivides into Small Lot Final Map Property or Permit Ready Multi-Family/Non-Residential Property, the Effective Tax Rate Evaluation Maximum Facilities Special Tax shall be calculated for all Taxable Property as if all of the Taxable Property was classified as Developed Property. If the Large Lot Property subdivision also creates Small Lot Final Map Remainder Property, the expected Developed Property Effective Tax Rate Evaluation Maximum Facilities Special Tax for the Small Lot Final Map Remainder Property shall be based upon the Planned Development for the Small Lot Final Map Remainder Property. The expected Developed Property Effective Tax Rate Evaluation Maximum Facilities Special Tax for any remaining Large Lot Property and Undeveloped Property shall be based upon the Planned Development of the Large Lot Property and the Undeveloped Property.

If the sum of the total expected Developed Property Effective Tax Rate Evaluation Maximum Facilities Special Tax is greater than or equal to the Effective Tax Rate Evaluation Minimum Facilities Revenue, there will be no further adjustments to the Developed Property, Small Lot Final Map Property and Permit Ready Multi-Family/Non-Residential Property Effective Tax Rate Evaluation Maximum Facilities Special Tax Rates for the Small Lot Final Map Property, Small Lot Final Map Remainder Property and Permit Ready Multi-Family/Non-Residential Property created from the Large Lot Property subdivision.

If the sum of the total expected Developed Property Effective Tax Rate Evaluation Maximum Facilities Special Tax is less than the Effective Tax Rate Evaluation Minimum Facilities Revenue, and such difference is not eliminated by the full or partial prepayment of the Effective Tax Rate Evaluation Maximum Facilities Special Tax pursuant to Section K, the Developed Property, Small Lot Final Map Property and Permit Ready Multi-Family/Non-Residential Property Effective Tax

Rate Evaluation Maximum Facilities Special Tax Rates shall be Proportionately increased, on the Small Lot Final Map Property, Small Lot Final Map Remainder Property and Permit Ready Multi-Family/Non-Residential Property created from the Large Lot Property subdivision, until the sum of the total expected Developed Property Effective Tax Rate Evaluation Maximum Facilities Special Tax is equal to the Effective Tax Rate Evaluation Minimum Facilities Revenue. Attachment D of this Amended Rate and Method of Apportionment shall be updated to reflect any increases to the Effective Tax Rate Evaluation Maximum Facilities Special Tax Rates from the Large Lot Property subdivision. The Developed Property, Small Lot Final Map Property and Permit Ready Multi-Family/Non-Residential Property Effective Tax Rate Evaluation Maximum Facilities Special Tax Rates shall not be adjusted for any Taxable Property already classified as Developed Property, Small Lot Final Map Property or Permit Ready Multi-Family/Non-Residential Property created prior to the Large Lot Property subdivision.

C.4. Method of Apportionment of Facilities Special Tax

Using the definitions and procedures described herein, the CFD No. 23 IA6 Administrator shall determine the Facilities Special Tax Requirement and levy the Facilities Special Tax until the amount of Facilities Special Taxes equals the Facilities Special Tax Requirement. The Facilities Special Tax shall be levied each Fiscal Year as follows:

Prior to an Effective Tax Rate Evaluation

First: The Facilities Special Tax shall be levied Proportionately on all Developed Property at a rate up to 100% of the Maximum Facilities Special Tax in order to satisfy the Facilities Special Tax Requirement.

Second: If additional monies are needed to satisfy the Facilities Special Tax Requirement after the first step has been completed, the Facilities Special Tax shall be levied Proportionately on all Small Lot Final Map Property at a rate up to 100% of the Maximum Facilities Special Tax. The Facilities Special Tax shall be levied on Small Lot Final Map Property for the entire portion of the Facilities Special Tax Requirement, excluding only Pay As You Go Costs.

Third: If additional monies are needed to satisfy the Facilities Special Tax Requirement after the first two steps have been completed, the Facilities Special Tax shall be levied Proportionately on all Permit Ready Multi-Family/Non-Residential Property at a rate up to 100% of the Maximum Facilities Special Tax. The Facilities Special Tax shall be levied on Permit Ready Multi-Family/Non-Residential Property for the entire portion of the Facilities Special Tax Requirement, excluding only Pay As You Go Costs.

Fourth: If additional monies are needed to satisfy the Facilities Special Tax Requirement after the first three steps have been completed, the Facilities Special Tax shall be levied Proportionately on all Large Lot Property at a rate up to 100% of the Maximum Facilities Special Tax. The Facilities Special Tax shall be levied on Large Lot Property for the entire portion of the Facilities Special Tax Requirement, excluding only Pay As You Go Costs.

