



CITY OF
FOLSOM
DISTINCTIVE BY NATURE

Agenda

City Council Regular Meeting

City Council Chambers | 50 Natoma Street, Folsom CA 95630

July 28, 2020

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

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



City Council Regular Meeting

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

Tuesday, July 28, 2020 6:30 PM

Sarah Aquino, Mayor

Ernie Sheldon, Vice Mayor
Kerri Howell, Council Member

Mike Kozlowski, Council Member
Andy Morin, Council Member

REGULAR CITY COUNCIL AGENDA

Pursuant to Governor Newsom's Executive Order N-29-20, members of the Folsom City Council and staff may participate in this meeting via teleconference.

Due to the coronavirus (COVID-19) public health emergency, the City of Folsom is allowing for remote public input during City Council meetings. Members of the public are encouraged to participate by emailing comments to CityClerkDept@folsom.ca.us. Emailed comments must be received no later than thirty minutes before the meeting and will be read aloud at the meeting during the agenda item. Please make your comments brief. Written comments submitted and read into the public record must adhere to the principles of the three-minute speaking time permitted for in-person public comment at City Council meetings. Members of the public wishing to participate in this meeting via teleconference may email CityClerkDept@folsom.ca.us no later than thirty minutes before the meeting to obtain call-in information. Each meeting may have different call-in information. Verbal comments via teleconference must adhere to the principles of the three-minute speaking time permitted for in-person public comment at City Council meetings.

Members of the public may continue to participate in the meeting in person at Folsom City Hall, 50 Natoma Street, Folsom, CA while maintaining appropriate social distancing and wearing face coverings.

CALL TO ORDER

ROLL CALL:

Council Members: Howell, Kozlowski, Morin, Sheldon, Aquino

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. Overview of the Police Department's Policy and Approach to the #cantwait Movement, Social Media, and Community Policing

CONSENT CALENDAR:

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

2. Approval of July 14, 2020 Special and Regular Meeting Minutes
3. Resolution No. 10492 - A Resolution Authorizing the City Manager to Execute an Agreement with Williams Scotsman Inc. for the Purchase of Two Modular Office Buildings and Appropriation of Funds.
4. Resolution No. 10493 – A Resolution Authorizing the Police Department to Accept a State of California Department of Alcoholic Beverage Control Alcohol Policing Partnership Grant in the Amount of \$56,580 and Appropriation of Funds
5. Resolution No. 10494 – A Resolution Amending Resolution No. 10464 to Include the City's Funding Commitment for a United States Bureau of Reclamation WaterSMART Drought Response Program Grant
6. Resolution No. 10495 - A Resolution Authorizing the City Manager to Execute an Agreement with HydroScience Engineers, Inc. for Design Services for the Ashland Water Rehabilitation Project No. 1
7. Resolution No. 10496 - A Resolution Authorizing the City Manager to Execute an Agreement with HydroScience Engineers, Inc. for Design Services for the Ashland Water Rehabilitation Project No. 2
8. Resolution No. 10497 - A Resolution Authorizing the City Manager to Execute a Licensing Agreement with the Sacramento Regional Radio Communication System
9. Resolution No. 10499 - A Resolution Authorizing the City Manager to Execute a Contract Amendment with R.E.Y. Engineers, Inc. for the Riley Street Sidewalk Feasibility Study and Appropriation of Funds
10. Resolution No. 10500 – A Resolution Authorizing the City Manager to Execute a Subdivision Improvement Agreement and Accept Offers of Dedication for the Mangini Ranch Phase 1 Village No. 4 Subdivision, and Approval of the Final Map for the Mangini Ranch Phase 1 Village No. 4 Subdivision
11. Resolution No. 10501 - 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. 4 Subdivision, and Approval of the Final Map for the Mangini Ranch Phase 2 Village No. 4 Subdivision
12. Resolution No. 10502 – 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. 8 Subdivision, and Approval of the Final Map for the Mangini Ranch Phase 2 Village No. 8 Subdivision

- [13.](#) Resolution No. 10503 - A Resolution Authorizing Adoption of an Addendum to the Memorandum of Understanding between the City of Folsom and the Folsom Police Officers Association

PUBLIC HEARING:

- [14.](#) Resolution No. 10484- A Resolution of the City Council of the City of Folsom Approving and Confirming the Report of Delinquent Utilities Charges and Requesting Sacramento County to Collect Such Charges on the Tax Roll
- [15.](#) Resolution No. 10498 - A Resolution Approving the Final Engineers Report, Declaring the Intention to Continue to Levy and Collect Fiscal Year 2020-2021 Annual Assessments in the City of Folsom Landscaping and Lighting Assessment Districts and Setting Public Hearing for American River Canyon North, American River Canyon North No. 2, American River Canyon No. 3, Blue Ravine Oaks, Blue Ravine Oaks No. 2, Briggs Ranch, Broadstone, Broadstone Unit No. 3, Broadstone No. 4, 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, Prospect Ridge, The Residences at American River Canyon, The Residences at American River Canyon II, Sierra Estates, Silverbrook, Steeplechase, Willow Creek Estates East, Willow Creek Estates East No.2, Willow Creek Estates South, and Willow Springs

NEW BUSINESS:

- [16.](#) Folsom Plan Area Specific Plan Infrastructure Fee Nexus Study and Fee Update
- i. Resolution No. 10491 - A Resolution Adopting the Nexus Study Fiscal Year 2020-21 Update for the Folsom Plan Area Specific Plan Infrastructure Fees (SPIF) and Setting the Updated amount of the SPIF Fees
- ii. Ordinance No. 1307 - An Ordinance of the City of Folsom Amending Sections 3.130.010(JJ) and 3.130.030(E)(1)(c) of the Folsom Municipal Code Pertaining to the Set-Aside Component of the Folsom Plan Area Specific Plan Infrastructure Fees (Introduction and First Reading)
- [17.](#) Housing Element Update and Direction to Staff; Report on Stakeholder Outreach and Rezone Strategy to Meet Folsom Affordable Housing Needs
- [18.](#) City Manager Compensation Following Favorable Evaluation

CITY MANAGER REPORTS:

COUNCIL COMMENTS:

ADJOURNMENT

The City Council will be in a regularly-scheduled recess the first two weeks of August. The City Council's next regular meeting will be August 25, 2020.

***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.

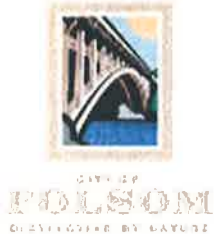
PERSONS INTERESTED IN PROPOSING AN ITEM FOR THE CITY COUNCIL AGENDA SHOULD CONTACT A MEMBER OF THE CITY COUNCIL.

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.

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Folsom City Council Staff Report



| | |
|------------------------|---|
| MEETING DATE: | 7/28/2020 |
| AGENDA SECTION: | Scheduled Presentations |
| SUBJECT: | Overview of the Police Department’s Policy and Approach to the #cantwait Movement, Social Media, and Community Policing |
| FROM: | Police Department |

Folsom Police Chief Rick Hillman will provide a presentation on the Folsom Police Department’s current policies and approaches as they relate to the “Eight Can’t Wait” movement. Chief Hillman will also discuss the Department’s community policing programs and services as well as the Department’s communications and outreach tools.

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City Council Special Meeting

MINUTES

Tuesday, July 14, 2020 5:15 PM

Pursuant to Governor Newsom's Executive Order N-29-20, members of the Folsom City Council and staff may participate in this meeting via teleconference.

CALL TO ORDER

The special City Council meeting was called to order at 5:15 p.m. in City Council Chambers, 50 Natoma Street, Folsom, California, with Mayor Sarah Aquino presiding.

ROLL CALL:

Council Members Present: Mike Kozlowski, Council Member
Ernie Sheldon, Vice Mayor
Kerri Howell, Council Member
Sarah Aquino, Mayor

Council Members Absent: None

Participating Staff: City Manager Elaine Andersen
City Attorney Steve Wang
Assistant City Manager Jim Francis
City Clerk Christa Freemantle

SWEARING IN OF NEWLY-APPOINTED CITY COUNCIL MEMBER:

Appointed City Council Member Andy Morin took the oath of office.

ADJOURNMENT TO CLOSED SESSION FOR THE FOLLOWING PURPOSES:

1. Conference with Labor Negotiator - Pursuant to Government Code Section 54957.6: Human Resources Director Jim Francis, Employee Organization: Various Bargaining Groups
2. Performance Evaluation of Public Employee Pursuant to Government Code section 54957(b)(1): Position Title: City Manager

Motion by Council Member Kerri Howell, second by Council Member Mike Kozlowski to adjourn to closed session for the above referenced items. Motion carried with the following roll call vote:

AYES: Council Member(s): Howell, Kozlowski, Morin, Sheldon, Aquino
NOES: Council Member(s): None

ABSENT: Council Member(s): None
ABSTAIN: Council Member(s): None

RECONVENE, ANNOUNCEMENT OF ANY ACTION

City Attorney Steve Wang advised that no final action was taken during closed session.

ADJOURNMENT

There being no further business to come before the Folsom City Council, the meeting was adjourned at 6:30 p.m.

PREPARED AND SUBMITTED BY:

Christa Freemantle, City Clerk

ATTEST:

Sarah Aquino, Mayor

City Council Regular Meeting

MINUTES

Tuesday, July 14, 2020 6:30 PM

Pursuant to Governor Newsom’s Executive Order N-29-20, members of the Folsom City Council and staff may participate in this meeting via teleconference.

CALL TO ORDER

The regular City Council meeting was called to order at 6:30 p.m. in City Council Chambers, 50 Natoma Street, Folsom, California, with Mayor Sarah Aquino presiding.

ROLL CALL:

Council Members Present: Mike Kozlowski, Council Member
Andy Morin, Council Member
Ernie Sheldon, Vice Mayor
Kerri Howell, Council Member
Sarah Aquino, Mayor

Council Members Absent: None

Participating Staff: City Manager Elaine Andersen
City Attorney Steve Wang
City Clerk Christa Freemantle
Community Development Director Pam Johns
City Engineer Steve Krahn
Principal Planner Steve Banks
Finance Director Stacey Tamagni
Principal Planner Desmond Parrington

PLEDGE OF ALLEGIANCE

The Pledge of Allegiance was recited.

AGENDA UPDATE

City Clerk Christa Freemantle advised that there were no updates to the agenda

BUSINESS FROM THE FLOOR:

Don Bergst addressed the City Council regarding Landscaping and Lighting Districts within the City.

SCHEDULED PRESENTATIONS:

1. Folsom Plan Area Quarterly Update

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

2. Proclamation of the City of Folsom Proclaiming July 2020 as Parks Make Life Better Month

Mayor Sarah Aquino read the proclamation, and City Clerk Christa Freemantle read comments into the record from Jim Kirstein.

CONSENT CALENDAR:

3. Approval of the July 14, 2020 Special and Regular Meeting Minutes

4. Appointment of Council Member Andy Morin to the City of Folsom / Folsom Cordova Unified School District 2x2 Committee

5. pulled for discussion

6. Resolution No. 10481 - A Resolution Authorizing the City Manager to Execute Amendment No. 3 to the Memorandum of Agreement (Contract No. 174-21 18-087) Regarding Sharing of Costs for Legislative Advocacy Services Between San Juan Water District and the City of Folsom

7. Resolution No. 10482 – A Resolution Authorizing the City Manager to Sign an Agreement with Elder Creek Transfer & Recovery, Inc. for the Receiving, Processing and Recycling of the City's Green Waste

8. Resolution No. 10486 - A Resolution Authorizing the City Manager to Execute an Agreement with Water Works Engineers, LLC for Design Services for the Folsom Blvd 27-Inch Trunk Sewer Project (SECAP Project)

9. Resolution No. 10487 - A Resolution Amending Resolution No. 10431 to Modify the Purchase Price and Date of Sale in Connection with Purchasing a 3.03 Acre Parcel in the City of Folsom

10. Resolution No. 10489 - A Resolution Authorizing the Police Department to Accept a Selective Traffic Enforcement Program Grant in the Amount of \$52,500 from the State of California Office of Traffic Safety and Appropriation of Funds

11. Resolution No. 10490 - A Resolution Authorizing the Police Department to Accept a Traffic Records Improvement Program Grant in the Amount of \$25,000 from the State of California Office of Traffic Safety and Appropriation of Funds

Motion by Council Member Kerri Howell, second by Council Member Mike Kozlowski to approve the Consent Calendar, with the exception of Item No. 5. Motion carried with the following roll call vote:

AYES: Council Member(s): Howell, Kozlowski, Morin, Sheldon, Aquino
NOES: Council Member(s): None
ABSENT: Council Member(s): None
ABSTAIN: Council Member(s): None

CONSENT CALENDAR ITEM PULLED FOR DISCUSSION:

- 5. Ordinance No. 1306 - An Ordinance Amending Certain Sections in Chapter 17.52 and Repealing and Re-Enacting Chapter 17.105 of the Folsom Municipal Code Pertaining to Accessory Dwelling Units (Second Reading and Adoption)

Speaker James Thomas inquired about the building height restrictions. Principal Planner Desmond Parrington responded and City Attorney Steve Wang provided additional advice and clarification.

Motion by Council Member Andy Morin, second by Council Member Kerri Howell to approve Ordinance No. 1306. Motion carried with the following roll call vote:

AYES: Council Member(s): Howell, Kozlowski, Morin, Sheldon, Aquino
NOES: Council Member(s): None
ABSENT: Council Member(s): None
ABSTAIN: Council Member(s): None

ADJOURN TO JOINT CITY COUNCIL AND FOLSOM PUBLIC FINANCING AUTHORITY MEETING

The joint City Council / Folsom Public Financing Authority meeting was called to order in City Council Chambers, 50 Natoma Street, Folsom, California, with Mayor Sarah Aquino presiding.

ROLL CALL:

Council/Board Members Present: Mike Kozlowski, Council Member
Andy Morin, Council Member
Ernie Sheldon, Vice Mayor
Kerri Howell, Council Member
Sarah Aquino, Mayor

Council Members Absent: None

Participating Staff: City Manager Elaine Andersen
City Attorney Steve Wang
City Clerk Christa Freemantle
Community Development Director Pam Johns
City Engineer Steve Krahn
Principal Planner Steve Banks
Finance Director Stacey Tamagni
Principal Planner Desmond Parrington

NEW BUSINESS:

12. Folsom Public Financing Authority Special Tax Refunding Revenue Bonds, Series 2020, CFD No.10
 - i. Resolution No. 10488 - A Resolution of the City Council of the City of Folsom Authorizing the Issuance of Not to Exceed \$9,500,000 Aggregate Principal Amount of City of Folsom Community Facilities District No. 10 Special Tax Refunding Bonds, Series 2020, in One or More Series, Approving the Execution and Delivery of a Seventh Supplemental Indenture, and Other Matters Related Thereto
 - ii. Resolution No. 20-073 PFA - A Resolution of the Governing Board of the Folsom Public Financing Authority Approving an Escrow Agreement and Execution and Delivery Thereof; and Authorizing Related Actions Necessary to Implement the Refunding of the Authority's Special Tax Revenue Bonds Series 2010A and Subordinated Series 2010B

Finance Director Stacey Tamagni made a presentation and responded to questions.

Motion by Council Member Mike Kozlowski, second by Council Member Kerri Howell to approve Resolution No. 10488. Motion carried with the following roll call vote:

AYES: Council Member(s): Howell, Kozlowski, Morin, Sheldon, Aquino
NOES: Council Member(s): None
ABSENT: Council Member(s): None
ABSTAIN: Council Member(s): None

Motion by Board Member Mike Kozlowski, second by Board Member Kerri Howell to approve Resolution No. 20-073 PFA. Motion carried with the following roll call vote:

AYES: Board Member(s): Howell, Kozlowski, Morin, Sheldon, Aquino
NOES: Board Member(s): None
ABSENT: Board Member(s): None
ABSTAIN: Board Member(s): None

ADJOURNMENT

The joint City Council / Folsom Public Financing Authority meeting was adjourned back to the regular City Council meeting.

RECONVENE CITY COUNCIL MEETING

PUBLIC HEARING:

13. Rockcross Subdivision - Northeast Corner of East Bidwell Street and Savannah Parkway in the Folsom Plan Area (19-388)

i. Resolution No. 10483 - A Resolution Determining that the Rockcross Subdivision Project is Exempt from CEQA and Approving a Small-Lot Vesting Tentative Subdivision Map, Residential Design Review, and the Inclusionary Housing Plan for the Subdivision Project

Principal Planner Steve Banks made a presentation and responded to questions from the City Council.

Mayor Sarah Aquino opened the public hearing. Hearing no speakers, the public hearing was closed.

Motion by Council Member Andy Morin, second by Council Member Kerri Howell to approve Resolution No. 10483. Motion carried with the following roll call vote:

AYES: Council Member(s): Howell, Kozlowski, Morin, Sheldon, Aquino
NOES: Council Member(s): None
ABSENT: Council Member(s): None
ABSTAIN: Council Member(s): None

OLD BUSINESS:

14. Resolution No. 10485– A Resolution of the City Council Confirming Emergency Order DES-05-20 (Amended) Issued by the Director of Emergency Services

City Manager Elaine Andersen made a presentation and responded to questions from the City Council.

Motion by Council Member Kerri Howell, second by Council Member Mike Kozlowski to approve Resolution No. 10485. Motion carried with the following roll call vote:

AYES: Council Member(s): Howell, Kozlowski, Morin, Sheldon, Aquino
NOES: Council Member(s): None
ABSENT: Council Member(s): None
ABSTAIN: Council Member(s): None

CITY MANAGER REPORTS:

City Manager Elaine Andersen spoke of the new County public health order, the completion of the Green Valley Road widening project, Fire Station No. 38 remodel, and awards received by the City’s communications team.

COUNCIL COMMENTS:

Council Member Andy Morin thanked all for the welcome and commended staff for their work.

Council Member Mike Kozlowski thanked all for the drive in fireworks event.

Council Member Kerri Howell urged everyone to drive carefully.

Vice Mayor Ernie Sheldon thanked all for their support of fireworks events.

ADJOURNMENT

There being no further business to come before the Folsom City Council, the meeting was adjourned at 7:49 p.m. in memory of Army First Lieutenant Joseph Trent Allbaugh of Folsom who was recently killed in Afghanistan during military deployment. 1LT Allbaugh served as engagement operations cell battle captain in support of Operation Freedom’s Sentinel in Kandahar. He was awarded with the Afghanistan Campaign Medal, the National Defense Service Medal, the Global War on Terrorism Service Medal and the Army Service Ribbon. 1LT Allbaugh is survived by his wife Ashley and by his parents Larry and Laura Allbaugh.

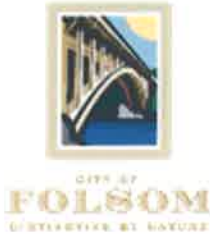
On behalf of the City, Mayor Sarah Aquino expressed eternal thanks to 1LT Allbaugh for his service and sacrifice and extend deepest sympathies to his family.

PREPARED AND SUBMITTED BY:

Christa Freemantle, City Clerk

ATTEST:

Sarah Aquino, Mayor



Folsom City Council Staff Report

| | |
|------------------------|--|
| MEETING DATE: | 7/28/2020 |
| AGENDA SECTION: | Consent Calendar |
| SUBJECT: | Resolution No. 10492 - A Resolution Authorizing the City Manager to Execute an Agreement with Williams Scotsman Inc. for the Purchase of Two Modular Office Buildings 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. 10492 - A Resolution Authorizing the City Manager to Execute an Agreement with Williams Scotsman Inc. for the Purchase of Two Modular Office Buildings and Appropriation of Funds.

BACKGROUND / ISSUE

The Environmental and Water Resources Department (EWR) has two locations where modular buildings are utilized for staff offices; at the Water Treatment Plant and at the Corporation Yard. The Utility Maintenance and Water Meter divisions work out of a four-plex unit at the Water Treatment Plant. The Wastewater Collections and Water Conservation staff from the Wastewater and Water Conservation divisions work out of a triple-wide unit located at the City of Folsom Corporation Yard. The modular buildings were originally leased from ModSpace. ModSpace has since been sold to Williams Scotsman, Inc., who currently owns the modular buildings. The contracts on both units have expired, resulting in EWR leasing the two units on a month-to-month basis. Leasing on a month-to-month basis typically results in a 20% annual rent increase.

EWR staff analyzed several work space options for these divisions moving forward. Options included, (1) Continue paying monthly, (2) Enter into a 5-year lease, (3) Purchase current units from Williams Scotsman Inc. or (4) Purchasing new units. After evaluating the 5-year cost

and operational impact, EWR staff recommends purchasing the current units from Williams Scotsman Inc.

This resolution will authorize the City Manager to execute an agreement with Williams Scotsman, Inc. for the purchase of two existing modular building and appropriation of funds, one building at the Water Treatment Plant and one building at the City Corporation Yard.

POLICY / RULE

In accordance with Chapter 2.36 of the Folsom Municipal Code, supplies, equipment, services, and construction with a value of \$62,014 or greater shall be awarded by City Council.

ANALYSIS

EWR staff evaluated the four work space options for modular buildings over a 5-year period. The evaluation process took into consideration price as well as the cost and operational disruption of removing the current buildings and installing new buildings. The best option for the City is to purchase the existing buildings. Reviewing the cost for each option, option #2 & #3 were comparable, however the benefit to cost of option #3 beyond the 5-year evaluation period far exceeds that of option #2. Option #2 would include additional future costs after the expiration of the 5-year lease. The summary of the costs for the four options is as follows:

| Options: | 5- year Cost |
|-------------------------------|---------------------|
| (1) Continue paying monthly | \$595,000 |
| (2) New 5-year lease | \$357,000 |
| (3) Purchase of Current Units | \$355,000 |
| (4) Purchase of New Units | \$806,000 |

Staff reviewed maintenance and do not anticipate anything more than routine maintenance. Associated costs will be absorbed in the current fiscal year's budget, and accounted for in the budget process in future fiscal years. The Environmental and Water Resources Department recommends that the City Council authorize the City Manager to Execute an Agreement with Williams Scotsman Inc. for the Purchase of Two Modular Office Buildings.

FINANCIAL IMPACT

The Environmental and Water Resources Department recommends that the contract be awarded to Williams Scotsman, Inc in the amount of \$355,000. An appropriation of funds in the amount of \$355,000 is required with \$239,000 from the Water Operating Fund (Fund 520) and \$116,000 from the Sewer Operating Fund (Fund 530). Sufficient funds for this appropriation are available in the Water Operating Fund (Fund 520) and the Sewer Operating Fund (Fund 530) in Fiscal Year 2020-21 in the amount of \$355,000.

ENVIRONMENTAL REVIEW

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

ATTACHMENT

Resolution No. 10492 - A Resolution Authorizing the City Manager to Execute an Agreement with Williams Scotsman Inc. for the Purchase of Two Modular Office Buildings and Appropriation of Funds.

Submitted,

Marcus Yasutake, Director
ENVIRONMENTAL AND WATER RESOURCES DEPARTMENT

RESOLUTION NO. 10492**A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE AN AGREEMENT WITH WILLIAMS SCOTSMAN INC. FOR THE PURCHASE OF TWO MODULAR OFFICE BUILDINGS AND APPROPRIATION OF FUNDS**

WHEREAS, the Environmental and Water Resources Department currently utilizes two rented modular buildings for its water and wastewater operations.; and

WHEREAS, the leases for these modular buildings have expired; and

WHEREAS, the current modular buildings are meeting the operational needs of the water and wastewater divisions; and

WHEREAS, staff has considered several options and recommends purchasing the existing modular buildings rather than solicit bids for replacement or extending the current lease for another 5 years; and

WHEREAS, sufficient funds are available in the Water Operating Fund (Fund 520) and Sewer Operating Fund (Fund 530) in the amount of \$355,000; and

WHEREAS, an appropriation from Water Operating Fund (Fund 520) and Sewer Operating Fund (Fund 530) will be required in the amount of \$355,000; and

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

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Folsom authorizes the City Manager to Execute an Agreement with Williams Scotsman Inc. for the Purchase of Two Modular Office Buildings and Appropriation of Funds for a not-to-exceed amount of \$355,000.

BE IT FURTHER RESOLVED that the Finance Director is authorized to appropriate \$239,000 from the Water Operating Fund (Fund 520) and \$116,000 from the Sewer Operating Fund (Fund 530) for a total project budget of \$355,000.

PASSED AND ADOPTED on this 28th day of July 2020, by the following roll-call vote:

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

ATTEST:

 Sarah Aquino, MAYOR

 Christa Freemantle, CITY CLERK



CITY OF
FOLSOM
CALIFORNIA

Folsom City Council Staff Report

| | |
|------------------------|--|
| MEETING DATE: | 7/28/2020 |
| AGENDA SECTION: | Consent Calendar |
| SUBJECT: | Resolution No. 10493 – A Resolution Authorizing the Police Department to Accept a State of California Department of Alcoholic Beverage Control Alcohol Policing Partnership Grant in the Amount of \$56,580 and Appropriation of Funds |
| FROM: | Police Department |

RECOMMENDATION / CITY COUNCIL ACTION

It is recommended that the City Council approve Resolution No. 10493- A Resolution Authorizing the Police Department to Accept a State of California Department of Alcoholic Beverage Control Alcohol Policing Partnership Grant in the Amount of \$56,580 and Appropriation of Funds

BACKGROUND / ISSUE

The Folsom Police Department has a history of actively engaging the challenges associated with the negative impacts of underage drinking and irresponsible service and consumption of alcoholic beverages. Programs associated with these efforts include the education of licensees, officers, community members, and other stakeholders, as well as vigorous enforcement of applicable laws.

The problems commonly associated with irresponsible and illegal alcoholic beverage service in Folsom include consumption of alcohol by minors, driving under the influence, heavily intoxicated subjects in public, disturbances, physical violence, public urination/defecation, vandalism, and littering. Given current fiscal constraints, the Police Department has limited resources to address these challenges.

The goal of the State of California Department of Alcoholic Beverage Control's (ABC) Alcohol Policing Partnership (APP) is to provide financial assistance to local law enforcement agencies to expand their efforts in addressing alcohol-related problems through a comprehensive ABC program that encompasses a wide range of strategies.

In March 2020, City Manager Elaine Andersen verbally approved the Police Department to submit a grant application to the Department of Alcoholic Beverage Control. On June 9, 2020, the Police Department was notified of selection and award of an APP grant in the amount of \$56,580.

If acceptance of this grant is approved by the City Council, ABC would reimburse the Police Department for overtime costs incurred while officers conduct alcohol related enforcement operations and community/licensee education and outreach. The grant period would run through the 2020-21 fiscal year.

Since the 2009-10 fiscal year, the Police Department has been awarded the ABC grant three times. During those grant periods the Department has met or exceeded all performance metrics as outlined in the grant proposals. If City Council approves acceptance of the ABC APP grant for the 2020-21 fiscal year, the Police Department intends to continue to enhance efforts to address the issue of minor access to alcohol and conduct additional enforcement operations at problem establishments as determined by inordinate calls for service and community complaints. The Police Department will also enhance our educational and outreach efforts to help licensees reach compliance with applicable law.

POLICY / RULE

In March 2020, in accordance with City Council Resolution 8367 and the City of Folsom's Financial Policy, the City Manager authorized the Police Department's application for the ABC APP grant. This approval was given prior to the April 14, 2020 passage of Resolution No. 10405, which modified and strengthened the City's policies regarding grant administration.

On June 9, 2020, the Police Department was notified of selection and award of an APP grant in the amount of \$56,580. ABC also requires City Council approval of the acceptance of this grant.

ANALYSIS

In the fiscal year 2002-03, the Police Department was awarded an ABC grant that reimbursed the City for 100% of the salary and benefit costs for one full-time Folsom Police officer for one year to establish and operate a comprehensive ABC law education and enforcement program. As a result, the Police Department was successful in implementing a program that established education for the officers, licensees and community members on ABC law, the

responsibilities of the licensee, and responsible alcoholic beverage protocols. Additionally, the Police Department was able to provide patrol officers with training in the enforcement of ABC laws.

In 2006, City Council approved additional staffing for the Police Department to create a specialized unit, now called the Special Investigations Unit (SIU), with duties that included alcoholic beverage education and enforcement. Personnel assigned to SIU have managed and conducted the operations under the previous grants and will continue to do so with City Council approval for acceptance of the 2020-21 ABC grant.

The Police Department's original grant proposal was written and submitted to ABC just as the Coronavirus mitigation efforts began in earnest. As such, the proposal did not reflect the mandated business shutdowns and other significant impacts experienced by licensees since the March 19, 2020 stay at home order was issued. However, SIU personnel and the Criminal Investigations Division Lieutenant have since met with ABC and have been given approval to modify our goals and objectives to meet this new reality.

Under the modified proposal, the Police Department will place a heavier emphasis on licensee education and outreach, particularly in the first few months of the grant period. This is especially important currently as many licensees are operating under unprecedented temporary ABC regulation modifications. These regulations include the lawful sale of alcoholic beverages by restaurants 'to go', the closure of all indoor dining, and the issuance of temporary catering authorizations allowing restaurants to expand their outdoor dining and beverage service footprints. ABC laws and regulations are often inherently confusing and having experienced SIU detectives coaching licensees to compliance on these, and other, regulation changes will be of benefit to both the licensees and public safety. Further, the state health order to wear face coverings inside of buildings open to the public has added additional challenges to licensees and their employees when checking customer identity and age to legally purchase alcoholic beverages. Again, SIU detectives will work with licensees to convey both the licensee's obligations in identifying their customers as well as 'best practices' in patron identification in this era of face covering.

Another significant way minors gain access to alcohol is via theft. This challenge is exacerbated by the mandatory face covering order as it provides a certain degree of concealment for subjects seeking to steal alcoholic beverages. Under this modified grant proposal SUI detectives will work with retail establishments and recommend strategies, including Crime Prevention through Environmental Design (CPTED), to deter theft of alcohol.

By participating in the ABC grant program, the Police Department seeks to provide Alcoholic Beverage Control education and training for licensees and other community stakeholders in order to minimize the negative effects of alcoholic beverage consumption, and, most importantly, deter minors from obtaining and possessing alcohol in the City of Folsom.

FINANCIAL IMPACT

There is no fiscal impact associated with this grant. Overtime and training costs related to the ABC APP will be reimbursed by the State of California Department of Alcohol Beverage Control and there is no matching funds requirement. Any costs exceeding the \$56,580 grant funding will be absorbed within the approved Police Department 2020-21 budget. An additional appropriation will be required for acceptance of the grant. If approved the grant amount of \$56,580 will be appropriated to the General Fund (Fund 010) in Fiscal Year 2020-12 in the Police Department.

ENVIRONMENTAL REVIEW

This Resolution is not a project as defined by CEQU and is therefore exempt.

ATTACHMENTS

1. Resolution No. 10493- A Resolution Authorizing the Police Department to Accept a State of California Department of Alcoholic Beverage Control Alcohol Policing Partnership Grant in the Amount of \$56,580 and Appropriation of Funds.
2. Grant Award Letter

Submitted,


Richard Hillman, Chief of Police

Attachment 1

Resolution No. 10493- A Resolution Authorizing the Police Department to Accept a State of California Department of Alcoholic Beverage Control Alcohol Policing Partnership Grant in the Amount of \$56,580 and Appropriation of Funds.

RESOLUTION NO. 10493

A RESOLUTION AUTHORIZING THE POLICE DEPARTMENT TO ACCEPT A STATE OF CALIFORNIA DEPARTMENT OF ALCOHOLIC BEVERAGE CONTROL ALCOHOL POLICING PARTNERSHIP GRANT IN THE AMOUNT OF \$56,580 AND APPROPRIATION OF FUNDS

WHEREAS, the City of Folsom’s Mission is to provide a safe, healthy, and vibrant community through innovative, responsive, and effective delivery of services to maintain and enhance the quality of life of our residents; and,

WHEREAS, the Police Department believes this program will enhance and expand current public safety efforts; and,

WHEREAS, grant monies are available to fund this project and improve the quality of life in Folsom.

WHEREAS, an additional appropriation will be required in the Fiscal Year 2020-21 Budget in the General Fund (Fund 010) in the Police Department.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Folsom hereby authorizes the acceptance of a California Department of Alcoholic Beverage Control Alcohol Policing Partnership grant in the amount of \$56,580. The City Manager or his designee is hereby authorized to and empowered to execute in the name of the City of Folsom all necessary contracts, agreements, amendments, and payment requests hereto for the purposes of securing grant funds and to implement and carry out the purposes specified in the grant application.

NOW, THEREFORE, BE IT FURTHER RESOLVED that the Finance Director is authorized to appropriate the grant amount of \$56,580 to the Fiscal Year 2020-21 General Fund Budget in the Police Department.

PASSED AND ADOPTED this 28th day of July, 2020 by the following roll-call vote:

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

Sarah Aquino, MAYOR

ATTEST:

Christa Freemantle, CITY CLERK

Attachment 2
Grant Award Letter

DEPARTMENT OF ALCOHOLIC BEVERAGE CONTROL

3007 Annans Drive, Suite 100
 Sacramento, CA 95834
 (916) 419-2620 Fax (916) 419-2639



June 9, 2020

Chief Rick Hillman
 Folsom Police Department
 46 Natoma Street
 Folsom, CA 95630

Dear Chief Hillman:

Congratulations! Your agency has been selected by the Department of Alcoholic Beverage Control (ABC) to receive funding for your 2020/2021 Alcohol Policing Partnership (APP) grant proposal.

Due to the ongoing Coronavirus (COVID-19) Pandemic, ABC has cancelled the annual APP Training Conference originally scheduled for July 2020 in the City of Palm Desert. This was a difficult decision, but a necessary one, as the conference provides an opportunity for everyone to meet, share information and receive training on ABC educational and enforcement programs. ABC will still provide training this year; however, it will be in a different format. A four-hour training session for your designated sworn staff and project directors will take place at a future date. Your ABC agent assigned to your agency will be in contact to schedule the training/orientation session.

A grant contract will be forthcoming in the next couple of weeks which requires a resolution, order, motion, ordinance or other similar document from your local governing body authorizing execution of the agreement. Due to the fact that these resolutions typically have to be put on your governing body's calendar, we ask that you do this as soon as possible.

Please note that the total budget amount requested in the Request for Proposal was reduced to \$56,580.00 to reflect the unused Travel/Registration Fees due to the cancellation of the conference. In addition, due to the impact this pandemic has had on our budget, please note that the grant contract is contingent upon continued funding being available throughout the term of the contract.

Once again, ABC appreciates your understanding during the COVID-19 Pandemic and we look forward to working with your agency.

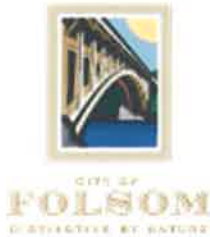
If you have any questions, please call Kristine Okino, Grant Coordinator at (916) 419-2672 or email at Kristine.okino@abc.ca.gov.

Sincerely,

Kathleen J. Bunnell

for Jacob Appelsmith
 Director

Cc: Sgt. Roman Kehm, Project Director



Folsom City Council Staff Report

| | |
|------------------------|--|
| MEETING DATE: | 7/28/2020 |
| AGENDA SECTION: | Consent Calendar |
| SUBJECT: | Resolution No. 10494 - A Resolution Amending Resolution No. 10464 to include the City's Funding Commitment for a United States Bureau of Reclamation WaterSMART Drought Response Program Grant |
| 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. 10494 - A Resolution Amending Resolution No. 10464 to include the City's Funding Commitment for a United States Bureau of Reclamation WaterSMART Drought Response Program Grant.

BACKGROUND / ISSUE

The United States Department of the Interior's WaterSMART (Sustain and Manage America's Resources for Tomorrow) Program provides a framework for Federal leadership and assistance to stretch and secure water supplies for future generations in support of the Department's priorities. Through WaterSMART, the Bureau of Reclamation (Reclamation) leverages Federal and non-Federal funding to work cooperatively with states, tribes, and local entities as they plan for and implement actions to increase water supply reliability through investments in existing infrastructure and attention to local water conflicts. Reclamation issued Funding Opportunity Announcement (FOA) No. BOR-DO-20-F002 to make funding available for drought resiliency projects.

On June 9, 2020 City Council approved Resolution No. 10464 Authorizing the City Manager to Seek Grant Funds from the United States Bureau of Reclamation for a WaterSMART Drought Response Program Drought Resiliency Project.

POLICY / RULE

The City of Folsom's financial policy requires that the City Council approve grant applications that require an ongoing commitment of resources or staff. The proposed projects would require ongoing operations and maintenance currently provided by existing staffing resources. No additional staff or financial resources are required for the projects included within the grant application.

ANALYSIS

After discussions with the City's Federal Lobbyist team and with Reclamation staff responsible for reviewing grant applications, there is one additional item required for the City's Resolution. As part of the grant application process, an official Resolution is required to be submitted in the application. The updated Resolution No. 10494 includes a recital that the City will provide the correct amount of funding specified in the City's funding plan within the grant application. The attached Resolution No. 10494 includes this language, which was not included in Resolution No. 10464. As described in Resolution No. 10464, the three projects the City will seek grant funding are:

- Ashland Rehabilitation Project No. 1
- Water Treatment Plant Backwash and Recycled Water Capacity Project
- Empire Ranch Non-Potable Water Well Project

FISCAL IMPACT

To fund the proposed projects, is estimated at an overall cost of \$2,270,000, the City desires to apply for a grant for up to \$750,000 from Reclamation. The remaining project costs \$1,520,000, will be funded from the Water Impact Fund (Fund 456) and the Water Operating Fund (Fund 520). The expected award date for the grant is late 2020 or early 2021 based on the information provided in the FOA and projects should be completed by September 2023. Two of the Proposed project costs are included in the Fiscal Year 2020-21 Capital Improvement Plan (Ashland Rehabilitation Project No. 1 and Water Treatment Plan Backwash Project). The current estimated costs for the Well Project is \$400,000. The FOA requires an applicant cost share of at least 50 percent of the total project costs.

ENVIRONMENTAL REVIEW

The Ashland Rehabilitation Project No. 1 and the Water Treatment Plant Backwash and Recycled Water Capacity Project are considered rehabilitation projects of existing infrastructure; and therefore, are 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 15302 – Replacement or Reconstruction.

The Empire Ranch well installation project will include its own environmental analysis under CEQA and will be brought back to City Council at a future date.

ATTACHMENTS

1. Resolution No. 10494 - A Resolution Amending Resolution No. 10464 to include the City's Funding Commitment for a United States Bureau of Reclamation WaterSMART Drought Response Program Grant.
2. Resolution No. 10464 - A Resolution Authorizing the City Manager to Seek Grant Funds from the United States Bureau of Reclamation for a WaterSMART Drought Response Program Drought Resiliency Project

Submitted,

Marcus Yasutake, Director
ENVIRONMENTAL AND WATER RESOURCES DEPARTMENT

ATTACHMENT 1

RESOLUTION NO. 10494

A RESOLUTION AMENDING RESOLUTION NO. 10464 TO INCLUDE THE CITY'S FUNDING COMMITMENT FOR A UNITED STATES BUREAU OF RECLAMATION WATERSMART DROUGHT RESPONSE PROGRAM GRANT

WHEREAS, the City is eligible to receive up to \$750,000 in federal grant funds through the U.S. Department of the Interior, Bureau of Reclamation WaterSMART Drought Response Program: Drought Resiliency Project for Fiscal Year 2021; and

WHEREAS, the City identifies projects that are critical to ensuring the delivery of adequate and high-quality water supply to all residents and businesses; and

WHEREAS, the City collaborated with four other water agencies and the Regional Water Authority to develop a Regional Drought Contingency Plan; and

WHEREAS, the City desires to apply for \$750,000 from Reclamation to improve water supply reliability and drought resiliency; and

WHEREAS, the City will provide the correct amount of funding and/or in-kind contributions specified in the City's funding plan; and

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

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Folsom amending Resolution No. 10464 to include the City's Funding Commitment for a United States Bureau of Reclamation WaterSMART Drought Response Program Grant.

PASSED AND ADOPTED this 28th day of July 2020, by the following roll-call vote:

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

Sarah Aquino, MAYOR

ATTEST:

Christa Freemantle, CITY CLERK

ATTACHMENT 2

RESOLUTION NO. 10464

A RESOLUTION AUTHORIZING THE CITY MANAGER TO SEEK GRANT FUNDS FROM THE UNITED STATES BUREAU OF RECLAMATION FOR A WATERSMART DROUGHT RESPONSE PROGRAM DROUGHT RESILIENCY PROJECT

WHEREAS, the City is eligible to receive up to \$750,000 in federal grant funds through the U.S. Department of the Interior, Bureau of Reclamation WaterSMART Drought Response Program: Drought Resiliency Project for Fiscal Year 2021; and

WHEREAS, the City identifies projects that are critical to ensuring the delivery of adequate and high-quality water supply to all residents and businesses; and

WHEREAS, the City collaborated with four other water agencies and the Regional Water Authority to develop a Regional Drought Contingency Plan; and

WHEREAS, the City desires to apply for \$750,000 from Reclamation to improve water supply reliability and drought resiliency; and

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

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Folsom authorizes the City Manager to seek grant funds from the United States Bureau of Reclamation for a WaterSMART Drought Response Program Drought Resiliency Project.

PASSED AND ADOPTED this 9th day of June 2020, by the following roll-call vote:

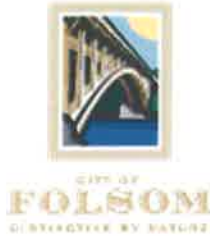
| | | |
|-----------------|--------------------|---|
| AYES: | Council Member(s): | Kozlowski, Sheldon, Aquino, Gaylord, Howell |
| NOES: | Council Member(s): | None |
| ABSENT: | Council Member(s): | None |
| ABSTAIN: | Council Member(s): | None |


 Sarah Aquino, MAYOR

ATTEST:


 Christa Freeman, CITY CLERK

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Folsom City Council Staff Report

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| MEETING DATE: | 7/28/2020 |
| AGENDA SECTION: | Consent Calendar |
| SUBJECT: | Resolution No. 10495 - A Resolution Authorizing the City Manager to Execute an Agreement with HydroScience Engineers, Inc. for Design Services for the Ashland Water Rehabilitation Project No. 1 |
| 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. 10495 - A Resolution Authorizing the City Manager to Execute an Agreement with HydroScience Engineers, Inc. for Design Services for the Ashland Water Rehabilitation Project No. 1.

BACKGROUND / ISSUE

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

The Ashland Water Rehabilitation Project No. 1, which serves as an emergency intertie between the City of Folsom and the San Juan Water District, involves the rehabilitation of an existing water transmission pipeline, Supervisory Control and Data Acquisition (SCADA) upgrades to an existing Pressure Reducing Valve (PRV) station, and miscellaneous upgrades to various water appurtenances. The following summarizes the major components of the design:

- Rehabilitate/replace approximately 1,500 feet of 18-inch and 21-inch water transmission pipeline through open-cut or trenchless technologies on the north side of Rainbow Bridge
 - Approximately 200 of the 1,500 feet of water transmission pipeline located on the north side of Rainbow Bridge will utilize Cured-in-Place Pipe (CIPP) due to existing environmental constraints.
- Rehabilitate/replace approximately 300 feet of 18-inch water transmission pipeline through open-cut or trenchless technologies on the south side of Rainbow Bridge.
- Replace two 18-inch valves at the intersection of Folsom-Auburn Road and Greenback Lane.
- Add one 12-inch valve for bypass isolation at the intersection of Folsom Ranch Drive and Greenback Lane.
- Add a buried bypass pipe interconnection and valve for the existing PRV station located along Folsom Ranch Drive and Greenback Lane.
- Provide SCADA monitoring functionality and a new SMUD power service to the existing Rainbow Bridge PRV station located just south of Rainbow Bridge.

Additionally, because a portion of the project is located on land owned by the Bureau of Reclamation, coordination related to design and environmental requirements between the City, HydroScience Engineers, Inc. and the Bureau is also included within the scope of work.

This resolution will authorize the City Manager to execute an agreement with HydroScience Engineers, Inc. for design services for the Ashland Water Rehabilitation Project No. 1 for a total not-to-exceed amount of \$169,390.

POLICY / RULE

In accordance with Chapter 2.36 of the Folsom Municipal Code, supplies, equipment, services, and construction with a value of \$62,014 or greater shall be awarded by City Council.

ANALYSIS

In October 2018, the EWR Department completed a pre-qualification process for consultants for design and construction administration services for water and wastewater projects. The consulting firm HydroScience Engineers, Inc. was one of the firms selected to provide these services for this type of project through this recently completed pre-qualification process.

Services recommended to be provided by HydroScience Engineers, Inc. include design and bid phase support for the Ashland Water Rehabilitation Project No. 1. A separate agreement will be prepared for construction administration services once 100% plans have been completed. The following describes the design scope of work that HydroScience Engineers, Inc. will be performing:

- Project Management and Coordination
- Investigation and Permitting
 - Topographical Survey

- California Environmental Quality Act (CEQA) compliance
- Design and Bid Support
 - 60% design
 - 90% design
 - Final bid-ready construction documents (100% plans and specifications)
 - Bid services such as addendums, pre-bid attendance and preparation of conformed set of plans and specifications.

This resolution will authorize the City Manager to execute an agreement with HydroScience Engineers, Inc. for design services for the Ashland Water Rehabilitation Project No. 1 for a not-to-exceed amount of \$169,390.

FISCAL IMPACT

The Ashland Water Rehabilitation Project No. 1 is included in the FY 2020-21 Capital Improvement Plan with a project budget of \$1,037,500 and a total project budget of \$1,232,500. Sufficient funds are available in the Water Operating Fund (Fund 520) and the Environmental and Water Resources Department recommends that the contract be awarded to HydroScience Engineers, Inc. for \$169,390.

ENVIRONMENTAL REVIEW

An initial review of the project indicates that the project likely qualifies for a “replacement or reconstruction” exemption under CEQA Section 15301 (h) as well as Section 15303 (f). However, because a portion of the project is located on land owned by the United States Bureau of Reclamation (USBR), additional technical environmental reports (Cultural Resources Assessment report and a Biological Resources Inventory) are required and will be performed by USBR.

HydroScience Engineers, Inc. and their environmental consultant will review all technical reports, develop the project description, and prepare the Notice of Exemption (NOE) Form from Appendix E of the CEQA Guidelines. In the event that any findings by Reclamation require additional CEQA work or analysis beyond the work required for the NOE, this will be brought back to City Council for consideration and approval.

ATTACHMENT

Resolution No. 10495 - A Resolution Authorizing the City Manager to Execute an Agreement with HydroScience Engineers, Inc. for Design Services for the Ashland Water Rehabilitation Project No. 1.

Submitted,

Marcus Yasutake, Director
ENVIRONMENTAL AND WATER RESOURCES DEPARTMENT

RESOLUTION NO. 10495

A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE AN AGREEMENT WITH HYDROSCIENCE ENGINEERS, INC. FOR DESIGN SERVICES FOR THE ASHLAND WATER REHABILITATION PROJECT NO. 1

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

WHEREAS, the rehabilitation work identified to enhance the City’s water distribution system includes rehabilitating the existing water transmission pipeline, Supervisory Control and Data Acquisition (SCADA) upgrades associated with the existing pressure reducing station, and upgrades to various water appurtenances; and

WHEREAS, HydroScience Engineers, Inc. by reason of their experience and abilities for performing these types of services, are qualified to perform the required consulting services for the project; and

WHEREAS, sufficient funds are budgeted and available in the Water Operating Fund (Fund 520) in the amount of \$169,390; 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 HydroScience Engineers, Inc. for design services for the Ashland Water Rehabilitation Project No. 1 for a not-to-exceed amount of \$169,390.

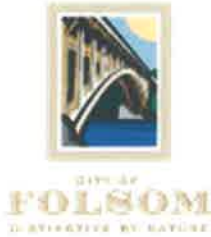
PASSED AND ADOPTED this 28th day of July 2020, by the following roll-call vote:

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

Sarah Aquino, MAYOR

ATTEST:

Christa Freemantle, CITY CLERK



Folsom City Council Staff Report



| | |
|------------------------|---|
| MEETING DATE: | 7/28/2020 |
| AGENDA SECTION: | Consent Calendar |
| SUBJECT: | Resolution No. 10496 - A Resolution Authorizing the City Manager to Execute an Agreement with HydroScience Engineers, Inc. for Design Services for the Ashland Water Rehabilitation Project No. 2 |
| 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. 10496 - A Resolution Authorizing the City Manager to Execute an Agreement with HydroScience Engineers, Inc. for Design Services for the Ashland Water Rehabilitation Project No. 2.

BACKGROUND / ISSUE

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

The Ashland Water Rehabilitation Project No. 2, involves the abandonment of an existing water main in Baldwin Dam Road that has reached the end of its serviceable life and transferring all existing water services from the older waterline to the newer parallel waterline also located in Baldwin Dam Road, re-connecting all branch waterlines and fire hydrants to the parallel active waterline, demolition of an existing booster pump station, and potentially installing a new Pressure Reducing Station (PRV) station for the purpose of managing water system pressure more efficiently which will be determined by analyzing various water model scenarios during the initial design phase of this project.

This resolution will authorize the City Manager to execute an agreement with HydroScience Engineers, Inc. for design services for the Ashland Water Rehabilitation Project No. 2 for a not-to-exceed amount of \$225,299.

POLICY / RULE

In accordance with Chapter 2.36 of the Folsom Municipal Code, supplies, equipment, services, and construction with a value of \$62,014 or greater shall be awarded by City Council.

ANALYSIS

In October 2018, the EWR Department completed a pre-qualification process for consultants for design and construction administration services for water and wastewater projects. The consulting firm HydroScience Engineers, Inc. was one of the firms selected to provide these services for this type of project through this recently completed pre-qualification process.

Services recommended to be provided by HydroScience Engineers, Inc. include design and bid phase support for the Ashland Water Rehabilitation Project No. 2. A separate agreement will be prepared for construction administration services once 100% plans have been completed. The following describes the design scope of work that HydroScience Engineers, Inc. will be performing:

- Project Management and Coordination
- Investigation and Permitting
 - Topographical Survey
 - Geotechnical Investigation
 - Hydraulic Modeling
 - California Environmental Quality Act (CEQA) compliance
- Design and Bid Support
 - 60% design
 - 90% design
 - Final bid-ready construction documents (100% plans and specifications)
 - Bid services such as addendums, pre-bid attendance and preparation of conformed set of plans and specifications.

This resolution will authorize the City Manager to execute an agreement with HydroScience Engineers, Inc. for design services for the Ashland Water Rehabilitation Project No. 2 for a not-to-exceed amount of \$225,299.

FISCAL IMPACT

The Ashland Water Rehabilitation Project No. 2 is included in the Capital Improvement Plan with a FY 2020-21 total project budget of \$730,000. Sufficient funds are available in the Water Operating Fund (Fund 520) and the Environmental and Water Resources Department recommends that the contract be awarded to HydroScience Engineers, Inc. for \$225,299.

ENVIRONMENTAL REVIEW

An initial review of the project indicates that the project likely qualifies for a “replacement or reconstruction” exemption under CEQA Section 15301 (h). HydroScience Engineers, Inc. and their environmental consultant will review all technical reports, develop the project description, and prepare the Notice of Exemption Form (NOE) from Appendix E of the CEQA Guidelines. In the event that any findings require additional CEQA work or analysis beyond the work required for the NOE, this will be brought back to City Council for consideration and approval.

ATTACHMENT

Resolution No. 10496 - A Resolution Authorizing the City Manager to Execute an Agreement with HydroScience Engineers, Inc. for Design Services for the Ashland Water Rehabilitation Project No. 2.

Submitted,

Marcus Yasutake, Director
ENVIRONMENTAL AND WATER RESOURCES DEPARTMENT

RESOLUTION NO. 10496

A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE AN AGREEMENT WITH HYDROSCIENCE ENGINEERS, INC. FOR DESIGN SERVICES FOR THE ASHLAND WATER REHABILITATION PROJECT NO. 2

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

WHEREAS, the rehabilitation work identified to enhance the City’s water distribution system includes rehabilitating the existing water transmission pipeline, Supervisory Control and Data Acquisition (SCADA) upgrades associated with the existing pressure reducing station, and upgrades to various water appurtenances; and

WHEREAS, HydroScience Engineers, Inc. by reason of their experience and abilities for performing these types of services, are qualified to perform the required consulting services for the project; and

WHEREAS, sufficient funds are budgeted and available in the Water Operating Fund (Fund 520) in the amount of \$225,299; 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 HydroScience Engineers, Inc. for design services for the Ashland Water Rehabilitation Project No. 2 for a not-to-exceed amount of \$225,299; and

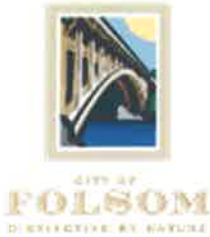
PASSED AND ADOPTED this 28th day of July 2020, by the following roll-call vote:

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

Sarah Aquino, MAYOR

ATTEST:

Christa Freemantle, CITY CLERK



Folsom City Council Staff Report

| | |
|------------------------|--|
| MEETING DATE: | 7/28/2020 |
| AGENDA SECTION: | Consent Calendar |
| SUBJECT: | Resolution No. 10497 - A Resolution Authorizing the City Manager to Execute a Licensing Agreement with the Sacramento Regional Radio Communications System |
| FROM: | Police Department |

RECOMMENDATION / CITY COUNCIL ACTION

Staff recommends the City Council approve Resolution No. 10497 – A Resolution Authorizing the City Manager to Execute a Licensing Agreement with the Sacramento Regional Radio Communications System.

BACKGROUND / ISSUE

The County of Sacramento, in coordination with several public safety and public service entities, developed the Sacramento Regional Radio Communications System (SRRCS). This system serves as the backbone for the region’s communication system and is the sole source provider for radio communications in the region. The system’s participants have pooled their individual frequencies and rights granted by the FCC to allow for better radio communication throughout the Sacramento region. The City of Folsom is a participant in this agreement.

The Sacramento Regional Radio Communications System licensing agreement was last signed in 2010 and expired in July of 2020. An extension to the 2010 agreement was approved allowing access to the system until 10/1/2020. The proposed licensing agreement will allow the City of Folsom to operate on the SRRCS until 7/1/2030.

POLICY / RULE

In accordance with Chapter 2.36 of the Folsom Municipal Code, supplies, equipment, services, and construction with a value of \$62,014 or greater shall be awarded by City Council.

ANALYSIS

The City of Folsom currently participates in an agreement with SRRCS. Public safety (police and fire), water management, and public works all have radios operating on the system. The streamlined communication over two-way radios allows for rapid response to all types of events (both emergency and non-emergency). The interoperability of the system allows for participating agencies to easily communicate with each other during critical events. There are no other radio systems within Sacramento County for the City of Folsom to operate on. Should the City decide not to opt into the agreement, we would have to create our own system. The costs associated in building and maintaining a radio system backbone would be enormous.

FINANCIAL IMPACT

Each participating agency is charged for the portion of the system they use (i.e. the backbone fee is charged to each agency as a flat rate for each radio allowed to use the system). The costs associated with this agreement are divided based on the number of radios assigned to the various department. As of the billing for FY 2020-21 the Police Department had 228 radios, Fire had 80 radios, Public Works had 13 radios, Solid Waste had 5 radios and Environmental and Water Resources had 2 radios. Total charged to the City for FY 2020-21 was \$108,240 or \$330 per radio and is charged to the respective departments operating budgets. The FY 2020-21 operating budgets in the General Fund (Fund 010) totaled \$105,930. The agreement includes increases to the per radio charge in FY 2021-22 to \$345 (4.55%), in FY 2022-23 to \$360 (4.35%) and in FY 2023-24 to \$370 (2.78%). The increases in future fiscal years will be included in the respective budgets during the budget process for that fiscal year.

ENVIRONMENTAL REVIEW

N/A

ATTACHMENT

1. Resolution No. 10497 – A Resolution Authorizing the City Manager to Execute a Licensing Agreement with the Sacramento Regional Radio Communications System

Submitted,

Richard D. Hillman – Chief of Police

RESOLUTION NO. 10497**A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE
A LICENSING AGREEMENT WITH THE SACRAMENTO REGIONAL RADIO
COMMUNICATIONS SYSTEM**

WHEREAS, a spirit of cooperation and collaboration has been demonstrated by several public agencies in the Sacramento area to develop a regional solution to meet the individual radio communications need of each agency; and

WHEREAS, the County of Sacramento, in coordination with several public safety and public service entities, has developed the Sacramento Regional Radio Communications System; and

WHEREAS, the Sacramento County Board of Supervisors contracted for the construction of the Sacramento Regional Radio Communications System; and

WHEREAS, the Sacramento Regional Radio Communications System includes a backbone communications system and end user equipment; and

WHEREAS, the Participants have pooled their individual frequencies and rights granted by the FCC; and

WHEREAS, the City of Folsom desires to contract with the County of Sacramento for a license for use of the backbone communications system.