Fifth: If additional monies are needed to satisfy the Facilities Special Tax Requirement after the first four steps have been completed, the Facilities Special Tax shall be levied Proportionately on all Undeveloped Property at a rate up to 100% of the Maximum Facilities Special Tax. The Facilities Special Tax shall be levied on Undeveloped Property for the entire portion of the Facilities Special Tax Requirement, excluding only Pay As You Go Costs.

After an Effective Tax Rate Evaluation

First: The Facilities Special Tax shall be levied Proportionately on all Developed Property at a rate up to 100% of the Effective Tax Rate Evaluation Maximum Facilities Special Tax in order to satisfy the Facilities Special Tax Requirement.

Second: If additional monies are needed to satisfy the Facilities Special Tax Requirement after the first step has been completed, the Facilities Special Tax shall be levied Proportionately on all Small Lot Final Map Property at a rate up to 100% of the Effective Tax Rate Evaluation Maximum Facilities Special Tax. The Facilities Special Tax shall be levied on Small Lot Final Map Property for the entire portion of the Facilities Special Tax Requirement, excluding only Pay As You Go Costs.

Third: If additional monies are needed to satisfy the Facilities Special Tax Requirement after the first two steps have been completed, the Facilities Special Tax shall be levied Proportionately on all Permit Ready Multi-Family/Non-Residential Property at a rate up to 100% of the Effective Tax Rate Evaluation Maximum Facilities Special Tax. The Facilities Special Tax shall be levied on Permit Ready Multi-Family/Non-Residential Property for the entire portion of the Facilities Special Tax Requirement, excluding only Pay As You Go Costs.

Fourth: If additional monies are needed to satisfy the Facilities Special Tax Requirement after the first three steps have been completed, the Facilities Special Tax shall be levied Proportionately on all Large Lot Property at a rate up to 100% of the Effective Tax Rate Evaluation Maximum Facilities Special Tax. The Facilities Special Tax shall be levied on Large Lot Property for the entire portion of the Facilities Special Tax Requirement, excluding only Pay As You Go Costs.

Fifth: If additional monies are needed to satisfy the Facilities Special Tax Requirement after the first four steps have been completed, the Facilities Special Tax shall be levied Proportionately on all Undeveloped Property at a rate up to 100% of the Effective Tax Rate Evaluation Maximum Facilities Special Tax. The Facilities Special Tax shall be levied on Undeveloped Property for the entire portion of the Facilities Special Tax Requirement, excluding only Pay As You Go Costs.

D. SERVICES SPECIAL TAX

A Services Special Tax shall be assigned to all Taxable Property within CFD No. 23 IA6 according to the Maximum Services Special Tax Rates set forth in Attachment A of this Amended Rate and Method of Apportionment.

D.1. Increase in the Maximum Services Special Tax

On each July 1, commencing on July 1, ~~2021~~2022, the Maximum Services Special Tax Rates shall be increased by the Services Special Tax Escalation Factor of the Maximum Services Special Tax Rates in effect for the previous Fiscal Year.

D.2. Method of Apportionment of Services Special Tax

If, in any Fiscal Year, the Facilities Special Tax is levied against each Assessor's Parcel of Taxable Property within CFD No. 23 IA6 and the Facilities Special Tax revenues generated are insufficient

to pay the Facilities Special Tax Requirement such shortfall shall be deemed a component of the Services Special Tax Requirement in that Fiscal Year, and proceeds from the levy of the Services Special Tax shall first be applied to mitigate the shortfall in the Facilities Special Tax Requirement before being used to pay for Authorized Services. The Services Special Tax revenue shall not be applied to any Facilities Special Tax Requirement shortfalls attributable to Pay As You Go Costs authorized to be financed by CFD No. 23 IA6.

Using the definitions and procedures described herein, the CFD No. 23 IA6 Administrator shall determine the Services Special Tax Requirement and levy the Services Special Tax until the amount of Services Special Tax equals the Services Special Tax Requirement. The Services Special Tax shall be levied each Fiscal Year as follows:

First: The Services Special Tax shall be levied Proportionately on all Developed Property at a rate up to 100% of the Maximum Services Special Tax in order to satisfy the Services Special Tax Requirement.

Second: If additional monies are needed to satisfy the Services Special Tax Requirement after the first step has been completed, the Services Special Tax shall be levied Proportionately on all Small Lot Final Map Property at a rate up to 100% of the Maximum Services Special Tax in order to satisfy the Services Special Tax Requirement.

Third: If additional monies are needed to satisfy the Services Special Tax Requirement after the first two steps have been completed, the Services Special Tax shall be levied Proportionately on all Permit Ready Multi-Family/Non-Residential Property at a rate up to 100% of the Maximum Services Special Tax in order to satisfy the Services Special Tax Requirement.

Fourth: If additional monies are needed to satisfy the Services Special Tax Requirement after the three steps have been completed, the Services Special Tax shall be levied Proportionately on all Large Lot Property at a rate up to 100% of the Maximum Services Special Tax in order to satisfy the Services Special Tax Requirement.

E. DELINQUENCIES

Notwithstanding the above, under no circumstances will the CFD No. 23 IA6 Facilities Special Tax levied against any Assessor's Parcel of Developed Property classified as Residential Property, in any Fiscal Year, be increased as a consequence of the delinquency or default in the payment of the CFD No. 23 IA6 Facilities Special Taxes by the owner or owners of any other Taxable Property by more than ten percent (10%) above the amount that would have been levied against such Assessor's Parcel in such Fiscal Year had there been no delinquencies or defaults.

F. EXEMPTIONS

F.1. The CFD No. 23 IA6 Administrator shall classify the following as Exempt Property: Public Property, Property Owner Association Property, Open Space Property, Assessor's Parcels exempt from the Special Tax pursuant to Section 53340 of the Act, and Assessor's Parcels with public or utility

easements making impractical their utilization for any use other than the purposes set forth in the easement.

- F.2.** The Maximum Facilities Special Tax obligation or, if applicable, the Effective Tax Rate Evaluation Maximum Facilities Special Tax obligation for Taxable Property which will be transferred or dedicated to a public agency and will be classified as Public Property shall be prepaid in full by the seller, pursuant to Section K, prior to the transfer/dedication of such Taxable Property. Until the Maximum Facilities Special Tax obligation or, if applicable, the Effective Tax Rate Evaluation Maximum Facilities Special Tax obligation for any such Taxable Property is prepaid, the Taxable Property shall continue to be subject to the levy of the Facilities Special Tax. An exception to this may be made if an Assessor's Parcel of Public Property, such as a school site, is relocated to an Assessor's Parcel of Taxable Property, in which case the Assessor's Parcel of previously Public Property becomes Taxable Property and the Assessor's Parcel of previously Taxable Property becomes Public Property. This trading of an Assessor's Parcel from Taxable Property to Public Property will be permitted to the extent there is no loss in Maximum Facilities Special Tax revenue or, if applicable, Effective Tax Rate Evaluation Maximum Facilities Special Tax revenue, and the transfer is agreed to by the owners of all Assessor's Parcels involved in the transfer and the City Council.
- F.3.** If the use of an Assessor's Parcel changes so that such Assessor's Parcel is no longer eligible to be classified as one of the uses set forth in Section F.1 above that would make such Assessor's Parcel eligible to continue to be classified as Exempt Property, such Assessor's Parcel shall cease to be classified as Exempt Property and shall be deemed to be Taxable Property and subject to the Special Tax.

G. TRANSFERS

Prior to the issuance of the first series of Bonds within CFD No. 23 IA6, the City may permit the transfer of Maximum Facilities Special Tax or Effective Tax Rate Evaluation Maximum Facilities Special Tax from one Assessor's Parcel to another Assessor's Parcel. Before recordation of a Small Lot Final Subdivision Map, if a subdivision map is required, the City may permit a transfer if the number of planned Residential Units, Multi-Family Attached Property Acreage, or Non-Residential Property Acreage is transferred from one Assessor's Parcel(s) to another Assessor's Parcel(s) in any portion of Large Lot Property. The City may, in its sole discretion, allow for a transfer of the Maximum Facilities Special Tax or Effective Tax Rate Evaluation Maximum Facilities Special Tax from one Assessor's Parcel to another Assessor's Parcel provided such a transfer shall be allowed only if (1) all adjustments are agreed to in writing by the affected property owners and the City's Finance Director, and (2) there is no reduction in the sum of the total Maximum Facilities Special Tax or sum of the total Effective Tax Rate Evaluation Maximum Facilities Special Tax as a result of the transfer. Should a transfer result in an amendment to Attachment B or, following an Effective Tax Rate Evaluation, Attachment D of this Amended Rate and Method of Apportionment, the requesting property owner shall bear the costs to affect the transfer in the CFD No. 23 IA6 records and prepare the required amendments to Attachment B or, following an Effective Tax Rate Evaluation, Attachment D of this Amended Rate and Method of Apportionment.

H. INTERPRETATIONS

The City reserves the right to make minor administrative and technical changes to this document that do not materially affect the Amended Rate and Method of Apportionment of Special Tax. In addition, the interpretation and application of any section of this document shall be at the City's discretion. Interpretations may be made by the City by ordinance or resolution for purposes of clarifying any vagueness or ambiguity in this Amended Rate and Method of Apportionment of Special Tax.

I. REVIEW/APEALS

The CFD No. 23 IA6 Administrator may establish such procedures, as it deems necessary to undertake the review of any such appeal. The CFD No. 23 IA6 Administrator shall interpret this Amended Rate and Method of Apportionment of Special Tax and make determinations relative to the annual administration of the Special Tax and any property owner appeals, as herein specified.