WHEREAS, the current fee per radio authorized to the system is \$330; and

WHEREAS, the cost for the agreement is divided among the departments that use the radios the total in FY 2020-21 cost is \$108,240; and

WHEREAS, the agreement includes per radio increases up to \$370 per radio in FY 2023-24 and the increases will be included in the various departments during the budget process in that fiscal year; 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 the Sacramento Regional Radio Communications System Licensing Agreement.

PASSED AND ADOPTED this 28 day of July, 2020, by the following roll-call vote:

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

Sarah Aquino, MAYOR

ATTEST:

Christa Freemantle, CITY CLERK



FOLSOM
A COMMUNITY OF OPPORTUNITY

Folsom City Council Staff Report

| | |
|------------------------|---|
| MEETING DATE: | 7/28/2020 |
| AGENDA SECTION: | Consent Calendar |
| SUBJECT: | Resolution No. 10499 - A Resolution Authorizing the City Manager to Execute a Contract Amendment with R.E.Y. Engineers, Inc. for the Riley Street Sidewalk Feasibility Study and Appropriation of Funds |
| FROM: | Public Works Department |

RECOMMENDATION / CITY COUNCIL ACTION

In October 2019, the City Council approved Resolution No. 10348 - A Resolution Authorizing the City Manager to Execute a Design and Consulting Services Contract with R.E.Y. Engineers, Inc. for the Riley Street Sidewalk Feasibility Study Fiscal Year 2019-20 and Appropriation of Funds.

The Public Works Department recommends that the City Council pass and adopt Resolution No. 10499 - A Resolution Authorizing the City Manager to Execute a Contract Amendment with R.E.Y. Engineers, Inc. for the Riley Street Sidewalk Feasibility Study and Appropriation of Funds.

BACKGROUND / ISSUE

The Riley Street Sidewalk Feasibility Study is looking into options to install sidewalks along Riley Street between Sutter Street and Coloma Street. Currently there are no sidewalks along various portions of this roadway, and many of the existing sidewalks do not meet current Americans with Disabilities Act (ADA) requirements. A main goal of the project is to provide safe pedestrian facilities for students traveling to and from Sutter Middle School.

The Draft Feasibility Study was submitted to the City on July 14, 2020. City staff is currently reviewing the study and will return any comments to R.E.Y. Engineers, Inc. by the end of July

2020. During the feasibility study process, it was determined that the project is an eligible candidate to receive Active Transportation Program (ATP) Cycle 5 grant funding.

Cycle 5 is expected to include about \$440 million in ATP funding made up of Federal funding, State SB1 and State Highway Account (SHA) funding. The California Department of Transportation (Caltrans) is responsible for the administration of the adopted ATP. There is no local match requirement, however one scoring component of the grant application is “Leveraging Funds”, which provides up to 5 points if the applicant will provide 20% of the project funding. Because Folsom will likely not receive any points in the “Disadvantaged Community” category, it is critical that the City provides 20% of the project funding to increase the chance of being awarded a grant.

This contract amendment will enable R.E.Y. Engineers, Inc. to provide full-service assistance for the preparation of an ATP Grant Application for the Riley Street Sidewalk Project. Full-service assistance includes:

- 1) **Project Management** – Meet and coordinate with City staff and maintain ongoing communication to reflect City needs within project application.
- 2) **Data Gathering** – Collect and review existing information surrounding the project. All available resources will be reviewed, and information prioritized in accordance with the ATP Goals, Guidelines and Scoring Rubric.
- 3) **Public Outreach** – Network with stakeholders and the public through an online survey and support letters to garner support and public opinion of the project. The survey and letters will be drafted by R.E.Y. Engineers, Inc.’s team and coordinated with all applicable parties.
- 4) **Grant Preparation** – Complete ATP application, tailor answers to maximize scoring, and prepare applicable exhibits to detail the needs of the improvements. Ensure the application is viewed from both a grant preparation and project delivery perspective.

R.E.Y. Engineers, Inc.’s team, in coordination with City staff, will prepare and complete all aspects of the grant application with associated data and attachments. The final ATP Grant Application is due to Caltrans by September 15, 2020.

POLICY / RULE

Section 2.36.080, Award of Contracts of the Folsom Municipal Code states, in part, that contracts for supplies, equipment, services and construction with an estimated value of \$62,014 or greater shall be awarded by City Council.

ANALYSIS

City staff has reviewed the R.E.Y. Engineers, Inc. scope and fee to provide Professional Services Grant Writing Assistance for the ATP Cycle 5 Grant, and has determined that the

proposed services and fee are consistent with the amount of work necessary to prepare and submit a grant application of this type.

Staff will use the City's standard Construction Agreement in a form acceptable to the City Attorney.

FINANCIAL IMPACT

The original contract with R.E.Y. Engineers, Inc. was authorized for \$95,840. Staff is requesting an additional appropriation in the amount of \$35,678, for a total not-to-exceed contract amount of \$131,518.

Funds in the amount of \$35,678 are available in the Transportation Impact Fees Fund (Fund 446) to be appropriated to this project.

The Draft Feasibility Study has estimated a total project cost of approximately \$2.5 million, which would equate to "Leveraging Funds" in the amount of \$500,000 to be funded by the City. These funds will likely be requested to be allocated from the Transportation Impact Fees Fund (Fund 446) at the time of the construction contract award. It should be noted that all design costs incurred on this project, such as the contract with R.E.Y. Engineers for the Feasibility Study, will count towards the "Leveraging Funds" required.

ENVIRONMENTAL REVIEW

This project has been deemed categorically exempt from environmental review.

ATTACHMENTS

1. Resolution No. 10499 - A Resolution Authorizing the City Manager to Execute a Contract Amendment with R.E.Y. Engineers, Inc. for the Riley Street Sidewalk Feasibility Study and Appropriation of Funds

Submitted



Dave Nugen, PUBLIC WORKS DIRECTOR

RESOLUTION NO. 10499

A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE A CONTRACT AMENDMENT WITH R.E.Y. ENGINEERS, INC. FOR THE RILEY STREET SIDEWALK FEASIBILITY STUDY AND APPROPRIATION OF FUNDS

WHEREAS, the City of Folsom desires to install sidewalks along Riley Street between Sutter Street and Coloma Street; and

WHEREAS, the City of Folsom desires to improve pedestrian safety for students traveling to and from Sutter Middle School; and

WHEREAS, the City has determined that the Riley Street Sidewalk project is a good candidate for an Active Transportation Program (ATP) Cycle 5 Grant; and

WHEREAS, the scope and fee for R.E.Y. Engineers, Inc. to provide Professional Grant Writing services is consistent with the amount of work necessary to prepare and submit a grant application of this type; and

WHEREAS, sufficient funds are available in the amount of \$35,678 in the Transportation Impact Fees Fund (Fund 446), an additional appropriation will be required; and

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

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Folsom authorizes the City Manager to execute a Contract Amendment with R.E.Y. Engineers, Inc. for the Riley Street Sidewalk Feasibility Study in the amount of \$35,678 for a total not-to-exceed contract amount of \$131,518.

NOW, THEREFORE, BE IT FURTHER RESOLVED that the Finance Director is authorized to appropriate an additional \$35,678 to the Transportation Impact Fees Fund (Fund 446) in the Riley Street Sidewalk Project for a total project budget of \$131,518.

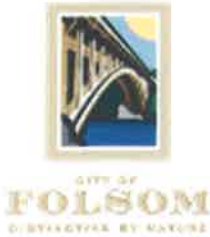
PASSED AND ADOPTED this 28th day of July, 2020, by the following roll-call vote:

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

Sarah Aquino, MAYOR

ATTEST:

Christa Freemantle, CITY CLERK



Folsom City Council Staff Report



| | |
|------------------------|--|
| MEETING DATE: | 7/28/2020 |
| AGENDA SECTION: | Consent Calendar |
| SUBJECT: | Resolution No. 10500 – A Resolution Authorizing the City Manager to Execute a Subdivision Improvement Agreement and Accept Offers of Dedication for the Mangini Ranch Phase 1 Village No. 4 Subdivision, and Approval of the Final Map for the Mangini Ranch Phase 1 Village No. 4 Subdivision |
| FROM: | Community Development Department |

RECOMMENDATION / CITY COUNCIL ACTION

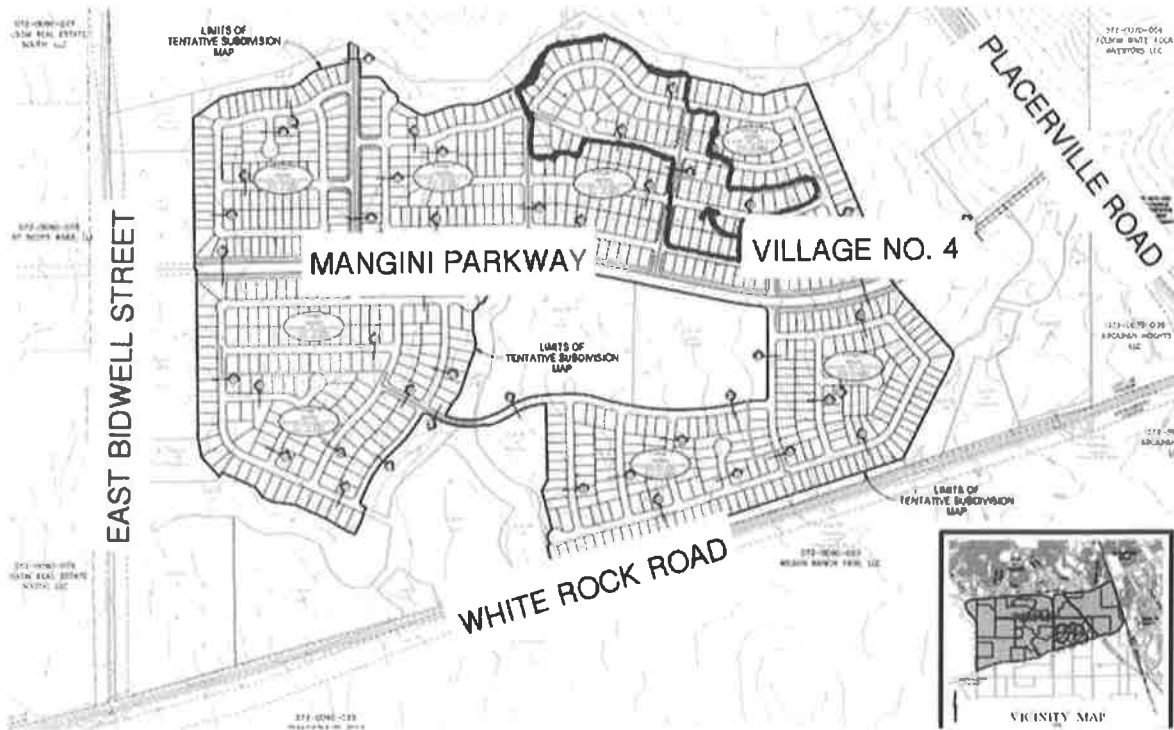
Staff recommends that the City Council move to adopt:

Resolution No. 10500– A Resolution Authorizing the City Manager to Execute a Subdivision Improvement Agreement and Accept Offers of Dedication for the Mangini Ranch Phase 1 Village No. 4 Subdivision, and Approval of the Final Map for the Mangini Ranch Phase 1 Village No. 4 Subdivision

BACKGROUND / ISSUE

The Vesting Tentative Subdivision Map for the Mangini Ranch Phase 1 Village No. 4 subdivision was approved by the City Council on June 23, 2015.

The action for consideration by the City Council is the approval of the Final Map and Subdivision Improvement Agreement for the Mangini Ranch Phase 1 Village No. 4 subdivision. The Final Map for the Mangini Ranch Phase 1 Village No. 4 subdivision will create a total of 87 single-family high density residential lots. With the approval of the Final Map, the subdivision process for this project will be complete.



The Mangini Ranch Village No. 4 subdivision is located on the north side of Mangini Parkway and east of East Bidwell Street and west of Placerville Road in the Folsom Plan Area (FPA) (see Attachment 4).

POLICY / RULE

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

ANALYSIS

The Final Map and conditions of approval for the Mangini Ranch Village No. 4 subdivision have been reviewed by the Community Development Department and other City departments. The Final Map has been found to be in substantial compliance with the approved Amended Tentative Subdivision Map, and all conditions pertaining to the map have been satisfied.

Attached is a table which includes the conditions of approval for the Mangini Ranch Phase 1 Village No. 4 Vesting Tentative Subdivision Map. The tables include information concerning when the condition is required to be satisfied (e.g. at Final Map, building permit, etc.), which City department is responsible to verify that it has been satisfied, and comments or an explanation on how the condition was satisfied.

ENVIRONMENTAL REVIEW

The Mangini Ranch Phase 1 Subdivision project has been previously determined to be exempt from review under the California Environmental Quality Act (CEQA) pursuant to Government Code section 65457 and CEQA Guidelines sections 15182 and 15183. No further environmental review is required for this Final Map.

ATTACHMENTS

1. Resolution No. 10500 - A Resolution Authorizing the City Manager to Execute a Subdivision Improvement Agreement and Accept Offers of Dedication for the Mangini Ranch Phase 1 Village No. 4 Subdivision, and Approval of the Final Map for the Mangini Ranch Phase 1 Village No. 4 Subdivision
2. Mangini Ranch Phase 1 Village No. 4 Subdivision Improvement Agreement
3. Mangini Ranch Phase 1 Village No. 4 Final Map
4. Mangini Ranch Phase 1 Village No. 4 Vesting Tentative Subdivision Map
5. Table of Conditions of Approval for the Mangini Ranch Phase 1 Village No. 4 Vesting Tentative Subdivision Map

Submitted,

PAM JOHNS
Community Development Director

ATTACHMENT 1

Resolution No. 10500 - A Resolution Authorizing the City Manager to Execute a Subdivision Improvement Agreement and Accept Offers of Dedication for the Mangini Ranch Phase 1 Village No. 4 Subdivision, and Approval of the Final Map for the Mangini Ranch Phase 1 Village No. 4 Subdivision

RESOLUTION NO. 10500

A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE A SUBDIVISION IMPROVEMENT AGREEMENT AND ACCEPT OFFERS OF DEDICATION FOR THE MANGINI RANCH PHASE 1 VILLAGE NO. 4 SUBDIVISION, AND APPROVAL OF THE FINAL MAP FOR THE MANGINI RANCH PHASE 1 VILLAGE NO. 4 SUBDIVISION

WHEREAS, the Final Map for the Mangini Ranch Phase 1 Village No. 4 subdivision has been reviewed and approved by the City Engineer as complying with the approved or conditionally approved Vesting Tentative Subdivision Map for the subdivision; and,

WHEREAS, the City Council has reviewed the Final Map for the Mangini Ranch Phase 1 Village No. 4 subdivision; and,

WHEREAS, the City Council agrees to accept, subject to improvement, any and all offers of dedication as shown on the Final Map for the Mangini Ranch Phase 1 Village No. 4 subdivision.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Folsom that the Final Map for the Mangini Ranch Phase 1 Village No. 4 subdivision is hereby approved.

BE IT FURTHER RESOLVED that the City Manager is hereby authorized to execute the Subdivision Improvement Agreement with TRI Pointe Homes, Inc. in a form acceptable to the City Attorney and accept the offers of dedication for the Mangini Ranch Phase 1 Village No. 4 subdivision.

PASSED AND ADOPTED this 28th day of July 2020, by the following roll-call vote:

AYES: Council Member(s)

NOES: Council Member(s)

ABSENT: Council Member(s)

ABSTAIN: Council Member(s)

Sarah Aquino, MAYOR

ATTEST:

Christa Freemantle, CITY CLERK

ATTACHMENT 2
Mangini Ranch Phase 1 Village No. 4 Subdivision Improvement
Agreement

No Fee Document Pursuant to Government Code Section 6103.

RECORDING REQUESTED BY:

City of Folsom

WHEN RECORDED MAIL TO:

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

SPACE ABOVE THIS LINE RESERVED FOR RECORDER'S USE

CITY OF FOLSOM

SUBDIVISION IMPROVEMENT AGREEMENT

This Agreement is made and entered into this _____ day of _____, 2020, by and between the **City of Folsom**, hereinafter referred to as "City", and **Tri Pointe Homes, 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 **Mangini Ranch Phase 1 Village No. 4** and is herein referred to as the "subdivision".
- C. Subdivider has requested approval of the Final Map prior to the construction and completion of the public improvements (as shown on the approved improvement plans and listed in Exhibit A), including, but not limited to streets, highways, public ways, sidewalks, curbs, gutters, bikeways, storm drainage facilities, sanitary sewer facilities, domestic water facilities, public utility facilities, landscaping, public lighting facilities, park or recreational improvements and appurtenances thereto, in or required by the Subdivision Map Act, the subdivision ordinances of the City, the Tentative Subdivision Map and development agreement, if any, approved by the City. The foregoing improvements, more specifically listed on Exhibit A attached hereto, are hereinafter referred to as "the required improvements".

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

NOW, THEREFORE, the parties agree as follows:

1. Performance of Work. Subdivider agrees to furnish, construct, and install at his own expense the required improvements as shown on the approved plans and specifications of the subdivision, a copy of which is on file in the Community Development Department, and is incorporated herein by reference, along with any changes or modifications as may be required by the City Engineer due to errors, omissions, changes in conditions, or changes in facilities as required by the City Engineer. The approved plans and specifications of the required improvements may be modified by the Subdivider as the development progresses, provided that any modification is approved in writing by the City Engineer. The total estimated cost of the required improvements, as shown on Exhibit A, is **TWO HUNDRED SEVENTY-NINE THOUSAND TWO HUNDRED SIXTY AND 00/100 DOLLARS (\$279,260.00)**.
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 **TWO HUNDRED SEVENTY-NINE THOUSAND TWO HUNDRED SIXTY AND 00/100 DOLLARS (\$279,260.00)**, 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 **TWO HUNDRED SEVENTY-NINE THOUSAND TWO HUNDRED SIXTY AND 00/100 DOLLARS (\$279,260.00)**, 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:

**TRI Pointe Homes, Inc.
2990 Lava Ridge Court, Suite 190
Roseville, CA 95661
ATTN; Karina Guerrieri, Director**

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

**Lockton Insurance Brokers, L.L.C.
19800 MacArthur Blvd., Suite 1250
Irvine, CA 92612**

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
TRI Pointe Homes, Inc.
A Delaware Corporation

BY: _____ BY: _____
Print Name: _____ Print Name: _____
DATE _____ DATE: _____

CITY OF FOLSOM, a Municipal Corporation

DATE _____
Elaine Andersen
CITY MANAGER

ATTEST:

DATE _____
Christa Freemantle
CITY CLERK

APPROVED AS TO CONTENT:

DATE _____
Pam Johns
COMMUNITY DEVELOPMENT DIRECTOR

APPROVED AS TO FORM:

DATE _____
Steven Wang
CITY ATTORNEY

NOTICE: SIGNATURE(S) ON BEHALF OF "SUBDIVIDER" MUST BE NOTARIZED
Certificate of Acknowledgement pursuant to Civil Code, Section 1189, must be attached.
SUBDIVISION AGREEMENT – Mangini Ranch Phase 1 Village No. 4

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 **TRI Pointe Homes, 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 _____ 2019, and identified as the **Mangini Ranch Phase 1 Village No. 4 Subdivision Improvement Agreement** is hereby referred to and made a part hereof; and,

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

NOW THEREFORE, We, the principal, and _____, as surety, are held and firmly bound unto the City of Folsom, hereinafter referred to as the City; in the penal sum of **TWO HUNDRED SEVENTY-NINE THOUSAND TWO HUNDRED SIXTY AND 00/100 DOLLARS (\$279,260.00)**, 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 _____, 2020.

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 **TRI Pointe Homes, 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 _____ 2019, and identified as the **Mangini Ranch Phase 1 Village No. 4 Subdivision Improvement Agreement** is hereby referred to and made a part hereof; and,

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

NOW THEREFORE, said principal and the undersigned as corporate surety, are held firmly bound unto the City of Folsom and all contractors, subcontractors, laborers, materialmen and other persons employed in the performance of the aforesaid agreement and referred to in the aforesaid Code of Civil Procedure, in the sum of **TWO HUNDRED SEVENTY-NINE THOUSAND TWO HUNDRED SIXTY AND 00/100 DOLLARS (\$279,260.00)** 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 _____, 2020.

BY _____
(PRINCIPAL)

BY _____
(PRINCIPAL)

BY _____
(SURETY)

(ADDRESS)

(CITY, STATE, ZIP)

(TELEPHONE)

APPROVED AS TO FORM

CITY ATTORNEY

ATTACHMENT 3
Mangini Ranch Phase 1 Village No. 4 Subdivision Final Map

OWNER'S STATEMENT

THE UNDERSIGNED DOES HEREBY STATE THAT I AM THE ONLY PARTY HAVING ANY RECORD TITLE INTEREST IN THE REAL PROPERTY INCLUDED WITHIN THE BOUNDARIES OF THIS FINAL MAP OF MANGINI RANCH VILLAGE # AND DO HEREBY DECLARE THE CONSENT FROM NO OTHER PERSON IS NECESSARY AND I CONSENT TO THE PREPARATION AND RECORDATION OF THIS FINAL MAP AND OFFER FOR RECDICATION AND DO HEREBY DESIGNATE AS PUBLIC RIGHT-OF-WAY AND AS UTILITY easements TO THE CITY OF FOLSOM, STONE RANCH DRIVE, ROCK HEARTH DRIVE AND WILDFLOWER WAY, AS SHOWN HEREON.

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 PIPES AND CONDUITS FOR ELECTRICAL, TELEVISION AND COMMUNICATIONS SERVICES, TOGETHER WITH ANY AND ALL APPURTENANCES PERTAINING THERETO ON, OVER, UNDER AND ACROSS LOTS A, I, J, K, L, M AND N AND THOSE STRIPS OF LAND SHOWN HEREON AND DESIGNATED "UTILITY EASEMENT (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 AND ACROSS THOSE STRIPS OF LAND SHOWN HEREON AND DESIGNATED "LANDSCAPE EASEMENT (L.E.)".
4. A PUBLIC EASEMENT FOR CONSTRUCTION AND MAINTAINING "STANDARD MAIL DELIVERY BOXES", PEDESTALS AND SLABS TOGETHER WITH ANY AND ALL APPURTENANCES PERTAINING THERETO INCLUDING PEDESTRIAN ACCESS FOR DELIVERY AND RECEIPT OF MAIL ON, OVER AND ACROSS STRIPS OF LAND FIVE (5) FEET IN WIDTH CONTIGUOUS TO ALL RIGHT-OF-WAYS.

TRI-POINTE HOMES, INC.
A DELAWARE CORPORATION

BY: _____ DATE: _____
NAME: JARNA CLERVEN
TITLE: DIRECTOR OF PROJECT MANAGEMENT/SECRETARY

NOTARY'S ACKNOWLEDGMENT

I, A NOTARY PUBLIC OR OTHER OFFICER COMPLETING THIS CERTIFICATE VERIFY ONLY THE IDENTITY OF THE INDIVIDUAL WHO SIGNED THIS DOCUMENT TO WHICH THIS CERTIFICATE IS ATTACHED, AND NOT THE TRUTHNESS, 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 EXECUTED THE SAME IN HIS/HER/ITS PROPER CAPACITY(IES); AND THAT BY HIS/HER/ITS 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 COMM. EXPIRES _____ MY COMM. NO. _____



VICINITY MAP
N.T.S.

NAVD88 BENCHMARK-CITY OF FOLSOM

SENCWA272Z ELEVATION = 413.91 NAVD83
BRASS DISK VESTED CITY OF FOLSOM 511' ON THE NORTHEAST CORNER OF A CONCRETE PAD FOR A PRESSURE REDUCING STATION. LOCATION OF SITE IS APPROXIMATELY 2000 FEET EAST OF THE INTERSECTION OF VANDEK PARKWAY AND E. BOWELL STREET ON THE SOUTH SIDE OF VANDEK PARKWAY. APPROXIMATE LATITUDE: N 37 42 46' LONGITUDE: W 121 28 75.07'
ELEVATION OF 413.91 WAS ESTABLISHED BY A DIFFERENTIAL LEVEL CIRCUIT FROM COUNTY BENCHMARK UG18-029 STAKES 704850 W/FEET JANUARY 2014 BY MACKAY & SOMPS CIVIL ENGINEERS, INC.

CITY ENGINEER'S STATEMENT

I HEREBY STATE THAT I HAVE EXAMINED THIS FINAL MAP OF MANGINI RANCH VILLAGE # 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. HARRIS, 425-8292
CITY ENGINEER
CITY OF FOLSOM
LICENSE EXPIRES: 9/30/2020
DATE: _____

CITY SURVEYOR'S STATEMENT

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

GERALD A. YOUNG, L.S. 3940
CITY SURVEYOR
LICENSE EXPIRES: 6/30/22
DATE: _____

CITY CLERK'S STATEMENT

I HEREBY STATE THAT THE CITY COUNCIL OF THE CITY OF FOLSOM HAS APPROVED THIS FINAL MAP OF MANGINI RANCH VILLAGE # AND HAS ACCEPTED ON BEHALF OF THE PUBLIC SUBJECT TO IMPROVEMENTS, ALL RIGHT-OF-WAYS AND EASEMENTS OFFERED HEREON WITH OBLIGATION IN ACCORDANCE WITH THE TERMS OF THAT OFFER, AND HAS APPROVED THE ABANDONMENT OF THE RIGHT-OF-WAY LOST HEREON.

CHRISTA FREEMANTE
CITY CLERK
DATE: _____

RECORDER'S STATEMENT

FILED THIS _____ DAY OF _____ 2018 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 THE OFFICE.

DOANA ALLEN
SACRAMENTO COUNTY RECORDER
STATE OF CALIFORNIA
DATE: _____ FEE \$ _____

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 MACKAY & SOMPS CIVIL ENGINEERS, INC., A CALIFORNIA CORPORATION, IN SEPTEMBER 2017. I HEREBY STATE THAT THIS FINAL MAP SUBSTANTIALLY CONFORMS TO THE OCCASIONALLY APPROVED TENTATIVE MAP THAT THE UNDERSIGNED HAS FILED WITH THE CLERK OF THE COUNTY AND WILL OCCUPY THE POSITIONS AS INDICATED AND WILL BE SUBJECT TO ALL CITY AND COUNTY REQUIREMENTS THAT BE SUPERFICIENT TO ENABLE THE SURVEY TO BE RETRACED.

MACKAY & SOMPS CIVIL ENGINEERS, INC.



For Review
06/25/2020 2:30:25 PM

FILED IN THE PUBLIC RECORDS
FILE NO. 2020-0538-2020

DATE: _____

**FINAL MAP (PN 14-071)
MANGINI RANCH
VILLAGE 4**

BEING THE REMAINDER LOT AS SHOWN AND SO DESIGNATED ON THE CERTAIN FINAL MAP ENTITLED FINAL MAP (PN 14-071) MANGINI RANCH VILLAGE # FILED FOR RECORD ON OCTOBER 4, 2015 IN BOOK 116 OF MAPS AT PAGE 8, SACRAMENTO COUNTY RECORDS, BEING A PORTION OF SECTION 16, TOWNSHIP 5 NORTH, RANGE 8 EAST, 122E 8R.

CITY OF FOLSOM • SACRAMENTO COUNTY • CALIFORNIA
MACKAY & SOMPS CIVIL ENGINEERS, INC. PLANNERS SURVEYORS
JULY 2020
SHEET 1 OF 7

TRUSTEE'S STATEMENT

IF NECESSARY, FILL IN THE SPACES AFTER THE PHASES TAKES NUMBER 1.
DATE: _____ DATE: _____

NOTARY'S ACKNOWLEDGMENT

A NOTARY PUBLIC OF CALIFORNIA, COMPELLED BY THE STATUTE, CERTIFIES THAT THE
STATE OF CALIFORNIA
COUNTY OF _____
ON _____, 2020, at _____, CALIFORNIA.