Any property owner may file a written appeal of the Special Tax with the CFD No. 23 IA6 Administrator claiming that the amount or application of the Special Tax is not correct. The appeal must be filed not later than one calendar year after having paid the Special Taxes that are disputed, and the appellant must be current in all payments of Special Taxes. In addition, during the term of the appeal process, all Special Taxes levied must be paid on or before the payment date established when the levy was made. The appeal must specify the reasons why the appellant claims the Special Taxes are in error. The CFD No. 23 IA6 Administrator shall review the appeal, meet with the appellant if the CFD No. 23 IA6 Administrator deems necessary, and advise the appellant of its determination.

If the property owner disagrees with the CFD No. 23 IA6 Administrator's decision relative to the appeal, the owner may file a written notice with the City Manager appealing the amount of the Special Tax levied on such Assessor's Parcel. If following such consultation and action ~~if any,~~ by the City Manager ~~the~~, the property owner believes such error still exists, such person may file a written notice with the City Council appealing the amount of the Special Tax levied on such Assessor's Parcel. The decision of the City shall be final and binding to all persons. If the decision of the CFD No. 23 IA6 Administrator or subsequent decision by the City Manager or City Council requires the Special Taxes to be modified or changed in favor of the property owner, no cash refund shall be made for prior years' Special Taxes, but an adjustment shall be made to credit future Special Taxes. This procedure shall be exclusive and its exhaustion by any property owner shall be a condition precedent to filing any legal action by such owner.

J. MANNER OF COLLECTION

The annual Special Tax shall be collected in the same manner and at the same time as ordinary ad valorem property taxes; provided, however, that CFD No. 23 IA6, may, at the sole discretion of the City, directly bill the Special Tax, may collect Special Taxes at a different time or in a different manner as necessary to meet its financial obligations, and may covenant to foreclose and may actually foreclose on Assessor's Parcels of Taxable Property that are delinquent in the payment of Special Taxes.

K. PREPAYMENT OF FACILITIES SPECIAL TAX

The Facilities Special Tax obligation of an Assessor's Parcel of Taxable Property may be prepaid and permanently satisfied as described herein; provided that there are no delinquent Special Taxes with respect to such Assessor's Parcel at the time of prepayment. An owner of an Assessor's Parcel intending to prepay the Facilities Special Tax obligation shall provide the CFD No. 23 IA6 Administrator with written notice of intent to prepay. Within 30 days of receipt of such written notice, the CFD No. 23 IA6 Administrator shall notify such owner of the prepayment amount of such Assessor's Parcel. Prepayment must be made not less than 60 days prior to the next occurring date that notice of redemption of Bonds, whichever date is earlier, from the proceeds of such prepayment may be given to the Trustee pursuant to the Indenture. The CFD No. 23 IA6 Administrator may charge a fee for providing this service.

K.1. Prepayment in Full

As of the proposed date of prepayment, the Prepayment Amount shall be calculated as follows:

Step 1: Determine the current Fiscal Year Maximum Facilities Special Tax for the Assessor's Parcel based on the assignment of the Maximum Facilities Special Tax described in Section C ~~above~~. If an Effective Tax Rate Evaluation has occurred, determine the current Fiscal Year Effective Tax Rate Evaluation Maximum Facilities Special Tax for the Assessor's Parcel based on the assignment of the Effective Tax Rate Evaluation Maximum Facilities Special Tax described in Section C ~~above~~. If the Assessor's Parcel is not already classified as Developed Property, the Maximum Facilities Special Tax (or Effective Tax Rate Evaluation Maximum Facilities Special Tax) shall be assigned as though the Assessor's Parcel was already designated as Developed Property.

Step 2: Calculate the annual revenue produced, by annually applying the Facilities Special Tax Escalation Factor, from the Maximum Facilities Special Tax (or Effective Tax Rate Evaluation Maximum Facilities Special Tax) from the date of prepayment through the Facilities Special Tax Term, except that this final date may be amended by the City no later than the time of the calculation of the prepayment. If the final date used in the prepayment calculation is amended by the City, this amended final date shall apply to any and all prepayment calculations from that point forward.

Step 3: Calculate the present value of the Assessor's Parcel's annual Maximum Facilities Special Tax (or Effective Tax Rate Evaluation Maximum Facilities Special Tax) revenue stream determined in Step 2. The present value shall be calculated using a discount rate that earns a rate of interest that, when the prepayment is invested in City permitted and available investments, would produce annual revenues equal to the amounts calculated in Step 2.

If there are Outstanding Bonds at the time of the Prepayment Amount calculation, the Prepayment Amount shall be first allocated to the Redemption Amount. If the Prepayment Amount is insufficient to fund the Redemption Amount, then the Prepayment Amount shall be increased to equal the Redemption Amount.

The Redemption Amount is calculated as follows:

Step 1: Divide the Maximum Facilities Special Tax (or Effective Tax Rate Evaluation Maximum Facilities Special Tax) computed pursuant to Step 1 of Section K.1 by the total Maximum

Facilities Special Taxes (or total Effective Tax Rate Evaluation Maximum Facilities Special Taxes) for the entire CFD No. 23 IA6, based on the Maximum Facilities Special Taxes (or Effective Tax Rate Evaluation Maximum Facilities Special Taxes) that could be charged in the current Fiscal Year if all Taxable Property were designated as Developed Property, excluding any Assessor's Parcels which have prepaid the Maximum Facilities Special Tax (or Effective Tax Rate Evaluation Maximum Facilities Special Tax) obligation (the "Prepayment Quotient").

Step 2: Multiply the Prepayment Quotient by the Outstanding Bonds to compute the amount of Outstanding Bonds to be redeemed (the "Bond Redemption Amount").

Step 3: Multiply the Bond Redemption Amount by the applicable redemption premium, if any, on the Outstanding Bonds to be redeemed.

Step 4: Compute the amount needed to pay interest on the Bond Redemption Amount from the first Bond interest payment date following the current Fiscal Year until the earliest redemption date for the Outstanding Bonds.

Step 5: Determine that portion of Facilities Special Taxes levied on the Assessor's Parcel in the current Fiscal Year to satisfy the Facilities Special Tax Requirement, which have not yet been paid.

Step 6: A reserve fund credit shall equal the lesser of: (a) the expected reduction in the reserve requirement (as defined in the Indenture for the Bonds), if any, associated with the redemption of Outstanding Bonds as a result of the prepayment, or (b) the amount derived by subtracting the new reserve requirement (as defined in the Indenture for the Bonds) in effect after the redemption of Outstanding Bonds as a result of the prepayment from the balance in the reserve fund on the prepayment date, but in no event shall such amount be less than zero. Such reserve fund credit will not decrease the balance in the reserve fund below the new reserve requirement.

Step 7: If any capitalized interest for the Outstanding Bonds will not have been expended at the time of the first interest and/or principal payment following the current Fiscal Year, a capitalized interest credit shall be calculated by multiplying the quotient computed pursuant to Step 1 by the expected balance in the capitalized interest fund after such first interest payment.

Step 8: The redemption amount is equal to the sum of the amounts computed pursuant to Steps 2, 3, 4, and 5, less the amount computed pursuant to Steps 6 and 7 (the "Redemption Amount").

If the Prepayment Amount exceeds the Redemption Amount; then any remaining Prepayment Amount, after allocating the Redemption Amount, shall be designated as Pay as You Go Costs.

The Prepayment Amount shall include any fees or expenses, including the costs of computation of the prepayment, the costs to invest the prepayment proceeds, the cost of redeeming Bonds, and the costs of recording any notices to evidence the prepayment and the redemption (the "Administrative Fees and Expenses").

In addition, the City has the authority to adjust the Prepayment Amount calculated above if a portion or all of the current property tax bill and the portion attributable to the payment of the Facilities Special Tax has not been used to make an interest and/or principal payment on the Bonds.

Notwithstanding the foregoing, no Facilities Special Tax prepayment shall be allowed unless the amount of Maximum Facilities Special Taxes (or Effective Tax Rate Evaluation Maximum Facilities Special Taxes), net of any priority administration, if any as defined in the Bond documents, that may be levied on Taxable Property, in each Fiscal Year, both prior to and after the proposed prepayment, is at least 1.1 times the annual debt service on all Outstanding Bonds to be paid from the Maximum Facilities Special Taxes (or Effective Tax Rate Evaluation Maximum Facilities Special Taxes) in each Fiscal Year.

K.2. Prepayment in Part

The Facilities Special Tax obligation may be partially prepaid in any percentage of the full Prepayment Amount. The amount of the partial prepayment shall be calculated as in the above Section K.1; except that a partial prepayment shall be calculated according to the following formula:

$$PP = ((PE - A) \times F) + A$$

These terms have the following meaning:

PP = the Partial Prepayment Amount

PE = the Prepayment Amount calculated according to Section K.1 above

A = the Administrative Fees and Expenses calculated according to Section K.1 above

F = the percent by which the owner of the Assessor’s Parcel(s) is partially prepaying the Facilities Special Tax obligation.

The owner of an Assessor’s Parcel who desires to partially prepay the Facilities Special Tax obligation shall notify the CFD No. 23 IA6 Administrator of (i) such owner’s intent to partially prepay the Facilities Special Tax obligation, (ii) the amount of partial prepayment expressed in increments equal to percentage of the full Prepayment Amount, and (iii) the company or agency that will be acting as the escrow agent, if applicable. Partial prepayment must be made not less than 60 days prior to the next occurring date that notice of redemption of Bonds, whichever date is earlier, from the proceeds of such prepayment may be given to the Trustee pursuant to the Indenture. The CFD No. 23 IA6 Administrator may charge a fee for providing this service.