PERSONALLY APPEARED _____
AND KNOWS TO ME OF THE IDENTITY OF EACH OF THE PARTIES WHOSE
SIGNATURES ARE SET FORTH ON THE ABOVE INSTRUMENT AND KNOWS TO ME THAT
THE SAID INSTRUMENT WAS EXECUTED BY THEM AS INDICATED THEREON AND THAT BY
THEIR SIGNATURES AND ACTS ON THE INSTRUMENT THEY HAVE AGREED TO THE SAME
ON THE DATE AND AT THE PLACE SPECIFIED ON THE INSTRUMENT.

SIGNATURE _____ PUBLIC NOTARY
MY PRINCIPAL PLACE OF BUSINESS IS _____
MY COMMISSION EXPIRES _____

NOTES

- 1. ALL CURVE DIMENSIONS ARE TO BE MEASURED ALONG THE CENTERLINE OF THE ROAD...
2. THIS FINAL MAP CONTAINS 24 TRACTS...
3. A PRELIMINARY GEOLOGICAL ENGINEERING REPORT FOR THE MANGINI RANCH...
4. ALL FRONT LOT CORNERS WILL BE SET BY THE SIGNALS WITH A 12" FOOT OFFSET...
5. FOR LOTS 442, 443, 444, 445, 446, 447, 448, 449, 450, 451, 452, 453, 454, 455, 456, 457, 458, 459, 460, 461, 462, 463, 464, 465, 466, 467, 468, 469, 470, 471, 472, 473, 474, 475, 476, 477, 478, 479, 480, 481, 482, 483, 484, 485, 486, 487, 488, 489, 490, 491, 492, 493, 494, 495, 496, 497, 498, 499, 500, 501, 502, 503, 504, 505, 506, 507, 508, 509, 510, 511, 512, 513, 514, 515, 516, 517, 518, 519, 520, 521, 522, 523, 524, 525, 526, 527, 528, 529, 530, 531, 532, 533, 534, 535, 536, 537, 538, 539, 540, 541, 542, 543, 544, 545, 546, 547, 548, 549, 550, 551, 552, 553, 554, 555, 556, 557, 558, 559, 560, 561, 562, 563, 564, 565, 566, 567, 568, 569, 570, 571, 572, 573, 574, 575, 576, 577, 578, 579, 580, 581, 582, 583, 584, 585, 586, 587, 588, 589, 590, 591, 592, 593, 594, 595, 596, 597, 598, 599, 600, 601, 602, 603, 604, 605, 606, 607, 608, 609, 610, 611, 612, 613, 614, 615, 616, 617, 618, 619, 620, 621, 622, 623, 624, 625, 626, 627, 628, 629, 630, 631, 632, 633, 634, 635, 636, 637, 638, 639, 640, 641, 642, 643, 644, 645, 646, 647, 648, 649, 650, 651, 652, 653, 654, 655, 656, 657, 658, 659, 660, 661, 662, 663, 664, 665, 666, 667, 668, 669, 670, 671, 672, 673, 674, 675, 676, 677, 678, 679, 680, 681, 682, 683, 684, 685, 686, 687, 688, 689, 690, 691, 692, 693, 694, 695, 696, 697, 698, 699, 700, 701, 702, 703, 704, 705, 706, 707, 708, 709, 710, 711, 712, 713, 714, 715, 716, 717, 718, 719, 720, 721, 722, 723, 724, 725, 726, 727, 728, 729, 730, 731, 732, 733, 734, 735, 736, 737, 738, 739, 740, 741, 742, 743, 744, 745, 746, 747, 748, 749, 750, 751, 752, 753, 754, 755, 756, 757, 758, 759, 760, 761, 762, 763, 764, 765, 766, 767, 768, 769, 770, 771, 772, 773, 774, 775, 776, 777, 778, 779, 780, 781, 782, 783, 784, 785, 786, 787, 788, 789, 790, 791, 792, 793, 794, 795, 796, 797, 798, 799, 800, 801, 802, 803, 804, 805, 806, 807, 808, 809, 810, 811, 812, 813, 814, 815, 816, 817, 818, 819, 820, 821, 822, 823, 824, 825, 826, 827, 828, 829, 830, 831, 832, 833, 834, 835, 836, 837, 838, 839, 840, 841, 842, 843, 844, 845, 846, 847, 848, 849, 850, 851, 852, 853, 854, 855, 856, 857, 858, 859, 860, 861, 862, 863, 864, 865, 866, 867, 868, 869, 870, 871, 872, 873, 874, 875, 876, 877, 878, 879, 880, 881, 882, 883, 884, 885, 886, 887, 888, 889, 890, 891, 892, 893, 894, 895, 896, 897, 898, 899, 900, 901, 902, 903, 904, 905, 906, 907, 908, 909, 910, 911, 912, 913, 914, 915, 916, 917, 918, 919, 920, 921, 922, 923, 924, 925, 926, 927, 928, 929, 930, 931, 932, 933, 934, 935, 936, 937, 938, 939, 940, 941, 942, 943, 944, 945, 946, 947, 948, 949, 950, 951, 952, 953, 954, 955, 956, 957, 958, 959, 960, 961, 962, 963, 964, 965, 966, 967, 968, 969, 970, 971, 972, 973, 974, 975, 976, 977, 978, 979, 980, 981, 982, 983, 984, 985, 986, 987, 988, 989, 990, 991, 992, 993, 994, 995, 996, 997, 998, 999, 1000.

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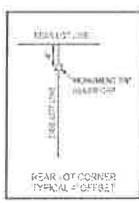
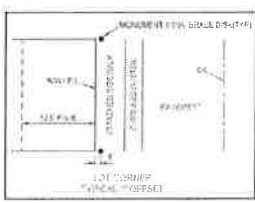
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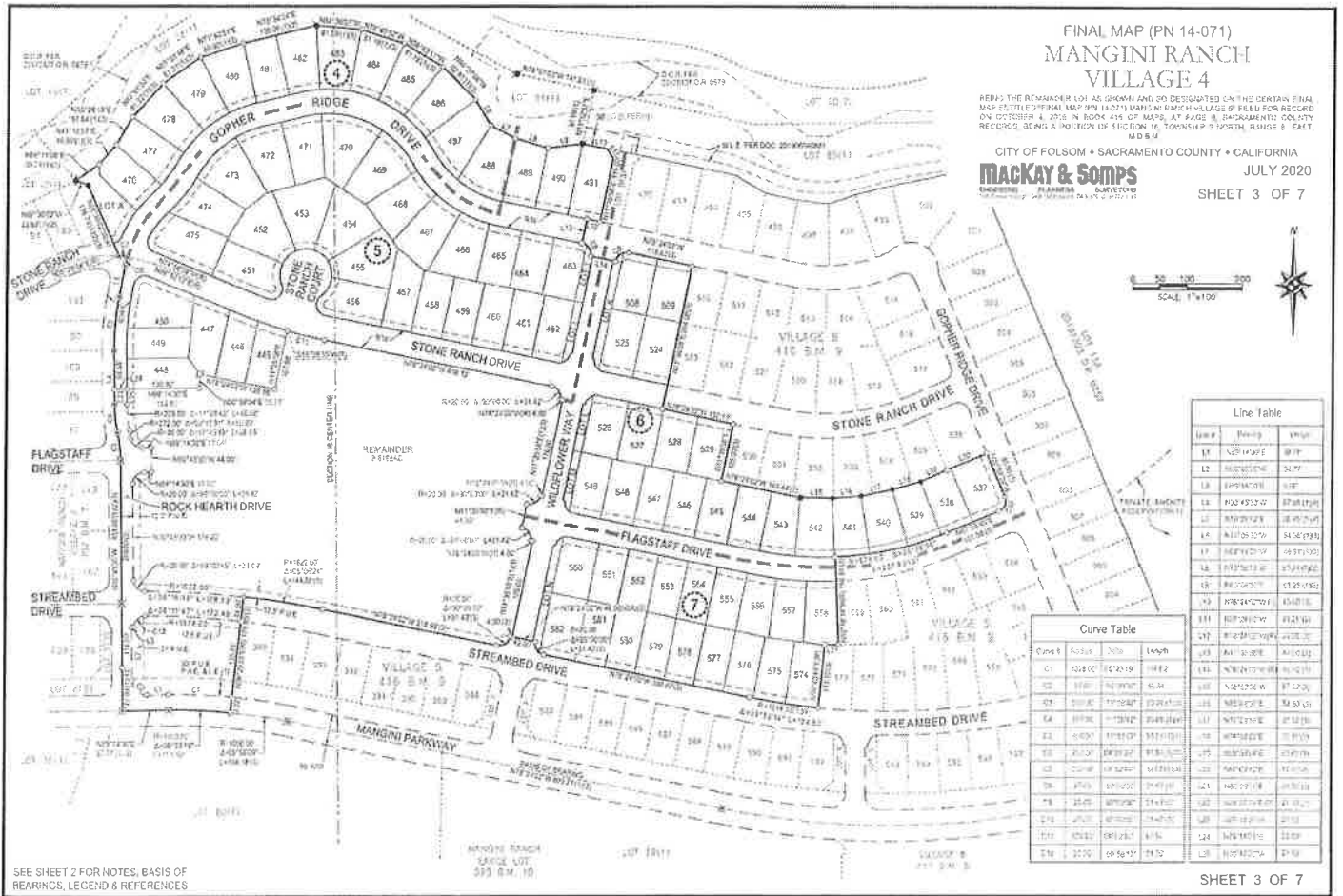
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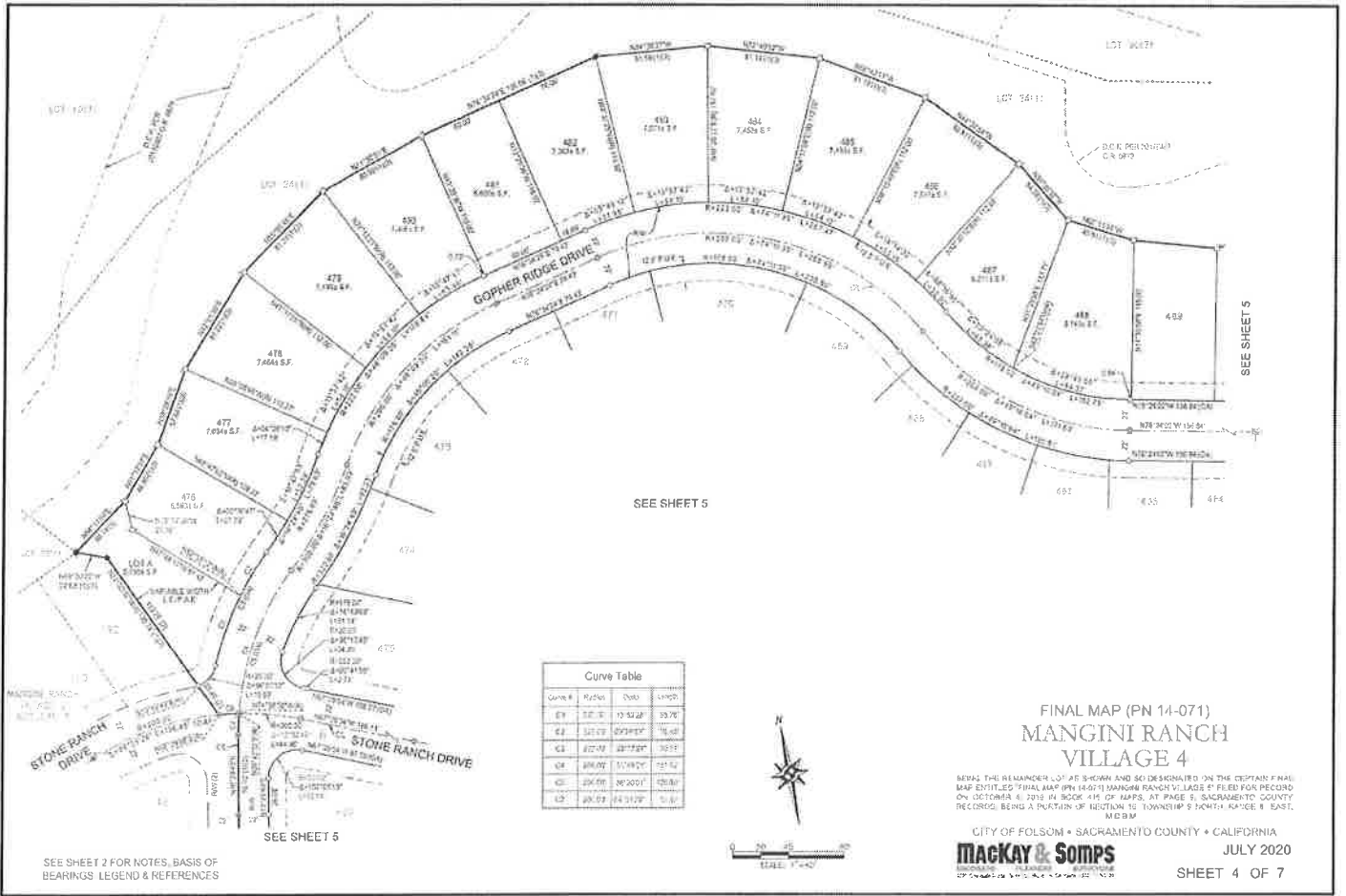
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VILLAGE 4

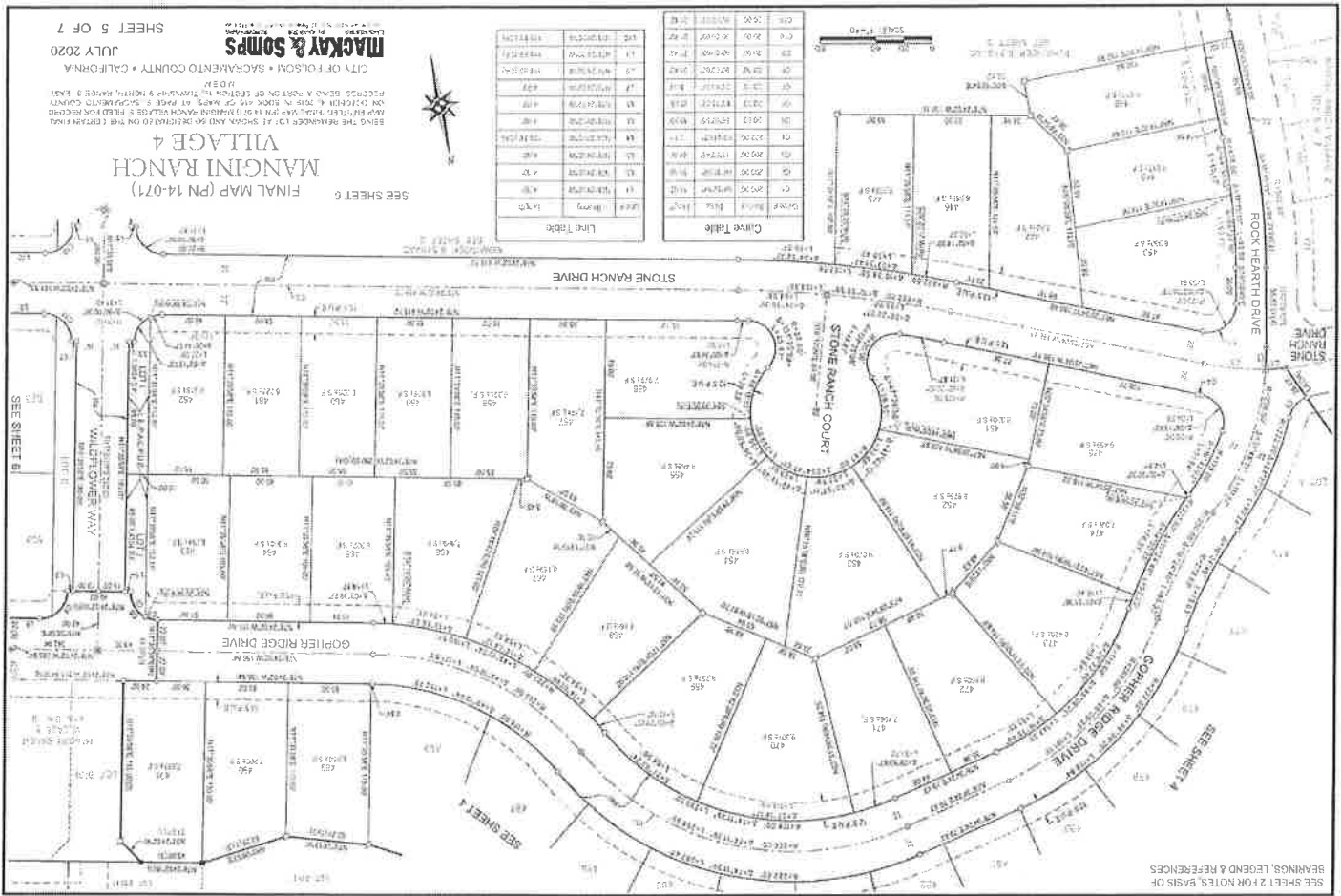
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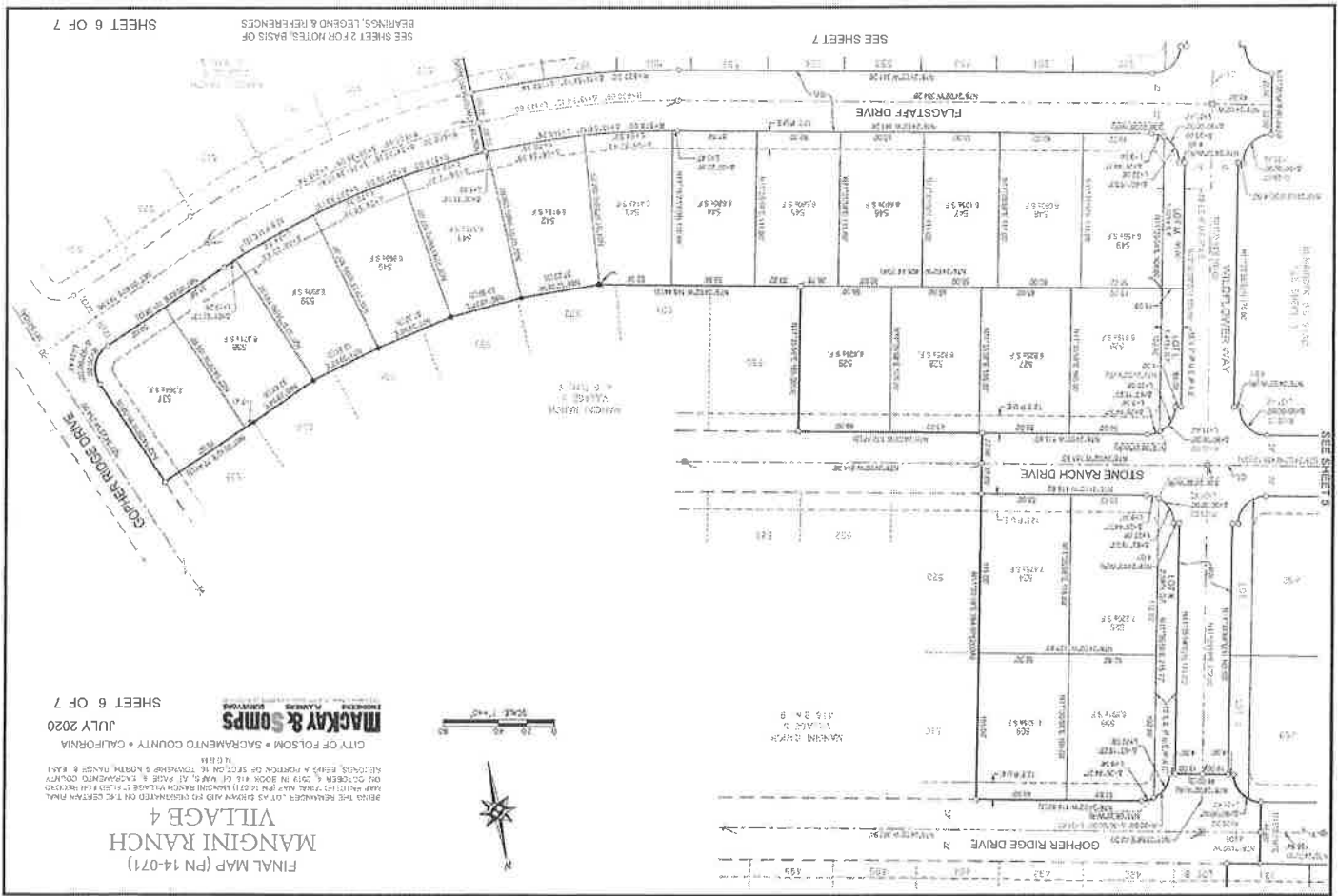
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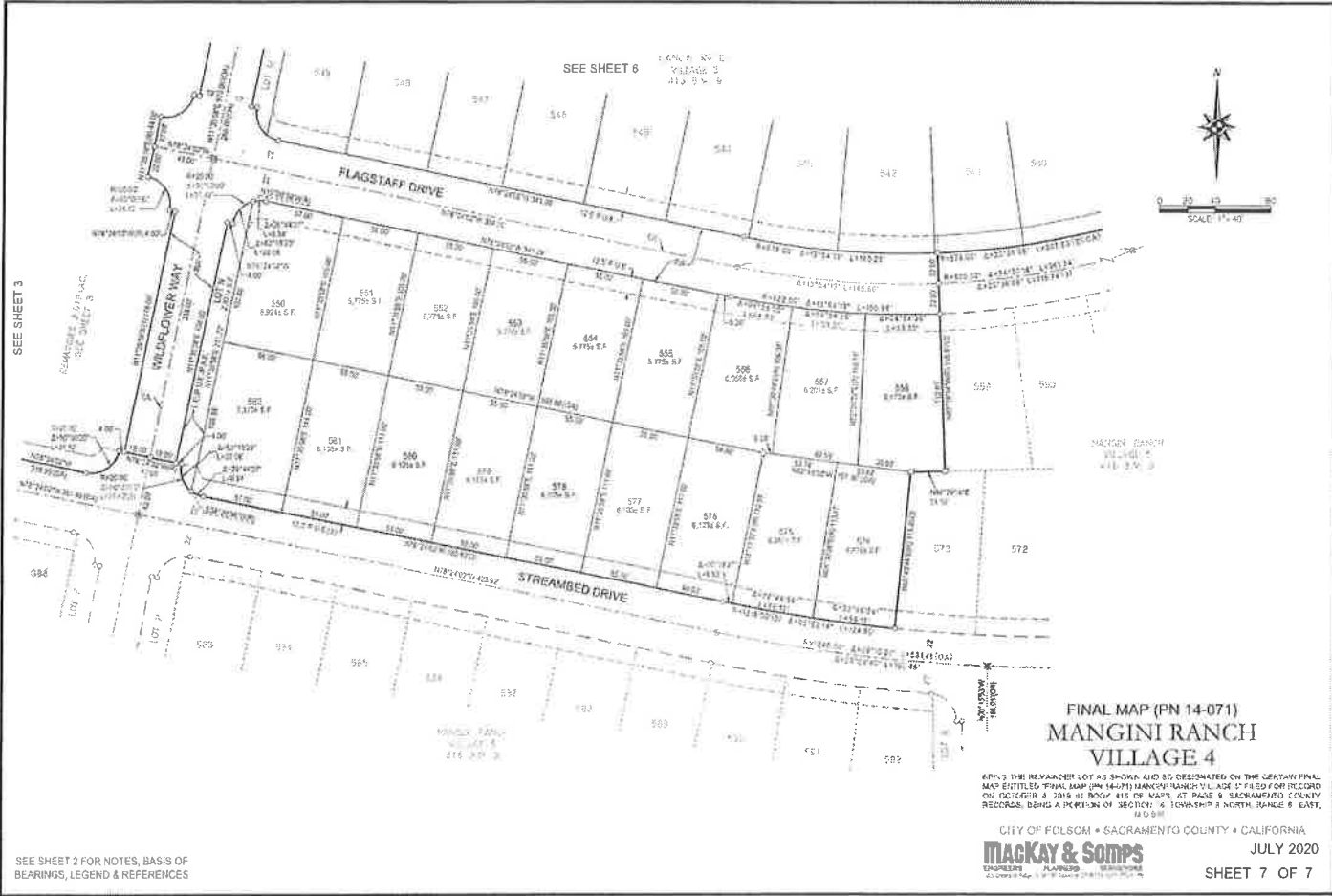






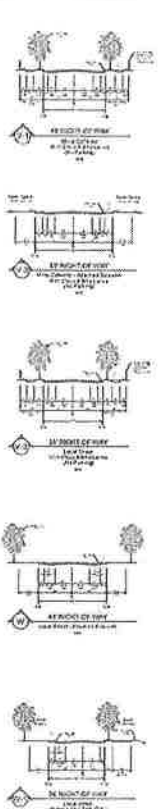
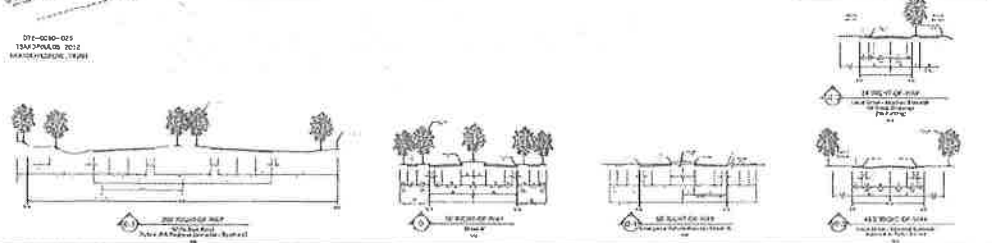
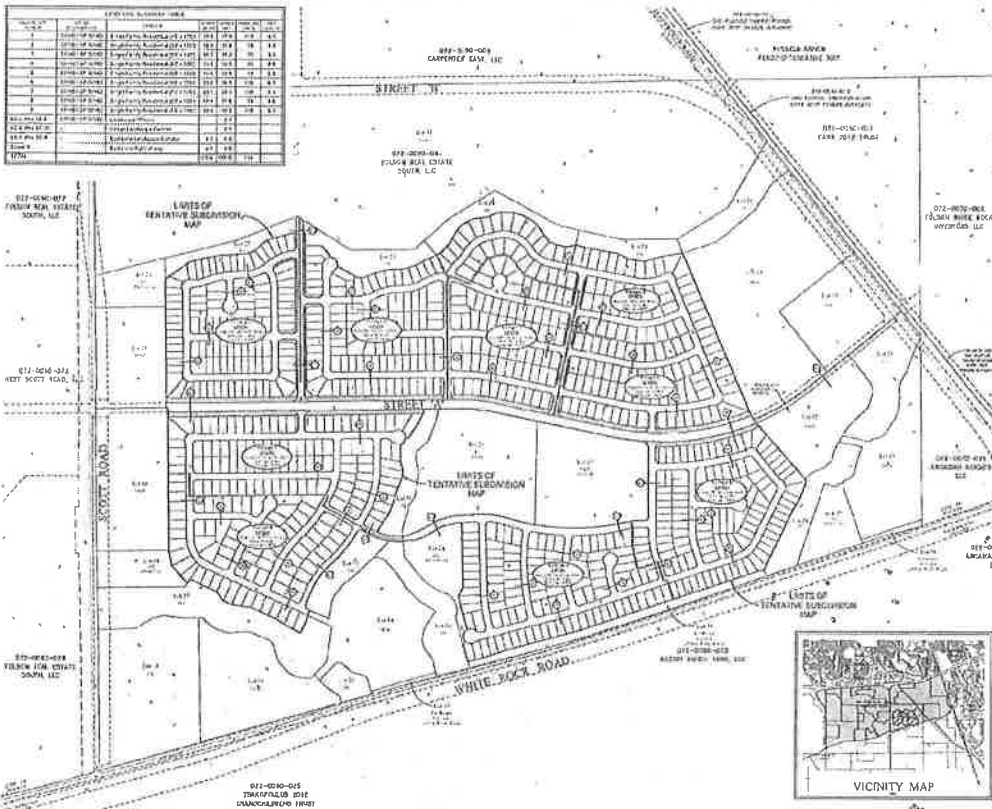