With respect to any Assessor’s Parcel that is partially prepaid, the CFD No. 23 IA6 Administrator shall indicate in the records of CFD No. 23 IA6 that there has been a partial prepayment of the Facilities Special Tax obligation and that a portion of the Facilities Special Tax obligation equal to the outstanding percentage (1.00 – F) of the remaining Facilities Special Tax obligation shall continue to be authorized to be levied on such Assessor’s Parcel pursuant to Section C.

Notwithstanding the foregoing, no partial prepayment shall be allowed unless the amount of Maximum Facilities Special Taxes (or Effective Tax Rate Evaluation Maximum Facilities Special Taxes), net of any priority administration, if any as defined in the Bond documents, that may be levied on Taxable Property, in each Fiscal Year, both prior to and after the proposed partial

prepayment, is at least 1.1 times the annual debt service on all Outstanding Bonds to be paid from the Maximum Facilities Special Taxes (or Effective Tax Rate Evaluation Maximum Facilities Special Taxes) in each Fiscal Year.

L. TERM OF SPECIAL TAX

The Maximum Facilities Special Tax and Effective Tax Rate Evaluation Maximum Facilities Special Tax shall be levied commencing in Fiscal Year ~~2020-2021~~2022 to the extent necessary to fully satisfy the Facilities Special Tax Requirement and shall be levied for the Facilities Special Tax Term.

The Maximum Services Special Tax shall be levied commencing in Fiscal Year ~~2020-2021~~2022 and shall be levied in perpetuity, unless and until such time the City determines that revenues are no longer needed to pay the Services Special Tax Requirement.

ATTACHMENT A
City of Folsom
Community Facilities District No. 23 (Folsom Ranch)
Improvement Area 6
Maximum Special Tax Rates
(Fiscal Year ~~2020-2021-2022~~)

Land Use Category	Residential Floor Area	2020-2021-2022 Maximum Facilities Special Tax Rate⁽¹⁾	2020-2021-2022 Maximum Services Special Tax Rate⁽²⁾	Taxed Per
Developed Property:				
Single-Family Detached Property – SF/SFHD Zoning	≥ 3,600	\$3,8860	\$1750	Residential Unit
Single-Family Detached Property – SF/SFHD Zoning	3,200 – 3,599	3,5710	1750	Residential Unit
Single-Family Detached Property – SF/SFHD Zoning	2,800 – 3,199	3,5590	1750	Residential Unit
Single-Family Detached Property – SF/SFHD Zoning	2,400 – 2,799	3,2930	1750	Residential Unit
Single-Family Detached Property – SF/SFHD Zoning	2,000 – 2,399	3,0000	1750	Residential Unit
Single-Family Detached Property – SF/SFHD Zoning	< 2,000	2,9000	1750	Residential Unit
Single-Family Detached Property – MLD Zoning	≥ 3,600	3,8860	850	Residential Unit
Single-Family Detached Property – MLD Zoning	3,200 – 3,599	3,5710	850	Residential Unit
Single-Family Detached Property – MLD Zoning	2,800 – 3,199	3,5590	850	Residential Unit
Single-Family Detached Property – MLD Zoning	2,400 – 2,799	3,2930	850	Residential Unit
Single-Family Detached Property – MLD Zoning	2,000 – 2,399	3,0000	850	Residential Unit
Single-Family Detached Property – MLD Zoning	< 2,000	2,9000	850	Residential Unit
MMD Multi-Family Attached Property	Not Applicable	30,000600	300310	Acre
MHD Multi-Family Attached Property	Not Applicable	30,0000	300310	Acre
Non-Residential Property	Not Applicable	30,0000	0	Acre

ATTACHMENT A
City of Folsom
Community Facilities District No. 23 (Folsom Ranch)
Improvement Area 6
Maximum Special Tax Rates
(Fiscal Year ~~2020-2021-2022~~)

Land Use Category	Residential Floor Area	2020-2021-2022 Maximum Facilities Special Tax Rate⁽¹⁾	2020-2021-2022 Maximum Services Special Tax Rate⁽²⁾	Taxed Per
Small Lot Final Map Property:				
Single-Family Detached Property – SF/SFHD Zoning	Not Applicable	\$2,9000	\$1750	Residential Lot
Single-Family Detached Property – MLD Zoning	Not Applicable	2,9000	850	Residential Lot
Permit Ready Multi-Family/Non-Residential Property	Not Applicable	\$11,700 30,600 ⁽³⁾	\$300 310 ⁽⁴⁾	Acre
Large Lot Property	Not Applicable	\$30,000 600 ⁽³⁾	\$500 310 ⁽⁴⁾	Acre
Undeveloped Property	Not Applicable	\$30,000 600 ⁽³⁾	\$500 310 ⁽⁴⁾	Acre

(1) On each July 1, commencing on July 1, ~~2021~~~~2022~~, the Maximum Facilities Special Tax Rates shall be increased by the Facilities Special Tax Escalation Factor of the Maximum Facilities Special Tax Rates in effect for the previous Fiscal Year.