ATTACHMENT 4
Mangini Ranch Phase 1 Village No. 4 Vesting Tentative
Subdivision Map

| APPROVED SUBDIVISION MAP | | | |
|--------------------------|------------|---------------------|----------|
| NO. | DATE | APPROVED BY | REMARKS |
| 1 | 07/28/2020 | PLANNING COMMISSION | APPROVED |
| 2 | 07/28/2020 | CITY COUNCIL | APPROVED |
| 3 | 07/28/2020 | CITY CLERK | RECORDED |
| 4 | 07/28/2020 | CITY ENGINEER | APPROVED |
| 5 | 07/28/2020 | CITY ATTORNEY | APPROVED |
| 6 | 07/28/2020 | CITY MANAGER | APPROVED |
| 7 | 07/28/2020 | CITY SUPERVISOR | APPROVED |
| 8 | 07/28/2020 | CITY SUPERVISOR | APPROVED |
| 9 | 07/28/2020 | CITY SUPERVISOR | APPROVED |
| 10 | 07/28/2020 | CITY SUPERVISOR | APPROVED |
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| 23 | 07/28/2020 | CITY SUPERVISOR | APPROVED |
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| 28 | 07/28/2020 | CITY SUPERVISOR | APPROVED |
| 29 | 07/28/2020 | CITY SUPERVISOR | APPROVED |
| 30 | 07/28/2020 | CITY SUPERVISOR | APPROVED |



TENTATIVE MAP INFORMATION

APPLICANT: MANGINI RANCH, FOLSOM, CA
PROJECT: PHASED SMALL LOT VESTING TENTATIVE SUBDIVISION MAP
ADDRESS: 1300 SCOTT ROAD, FOLSOM, CA 95630
DATE: 07/28/2020
SCALE: 1" = 200'
DATE: 07/28/2020
SCALE: 1" = 200'

- NOTES:**
1. ALL DIMENSIONS ARE SHOWN IN FEET AND DECIMALS THEREOF.
 2. THE TOTAL AREA OF THE TRACT IS 10.00 ACRES.
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COVER SHEET
PHASED SMALL LOT
VESTING TENTATIVE SUBDIVISION MAP

Mangini Ranch

 Scale: 1" = 200' Folsom, California August 13, 2018


ATTACHMENT 5
Table of Conditions of Approval for the Mangini Ranch Phase 1
Village No. 4 Vesting Tentative Subdivision Map

| RESPONSIBLE DEPARTMENT | | WHEN REQUIRED | |
|------------------------|---|---------------|--|
| CD (P) | Community Development Department Planning Division | I M | Prior to approval of Improvement Plans Prior to approval of Final Map |
| (E) | Engineering Division | B | Prior to issuance of first Building Permit |
| (B) | Building Division | O | Prior to approval of Occupancy Permit |
| FD | Fire Division | G | Prior to issuance of Grading Permit |
| EWR | Environmental & Water Resources Department | | |
| PW | Public Works Department | OG | On-going requirement |
| PR | Park and Recreation Department | | |
| PD | Police Department | | |
| CDFW | California Department of Fish and Wildlife | | |
| USFWS | United States Fish and Wildlife Service | | |
| USACE | United States Army Corps of Engineers | | |
| SMAQMD | Sacramento Metropolitan Air Quality Management District | | |

| CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PROJECT (PN14-293) WEST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD, EAST OF SCOTT ROAD VESTING SMALL LOT TENTATIVE SUBDIVISION MAP, FOLSOM RANCH CENTRAL DISTRICT DESIGN GUIDELINES, AMENDMENT I TO THE AMENDED AND RESTATED DEVELOPMENT AGREEMENT, INCLUSIONARY HOUSING AGREEMENT | | | | | | |
|---|---|---------------|------------------------|---|----------------------|--|
| Mitigation Measure | Condition/Mitigation Measure | When Required | Responsible Department | Comments | Condition Satisfied? | |
| | <p><i>Final Development Plans</i></p> <p>The owner/applicant shall submit final site development plans to the Community Development Department that shall substantially conform to the exhibits referenced below:</p> <ul style="list-style-type: none"> • Cover Sheet Phased Small Lot Vesting Tentative Subdivision Map dated Revised March 6, 2015 • Lotting Plan Vesting Tentative Subdivision Map dated Revised March 6, 2015 • Lotting Plan Vesting Tentative Subdivision Map dated Revised March 6, 2015 • Conceptual Grading and Storm Drainage Plan Vesting Tentative Subdivision Map dated Revised March 6, 2015 • Conceptual Grading and Storm Drainage Plan Vesting Tentative Subdivision Map dated Revised March 6, 2015 • Conceptual Sanitary Sewer and Domestic Water Plan Vesting Tentative Subdivision Map dated Revised March 6, 2015 • Conceptual Sanitary Sewer and Domestic Water Plan Vesting Tentative Subdivision Map dated Revised March 6, 2015 • Conceptual Storm Drainage, Sanitary and Domestic Water Plan Composite Vesting Tentative Subdivision Map dated Revised March 6, 2015 • Alternative 1 Off Site Utility Connections Vesting Tentative Subdivision Map dated Revised March 6, 2015 • Alternative 2 Off Site Utility Connections Vesting Tentative Subdivision Map dated Revised March 6, 2015 | G,I,M,B | CD (P)(E) | <p>The Community Development Department has reviewed and approved the improvement plans and the final map for the project. The approved improvement plans are in substantial compliance with the preliminary grading and drainage plans, the preliminary site and utility plans, offsite infrastructure exhibit, the preliminary landscape plans and the community design guidelines.</p> <p>The final map for this subdivision is in substantial compliance with the approved Vesting Tentative Subdivision Map.</p> | Yes | |

| CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PROJECT (PN14-293) WEST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD, EAST OF SCOTT ROAD VESTING SMALL LOT TENTATIVE SUBDIVISION MAP, FOLSOM RANCH CENTRAL DISTRICT DESIGN GUIDELINES, AMENDMENT 1 TO THE AMENDED AND RESTATED DEVELOPMENT AGREEMENT, INCLUSIONARY HOUSING AGREEMENT | | | | | | |
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| | Mitigation Measure | Condition/Mitigation Measure | When Required | Responsible Department | Comments | Condition Satisfied? |
| 1. cont | | <ul style="list-style-type: none"> Folsom Ranch Central District Design Guidelines, dated May 2015 Amendment No. 1 to Amended and Restated Development Agreement Inclusionary Housing Plan <p>The Vesting Small Lot Tentative Subdivision Map, Amendment No. 1 to the First Amended and Restated Development Agreement, Inclusionary Housing Plan are approved for the development of an 833 single family residential subdivision (Mangini Ranch Subdivision). Implementation of the project shall be consistent with the above referenced items and these conditions of approval.</p> | | | | |
| 2. | | <p>Plan Submittal</p> <p>All civil engineering and landscape 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.</p> | G, I, M, | CD (P)(E)(B) | <p>Improvement plans for East Bidwell Street, Mangini Pkwy, the Outfall Sewer, the Sewer Lift Station/Force Main and this subdivision have been approved by the City.</p> <p>Landscape plans for East Bidwell Street and Mangini Parkway have also been approved by the City.</p> | Yes |
| 3. | | <p>Validity</p> <p>This approval of the Vesting Small Lot Tentative Subdivision Map, Design Guidelines, and Inclusionary Housing Plan shall be valid for the term specified in Section 2.2 of Amendment No. 1 to Amended and Restated Tier 1 Development Agreement, and any amendments thereto, for the project, or for a period of twenty four months, whichever is longer, but in no event for a shorter period than the maximum period of time permitted by the Subdivision Map Act. Pursuant to Section 2.2 the term of the Planned Development shall track the term of the maps.</p> | OG | CD (P) | <p>The City Council approved a 3-year extension to the Vesting Tentative Subdivision for the Mangini Ranch Phase 1 subdivision on June 13, 2017. (See Resolution, 9945) which extended the Vesting Tentative Map to June 13, 2020. Prior to June 13, 2020, the Subdivider recorded several phased final maps in the Mangini Phase 1 subdivision which with each recordation extended the life of the</p> | Yes |

| CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PROJECT (PN14-293) WEST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD, EAST OF SCOTT ROAD VESTING SMALL LOT TENTATIVE SUBDIVISION MAP, FOLSOM RANCH CENTRAL DISTRICT DESIGN GUIDELINES, AMENDMENT 1 TO THE AMENDED AND RESTATED DEVELOPMENT AGREEMENT, INCLUSIONARY HOUSING AGREEMENT | | | | | |
|---|---|---------------|-----------------------------------|---|----------------------|
| Mitigation Measure | Condition/Mitigation Measure | When Required | Responsible Department | Comments | Condition Satisfied? |
| | | | | Vesting Tentative Map an additional 36 months (3 years) in conformance with California Government Code Section 66452.6. The approval by the City Council and recordation of the last phased final maps in the Mangini Ranch Phase 1 subdivision (i.e. Village Nos. 6 & 7 on November 12, 2019) extended the life of the Vesting Tentative Map to November 12, 2022. | |
| 4. | <p><i>Indemnity for City</i></p> <p>The owner/applicant shall 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. 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</p> | OG | CD (P)(E)(B) PW, PR, FD, PD | The City standard subdivision improvement agreement includes language that satisfies this condition. The subdivision improvement agreement will be executed by the City Manager upon approval by the City Council. | Yes |

| CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PROJECT (PN14-293) WEST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD, EAST OF SCOTT ROAD VESTING SMALL LOT TENTATIVE SUBDIVISION MAP, FOLSOM RANCH CENTRAL DISTRICT DESIGN GUIDELINES, AMENDMENT 1 TO THE AMENDED AND RESTATED DEVELOPMENT AGREEMENT, INCLUSIONARY HOUSING AGREEMENT | | | | | | |
|---|--|---------------|------------------------|--|----------------------|--|
| Mitigation Measure | Condition/Mitigation Measure | When Required | Responsible Department | Comments | Condition Satisfied? | |
| | owner/applicant's obligations under this condition shall apply regardless of whether a Final Map is ultimately recorded with respect to this project. | | | | | |
| 5. | <p><i>Vesting Tentative Subdivision Map</i></p> <p>The tentative subdivision map is expressly conditioned upon compliance with all environmental mitigation measures in the Folsom Plan Area Specific Plan (FEIR/EIS).</p> | OG | CD | The owner/applicant has complied with all applicable mitigation measures from the FEIR/EIS prior to the issuance of a grading permit. Additionally, construction inspection and monitoring was conducted throughout construction by the City and/or its Consultants. | Yes | |
| 6. | <p><i>Mitigation Monitoring</i></p> <p>The owner/applicant shall be required to participate in a mitigation monitoring and reporting program pursuant to City Council Resolution No. 2634 and Public Resources</p> | OG | CD (P) | The owner/applicant has funded and participated in a MMRP reporting | Yes | |

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| CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PROJECT (PN14-293) WEST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD, EAST OF SCOTT ROAD VESTING SMALL LOT TENTATIVE SUBDIVISION MAP, FOLSOM RANCH CENTRAL DISTRICT DESIGN GUIDELINES, AMENDMENT 1 TO THE AMENDED AND RESTATED DEVELOPMENT AGREEMENT, INCLUSIONARY HOUSING AGREEMENT | | | | | | |
|---|---|---------------|------------------------|---|----------------------|--|
| Mitigation Measure | Condition/Mitigation Measure | When Required | Responsible Department | Comments | Condition Satisfied? | |
| | Code 21081.6. The mitigation monitoring and reporting measures identified in the Folsom Plan Area Specific Plan FEIR/EIS have been incorporated into these conditions of approval in order to mitigate or avoid significant effects on the environment. These mitigation monitoring and reporting measures are identified in the mitigation measure column. Applicant shall fund on a Time and Materials basis all mitigation monitoring (e.g., staff and consultant time). | | | program performed by the City's consultant (Helix) and/or City staff. | | |
| POLICE/SECURITY REQUIREMENT | | | | | | |
| 7. | <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> <p>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.</p> <p>Security measures for the safety of all construction equipment and unit appliances.</p> <p>Landscaping shall not cover exterior doors or windows, block line-of-sight at intersections or screen overhead lighting.</p> | 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 | | | | | | |
| 8. | <p><i>Taxes and Fees</i></p> <p>The owner/applicant shall pay all applicable taxes, fees and charges for the project at the rate and amount required by the PFFP and the ARDA.</p> | OG | CD (P)(E) | The owner/applicant has paid all current taxes and fees associated with this subdivision. | Yes | |
| 9. | <p><i>Assessments</i></p> <p>If applicable, the owner/applicant shall pay off any existing assessments against the property, or file necessary segregation request and pay applicable fees.</p> | OG | 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 | |
| 10. | <p><i>FPASP Development Impact Fees</i></p> | B | CD (P) PW, PK | The Owner/Applicant shall pay all required City fees and Plan Area wide | Condition will be | |

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| CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PROJECT (PN14-293) WEST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD, EAST OF SCOTT ROAD VESTING SMALL LOT TENTATIVE SUBDIVISION MAP, FOLSOM RANCH CENTRAL DISTRICT DESIGN GUIDELINES, AMENDMENT I TO THE AMENDED AND RESTATED DEVELOPMENT AGREEMENT, INCLUSIONARY HOUSING AGREEMENT | | | | | | |
|---|---|---------------|------------------------|--|---|--|
| Mitigation Measure | Condition/Mitigation Measure | When Required | Responsible Department | Comments | Condition Satisfied? | |
| | <p>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 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 (June 23, 2015), or otherwise shall be governed by the terms of the Amended and Restated Development Agreement (ARDA) if not yet adopted. The fees shall be calculated at the fee rate set forth in the PFFP and the ARDA.</p> | | | fees prior to issuance of building permits. | satisfied prior to issuance of a building permit. | |
| 11. | <p><i>Legal Counsel</i></p> <p>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 | |
| 12. | <p><i>Consultant Services</i></p> <p>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</p> | G,I,M,B | CD (P)(E) | The City has provided notice to the owner/applicant for various Consultants performing services for the | Yes | |

| CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PROJECT (PN14-293) WEST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD, EAST OF SCOTT ROAD VESTING SMALL LOT TENTATIVE SUBDIVISION MAP, FOLSOM RANCH CENTRAL DISTRICT DESIGN GUIDELINES, AMENDMENT I TO THE AMENDED AND RESTATED DEVELOPMENT AGREEMENT, INCLUSIONARY HOUSING AGREEMENT | | | | | |
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| Mitigation Measure | Condition/Mitigation Measure | When Required | Responsible Department | Comments | Condition Satisfied? |
| | 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. | | | development of this subdivision. The City has collected deposits in advance of such work for these services. | |

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| GRADING PERMIT REQUIREMENTS | | | | | |
| 13. | <p>Phasing Plan</p> <p>The owner/applicant shall prepare a complete and comprehensive phasing plan and shall submit the phasing plan to the City for each proposed phase of development. The phasing plan shall include all required infrastructure for each proposed phase of development. The infrastructure shall include all required on-site and off-site improvements, but not limited to, water system improvements (distribution and transmission mains, booster pump stations, water reservoirs, PRV stations, etc.), sanitary sewer improvements (sewer mains, lift stations, forced mains, etc.) roadway and transportation improvements, storm drainage improvements (detention/ water quality basins, outfalls, etc.) and all other necessary improvements required for each phase of development. The phasing plan shall include itemized cost estimates for all required improvements and the phasing plan shall be reviewed and approved by the City prior to approval of grading and/or improvements plans.</p> <p>The City Engineer may condition the phasing to ensure that each phase functions independently and is consistent with the minimum utility and access standards of the City. All maps filed in phases will be required to have two points of access for vehicle access and/or general traffic purposes and all off-site utilities deemed necessary as determined by the City Engineer.</p> <p>Improvement plans for all phases that include half sections of local residential streets shall include a minimum of 15 feet of pavement over the centerline, to allow two-way traffic and shall be subject to approval of the Community Development Department and Fire Department.</p> <p>The City will not dictate the order of the phasing except that the first phase shall build the required improvements to the intersection of Scott Road and White Rock Road, the realignment and construction of Scott Road and the intersection improvements at Scott Road and Street A, including the traffic signal unless the improvements in condition 126 are constructed, in accordance with the project's Traffic Evaluation Report prepared by Kimley-Horn and Associates.</p> | G, I, M | CDD(E), EWR, PW, FD01 | The City has reviewed and approved a phasing plan for this subdivision, which identifies all necessary utilities, points of access for emergency services and off-site improvements necessary to serve this subdivision. All required off-site public improvements for this subdivision have been completed to the satisfaction of the City. | Yes |

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| 14. | | Off-site improvements / Rights of Entry 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 the ARDA, and as amended in Section 2.5.3 of the First Amendment thereto, fully executed by all affected parties and shall be recorded with the Sacramento County Recorder, where applicable, prior to approval of grading and/or improvement plans. | G | CD (E) | The owner/applicant obtained Rights of Entry, construction easements and grant deeds for all off-site improvements prior to commencement of grading. All rights-of-entry are on file with the Community Development Department. | Yes |
| 15. | 3A 7-1a | Geotechnical Report Prior to the issuance of any grading permit, the owner/applicant shall have a geotechnical report prepared by an appropriately licensed engineer that includes an analysis of 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 all designs, grading practices, soil corrosion of concrete and steel, erosion /winterizations, seismic ground shaking, liquefaction and expansive/unstable soils. | G | CD (E) | A geotechnical report has been prepared by the consulting firm of Youngdahl & Associates, Inc., which includes an analysis for site suitability, roadway, and pavement design. The Community Development Department has reviewed and approved the improvement plans for the subdivision to ensure that all recommendations of the Geotechnical report have been addressed. | Yes |
| 16. | 3A 7-1a | Geotechnical Recommendations The owner/applicant shall submit to the Engineering Division, for review and approval, a grading plan for the project site which ensures that all geotechnical recommendations specified in the geotechnical report are properly incorporated and utilized in the design. | G | CD (E) | The owner/applicant submitted a grading plan incorporating all geotechnical recommendations for review and received approval by the City. | Yes |
| 17. | 3A 7-1b | Geotechnical Monitoring Program The owner/applicant shall contract with a geotechnical engineer who shall develop a program to monitor the sites during construction to ensure compliance with the recommendations presented in the geotechnical report(s) and conditions for performing such monitoring. The geotechnical monitoring program shall include a description of the improvements areas where geotechnical monitoring shall be required. The completed program shall be submitted to the City prior to approval of any grading and/or improvement plan. | G | CD (P) CD (E) (B) | The owner/applicant submitted a plan and retained Youngdahl & Associates for monitoring and testing during construction. Copies of the plan and test results are on file with the Community Development Department. | Yes |

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| 18. | | <p><i>Mine Shaft Remediation</i></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.</p> | G | CD (E) | During the course of grading and construction for this subdivision no mine shafts or tunnels were located or discovered. | Yes |
| 19. | 3A1-4 | <p><i>Material Storage Areas</i></p> <p>The owner/applicant of all project phases 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 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 visual barriers such as berms or fences. Staging and material storage areas shall be shown on all grading and/or improvement plans prior to plan approval by the City.</p> | G | CD (P) CD (E) (B) | Staging areas for this subdivision were shown on the approved grading plans and located away from biologically sensitive areas. | Yes |
| 20. | 3A 14-1 | <p><i>Traffic and Parking Management Plan</i></p> <p>Prior to the approval of the grading plan and or construction, the owner/applicant shall prepare a construction traffic and parking management plan to the satisfaction of the City Traffic Engineer and subject to review by any affected agencies, if necessary. The plan shall ensure that acceptable operating conditions on local roadways and freeway facilities are maintained. Measures typically used in traffic control plans include advertising of planned lane closures, warning signage, a flagperson 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. At a minimum, the plan shall include the following:</p> <ul style="list-style-type: none"> • Description of trucks including number and size of trucks per day (i.e., 85 trucks per day), expected arrival/departure times, and truck circulation patterns. | G | CD (E), PW | The owner/applicant submitted a joint traffic management plan that was approved by the City Engineer and is on file at the Community Development Department. | Yes |

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| 20.cont | | <ul style="list-style-type: none"> • Description of staging area including location, maximum number of trucks simultaneously permitted in staging area, use of traffic control personnel, and specific signage. • Description of street closures and/or bicycle and pedestrian facility closures including duration, advance warning and posted signage, safe and efficient access routes for existing businesses and emergency vehicles and use of manual traffic control. • Description of driveway access plan including provisions for safe vehicular, pedestrian, and bicycle travel, minimum distance from any open trench, special signage, and private vehicle accesses. | | | | |
| 21. | 3B.15-1a: | <p>Prepare Traffic Control Plan.</p> <p>Prior to construction, Traffic Control Plan for roadways and intersections affected by Off-site Water Facilities-related construction shall be prepared. The Traffic Control Plan shall designate haul routes and comply with requirements in the encroachment permits issued by the City of Rancho Cordova, Sacramento County, and Caltrans if applicable. The Traffic Control Plan to be prepared by the project construction contractor(s) 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). | G | CD (E) | The required Traffic Control Plans in this condition are no longer applicable. This condition was added to the project since the original concept for water supply contemplated extending a large diameter water main from the Sacramento River to the FPA. In lieu of the water supply being extended through the various jurisdictions noted in this condition, the water supply provided to the FPA comes from conservation efforts by the City to provide the needed water supply for the FPA. The new water supply proposal was validated in 2014. | Yes |

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| 21 cont | | <ul style="list-style-type: none"> ▶ 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 community contact for inquiries about the schedule of the Off-site Water Facilities 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. | | | | |
| 22. | 3B.15-1b | <p><i>Assess Pre-Off-site Water Facilities Roadway Conditions.</i></p> <p>Prior to construction, the owner/applicant shall be responsible for assessing current road conditions for Off-site Water Facilities-related haul routes including the local access roads and develop post construction road restoration requirements. As part of the encroachment permitting process, an agreement shall be entered into with applicable jurisdictions prior to construction that details post construction road restoration requirements. Staff with the City of Rancho Cordova and Sacramento County shall review the post construction restoration standards for each of the affected roadways. The owner/applicant shall perform roadway repairs or rehabilitation as necessary such that post construction requirements are met.</p> | G | CD (E) | The required Traffic Control Plans in this condition are no longer applicable. This condition was added to the project since the original concept for water supply contemplated extending a large diameter water main from the Sacramento River to the FPA. In lieu of the water supply being extended through the various jurisdictions noted in this condition, the water supply provided to the FPA comes from conservation efforts by the City to provide the needed water supply for the FPA. The new water supply proposal was validated in 2014. | Yes |

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| 23. | 3A 8-2 | <p><i>Phase 1 & 2 Environmental Site Assessment</i></p> <p>The owner/applicant shall complete the following prior to issuance of a grading permit:</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 Specific Plan Area (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 owner/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 Regional Water Quality Control Board (CVRWQCB), California Department of Toxic Substances Control (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 Polychlorinated Biphenyls (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. | G | CDD(E), | <p>The owner/applicant conducted a Phase I ESA prior to the issuance of a grading permit. The Phase I ESA provided recommendations for handling any potential hazardous materials during the grading and construction of the subject subdivision and off-site improvements. The owner/applicant was required to have a geotechnical engineer onsite during construction for observation and recommendation in the event of encountering natural occurring asbestos (NOA) or any other potentially hazardous materials.</p> <p>Additionally, the owner/applicant has consulted with PG&E and SMUD and found that there are no existing on-site transformers containing PCBs.</p> | Yes |

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| 24 | 3B 4-1a | <p><i>Implement Greenhouse Gas Reduction Measures during Construction.</i></p> <p>Prior to approval of a grading permit, the owner/applicant(s) shall stipulate that these measures be implemented within the project notes.</p> <p>1) Construction vehicles and equipment will be properly maintained at all times in accordance with manufacturer's specifications, including proper tuning and timing of engines. Equipment maintenance records and equipment design specification data sheets shall be kept on-site during construction and demolition activities and subject to inspection by the Sacramento Metropolitan Air Quality Management District (SMAQMD).</p> <p>2) Operators will turn off all construction vehicles and equipment and all delivery vehicles when not in use, and not allow idling for more than 5 minutes or for such other more restrictive time as may be required in law or regulation.</p> <p>3) On-site construction vehicles and equipment will use Air Resources Board (ARB)-certified biodiesel fuel if available (a minimum of B20, or 20 percent of biodiesel) except for those with warranties that would be voided if B20 biodiesel fuel were used. Prior to issuance of grading or demolition permits, the contractor shall provide documentation to the City that verifies whether any equipment is exempt; that a biodiesel supply has been secured; and that the construction contractor is aware that the use of biodiesel is required.</p> <p>4) A Solid Waste Diversion and Recycling Plan (or such other documentation to the satisfaction of the City) shall be in place for the Off-site Water Facilities that demonstrates the diversion from landfills and recycling of all nonhazardous, salvageable and re-useable wood, metal, plastic and paper products during construction and demolition activities. The Plan or other documentation shall include the name of the waste hauler, their assumed destination for all waste and recycled materials, and the procedures that will be followed to ensure implementation of this measure.</p> | G | CDD(E), (P) | <p>The owner/applicant is required to submit a monthly equipment usage report to the Sacramento Metropolitan Air Quality Management District (SMAQMD). Copies of the monthly reports are available upon request from the City.</p> <p>The Solid Waste Diversion and Recycling was not required as the Off-site Water Facilities do not include the construction of the Off Site Water Facilities in Rancho Cordova and unincorporated areas of Sacramento County.</p> | Yes |

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| 24_cont | | <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 2007h) 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> | | | | |
| 25. | 3A 4-1 | <p>Implement Additional Measures to Control Construction-Generated Greenhouse Gas Emissions</p> <p>Prior to approval of a grading permit, the owner/applicant(s) shall obtain the most current list of greenhouse gas reduction measures that are recommended by Sacramento Metropolitan Air Quality Management District (SMAQMD) and stipulate how those measures be implemented within the project notes. The owner/ applicant(s) may submit to the City and SMAQMD a report that substantiates why specific measures are considered infeasible for construction of that particular development phase and/or at that point in time. The report, including the substantiation for not implementing particular greenhouse gas reduction measures, shall be approved by the City, in consultation with SMAQMD prior to approval of a grading permit. In addition to SMAQMD-recommended measures, construction activity shall comply with all applicable rules and regulations established by SMAQMD and California Air Resources Board.</p> | G | | The owner/applicant has included several approved recommendation from the SMAQMD for implementation during construction. See Condition #61 for a more detailed list of construction implementation measures. | Yes |

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| 26. | 3A-7.3 | <p><i>Prepare and Implement the Appropriate Grading and Erosion Control Plan.</i></p> <p>Prior to issuance of a grading permit, the owner/applicant shall retain a California Registered Civil Engineer to prepare a grading and erosion and sedimentation control plan. The grading and erosion and sedimentation control plan shall be submitted to the Community Development Department prior to issuance of a grading permit. The plan shall be consistent with the City's Grading Ordinance, the City's Hillside Development Guidelines, the state's NPDES permit, the FPASP preliminary grading plans and shall include the site-specific grading associated with development for all project phases.</p> <p>The plans referenced above shall include the location, implementation schedule, and maintenance schedule of all erosion and sediment control measures, a description of measures designed to control dust and stabilize the 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 temporary 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.</p> <p>The owner/applicant(s) shall ensure that the construction contractor is responsible for securing a source for transportation and deposition of excavated materials</p> | G | CD (E) | The owner/applicant has prepared an erosion and sedimentation control plan which has been approved by the City. A copy is available from the Community Development Department. | Yes |
| 27. | 3A7-3 | <p><i>Erosion Control Plan</i></p> <p>Prior to the approval of the final facilities design, commencement of grading and/or construction activities, the owner/applicant shall submit an erosion control plan to the City for review and approval. The plan shall identify protective measures to be taken during excavation, temporary stockpiling, any reuse or disposal, and revegetation. Specific techniques may be based upon geotechnical reports, the <u>Erosion and Sediment Control Handbook</u> of the State of California Department of Conservation and shall comply with all updated City standards.</p> | G | CD (E) | The owner/applicant has prepared an erosion and sedimentation control plan in compliance with this mitigation measure and a copy is available from the Community Development Department. | Yes |

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| 28. | 3A7-3 | <p><i>Erosion and sedimentation control measures</i></p> <p>Erosion and sedimentation control measures shall be incorporated into all grading and/or construction plans. These measures shall conform to the City of Folsom requirements and the County of Sacramento <u><i>Erosion and Sedimentation Control Standards and Specifications</i></u>-current edition and as directed by the Community Development Department.</p> | G | CD (E) | The owner/applicant has prepared an erosion and sedimentation control plan in compliance with this mitigation measure and a copy is available from the Community Development Department. | Yes |
| 29. | 3A 9-1 | <p><i>Acquire Appropriate Regulatory Permits and Prepare and Implement Stormwater Pollution Prevention Plan (SWPPP) and Best Management Practices (BMPs).</i></p> <p>The owner/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 State Water Resources Control Board's National Pollution Discharge Elimination System stormwater permit for general construction activity (Order 2009-0009-DWQ), including preparation and submittal of a project-specific Storm Water Pollution Prevention Permit at the time the Notice of Intent is filed. The Storm Water Pollution Prevention Permit 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; • 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; | G | CD (E) | The owner/applicant obtained a NPDES Stormwater Permit and prepared a project specific Storm Water Pollution Prevention Plan (SWPPP). The SWPPP includes Best Management Practices (BMP's) including but not limited to slope stabilization, inlet protections, sedimentation ponds and silt fencing. The SWPPP was provided to the City prior to grading. | Yes |

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| 29.cont | | <ul style="list-style-type: none"> • 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 Storm Water Pollution Prevention Permit; and • the appropriate personnel responsible for supervisory duties related to implementation of the Storm Water Pollution Prevention Permit. <p>Where applicable, Best Management Practices identified in the Storm Water Pollution Prevention Permit shall be in place throughout all site work and construction/demolition activities and shall be used in all subsequent site development activities. Best Management Practices may include, but are not limited to, such measures as those listed below:</p> <ul style="list-style-type: none"> • 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 Storm Water Pollution Prevention Permit shall be maintained and available at all times on the construction site.</p> | G | CD (E) | | |

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| 30. | 3A-9.2 | <p><i>Prepare and Submit Final Drainage Plans and Implement Requirements Contained in Those Plans.</i></p> <p>The owner/applicant(s) shall submit final drainage plans to the City demonstrating that off-site upstream runoff will be appropriately conveyed through the Folsom Plan Area, and that project-related on-site runoff will be appropriately conveyed and contained in detention basins or managed through other improvements (e.g., source controls, biotechnical stream stabilization) to reduce flooding and hydromodification impacts and provide water quality treatment.</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 flood control design requirements and measures designed to comply with them; Implementation of stormwater management BMPs that avoid increases in the erosive force of flows beyond a specific range of conditions needed to limit hydromodification and maintain current stream geomorphology. These Best Management Practices will be designed and constructed in accordance with the forthcoming Stormwater Quality Partnership Hydromodification Management Plan (to be adopted by the Regional Water Quality Control Board) and may include, but are not limited to, the following: | G, B | CD (E) | <p>The owner/applicant provided a preliminary drainage plan at the time of Tentative Map approval. A revised analysis was provided prior to the issuance of a grading permit. The revised analysis was reviewed by the City's Consultant (Mead & Hunt) to ensure that the proposed drainage system was consistent with Mitigation Measure 3A-9.2. The improvement plans for this subdivision and the supporting backbone improvements contain detention basins, control structures and ditch systems in accordance with the Stormwater Quality Partnership Hydromodification Management Plan and in compliance with the FPA-Storm Drain Master Plan.</p> | Yes |

| CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PROJECT (PN14-293) WEST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD, EAST OF SCOTT ROAD VESTING SMALL LOT TENTATIVE SUBDIVISION MAP, FOLSOM RANCH CENTRAL DISTRICT DESIGN GUIDELINES, AMENDMENT 1 TO THE AMENDED AND RESTATED DEVELOPMENT AGREEMENT, INCLUSIVE HOUSING AGREEMENT | | | | | | |
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| | Mitigation Measure | Condition/Mitigation Measure | When Required | Responsible Department | Comments | Condition Satisfied? |
| 30.cont | 3A-9.2 | i. 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); ii. Enlarged detention basins to minimize flow changes and changes to flow duration characteristics; iii. 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; iv. Minimize slope differences between any stormwater or detention facility outfall channel with the existing receiving channel gradient to reduce flow velocity; and v. 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. The final drainage plan shall demonstrate to the satisfaction of the City of Folsom Community Development and Public Works Departments that 100-year (0.01 AEP) flood flows would be appropriately channeled and contained, such that the risk to people or damage to structures within or down gradient of the Folsom Plan Area 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). | G | CD (E), PW | | |

| CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PROJECT (PN14-293) WEST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD, EAST OF SCOTT ROAD VESTING SMALL LOT TENTATIVE SUBDIVISION MAP, FOLSOM RANCH II CENTRAL DISTRICT DESIGN GUIDELINES, AMENDMENT I TO THE AMENDED AND RESTATED DEVELOPMENT AGREEMENT, INCLUSIONARY HOUSING AGREEMENT | | | | | | |
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| | Mitigation Measure | Condition/Mitigation Measure | When Required | Responsible Department | Comments | Condition Satisfied? |
| 31. | 3A 9-3 | <p><i>Develop and Implement a BMP and Water Quality Maintenance Plan.</i></p> <p>A detailed BMP and water quality maintenance plan shall be prepared by a qualified engineer retained by the owner/applicant(s) for the project. 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 latest edition of the "Stormwater Quality Design Manual for Sacramento and South Placer Regions" (the City's MS4NPDES permit, 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 not 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: <ol style="list-style-type: none"> 2. surface swales; 3. replacement of conventional impervious surfaces with pervious surfaces (e.g., porous pavement); 4. impervious surfaces disconnection; and 5. trees planted to intercept stormwater. | G | CD (E) | The Owner/Applicant is in compliance with the Storm Water Pollution Prevention Plan (SWPPP) for the subdivision. General notes have been included on the approved grading and public infrastructure plans to address this condition. Compliance has been monitored through construction inspection. | Yes |

| CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PROJECT (PN14-293) WEST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD, EAST OF SCOTT ROAD VESTING SMALL LOT TENTATIVE SUBDIVISION MAP, FOLSOM RANCH CENTRAL DISTRICT DESIGN GUIDELINES, AMENDMENT 1 TO THE AMENDED AND RESTATED DEVELOPMENT AGREEMENT, INCLUSIONARY HOUSING AGREEMENT | | | | | | |
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| | Mitigation Measure | Condition/Mitigation Measure | When Required | Responsible Department | Comments | Condition Satisfied? |
| 31_cont | | <ul style="list-style-type: none"> 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>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. 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> | | | | |

| CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PROJECT (PN14-293) WEST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD, EAST OF SCOTT ROAD VESTING SMALL LOT TENTATIVE SUBDIVISION MAP, FOLSOM RANCH CENTRAL DISTRICT DESIGN GUIDELINES, AMENDMENT 1 TO THE AMENDED AND RESTATED DEVELOPMENT AGREEMENT, INCLUSIONARY HOUSING AGREEMENT | | | | | | |
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| | Mitigation Measure | Condition/Mitigation Measure | When Required | Responsible Department | Comments | Condition Satisfied? |
| 32. | 3A 8.7 | <p><i>Prepare and Implement a Vector Control Plan in Consultation with the Sacramento-Yolo Mosquito and Vector Control District.</i></p> <p>To ensure that the 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 owner/applicant 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 prior to issuance of the grading permit for the proposed detention basins under the City's jurisdiction.</p> <p>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"> i. BMPs that would be implemented on-site; ii. public education and awareness; iii. sanitary methods used (e.g., disposal of garbage); iv. mosquito control methods used (e.g., fluctuating water levels, biological agents, pesticides, larvicides, circulating water); and v. stormwater management. | G | CD (E) Sacto. County | A Vector Control Plan was prepared and submitted to the City for review and approval. The plan incorporated various Best Management Practices in consultation with the Sacramento-Yolo Mosquito and Vector Control District. A copy of the Vector Control Plan is available from the Community Development Department. | Yes |

| CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PROJECT (PN14-293) WEST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD, EAST OF SCOTT ROAD VESTING SMALL LOT TENTATIVE SUBDIVISION MAP, FOLSOM RANCH CENTRAL DISTRICT DESIGN GUIDELINES, AMENDMENT 1 TO THE AMENDED AND RESTATED DEVELOPMENT AGREEMENT, INCLUSIONARY HOUSING AGREEMENT | | | | | | |
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| | Mitigation Measure | Condition/Mitigation Measure | When Required | Responsible Department | Comments | Condition Satisfied? |
| 32,cont | | <ul style="list-style-type: none"> • 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 owner/applicant(s) shall coordinate with the Sacramento-Yolo Mosquito and Vector Control District to identify and implement BMPs based on their potential effectiveness for the site conditions. Potential BMPs could include, but are not limited to, the following:</p> <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). | G | CD (E) | | |

| CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PROJECT (PN14-293) WEST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD, EAST OF SCOTT ROAD VESTING SMALL LOT TENTATIVE SUBDIVISION MAP, FOLSOM RANCH CENTRAL DISTRICT DESIGN GUIDELINES, AMENDMENT 1 TO THE AMENDED AND RESTATED DEVELOPMENT AGREEMENT, INCLUSIONARY HOUSING AGREEMENT | | | | | | |
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| Mitigation Measure | Condition/Mitigation Measure | When Required | Responsible Department | Comments | Condition Satisfied? | |
| 32.cont | i. Surface swales; ii. Replacement of conventional impervious surfaces with pervious surfaces (e.g., porous pavement); iii. Impervious surfaces disconnection; and iv. Trees planted to intercept stormwater. New stormwater facilities shall be placed along the natural drainage courses within the Specific Plan Area (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 the latest edition of the "Stormwater Quality Design Manual for the Sacramento and South Placer Regions, and proposed detention basins and other water quality BMPs shall be sized to handle these runoff volumes. | | CD (E) | | | |
| 33. | 3B.9-1b <i>Properly Dispose of Hydrostatic Test Water and Construction Dewatering in Accordance with the Central Valley Regional Water Quality Control Board</i> All hydrostatic test water and construction dewatering shall be discharged to an approved land disposal area or drainage facility in accordance with Central Valley RWQCB requirements. The City or its construction contractor shall provide the Central Valley RWQCB with the location, type of discharge, and methods of treatment and monitoring for all hydrostatic test water discharges. Emphasis shall be placed on those discharges that would occur directly to surface water bodies. | G | CD (E) | All water discharges from hydrostatic testing were approved by the City and in accordance with RWQCB requirements. | Yes | |
| 34. | <i>State and Federal Permits</i> The owner/applicant shall obtain all required State and Federal permits and provide evidence that said permits have been obtained, or that the permit is not required, subject to staff review prior to approval of any grading or improvement plan. | G, I | CD (P) CD (E) | The owner/applicant has obtained all required State and Federal permits and copies are available from the Community Development Department. | Yes | |

| CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PROJECT (PN14-293) WEST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD, EAST OF SCOTT ROAD VESTING SMALL LOT TENTATIVE SUBDIVISION MAP, FOLSOM RANCH CENTRAL DISTRICT DESIGN GUIDELINES, AMENDMENT 1 TO THE AMENDED AND RESTATED DEVELOPMENT AGREEMENT, INCLUSIONARY HOUSING AGREEMENT | | | | | | |
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| | Mitigation Measure | Condition/Mitigation Measure | When Required | Responsible Department | Comments | Condition Satisfied? |
| 35. | 3A 3-1a | <p><i>Clean Water Act Sections 401 and 404 Permits</i></p> <p>Prior to the approval of grading and improvement plans and before any groundbreaking activity associated with each distinct project phase, the owner/applicant shall secure all necessary permits obtained under Sections 401 and 404 of the Clean Water Act or the State's Porter-Cologne Act and implement all permit conditions for the proposed project. All permits, regulatory approvals, and permit conditions for effects on wetland habitats shall be secured and conditions implemented before implementation of any grading activities within 250 feet (or lesser distance as approved by the applicable agencies) of Waters of the U.S. or wetland habitats, including Waters of the State, that potentially support federally-listed species, or within 100 feet (or lesser distance as approved by the applicable agencies) of any other Waters of the U.S. or wetland habitats, including Waters of the State. The owner/applicant shall adhere to all conditions outlined in the permits. The owner/applicant shall commit to replace, restore, or enhance on a "no net loss" basis (in accordance with United States Army Corps. Of Engineers and the Central Valley Regional Water Quality Control Board) the acreage of all wetlands and other Waters of the U.S. that would be removed, lost, and/or degraded with implementation of the project. Wetland habitat shall be restored, enhanced, and/or replaced at an acreage and location and by methods agreeable to United States Army Corps. Of Engineers, the Central Valley Regional Water Quality Control Board, and the City, as appropriate, depending on agency jurisdiction, and as determined during the Section 401 and Section 404 permitting processes. The boundaries of the 404 permit, including required buffers shall be shown on the grading plans.</p> <p>All mitigation requirements to satisfy the requirements of the City and the Central Valley Regional Water Quality Control Board, for impacts on the non-jurisdictional wetlands beyond the jurisdiction of United States Army Corps. Of Engineers, shall be determined and implemented before grading plans are approved.</p> <p>All wetland mitigation compliance reports submitted to the Army Corps of Engineers shall also be copied concurrently to the City.</p> | G, I | CD(P) CD (E) United States Army Corps. Of Engineers Central Valley Regional Water Quality Control Board | The owner/applicant obtained these permits for Backbone improvements and project specific improvements prior to implementing ground disturbing activity. Compliance reports are on file with the Community Development Department. | Yes |

| CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PROJECT (PN14-293) WEST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD, EAST OF SCOTT ROAD VESTING SMALL LOT TENTATIVE SUBDIVISION MAP, FOLSOM RANCH CENTRAL DISTRICT DESIGN GUIDELINES, AMENDMENT 1 TO THE AMENDED AND RESTATED DEVELOPMENT AGREEMENT, INCLUSIONARY HOUSING AGREEMENT | | | | | | |
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| | Mitigation Measure | Condition/Mitigation Measure | When Required | Responsible Department | Comments | Condition Satisfied? |
| 36. | | <p><i>Water Quality Certification</i></p> <p>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 obtained a Section 401 Water Quality certification for the backbone and project specific improvements. All required measures were implemented prior to construction. | Yes |
| 37. | 3A3-4a. | <p><i>Master Streambed Alteration Agreement</i></p> <p>The owner/applicant shall amend, if necessary, and implement the original Section 1602 Master Streambed Alteration Agreement received from California Department of Fish and Wildlife for all construction activities that would occur in the bed and bank of California Department of Fish and Wildlife jurisdictional features within the project site. As outlined in the Master Streambed Alteration Agreement, the owner/applicant shall submit a Sub-notification Form (SNF) to California Department of Fish and Wildlife 60 days prior to grading and/or the commencement of construction to notify California Department of Fish and Wildlife of the project.</p> <p>Any conditions of issuance of the Master Streambed Alteration Agreement shall be implemented as part of those project construction activities that would adversely affect the bed and bank within on-site drainage channels subject to California Department of Fish and Wildlife jurisdiction. The agreement shall be executed by the owner/applicant and California Department of Fish and Wildlife 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 on-site drainage channels under California Department of Fish and Wildlife jurisdiction.</p> | G | CD(P) CD (E) California Department of Fish and Wildlife | The owner/applicant submitted and received approval of a Sub-notification Form (SNF) from the California Dept. of Fish & Wildlife. All required mitigation or project conditions were satisfied in accordance with the SNF authorization. A copy of the SNF is available from the Community Development Department. | Yes |

| CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PROJECT (PN14-293) WEST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD, EAST OF SCOTT ROAD VESTING SMALL LOT TENTATIVE SUBDIVISION MAP, FOLSOM RANCH CENTRAL DISTRICT DESIGN GUIDELINES, AMENDMENT 1 TO THE AMENDED AND RESTATED DEVELOPMENT AGREEMENT, INCLUSIONARY HOUSING AGREEMENT | | | | | | |
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| | Mitigation Measure | Condition/Mitigation Measure | When Required | Responsible Department | Comments | Condition Satisfied? |
| 38. | 3B 3-1c | <p><i>Restore All Waters Impacted by Trenching and Temporary Construction Staging</i></p> <p>For all water line crossings of waters of the U.S. or State in which the use of trenchless technologies is not feasible, the city shall ensure that all waters impacted by trenching activities are restored to pre-project conditions. In addition, within 30 days following project construction, the owner/applicant shall ensure that all temporary construction staging areas within waters of the U.S. or State are restored to preproject conditions. At minimum, the City shall ensure that the following measures are implemented during construction:</p> <ul style="list-style-type: none"> ▶ Conduct trenching and construction activities across drainages during low-flow (e.g., <1 to 2 cfs) or dry periods as feasible; ▶ If working in active channels, install cofferdam upstream and downstream of stream crossing to separate construction area from flowing waterway; ▶ Place sediment curtains upstream and downstream of the construction zone to prevent sediment disturbed during trenching activities from being transported and deposited outside of the construction zone; ▶ Locate spoil sites such that they do not drain directly into the drainages or seasonal wetlands; ▶ Store equipment and materials away from the drainages and wetland areas. No debris will be deposited within 250 feet of the drainages and wetland areas; ▶ Prepare and implement a revegetation plan to restore vegetation in all temporarily disturbed wetlands and other waters using native species seed mixes and container plant material that are appropriate for existing hydrological conditions. <p>Prior to the approval of grading and improvement plans and before any groundbreaking activity associated with the Off-site Water Facilities requiring fill of wetlands or other waters of the U.S. or waters of the state, the owner/ applicant shall submit a wetland mitigation and monitoring plan (MMP) for the restoration of these waters within the selected water alignment to the US Army Corps of Engineers (USACE) and Central Valley Regional Water Quality Control Board (RWQCB) for review and approval of those portions of the plan over which they have jurisdiction. The Mitigation and Monitoring Plan (MMP) would have to be approved prior to issuance of a Section 404 permit. Once the final MMP is approved and implemented, mitigation monitoring shall</p> | G | CD (E) | The Owner/Applicant has restored all areas required under the Permit. Annual monitoring is ongoing and a copy of the Annual Monitoring Report is available with the Community Development Department. | Yes |

| CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PROJECT (PN14-293) WEST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD, EAST OF SCOTT ROAD VESTING SMALL LOT TENTATIVE SUBDIVISION MAP, FOLSOM RANCH CENTRAL DISTRICT DESIGN GUIDELINES, AMENDMENT 1 TO THE AMENDED AND RESTATED DEVELOPMENT AGREEMENT, INCLUSIONARY HOUSING AGREEMENT | | | | | |
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| Mitigation Measure | Condition/Mitigation Measure | When Required | Responsible Department | Comments | Condition Satisfied? |
| 38.cont | continue for a minimum of 5 years from completion of restoration activities, or human intervention (including recontouring and grading), or until the performance standards identified in the approved MMP have been met, whichever is longer. At minimum, the MMP shall provide the following information: <ul style="list-style-type: none"> ▶ A description and drawings showing the existing contours (elevation) and existing vegetation of the waters of the U.S. and State that would be impacted through trenching activities. This information shall include site photographs taken at each impacted water. ▶ Methods used to ensure that trenching within waters of the U.S. and State do not adversely alter existing hydrology, including the draining of the waters (e.g., use of cut-off walls). ▶ The methods used to restore the site to the original contour and condition, as well as a plan for the revegetation of the site following installation of the water line. ▶ Proposed schedule for restoration activities | | | | |

| CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PROJECT (PN14-203) WEST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD, EAST OF SCOTT ROAD VESTING SMALL LOT TENTATIVE SUBDIVISION MAP, FOLSOM RANCH CENTRAL DISTRICT DESIGN GUIDELINES, AMENDMENT 1 TO THE AMENDED AND RESTATED DEVELOPMENT AGREEMENT, INCLUSIONARY HOUSING AGREEMENT | | | | | |
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| Mitigation Measure | Condition/Mitigation Measure | When Required | Responsible Department | Comments | Condition Satisfied? |
| 39. | <p><i>100 Year Flood Plain Boundary</i></p> <p>The owner/applicant shall be required to include the existing 100-year floodplain boundary (flood hazard area) on all grading and/or improvements plans prior to approval of the grading and/or improvement plans by the City. For any portion of the proposed project that lies within the designated flood hazard area, no development shall be approved until appropriate measures are taken to remove the area from the flood zone. These measures include the following:</p> <ul style="list-style-type: none"> The lowest finished floor elevation of all proposed structures shall be a minimum of two (2) feet above the 100-year floodplain elevation in accordance with the City Floodplain Ordinance. The owner/applicant shall provide for review and approval by the City, information delineating the 100-year floodplain elevation under the worst case of either the interim or the ultimate condition for the upstream watershed. The existing and proposed 100-year floodplain shall be shown on the grading and/or improvement plans. An elevation certification shall be required prior to issuance of any building permit demonstrating compliance with the above requirement. A completed application for a Conditional Letter of Map Revision (CLOMR) shall be submitted to the City for submission to the Federal Emergency Management Agency (FEMA). Prior to approval of the improvement plans by the City, the owner/applicant shall submit the approved CLOMR to the City. Within four (4) months following completion of grading operations, a completed application for a Letter of Map Revision (LOMR) shall be submitted by the owner/applicant to the City for submission to FEMA. The City shall have received the completed LOMR from FEMA prior to issuance of a certificate of occupancy on any structure. Prior to issuance of a grading permit or a building permit, the owner/applicant shall deposit with the City sufficient funds to complete the CLOMR/LOMR process as determined by the City. Said funds may be drawn upon by the City to complete the CLOMR/LOMR process in the event the owner/applicant fails to do so in accordance with the time constraints established above. Any funds remaining after completion of the CLOMR/LOMR process will be refunded to the owner/applicant. | G, I | CD (E), PW | <p>The City and Owner/Applicant submitted a CLOMR/LOMR application and received approval from FEMA on September 20, 2017.</p> <p>The owner/applicant will submit the LOMR application to FEMA within the four-month timeframe after acceptance of the Phase 1 Grading Plans. Formal Acceptance of the Phase 1 grading is anticipated to occur during the Fall of 2020.</p> | Yes |

| CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PROJECT (PN14-293) WEST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD, EAST OF SCOTT ROAD VESTING SMALL LOT TENTATIVE SUBDIVISION MAP, FOLSOM RANCH CENTRAL DISTRICT DESIGN GUIDELINES, AMENDMENT 1 TO THE AMENDED AND RESTATED DEVELOPMENT AGREEMENT, INCLUSIONARY HOUSING AGREEMENT | | | | | | |
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| | Mitigation Measure | Condition/Mitigation Measure | When Required | Responsible Department | Comments | Condition Satisfied? |
| 40. | 3A3-3 | <p><i>Plant Surveys</i></p> <p>The owner/applicant shall retain a qualified botanist to conduct a botanical survey within the evident and identifiable blooming periods for Alhambra's dwarf rush (blooms March through May), big scale balsamroot (blooms March through June), Boggs Lake hedge-hyssop (blooms April through August) and dwarf downingia (blooms March through May). A single survey could be conducted in either April or May to fit within the blooming periods for all potentially occurring special status plants. If special-status plants are not found during focused surveys, the botanist shall document the findings in a letter report to California Department of Fish and Wildlife, United States Fish and Wildlife Service and the City of Folsom, and no further mitigation shall be required.</p> <p>If special-status plant populations are found, the owner/applicant shall consult with California Department of Fish and Wildlife and United States Fish and Wildlife Service, as appropriate, depending on species status, to determine the appropriate mitigation measures for direct and indirect impacts on any special-status plant population that could occur as a result of project implementation. Mitigation measures may include preserving and enhancing existing populations, creation of off-site populations on project mitigation sites through seed collection or transplantation, and/or restoring or creating suitable habitat in sufficient quantities to achieve no net loss of occupied habitat or individuals.</p> <p>If potential impacts on special-status plant species are likely, a mitigation and monitoring plan shall be developed before the approval of grading plans by the City or any ground-breaking activity within 250 feet of a special-status plant population. The mitigation plan shall be submitted to the City of Folsom for review and approval prior to the issuance of a grading permit. It shall be submitted concurrently to California</p> | G | CD (E) (P) California Department of Fish and Wildlife United States Fish and Wildlife Service | A qualified biologist was retained to perform plant surveys in accordance with this mitigation measure. A copy of the survey results is available from the Community Development Department. As a result of the surveys, the owner/applicant identified the presence of Valley Needle grass and developed a Needle grass Mitigation & Monitoring Plan. A copy of the approved Mitigation Plan is available from the Community Development Dept. | Yes |

| CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PROJECT (PN14-293) WEST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD, EAST OF SCOTT ROAD VESTING SMALL LOT TENTATIVE SUBDIVISION MAP, FOLSOM RANCH CENTRAL DISTRICT DESIGN GUIDELINES, AMENDMENT 1 TO THE AMENDED AND RESTATED DEVELOPMENT AGREEMENT, INCLUSIONARY HOUSING AGREEMENT | | | | | | |
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| | Mitigation Measure | Condition/Mitigation Measure | When Required | Responsible Department | Comments | Condition Satisfied? |
| 40.cont | | <p>Department of Fish and Wildlife and United States Fish and Wildlife Service, as appropriate, depending on species status, for review and comment. The plan shall require maintaining viable plant populations on-site and shall identify avoidance measures for any existing population(s) to be retained and compensatory measures for any populations directly affected. Possible avoidance measures include fencing populations before construction and exclusion of project activities from the fenced-off areas, and construction monitoring by a qualified botanist to keep construction crews away from the population. The mitigation plan shall also include monitoring and reporting requirements for populations to be preserved on site or protected or enhanced off-site.</p> <p>If relocation efforts are part of the mitigation plan, the plan shall include details on the methods to be used, including collection, storage, propagation, receptor site preparation, installation, long-term protection and management, monitoring and reporting requirements, and remedial action responsibilities should the initial effort fail to meet long-term monitoring requirements.</p> <p>If off-site mitigation includes dedication of conservation easements, purchase of mitigation credits or other off-site conservation measures, the details of these measures shall be included in the mitigation plan, including information on responsible parties for long-term management, conservation easement holders, long-term management requirements, and other details, as appropriate to target the preservation of long term viable populations.</p> | | | | |
| 41. | 3A 3-5 | <p><i>Oak Trees</i></p> <p>If any oaks are proposed for removal or are impacted by the development of the project, the owner applicant shall prepare an oak woodland mitigation and monitoring plan. The plan shall adhere to the requirements of the Folsom Municipal Code.</p> | G | CD (E) (P) | The Owner submitted and received approval of an Oak Woodland Mitigation and Monitoring Plan and is on file at the Community Development Department. | Yes |

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| | Mitigation Measure | Condition/Mitigation Measure | When Required | Responsible Department | Comments | Condition Satisfied? |
| 42. | 3A.4-2b | <p><i>Participate in and Implement an Urban and Community Forestry Program and/or Off-Site Tree Program to Off-Set Loss of On-Site Trees.</i></p> <p>For all harvestable trees that are subject to removal, the owner/applicant(s) 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).</p> <p>For all non-harvestable trees that are subject to removal, the owner/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 owner/applicant(s) and reviewed for comment by an independent Certified Arborist unaffiliated with the owner/applicant(s) and shall be coordinated with the requirements of Condition 43. Final approval of the program shall be provided by the City.</p> | G | CD (E) (P) | *The Owner/applicant in consultation with the City arborist determined that the tree removal associated with these improvements were not harvestable trees. The Owner/applicant was still required to provide mitigation for the trees and/or tree canopy that was permitted for removal during construction. The Owner/applicant has provided a perpetual conservation easement for +/-48 acres of oak woodland in El Dorado County. The oak woodland conservation easement is similar in species, size and character of the existing oak woodland canopy that was removed during construction of the Phase 1 improvements. | Yes |

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| 43. | | <p><i>Conduct Environmental Awareness Training for Construction Employees</i></p> <p>Prior to initiation of grading and construction activities, the owner/applicant shall employ a qualified biologist to conduct environmental awareness training for construction employees. The training will describe the importance of on-site biological resources, including special-status wildlife habitats; potential nests of special-status birds; and roosting habitat for special-status bats. The biologist will also explain the importance of other responsibilities related to the protection of wildlife during construction, such as inspecting open trenches and looking under vehicles and machinery prior to moving them to ensure there are no lizards, snakes, small mammals, or other wildlife that could become trapped, injured, or killed in construction areas or under equipment.</p> <p>The environmental awareness program shall be provided to all construction personnel to brief them on the life history of special-status species in or adjacent to the project area, the need to avoid impacts on sensitive biological resources, any terms and conditions required by state and federal agencies, and the penalties for not complying with biological mitigation requirements. If new construction personnel are added to the project, the contractor's superintendent shall ensure that the personnel receive the mandatory training before starting work. An environmental awareness handout that describes and illustrates sensitive resources to be avoided during project construction and identifies all relevant permit conditions shall be provided to each person.</p> | G | CD (E) | The owner/applicant provided Environmental Awareness Training to all contractors prior to commencement of grading. The owner/applicant provided copies of the roster to the City for those receiving training prior to commencement of grading. | Yes |