(2) On each July 1, commencing on July 1, ~~2021~~~~2022~~, the Maximum Services Special Tax Rates shall be increased by an amount equal to the Services Special Tax Escalation Factor of the Maximum Services Special Tax Rates in effect for the previous Fiscal Year.

~~(3)~~ Excludes ~~Permit Ready MHD Multi-Family/ Attached Property and Non-Residential Property zoned for non-residential land use.~~

~~(3)~~~~(4)~~ Excludes Non-Residential Property.

ATTACHMENT B
City of Folsom
Community Facilities District No. 23 (Folsom Ranch)
Improvement Area 6
Minimum Facilities Revenue
(Fiscal Year ~~2020-2021-2022~~)

Land Use Category	Planned Number of Residential Units / Acres	2020-2021-2022 Developed Property Maximum Facilities Special Tax Rate⁽¹⁾⁽²⁾	2020-2021-2022 Minimum Facilities Revenue⁽¹⁾⁽³⁾
Developed Property:			
Single-Family Detached Property – SF/SFHD Zoning ⁽⁴⁾	0	\$2,9000	\$0
Single-Family Detached Property – MLD Zoning ⁽⁴⁾	0	2,9000	0
MMD Multi-Family Attached Property	9.546	30,000600	285,000289,476
MHD Multi-Family Attached Property	9.326	11,7000	108,8100
Non-Residential Property	11.471	11,7000	133,3800
Total Minimum Facilities Revenue			\$527,190289,476

- (1) On each July 1, commencing on July 1, ~~20212022~~, the Developed Property Maximum Facilities Special Tax Rates and Minimum Facilities Revenue shall be increased by the Facilities Special Tax Escalation Factor of the Developed Property Maximum Facilities Special Tax Rates and Minimum Facilities Revenue in effect for the previous Fiscal Year.
- (2) As a result of future Assessor’s Parcel changes, described in Section C.1, the assigned Maximum Facilities Special Tax Rates for Developed Property may exceed the Developed Property Maximum Facilities Special Tax Rates set forth in this table.
- (3) The total Minimum Facilities Revenue may be decreased as result of all or a portion of Maximum Facilities Special Tax obligations being prepaid and permanently satisfied pursuant to Section K.
- (4) Based upon the Developed Property Maximum Facilities Special Tax Rate for Single-Family Detached Property – SF/SFHD Zoning and Single-Family Detached Property – MLD Zoning with Residential Floor Area of less than 2,000 square feet.

ATTACHMENT C
City of Folsom
Community Facilities District No. 23 (Folsom Ranch)
Improvement Area 6
Effective Tax Rate Evaluation Maximum Facilities Special Tax Rates
(Fiscal Year ~~2020-2021-2022~~)

Land Use Category	Residential Floor Area	<u>2020-2021-2022</u> Effective Tax Rate Evaluation Maximum Facilities Special Tax Rate⁽¹⁾⁽²⁾	Taxed Per
Developed Property:			
Single-Family Detached Property – SF/SFHD Zoning	≥ 3,600	_____ \$0	Residential Unit
Single-Family Detached Property – SF/SFHD Zoning	3,200 – 3,599	_____0	Residential Unit
Single-Family Detached Property – SF/SFHD Zoning	2,800 – 3,199	_____0	Residential Unit
Single-Family Detached Property – SF/SFHD Zoning	2,400 – 2,799	_____0	Residential Unit
Single-Family Detached Property – SF/SFHD Zoning	2,000 – 2,399	_____0	Residential Unit
Single-Family Detached Property – SF/SFHD Zoning	< 2,000	_____0	Residential Unit
Single-Family Detached Property – MLD Zoning	≥ 3,600	_____0	Residential Unit
Single-Family Detached Property – MLD Zoning	3,200 – 3,599	_____0	Residential Unit
Single-Family Detached Property – MLD Zoning	2,800 – 3,199	_____0	Residential Unit
Single-Family Detached Property – MLD Zoning	2,400 – 2,799	_____0	Residential Unit
Single-Family Detached Property – MLD Zoning	2,000 – 2,399	_____0	Residential Unit
Single-Family Detached Property – MLD Zoning	< 2,000	_____0	Residential Unit
MMD Multi-Family Attached Property	Not Applicable	_____30,600	Acre
MHD Multi-Family Attached Property	Not Applicable	_____0	Acre
Non-Residential Property	Not Applicable	_____0	Acre