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| 44. | 3A 3-2a | <p><i>Swainson's Hawk Nesting Habitat</i></p> <p>A qualified biologist shall be retained by the owner/applicant to conduct preconstruction surveys and to identify active Swainson's Hawk nests on and within 0.5-mile of the project area. 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 grading and construction. To the extent feasible, guidelines provided in <i>Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in the Central Valley (Swainson's Hawk Technical Advisory Committee 2000)</i> 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 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 coordination with California Department of Fish and Wildlife that reducing the buffer would not result in nest abandonment. California Department of Fish and Wildlife 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 California Department of Fish and Wildlife, determine that such an adjustment would not be likely to adversely affect the nest. Monitoring of the nest by a qualified biologist during and after construction activities will be required if the activity has potential to adversely affect the nest.</p> | G | CD(P) CD (E) California Department of Fish and Wildlife | Preconstruction surveys were conducted and no active nests were found. | Yes |

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| | Mitigation Measure | Condition/Mitigation Measure | When Required | Responsible Department | Comments | Condition Satisfied? |
| 45. | 3A 3-2b | <p><i>Swainson's Hawk Habitat</i></p> <p>Prior to the approval of grading and improvement plans, or before any ground-disturbing activities, whichever occurs first, the owner/applicant shall secure suitable Swainson's Hawk foraging habitat to ensure 1:1 mitigation of habitat value for Swainson's Hawk foraging habitat that is permanently lost as a result of the project, as determined by the City after consultation with California Department of Fish and Wildlife and a qualified biologist.</p> <p>The 1:1 habitat value (or other agreed-upon ratio) shall be based on Swainson's Hawk nesting distribution and an assessment of habitat quality, availability, and use within the project area. 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. Such mitigation shall be accomplished through purchase of credits at an approved mitigation bank, the transfer of fee title, or perpetual conservation easement. If non-bank mitigation is proposed, the mitigation land shall be located within the known foraging area and within Sacramento County. The City, after consultation with California Department of Fish and Wildlife, will determine the appropriateness of the mitigation land.</p> <p>The owner/applicant 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 California Department of Fish and Wildlife 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, after consultation with California Department of Fish and Wildlife. After consultation with California Department of Fish and Wildlife and the Conservation Operator, the City shall approve the content and form</p> | G | CD (P) California Department of Fish and Wildlife | The Owner has secured and recorded a Conservation Easement on a City approved site in Sacramento County. A copy of the recorded easement is available from the Community Development Department. | Yes |

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| 45.cont | | <p>of the conservation easement. The City, California Department of Fish and Wildlife, 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>After consultation with the City, the owner/applicant, California Department of Fish and Wildlife, 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 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 California Department of Fish and Wildlife.</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 California Department of Fish and Wildlife. 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 conducting regular monitoring of the mitigation site(s) for the first ten years after establishment of the easement.</p> | G | CD(P) CD (E) California Department of Fish and Wildlife | | |

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| | Mitigation Measure | Condition/Mitigation Measure | When Required | Responsible Department | Comments | Condition Satisfied? |
| 46. | 3A 3-2a | <p><i>Burrowing Owl</i> A qualified biologist shall be retained by the owner/applicant to conduct a preconstruction survey to identify active Burrowing Owl burrows within the project area. The surveys shall be conducted no less than 14 days and no more than 30 days before the beginning of grading and construction activities for each phase of development. The preconstruction survey shall follow the protocols outlined in the Staff Report on Burrowing Owl Mitigation (CDFG 2012).</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. The City shall consult with California Department of Fish and Wildlife. 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, burrowing 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> | G | CD(P) CD (E) California Department of Fish and Wildlife | Preconstruction surveys were conducted and one burrowing owl location was identified during construction. A mitigation plan was reviewed and approved by the City and the California Dept. of Fish & Wildlife. There was no nesting activity observed at the burrowing owl location. | Yes |
| 47. | 3A 3-2d | <p><i>Pallid Bat</i> Within 14 days prior to removal of any trees, a preconstruction survey shall be conducted to determine whether any bats are found day roosting within the bark or cavities of trees. If no bats are present, a letter report should be submitted to the applicant and the City, and no additional measures are recommended. If construction does not commence within 14 days of the preconstruction survey or halts for more than 14 days, a new survey is recommended.</p> <p>If bats are found, consultation with the California Dept. of Fish and Wildlife is recommended to determine avoidance measures. Recommended avoidance measures include establishing a buffer around the roost tree until it is no longer occupied. The tree should not be removed until a biologist has determined that the tree is no longer occupied by the bats.</p> | G | CD(P) CD (E) California Department of Fish and Wildlife | Preconstruction surveys were conducted and no active roosts were found. | Yes |

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| 48. | | <p><i>Nesting Raptors</i></p> <p>To mitigate impacts on nesting raptors, a qualified biologist shall be retained by the owner/applicant to conduct a preconstruction survey to identify active nests on and within 0.5 miles of the project area. The surveys shall be conducted no less than 14 days and no more than 30 days before the beginning of construction activities for each phase of development</p> <p>If active nests are found, impacts on nesting 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 coordination with California Department of Fish and Wildlife that reducing the buffer would not result in nest abandonment. The buffer may be adjusted if a qualified biologist and the City, in consultation with California Department of Fish and Wildlife, determine that such an adjustment would not be likely to adversely affect the nest. Monitoring of the nest by a qualified biologist during and after construction activities will be required if the activity has potential to adversely affect the nest.</p> | G | CD(P) CD (E) California Department of Fish and Wildlife | Preconstruction surveys were conducted and one active nest was found and buffer areas and protocols were established during construction. | Yes |

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| 49. | 3A.3-2c | <p><i>Avoid and Minimize Impacts to Tricolored Blackbird Nesting Colonies.</i></p> <p>To avoid and minimize impacts to tricolored blackbird, the owner/applicant 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 owner/applicant 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> | G | CD(P) CD (E) California Department of Fish and Wildlife | Preconstruction surveys were conducted and no active nesting colonies were found. | Yes |

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| 50. | | <p><i>Other Nesting Special-Status and Migratory Birds</i></p> <p>The owner/applicant shall retain a qualified biologist to conduct a preconstruction survey for any project activity that would occur in suitable nesting habitat during the avian nesting season (approximately March 1–August 31). The preconstruction survey shall be conducted within 14 days before any activity occurring within 100 feet of suitable nesting habitat. Suitable habitat includes annual grassland, valley needlegrass grassland, freshwater seep, vernal pool, seasonal wetland, and intermittent drainage habitat within the project site.</p> <p>If no active special-status or other migratory bird nests are present, no further mitigation is required. If an active nest is found, the qualified biologist shall establish a buffer around the nest. No project activity shall commence within the buffer area until a qualified biologist confirms that the nest is no longer active. The size of the buffer shall be determined in consultation with California Department of Fish and Wildlife. Buffer size is anticipated to range from 50 to 100 feet, depending on the nature of the project activity, the extent of existing disturbance in the area, and other relevant circumstances.</p> | G | CD(P) CD (E) California Department of Fish and Wildlife | Preconstruction surveys were conducted and no active nests were found. | Yes |
| 51. | 3B 3-2 | <p><i>Western Pond Turtle and Western Spadefoot Toad</i></p> <p>Prior to construction, sometime between December and April when the stock ponds and seasonal wetlands hold water, a qualified biologist shall conduct surveys for western spadefoot toad and western pond turtle to determine if these species are currently using the stock ponds and seasonal wetlands. If either of these species is detected, then the city should consult with the CDFW to develop additional minimization measures prior to project construction. These measures may include timing restrictions for dewatering activities and construction monitoring.</p> <p>If temporary fencing is used, it shall take the form of silt fencing and temporary plastic construction fencing placed no closer than 25 feet from the edge of the protected habitat. Protective fencing around vernal pools identified as potential habitat for special-status species shall be constructed in a way that allows western spadefoot toad to access these wetlands.</p> <p>Impacted western spadefoot toad habitat shall be mitigated and compensated in accordance with USFWS and DFG requirements.</p> | G | CD (E) (P) California Department of Fish and Wildlife | Preconstruction surveys were conducted and no species were found. | Yes |

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| 52. | | <p><i>American Badger, Western Pond Turtle, Western Spadefoot Toad</i></p> <p>The owner/applicant(s) shall retain a qualified biologist to conduct preconstruction surveys within 14 days prior to the initiation of construction activity for the presence of American Badger, Western Pond Turtle, and Western Spadefoot Toad. If western pond turtle or western spadefoot toad is observed, it should be relocated to similar habitat outside of the construction footprint, but in the vicinity of the Project Site. If American Badger is found, it should be allowed to leave on its own accord. If found on site, additional recommended avoidance measures include having a qualified biologist on site during grading activities for the purpose of temporarily halting construction so that the species can leave the construction footprint on its own accord or be relocated to suitable habitat away from the construction zone, but within the project site.</p> | G | CD(P) CD (E) | Preconstruction surveys were conducted and no species were found. | Yes |
| 53. | 3A3-4b | <p><i>Valley Needlegrass</i></p> <p>Prior to ground-breaking activities including grading or construction, the owner/applicant shall retain a qualified botanist to conduct pre-construction surveys between May and June to determine if valley needlegrass grassland is present on the project site. If valley needlegrass is not found on the project site, the botanist shall document the findings in a letter report to the city and the owner/applicant and no further mitigation shall be required.</p> <p>If valley needlegrass is found within the project site, the location and extent of the community type, if any, that would be removed by project implementation shall be calculated. The owner/applicant shall consult with the California Department of Fish and Wildlife and the city to determine appropriate mitigation for removal of valley needlegrass resulting from project implementation. Mitigation measures may include establishment of valley needlegrass grassland within the project's open space areas currently characterized by annual grassland, establishment of valley needlegrass grassland off-site or preservation and enhancement of existing valley needlegrass grassland within the project site.</p> | G | CD(P) CD (E) California Department of Fish and Wildlife | Preconstruction surveys were conducted and Valley Needle grass was identified in portions of the Project impact areas. The Owner has developed an onsite mitigation plan that establishes replacement areas in the open space areas within Mangini Ranch Phase I. A copy of the mitigation and monitoring plan is available at the Community Development Department. | Yes |

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| 54. | | <p><i>Animal Barrier</i></p> <p>To discourage the migration of undesirable small animals (including snakes) into adjacent developed properties during the development of the project, the owner/applicant shall install a barrier along all areas adjacent to developed residential properties and parks to the satisfaction of the Community Development Department and consistent with a qualified biologist's recommendations. In general, the barrier may consist of wire-mesh fabric with openings not exceeding 1/2-inch width. The height of the barrier shall be at least 18 inches (above the ground surface), and may be buried into the ground at least twelve inches. The barrier shall be supported with metal stakes at no more than 10-foot spacing. The barrier shall be installed by the owner/applicant, as approved by the Community Development Department and a qualified biologist, prior to any construction disturbance on the site, including clearing and grading operations.</p> | G | CD (E) (P) | A protective orange fence was installed along the perimeter of disturbed areas. The barrier fencing included in this condition was not required since none of the grading for this subdivision was adjacent to any existing development. | Yes |

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| 55. | 3A 5-2 | <p><i>Conduct Construction Worker Awareness Training, Conduct On-Site Monitoring if Required, Stop Work if Cultural Resources are Discovered, Assess the Significance of the Find, and Perform Treatment or Avoidance as Required.</i></p> <p>The owner/applicant(s) shall retain a qualified archaeologist to conduct training for construction supervisors. Construction supervisors shall inform the workers about the possibility of encountering buried cultural resources and inform the workers of the proper procedures should cultural resources be encountered. Proof of the contractor awareness training shall be submitted to the City's Community Development Department in the form of a copy of training materials and the completed training attendance roster prior to approval of grading and/or construction.</p> <p>Should any cultural resources, such as structural features, bone or shell, artifacts, or architectural remains be encountered during any construction activities, work shall be suspended within 200 feet of the find and the City of Folsom and USACE shall be notified immediately. The City shall retain a qualified archaeologist who shall conduct a field investigation of the specific site and shall evaluate the significance of the find by evaluating the resource for eligibility for listing on the California Register of Historic Resources (CRHR) and the National Register of Historic Places (NRHP). If the resource is eligible for listing on the CRHR or NRHP and would be subject to disturbance or destruction, the actions required by the first amended programmatic agreement and subsequent documentation shall be implemented. The City of Folsom Community Development Department and USACE 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 and seek written approval on mitigation documentation before resuming construction activities at the archaeological site.</p> | G | CD (P) CD (E) USACE | The owner/applicant retained a qualified archeologist and provided Workers Awareness Training to all new construction personnel. A copy of the training video and attendance records are available from the Community Development Dept. | Yes |

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| | Mitigation Measure | Condition/Mitigation Measure | When Required | Responsible Department | Comments | Condition Satisfied? |
| 56. | 3A 5-3 | <p><i>Suspend Ground-Disturbing Activities if Human Remains are Encountered and Comply with California Health and Safety Code Procedures.</i></p> <p>In the event that human remains are discovered, construction activities within 150 feet of the discovery shall be halted or diverted and the requirements for managing unanticipated discoveries in Mitigation Measure 4.4-2(a) shall be implemented. In addition, the provisions of Section 7050.5 of the California Health and Safety Code, Section 5097.98 of the California Public Resources Code, and Assembly Bill 2641 shall be implemented. When human remains are discovered, state law requires that the discovery be reported to the County Coroner (Section 7050.5 of the Health and Safety Code) and that reasonable protection measures be taken during construction to protect the discovery from disturbance (AB 2641).</p> <p>If the Coroner determines the remains are Native American, the Coroner shall notify the Native American Heritage Commission (NAHC), which then designates a Native American Most Likely Descendant for the project (Section 5097.98 of the Public Resources Code). The designated Native American Most Likely Descendant then has 48 hours from the time access to the property is granted to make recommendations concerning treatment of the remains (AB 2641).</p> <p>If the owner/applicant does not agree with the recommendations of the Native American Most Likely Descendant, the NAHC can mediate (Section 5097.94 of the Public Resources Code). If no agreement is reached, the owner/applicant shall rebury the remains where they will not be further disturbed (Section 5097.98 of the Public Resources Code). This will also include either recording the site with the NAHC or the appropriate Information Center; using an open space or conservation zoning designation or easement; or recording a deed restriction with the county in which the property is located (AB 2641).</p> | OG | Sacramento County Coroner Native American Heritage Commission CD (P) CD (E) | No human remains were discovered during construction. | Yes |

| CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PROJECT (PN14-293) WEST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD, EAST OF SCOTT ROAD VESTING SMALL LOT TENTATIVE SUBDIVISION MAP, FOLSOM RANCH CENTRAL DISTRICT DESIGN GUIDELINES, AMENDMENT 1 TO THE AMENDED AND RESTATED DEVELOPMENT AGREEMENT, INCLUSIONARY HOUSING AGREEMENT | | | | | | |
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| | Mitigation Measure | Condition/Mitigation Measure | When Required | Responsible Department | Comments | Condition Satisfied? |
| 57. | 3A5-2 | <p><i>Conduct Construction Worker Awareness Training, Stop Work if Paleontological Resources are Discovered, Assess the Significance of the Find, and Prepare and Implement a Recovery Plan as Required.</i></p> <p>Before the start of any earthmoving activities, the owner/applicant shall retain a qualified professional 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. The training shall be included in the archaeological contractor awareness training program.</p> <p>If paleontological resources are discovered during earthmoving activities, the construction crew shall immediately cease work in the vicinity of the find and notify the City of Folsom's Community Development Department. The owner/applicant 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> | G | CD (E) (P) | The owner/applicant retained a qualified archeologist and provided Workers Awareness Training to all new construction personnel. A copy of the training video and attendance records are available from the Community Development Department. | Yes |
| 58. | 3A 5-1b | <p><i>Mangini Ranch Historic Properties Treatment Plan (HPTP)</i></p> <p>Prior to issuance of a grading permit, the owner/applicant shall demonstrate proof of compliance that the following applicable mitigation measure from the Mangini Ranch HPTP, as determined in consultation with the Army Corps of Engineers, was implemented as appropriate:</p> <p>Historic American Engineering Record (HAER) documentation of the site P-34-1745, the Keefe McDerby Mine Ditch; and an updated Historic Property Management Plan that incorporates the results of the HAER documentation. Final proof of compliance is defined as written compliance verification from the US Army Corps of Engineers.</p> | G | CD (E) (P) | The owner/applicant completed the HPTP and received approval and a Notice to Proceed (NTP) was issued by the USACOE. A copy of the NTP is available from the Community Development Department. | Yes |

| CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PROJECT (PN14-293) WEST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD, EAST OF SCOTT ROAD VESTING SMALL LOT TENTATIVE SUBDIVISION MAP, FOLSOM RANCH CENTRAL DISTRICT DESIGN GUIDELINES, AMENDMENT 1 TO THE AMENDED AND RESTATED DEVELOPMENT AGREEMENT, INCLUSIONARY HOUSING AGREEMENT | | | | | | |
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| | Mitigation Measure | Condition/Mitigation Measure | When Required | Responsible Department | Comments | Condition Satisfied? |
| 59. | 3A 5-1a | <p><i>Geoarcheological Monitoring</i></p> <p>In the event that any grading will occur within areas determined to require geoarcheological monitoring, the owner/applicant shall retain a qualified professional geoarcheologist who has a graduate degree in the specialized discipline, possesses a demonstrated ability to carry research to completion, and has at least 24 months of professional experience and/or specialized training in geoarcheology. The geoarcheologist shall monitor the ground disturbing activities in the affected areas down to 1.5 meters below the surface. The monitoring geoarcheologist shall submit proof of monitoring in the form of daily field monitoring logs to the City and the US Army Corps of Engineers within 48 hours of completion of monitoring activities.</p> | G | CD (E) (P) | The owner/applicant retained a qualified geo-archeologist in predetermined areas during construction and the geo-archeologist provided all of the required reports to the USACOE. | Yes |
| 60. | 3A 5-1a 3A 5-1b | <p><i>Off-site Utility Connection</i></p> <p>The applicable mitigation measures from the Historic Properties Treatment Plan for Mangini Ranch shall be implemented as appropriate prior to ground disturbing activities, and documentation showing proof of compliance shall be submitted to the city. Final proof of compliance is defined as written compliance verification from the US Army Corps of Engineers.</p> | G | CD (E) (P) | The mitigation measures from the HPTP were implemented prior to ground disturbing activities. A copy of the final proof of compliance is available from the Community Development Department. | Yes |

| CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PROJECT (PN14-293) WEST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD, EAST OF SCOTT ROAD VESTING SMALL LOT TENTATIVE SUBDIVISION MAP, FOLSOM RANCH CENTRAL DISTRICT DESIGN GUIDELINES, AMENDMENT 1 TO THE AMENDED AND RESTATED DEVELOPMENT AGREEMENT, INCLUSIONARY HOUSING AGREEMENT | | | | | |
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| Mitigation Measure | Condition/Mitigation Measure | When Required | Responsible Department | Comments | Condition Satisfied? |
| 61. 3A 2-1a 3A 2-1d 3A 2-1f | <p><i>Basic Construction Emission Control Practices</i></p> <p>The owner/applicant shall implement Sacramento Metropolitan Air Quality Management District's list of Basic Construction Emission Control Practices, Enhanced Fugitive Particulate Matter Dust Control Practices (listed below), and Enhanced Exhaust Control Practices or whatever mitigation measures are recommended by Sacramento Metropolitan Air Quality Management District at the time individual portions of the site undergo construction. In addition to Sacramento Metropolitan Air Quality Management District-recommended measures, construction operations shall comply with all applicable Sacramento Metropolitan Air Quality Management District rules and regulations.</p> <p>The following shall be noted on Grading Plans and building construction plans:</p> <p><i>Basic Construction Emission Control Practices</i></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. The owner/applicant shall not be permitted to use potable water from the City of Folsom water system for grading and/or construction while the City is in a stage 3 (water warning), stage 4 (water crisis), or stage 5 (water emergency) conservation stage as determined by the City and in conformance with Chapter 13.26 Water Conservation of the Folsom Municipal Code (FMC). The City may prohibit the use of potable water for grading and/or construction purposes on the project in its sole discretion regardless of the Water Conservation Stage. 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 shall be covered. | G, I, B | Sacramento Metropolitan Air Quality Management District CD (E) (P) | The grading and improvement plans for all Phase 1 projects included the applicable notes. Additionally, monthly equipment usage and emissions were reported to the Sacramento Metropolitan Air Quality Management District. Dust control best management practices were implemented to control fugitive dust and offsite track out material. | Yes |

| CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PROJECT (PN14-293) WEST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD, EAST OF SCOTT ROAD VESTING SMALL LOT TENTATIVE SUBDIVISION MAP, FOLSOM RANCH CENTRAL DISTRICT DESIGN GUIDELINES, AMENDMENT 1 TO THE AMENDED AND RESTATED DEVELOPMENT AGREEMENT, INCLUSIONARY HOUSING AGREEMENT | | | | | | |
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| | Mitigation Measure | Condition/Mitigation Measure | When Required | Responsible Department | Comments | Condition Satisfied? |
| 61.cont | 3A 2-1a 3A 2-1d 3A 2-1f | 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. <ul style="list-style-type: none"> Limit vehicle speeds on unpaved roads to 15 miles per hour. All roadways, driveways, sidewalks, parking lots to be paved should be completed as soon as possible. In addition, building foundations shall 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. <ul style="list-style-type: none"> Maintain all construction equipment in proper working condition according to manufacturer's specifications. The equipment shall be checked by a certified mechanic and determine to be running in proper condition before it is operated. <p><i>Enhanced Fugitive Particulate Matter Dust Control Practices – Soil Disturbance Areas</i></p> <ul style="list-style-type: none"> Water exposed soil with adequate frequency for continued moist soil. However, do not overwater to the extent that sediment flows off the site. Suspend excavation, grading, and/or demolition activity when wind speeds exceed 20 mph. Install wind breaks (e.g., plant trees, solid fencing) on windward side(s) of construction areas. Plant vegetative ground cover (fast-germinating native grass seed) in disturbed areas as soon as possible. Water appropriately until vegetation is established. | G, I, B | Sacramento Metropolitan Air Quality Management District CD (E) (P) | | |

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| | Mitigation Measure | Condition/Mitigation Measure | When Required | Responsible Department | Comments | Condition Satisfied? |
| 61,cont | 3A 2-1a 3A 2-1d 3A 2-1f | <p>Enhanced Fugitive Particulate Matter 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 Sacramento Metropolitan Air Quality Management District and the City contact person shall also be posted to ensure compliance. <p>Enhanced Exhaust Control Practices</p> <p>The owner/applicant shall provide a plan, for approval by the City of Folsom Community Development Department and Sacramento Metropolitan Air Quality Management District, demonstrating that the heavy-duty (50 horsepower [hp] or more) offroad 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.</p> | G, I, B | Sacramento Metropolitan Air Quality Management District CD (E) (P) | | Yes |

| CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PROJECT (PN14-293) WEST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD, EAST OF SCOTT ROAD VESTING SMALL LOT TENTATIVE SUBDIVISION MAP, FOLSOM RANCH CENTRAL DISTRICT DESIGN GUIDELINES, AMENDMENT I TO THE AMENDED AND RESTATED DEVELOPMENT AGREEMENT, INCLUSIONARY HOUSING AGREEMENT | | | | | | |
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| | Mitigation Measure | Condition/Mitigation Measure | When Required | Responsible Department | Comments | Condition Satisfied? |
| 61.cont | 3A 2-1a 3A 2-1d 3A 2-1f | <p>The owner/applicant shall submit to the City of Folsom Community Development Department and Sacramento Metropolitan Air Quality Management District a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 hp, that would be used an aggregate of 40 or more hours during any portion of the construction project. The inventory shall include the horsepower rating, engine production year, and projected hours of use for each piece of equipment. The inventory shall be updated and submitted monthly throughout the duration of the project, except that an inventory shall not be required for any 30-day period in which no construction activity occurs. At least 48 hours prior to the use of heavy-duty off-road equipment, the project representative shall provide Sacramento Metropolitan Air Quality Management District with the anticipated construction timeline including start date, and name and phone number of the project manager and on-site foreman.</p> <p>Sacramento Metropolitan Air Quality Management District's Construction Mitigation Calculator can be used to identify an equipment fleet that achieves this reduction (Sacramento Metropolitan Air Quality Management District 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 Sacramento Metropolitan Air Quality Management District shall be notified within 48 hours of identification of non-compliant equipment. A visual survey of all in-operation equipment shall be made at least weekly, and a monthly summary of the visual survey results shall be submitted throughout the duration of the project, except that the monthly summary shall not be required for any 30-day period in which no construction activity occurs. The monthly summary shall include the quantity and type of vehicles surveyed as well as the dates of each survey. Sacramento Metropolitan Air Quality Management District staff and/or other officials may conduct periodic site inspections to determine compliance. Nothing in this mitigation measure shall supersede other Sacramento Metropolitan Air Quality Management District or state rules or regulations.</p> | G, I, B | Sacramento Metropolitan Air Quality Management District CD (E) (P) | | Yes |

| CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PROJECT (PN14-293) WEST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD, EAST OF SCOTT ROAD VESTING SMALL LOT TENTATIVE SUBDIVISION MAP, FOLSOM RANCH CENTRAL DISTRICT DESIGN GUIDELINES, AMENDMENT I TO THE AMENDED AND RESTATED DEVELOPMENT AGREEMENT. INCLUSIONARY HOUSING AGREEMENT | | | | | | |
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| 61.cont | 3A 2-1a 3A 2-1d 3A 2-1f | <ul style="list-style-type: none"> If at the time of grading and/or construction, Sacramento Metropolitan Air Quality Management District 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 Sacramento Metropolitan Air Quality Management District so permits. Such a determination shall be supported by a project-level analysis and be approved by Sacramento Metropolitan Air Quality Management District. | G, I, B | Sacramento Metropolitan Air Quality Management District CD (E) (P) | | |
| 62. | 3A 2-2 | The owner/applicant shall implement all applicable measures in the Sacramento Metropolitan Air Quality Management District approved Folsom Plan Area Specific Plan Air Quality Mitigation Plan. | G, I, B | Sacramento Metropolitan Air Quality Management District CD (E) (P) | The owner/applicant implemented all applicable mitigation measures. | Yes |

| CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PROJECT (PN14-293) WEST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD, EAST OF SCOTT ROAD VESTING SMALL LOT TENTATIVE SUBDIVISION MAP, FOLSOM RANCH CENTRAL DISTRICT DESIGN GUIDELINES, AMENDMENT 1 TO THE AMENDED AND RESTATED DEVELOPMENT AGREEMENT, INCLUSIONARY HOUSING AGREEMENT | | | | | | |
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| | Mitigation Measure | Condition/Mitigation Measure | When Required | Responsible Department | Comments | Condition Satisfied? |
| 63. | 3A2-5 | <p><i>Naturally Occurring Asbestos</i></p> <p>Prior to the commencement of any site-disturbing activities, the owner/applicant shall demonstrate to the satisfaction of the Sacramento Metropolitan Air Quality Management District that Naturally Occurring Asbestos does not exist on site. To demonstrate the owner/applicant shall obtain the services of a California Certified Geologist to conduct a thorough site investigation of the development area per the protocol outlined in the California Geological Survey Special Report 124 to determine whether and where Naturally Occurring Asbestos is present in the soil and rock on the project site and/or areas that would be disturbed by the project. The site investigation shall include the collection of three soil and rock samples per acre to be analyzed via the California Air Resources Board 435 Method, or other acceptable method agreed upon by Sacramento Metropolitan Air Quality Management District and the City. If the investigation determines that Naturally Occurring Asbestos is not present on the project site, then the owner/applicant shall submit a Geologic Exemption to Sacramento Metropolitan Air Quality Management District as allowed under Title 17, Section 93105, Asbestos Airborne Toxic Control Measure for Construction, Grading, Quarrying, and Surface Mining (Asbestos ATCM). The owner/applicant shall submit proof of compliance with the above to the Community Development Department for review and approval prior to the commencement of any site-disturbing activities.</p> <p>If the site investigation determines that Naturally Occurring Asbestos is present on the project site, or alternatively if the owner/applicant elects to assume presence of trace Naturally Occurring Asbestos, then, prior to commencement of any ground disturbance activity, the owner/applicant shall submit to the Sacramento Metropolitan Air Quality Management District for review and approval an Asbestos Dust Mitigation Plan, including, but not limited to, control measures required by the Asbestos ATCM, such as vehicle speed limitations, application of water prior to and during ground disturbance,</p> | G | Sacramento Metropolitan Air Quality Management District CD (E) (P) | The owner/applicant has assumed the presence of NOA and implemented an Asbestos Dust Mitigation Plan during construction. The Mitigation Plan has been reviewed and approved by the SMAQMD prior to the issuance of a grading permit. On-site inspection and monitoring has been conducted to ensure compliance with these measures. | Yes |