ATTACHMENT C
City of Folsom
Community Facilities District No. 23 (Folsom Ranch)
Improvement Area 6
Effective Tax Rate Evaluation Maximum Facilities Special Tax Rates
(Fiscal Year ~~2020-2021-2022~~)

Land Use Category	Residential Floor Area	<u>2020-2021-2022</u> Effective Tax Rate Evaluation Maximum Facilities Special Tax Rate ⁽¹⁾⁽²⁾	Taxed Per
Small Lot Final Map Property:			
Single-Family Detached Property – SF/SFHD Zoning	Not Applicable	\$ <u> </u> \$0	Residential Lot
Single-Family Detached Property – MLD Zoning	Not Applicable	<u> </u> 0	Residential Lot
Permit Ready Multi-Family/Non-Residential Property			
	Not Applicable	\$ <u> </u> \$30,600 ⁽³⁾	Acre
Large Lot Property			
	Not Applicable	\$ <u> </u> \$30,600 ⁽³⁾	Acre
Undeveloped Property			
	Not Applicable	\$ <u> </u> \$30,600 ⁽³⁾	Acre

- (1) Effective Tax Rate Evaluation Maximum Facilities Special Tax Rates will be inserted following the Effective Tax Rate Evaluation.
- (2) On each July 1, commencing in the Fiscal Year after the Effective Tax Rate Evaluation occurs, the Effective Tax Rate Evaluation Maximum Facilities Special Tax Rates shall be increased by the Facilities Special Tax Escalation Factor of the Effective Tax Rate Evaluation Maximum Facilities Special Tax Rates in effect for the previous Fiscal Year.
- (3) Excludes MHD Multi-Family Attached Property and Non-Residential Property.

ATTACHMENT D
City of Folsom
Community Facilities District No. 23 (Folsom Ranch)
Improvement Area 6
Effective Tax Rate Evaluation Minimum Facilities Revenue
(Fiscal Year ~~2020-2021-2022~~)

Land Use Category	Planned Number of Residential Units / Acres⁽¹⁾	2020-2021-2022 Developed Property Effective Tax Rate Evaluation Maximum Facilities Special Tax Rate⁽¹⁾⁽²⁾⁽³⁾	2020-2021-2022 Effective Tax Rate Evaluation Minimum Facilities Revenue⁽¹⁾⁽²⁾⁽⁴⁾
Developed Property:			
Single-Family Detached Property – SF/SFHD Zoning ⁽⁵⁾	<u> 0</u>	\$ <u> 0</u>	\$ <u> 0</u>
Single-Family Detached Property – MLD Zoning ⁽⁵⁾	<u> 0</u>	<u> 0</u>	<u> 0</u>
MMD Multi-Family Attached Property	<u> 9.46</u>	<u> 30,600</u>	<u> 289,476</u>
MHD Multi-Family Attached Property	<u> 9.26</u>	<u> 0</u>	<u> 0</u>
Non-Residential Property	<u> 11.71</u>	<u> 0</u>	<u> 0</u>
Total Effective Tax Rate Evaluation Minimum Facilities Revenue			\$ <u> 289,476</u>

- (1) Planned Number of Residential Units/Acres, Developed Property Effective Tax Rate Evaluation Maximum Facilities Special Tax Rate and Effective Tax Rate Evaluation Minimum Facilities Revenue to be inserted following the Effective Tax Rate Evaluation.
- (2) On each July 1, commencing in the Fiscal Year after the Effective Tax Rate Evaluation occurs, the Developed Property Effective Tax Rate Evaluation Maximum Facilities Special Tax Rates and Effective Tax Rate Evaluation Minimum Facilities Revenue shall be increased by the Facilities Special Tax Escalation Factor of the Developed Property Effective Tax Rate Evaluation Maximum Facilities Special Tax Rates and Effective Tax Rate Evaluation Minimum Facilities Revenue in effect for the previous Fiscal Year.
- (3) As a result of future Assessor’s Parcel changes, described in Section C.3, the assigned Developed Property Effective Tax Rate Evaluation Maximum Facilities Special Tax Rates may exceed the Developed Property Effective Tax Rate Evaluation Maximum Facilities Special Tax Rates set forth in this table.
- (4) The total Effective Tax Rate Evaluation Minimum Facilities Revenue may be decreased as result of all or a portion of Effective Tax Rate Evaluation Maximum Facilities Special Tax obligations being prepaid and permanently satisfied pursuant to Section K.
- (5) Based upon the Developed Property Effective Tax Rate Evaluation Maximum Facilities Special Tax Rate for Single-Family Detached Property – SF/SFHD Zoning and Single-Family Detached Property – MLD Zoning with Residential Floor Area of less than 2,000 square feet.

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