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| | Mitigation Measure | Condition/Mitigation Measure | When Required | Responsible Department | Comments | Condition Satisfied? |
| 63.cont | | keeping storage piles wet or covered, and track-out prevention and removal. The owner/applicant shall submit proof of compliance with the above to the Community Development Department for review and approval prior to the commencement of any site-disturbing activities. Upon approval of the Asbestos Dust Control Plan by the Sacramento Metropolitan Air Quality Management District, the owner/applicant shall ensure that construction contractors implement the terms of the plan throughout the construction period. If Naturally Occurring Asbestos is determined to be located on the surface of the project site, all surface soil containing Naturally Occurring Asbestos shall be replaced with clean soil or capped with another material (e.g., cinder or rubber), subject to review and approval by the City Engineer. | | | | |

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| | Mitigation Measure | Condition/Mitigation Measure | When Required | Responsible Department | Comments | Condition Satisfied? |
| 64. | 3A 2-1h | <p><i>Analyze and Disclose Projected PM10 Emission Concentrations at Nearby Sensitive Receptors Resulting from Construction of Off-site Elements.</i></p> <p>Prior to construction of each off-site element located in Sacramento County that would involve site grading or earth disturbance activity that would exceed 15 acres in one day, the responsible agency or its selected consultant shall conduct detailed dispersion modeling of construction-generated PM10 emissions pursuant to Sacramento Metropolitan Air Quality Management District guidance that is in place at the time the analysis is performed.</p> <p>Sacramento Metropolitan Air Quality Management District emphasizes that PM10 emission concentrations at nearby sensitive receptors be disclosed in project-level CEQA analysis. Each 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. If the modeling analysis determines that construction activity would result in an exceedance or substantial contribution to the CAAQS and NAAQS at a nearby receptor, then the owner/applicant shall require their respective contractors to implement additional measures for controlling construction-generated PM10 exhaust emission and fugitive PM10 dust emissions in accordance with Sacramento Metropolitan Air Quality Management District guidance, requirements, and/or rules that apply at the time the project-level analysis is performed. It is likely that these measures would be the same or similar to those listed as Enhanced Fugitive PM Dust Control Practices for Soil Disturbance Areas and Unpaved Roads and Enhanced Exhaust Control Practices. Dispersion modeling is not required for the two El Dorado County roadway connections because the total amount of disturbed acreage is expected to be less than the EDCAQMD screening level of 12 acres.</p> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries shall be developed by the owner/applicant(s) of each applicable project phase in consultation with the affected oversight agency(ies) (i.e., Sacramento County or Caltrans).</p> | G | Sacramento Metropolitan Air Quality Management District Caltrans CD (E) (P) | The owner/applicant has obtained approval from the SMAQMD for all of the proposed equipment utilized throughout the course of grading for the subdivision. The owner/applicant provided monthly compliance reports to SMAQMD and paid all necessary mitigation fees determined to be in excess of the approved threshold for PM10 emissions. There were no sensitive receptors in the vicinity of the subdivision and all of the grading for the subdivision were in the boundaries of the City of Folsom. | Yes |

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| | Mitigation Measure | Condition/Mitigation Measure | When Required | Responsible Department | Comments | Condition Satisfied? |
| 65. | 3A 8-5 | <p><i>Prepare and Implement a Blasting Safety Plan in Consultation with a Qualified Blaster.</i></p> <p>Prior to issuance of a grading permit for any phase that will include blasting, the owner/applicant shall prepare and implement a blasting safety plan. This plan shall be created in coordination with a qualified blaster, as defined by the Construction Safety and Health Outreach Program, Subpart U, Section 1926.901, and distributed to all appropriate members of construction teams. The plan shall apply to the owner/applicant of all project phases in which blasting would be employed. The plan shall include, but is not limited to:</p> <ul style="list-style-type: none"> ▶ storage locations that meet ATF standards contained in 27 CFR Part 55; ▶ safety requirements for workers (e.g., daily safety meetings, personal protective equipment); ▶ an accident management plan that considers misfires (i.e. explosive fails to detonate), unexpected ignition, and flyrock; and ▶ measures to protect surrounding property (e.g., netting, announcement of dates of expected blasting, barricades, and audible and visual warnings). <p>Upon completion of a blasting safety plan, the owner/applicant's contractor shall secure any required permits from the City of Folsom Fire Department.</p> | G | CD (E), FD | The owner/applicant obtained a blasting permit from the City. The owner/applicant provided notification prior to all proposed blasting in compliance with the City blasting permit. The blasting for the subdivision was in compliance with Fire Department requirements. | Yes |

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| 66. | | <p><i>Prepare fuel modification plan (FMP).</i></p> <p>The owner/applicant shall submit a Fuel Modification Plan to the City for review and preliminary approval from the Fire Code Official prior to any Final and/or Parcel Map. Final approval of the plan by the Fire Code Official shall occur prior to the issuance of a 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.</p> <p>The owner/applicant shall agree to be responsible for the long-term maintenance of the Fuel Modification Plan consistent with Section 3.8.5.1 of the ARDA and Amendment No. 1 to the ARDA. 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 Fire Code Official for approval prior to implementation.</p> | G,I,M,B | CD (P) FD | The owner/applicant submitted and received approval of a Fuel Modification Plan. A copy of the FMP is available from the Community Development Department. | Yes |
| 67. | | <p><i>Landslide /Slope Failure</i></p> <p>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.</p> | 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 |

| CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PROJECT (PNI4-293) WEST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD, EAST OF SCOTT ROAD VESTING SMALL LOT TENTATIVE SUBDIVISION MAP, FOLSOM RANCH CENTRAL DISTRICT DESIGN GUIDELINES, AMENDMENT I TO THE AMENDED AND RESTATED DEVELOPMENT AGREEMENT, INCLUSIONARY HOUSING AGREEMENT | | | | | | |
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| | Mitigation Measure | Condition/Mitigation Measure | When Required | Responsible Department | Comments | Condition Satisfied? |
| 68. | 3A 11-1 3B1-3a | <p><i>Implement Noise-Reducing Construction Practices, Prepare and Implement a Noise Control Plan, and Monitor and Record Construction Noise near Sensitive Receptors.</i></p> <p>The owner/applicant shall prepare and implement a construction noise management plan. This plan shall identify specific measures to ensure compliance with the noise control measures specified below. The noise control plan shall be submitted to the City of Folsom before any noise-generating construction activity begins and shall be noted on Grading Plans and building construction plans. Grading and construction shall not commence until the construction noise management plan is approved by the City of Folsom.</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 5 p.m. on Saturdays. No construction is allowed on Sundays. These hours may be expanded to include Saturday and Sunday between 8 a.m. and 6 p.m. provided there are no sensitive receptors within 1500 feet, subject to the sole discretion of the city. All construction equipment and equipment staging areas (including rock crushing operations) shall be located as far as possible from nearby noise-sensitive land uses. All construction equipment shall be properly maintained and equipped with noise-reduction intake and exhaust mufflers and engine shrouds, in accordance with manufacturers' recommendations. Equipment engine shrouds shall be closed during equipment operation. All motorized construction equipment shall be shut down when not in use to prevent idling. Individual operations and techniques shall be replaced with quieter procedures (e.g., using welding instead of riveting, mixing concrete off-site instead of on-site). | G, I, B | CD (P) CD (E) (B) | The owner/applicant has included these practices and rules in the grading and improvement plans. A general note is included on the approved grading and infrastructure plans for this subdivision which addresses this condition. Compliance will be monitored through construction inspection. | Yes |

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| 68.cont | <ul style="list-style-type: none"> 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. | G | CD (P) CD (E) (B) | | |

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| 69. | 3A, 11-3 | Implement Measures to Prevent Exposure of Sensitive Receptors to Groundborne Noise or Vibration from Project Generated Construction Activities. <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. ▶ 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. | | | The owner/applicant implemented a blasting control plan in accordance with this mitigation measure. | Yes |
| IMPROVEMENT PLAN REQUIREMENTS | | | | | | |
| 70. | | Improvement Plans The improvement plans for the required public and private subdivision improvements necessary to serve any and all phases of development shall be reviewed and approved by the Community Development Department prior to approval of a Final Map. | M | CD(E) | The owner/applicant submitted improvement plans for all infrastructure improvements required to serve this subdivision. The City Engineer has reviewed and approved all required improvement plans to serve this subdivision. Copies of the improvement plans are available from the Community Development Department. | Yes |

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| 71. | <p><i>Standard Construction Specifications and Details</i></p> <p>Public and private improvements, including roadways, curbs, gutters, sidewalks, bicycle lanes and trails, streetlights, underground infrastructure and all other improvements shall be provided in accordance with the latest edition of the City of Folsom <u>Standard Construction Specifications and Details</u> and the <u>Design and Procedures Manual and Improvement Standards</u>.</p> | I | CD (P) CD (E) | The owner/applicant submitted improvement plans in accordance with the City's Standard Specifications. | Yes |
| 72 | <p><i>Water and Sewer Infrastructure</i></p> <p>All publicly owned water and sewer infrastructure shall be placed within the street right of way. In the event that a 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, an access road shall be designed and constructed to allow for the operations, maintenance and replacement of the public water or sewer line along the entire water and/or sewer line alignment. The public water and sewer mains shall be publicly owned and maintained within any street and public sewer and water main easements shall be provided and in no event shall a public water or public sewer line be placed on private residential property. For example, installing a public water main on the property line between two single family homes. The domestic water and irrigation system shall be separately metered per City of Folsom <u>Standard Construction Specifications and Details</u>.</p> <p>All publicly owned water and sewer lines and services shall be accessible for operations, maintenance, and repair. Non-accessible situations would include placing mains and services behind retaining walls, placing public mains on private property, etc.</p> | 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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| 73. | <p><i>Proposed Improvements on Adjoining Properties Not Owned by the Owner/Applicant</i></p> <p>The owner/applicant shall include all record information for rights of entry, easements, temporary and permanent construction easements, slope easements, etc. for all proposed improvements on adjoining properties not owned by the owner/applicant and impacted by the owner/applicant's improvements. The record information and the recorded boundaries of all work on adjoining properties shall be included on all grading and/or improvement plans prior to plan approval.</p> | G, I | CD (E) | The owner/applicant has obtained all required easements and/or temporary construction easements. Copies of the easements are available at the Community Development Department and filed with the Sacramento County Recorder. All record information is shown on the approved plans for the subdivision. | Yes | |
| 74. | <p><i>SPTC-JPA Approval</i></p> <p>The owner/applicant shall cooperate with the City to obtain written approval from both the Sacramento Placerville Transportation Corridor-Joint Powers Authority (SPTC-JPA) and the Public Utilities Commission (PUC) for any proposed crossing(s) of work within the existing JPA corridor which parallels Old Placerville Road. The owner/applicant shall provide written approval from both the SPTC-JPA and as required by the PUC to the City prior to approval of grading and/or improvement plans. The owner applicant shall provide all encroachment permits from the SPTC-JPA and PUC as necessary.</p> | I | CD (E) | The owner/applicant has obtained a Public Utility Easement for utilities within the Sacramento Placerville Transportation Corridor-Joint Powers Authority (SPTC-JPA). There were no crossings required for any of the improvements associated with the Phase 1 improvements for this subdivision. | | |

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| 75. | 3A1-5 | <p><i>Lighting Plan</i></p> <p>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 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, earthtoned 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. | I | CD (P) | The owner/applicant submitted a Lighting Plan for all backbone roadways and subdivisions in accordance with the Design Guidelines and City Standards for Street Lighting. A copy of the lighting plans are available from the Community Development Department. | Yes |

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| 76. | | <p><i>Above Ground Utility Site Design Review Application</i></p> <p>The owner/applicant shall submit a Site Design Review Application for all above ground utility installations (water tanks, booster pumps stations, etc.) to the Community Development Department to ensure these facilities are adequately screened. These above ground utility installations shall be designed to be adequately screened and/or blended into the hillsides through use of berming, landscaping or through the use of walls or fences to the satisfaction of the Community Development Department.</p> | G, I | CD (P) (E) EWR | The owner/applicant submitted a Design Review Application and received approval for the construction of the Alder Creek Parkway Sewer Lift Station. | Yes |
| 77. | | <p><i>Utility Coordination</i></p> <p>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> | I, M | CD (P) CD (E) | The owner/applicant has coordinated with the various utility agencies. | Yes |
| 78. | 3B.7-4 | <p><i>Implement Corrosion Protection Measures.</i></p> <p>The owner/applicant shall be required to provide that all underground metallic fittings, appurtenances and piping in the City's water systems include a cathodic protection system to protect these facilities from corrosion. The cathodic protection system shall be prepared by a licensed geotechnical or civil engineer and the system shall be reviewed and approved by the City prior to approval of improvement plans.</p> | I | CDD(E), EWR | The owner/applicant has provided cathodic protection in the improvement plans in accordance with City requirements for all metallic water pipelines and appurtenances. The plans were approved by the City. | Yes |
| 79. | 3B.7-1b | <p><i>Incorporate Pipeline Failure Contingency Measures Into Final Pipeline Design.</i></p> <p>The owner/applicant shall be required to provide isolation valves or similar devices to be incorporated into all pipeline facilities to prevent substantial losses of surface water in the event of a pipeline failure. The pipeline failure contingency measures shall be incorporated into the final pipeline design and this design shall be prepared by a licensed geotechnical or civil engineer. The specifications for the isolation valves shall conform to the California Building Code (CBC) and American Water Works Association Standards. The final pipeline design shall be reviewed and approved by the City prior to approval of improvement plans.</p> | I | CDD(E), EWR | The improvements plans for all water systems have isolation valves and incorporate design standards that allow the City to isolate portions of the City's water system in the event of failure. | Yes |

| <p align="center">CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PROJECT (PN14-293) WEST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD, EAST OF SCOTT ROAD VESTING SMALL LOT TENTATIVE SUBDIVISION MAP, FOLSOM RANCH CENTRAL DISTRICT DESIGN GUIDELINES, AMENDMENT I TO THE AMENDED AND RESTATED DEVELOPMENT AGREEMENT, INCLUSIONARY HOUSING AGREEMENT</p> | | | | | |
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| 80. | <p><i>Replacing Hazardous Facilities</i></p> <p>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.</p> | I, OG | CD | The owner/applicant has reconstructed a portion of East Bidwell Street (formerly Scott Rd) to the satisfaction of the Community Development Department. No existing improvements were included as part of this subdivision. | Yes |
| 81. | <p><i>Asphalt Concrete Sewer Maintenance Road</i></p> <p>The owner/applicant shall provide an asphalt concrete (AC) maintenance road (minimum 12 feet wide) which extends from Scott Road to the future Easton Valley Parkway sanitary sewer lift station. The AC maintenance road shall be designed to meet City standards for utility vehicle loads including, but not limited to, tractor trucks, fire vehicles and fire apparatus and other maintenance vehicles. The AC maintenance road shall be required to be placed over the entire trunk main and/or trunk forced main, including the interim 12" sewer main between Scott Road and A Street alignment, dependent upon which alternative sewer system is constructed to serve the project.</p> | I | CD (E), FD, EWR | The owner/applicant has constructed an asphalt maintenance road for the entire length of the sewer line extending from East Bidwell Street (formerly Scott Rd) to the Alder Creek Parkway sewer lift station as well as the sewer forced main extension to the US50 crossing. | Yes |
| 82. | <p><i>Future Utility Lines</i></p> <p>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.</p> | | | All proposed utility service to the lots in this subdivision have been placed underground. | Yes |

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| 83. | <p><i>Off-site Trunk Sewer Main</i></p> <p>The owner/applicant shall design and construct the off-site trunk sewer main as shown in Alternative 1 attached to the vesting tentative subdivision map. Owner/applicant may propose an alternative alignment for routing the sewer backbone infrastructure in conformance with the Wastewater Master Plan Update subject to the sole discretion of the City. The off-site sewer trunk mains, the sewer maintenance roads, sanitary sewer lift station(s), and sewer forced mains extended across US Highway 50 to the existing Sacramento Regional County Sanitation District (SRCSD) lift station shall be completed and accepted by the City for operation and maintenance prior to issuance of the first building permit in the project.</p> <p>The owner/applicant shall be responsible for constructing any and all odor control facilities, providing high-velocity hydraulic cleaning and vacuum cleaning of select sewer mains and providing temporary supplemental flows into select sewer mains as determined by the City until such time the peak average flows are met in the Folsom Plan Area backbone sewer system in accordance with the Wastewater Master Plan Update.</p> | | | <p>The owner/applicant has completed the sewer trunk main, lift station and force mains to serve the subject subdivision. The Owner/applicant developed a flushing plan that was reviewed and approved by the City Engineer and the Environmental and Water Resources Department.</p> | Yes | |
| 84. | <p><i>Water Reservoirs, Water Booster Pump Stations, Pressure Reducing Valve Stations, and Sewer Lift Stations</i></p> <p>The owner/applicant shall design all water reservoirs, water booster pump stations, pressure reducing valve stations, and sewer lift stations, and shall coordinate the design with the Community Development Department and their construction shall be managed by the Environmental and Water Resources Department.</p> | I | CD (E), E&WR | <p>The Owner/applicant designed and constructed the sewer lift stations and pressure reducing valves while under supervision and inspection by the City's Environmental and Water Resources Department.</p> | Yes | |
| 85. | <p><i>Water Meter Fixed Network System</i></p> <p>The owner owner/applicant shall pay for, furnish and install all infrastructure associated with the water meter fixed network system.</p> | I | CD (E), E&WR | <p>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.</p> | Yes | |

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| 86. | <p><i>Vertical Curb</i></p> <p>All curbs located adjacent to landscaping, whether natural or manicured, and where parking is allowed shall be vertical.</p> | I | CD (P) (B) | The improvement plans for the subdivision improvements and backbone roadways provide vertical curbing as required. | Yes | |
| 87. | <p><i>White Rock Road Shoulder Improvements</i></p> <p>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 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 shall may be included in the SCIDP fee program or other an 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 shall may therefore be eligible for a credit and/or reimbursement agreement.</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> <p><i>Modified by Staff Subsequent to the May 20, 2015 Planning Commission Meeting</i></p> | M | CD (E) (P) | The owner/applicant has entered into a Deferred Improvement Agreement and provided bonding for the construction of these shoulder improvements. The City has been working cooperatively with the Capital Southeast Connector JPA project. These shoulder improvements would be constructed as part of the future JPA Connector D3 segment project. At such time the JPA Connector D3 Segment is constructed, the owner/applicant would no longer be required to maintain the bonds as part of the executed Deferred Improvement Agreement. | Yes | |
| 88. | <p><i>Class II Bike Lanes</i></p> <p>All Class II bike lanes shall be striped and painted green. No parking shall be permitted within the Class II bike lanes. These bike lanes shall connect to the Class I bike trail and future community park.</p> | I | CD (E) (P) | All Class II bike lanes have been constructed in accordance with the Specific Plan, Design Guidelines and City standards. | Yes | |

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| 89. | | <p><i>Parks and Recreation</i></p> <p>The following measures shall be implemented to the satisfaction of the Parks and Recreation Department:</p> <ol style="list-style-type: none"> 1. The Owner/Applicant will provide and develop the proposed Class II bike lane alignments and connections consistent with the Illustrative Master Plan for Mangini Ranch Exhibit dated March 30, 2015. 2. Subject to a future credit / reimbursement agreement approved by the City Council, the Owner/Applicant will provide and develop the proposed Backbone Class I Bike Trails consistent with the Illustrative Master Plan for Mangini Ranch Exhibit dated March 30, 2015. 3. The Owner/Applicant will incorporate the design and grading for the proposed Additional Class I Bike Trails consistent with the Illustrative Master Plan for Mangini Ranch Exhibit dated March 30, 2015. | I | CD, PR | The owner/applicant has designed and graded the Class I bike trails along with the Class II bike lanes along East Bidwell Street (formerly Scott Rd) and Mangini Parkway. | Yes |
| 90. | 3A 11-4 | <p><i>Noise Barriers</i></p> <p>In conjunction with the submittal of improvement plans for each proposed development phase where noise barrier locations are required, the owner/applicant shall show on the Improvement Plans that sound walls and/or landscaped berms shall be constructed along White Rock Road and Street A. The solid noise barrier along White Rock Road shall be no less than 7 feet in height and shall be confirmed based upon the final approved site and grading plans. If the final alignment of the Capital SouthEast Connector shifts away from the sensitive noise receptors, the wall height may be reduced pending an updated noise study to the satisfaction of the city engineer.</p> <p>The solid noise barrier along Street A shall be no less than 6 feet in height and shall be confirmed based upon the final approved site and grading plans. All required wall heights shall be relative to finished building pad elevations unless the adjoining road elevation is above the backyard elevation in which case the noise barrier height shall be relative to the roadway elevation. Noise barrier walls shall be constructed of decorative concrete masonry units. Abrupt transitions exceeding two feet in height shall be avoided. The Grading and/or Improvement Plans shall be subject to review and approval by the City Engineer.</p> | I | CD (E) (P) | The landscape plans for Mangini Parkway (Street A) Phase 1B include the required sound walls along both Mangini Parkway and White Rock Road in accordance with the recommendations of the acoustical study. | Yes |

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| 91. | <p><i>Master Plan Updates</i></p> <p>The City has approved the Folsom Plan Area Storm Drainage Master Plan, the Folsom Plan Area Water System Master Plan and the Folsom Plan Area Wastewater Master Plan Update. The owner/applicant shall submit complete updates to each of these approved master plans for the proposed changes to each master plan as a result of the proposed project. The updates to each master plan 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 loopwater 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 | CDD(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. | Yes | |

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| 92. | 3A 3-1a | <p><i>Design Stormwater Drainage Plans and Erosion and Sediment Control Plans to Avoid and Minimize Erosion and Runoff to All Wetlands and Other Waters That Are to Remain on the SPA and Use Low Impact Development Features.</i></p> <p>To minimize indirect effects on water quality and wetland hydrology, the owner/applicant shall include stormwater drainage plans and erosion and sediment control plans in their grading and/or improvement plans and shall submit these plans to the City for review and approval. Prior to approval of grading and/or improvement plans, the owner/applicant for any particular discretionary development application shall obtain a NPDES Construction General Permit and Grading Permit, comply with the City's Grading Ordinance and City 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.</p> <p>The owner/applicant 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>The owner/applicant shall be responsible for all necessary off-site improvements needed to support the Mangini Ranch drainage system.</p> | G, I | CD (E), PW PW (Sacto. Co. or El Dorado Co.) CALTRANS USACE CVRWQCB | The owner/applicant has prepared a Stormwater Pollution Prevention Plan (SWPPP) which implements stormwater water quality practices in accordance with the Stormwater Quality Design Manual for Sacramento and Placer Regions. There are no offsite improvements needed for support the Mangini Ranch drainage system. | Yes |

| CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PROJECT (PN14-293) WEST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD, EAST OF SCOTT ROAD VESTING SMALL LOT TENTATIVE SUBDIVISION MAP, FOLSOM RANCH CENTRAL DISTRICT DESIGN GUIDELINES, AMENDMENT 1 TO THE AMENDED AND RESTATED DEVELOPMENT AGREEMENT, INCLUSIONARY HOUSING AGREEMENT | | | | | |
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| 93. | <p><i>Best Management Practices</i></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 preproject 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) | <p>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.</p> | Yes |

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| 94. | | <p><i>Litter Control</i></p> <p>During Construction, the owner/applicant shall be responsible for litter control and sweeping of all paved surfaces in accordance with City standards. All on-site storm drains shall be cleaned immediately before the commencement of the rainy season (October 15).</p> | OG | CD (E) | The owner/applicant has complied with this provision and completed periodic on-site cleaning and sweeping of the project site. | Yes |
| FIRE DEPT REQUIREMENTS | | | | | | |
| 95. | 3A 14-3 | <p><i>Incorporate Fire Flow Requirements into Project Designs.</i></p> <p>The owner/applicant shall incorporate into their project designs fire flow requirements based on the California Fire Code, Folsom Fire Code and shall verify to the 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> | I, B | CD (E) Fire | The Community Development Department and the Fire Department have reviewed all proposed improvement plans for the construction of the water and fire flow system for this subdivision. | Yes |
| 96. | | <p><i>All-Weather Access and Fire Hydrants</i></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 Code Official/Fire Chief. 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 Code Official/Fire Chief. (All-weather access is defined as six inches of compacted aggregate base from May 1 to September 30 and two inch asphalt concrete over six inch aggregate base from October to April 30).</p> <p>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 Marshal.</p> | I, B | CD (E) Fire | The owner/applicant has designed and received approval for all weather access improvements and fire hydrants for this subdivision. Permits for vertical construction will not be issued prior to these improvements being completed. | Yes |

| <p align="center">CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PROJECT (PN14-293) WEST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD, EAST OF SCOTT ROAD VESTING SMALL LOT TENTATIVE SUBDIVISION MAP, FOLSOM RANCH CENTRAL DISTRICT DESIGN GUIDELINES, AMENDMENT 1 TO THE AMENDED AND RESTATED DEVELOPMENT AGREEMENT, INCLUSIONARY HOUSING AGREEMENT</p> | | | | | | |
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| 96.cont | | <ul style="list-style-type: none"> • Fire department and other emergency access shall be assured an unobstructed continuous paved width of 20 feet on straight portions of the emergency vehicle access (EVA). Turns on EVA's shall be designed to accommodate Fire Department apparatus with inside turning radii of 25 feet and outside turning radii of 50 feet; therefore, the minimum width of EVA's in turning movements shall be 25 feet. The structural design of the EVA shall accommodate a gross vehicle weight of 80,000 pounds for fire apparatus. The maximum grade of an EVA shall not exceed 12% and gradual transitions between differing grades are required. The EVA shall have an unobstructed vertical clearance of not less than 13'6". Access points to EVA's shall be identified with painted and stenciled rolled curbs to restrict parking in accordance with the California Vehicle Code. All curbs shall be painted red with the words "No Parking Fire Lane" stenciled in white on the face of the curbs using 4-inch letters. If curbs are not available, provide 6-inch wide red stripes along the edge of the access points with the same stenciling. • The minimum fire flow for residential dwellings is 1,000 gpm at 20 psi for houses 3,600 sq. ft. and less, 1,750 gpm for dwellings greater than 3,600 sq. ft. in area, and 2,000 gpm for dwellings greater than 4,800 sq. ft. up to 6,200 sq. ft. in area. Please determine the maximum size homes that will be built in this subdivision. A water model analysis that proves the minimum fire flow will be required before any permits are issued. • All public streets shall meet City of Folsom Street Standards unless an alternative is specifically included within this approval. • The maximum length of any dead end street shall not exceed 500 feet in accordance with the Folsom Fire Code. Several streets indicated on the plans are dead ends greater than 500 feet. Provide a second emergency access or reduce the length of dead-ends that are served by only a single point of entry. | I, B | CD (E) Fire | | |

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| 96.cont | | <ul style="list-style-type: none"> 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 Ranch Plan Area shall be completed and operational at the time that the threshold of 1,500 occupied homes within the Folsom Ranch Plan Area is met. | I, B | CD (E) Fire | | |
| 97. | 3A 14-2 | <p><i>Incorporate California Fire Code; City of Folsom Fire Code Requirements; and EDHFD Requirements, if Necessary, into Project Design and Submit Project Design to the City of Folsom Fire Department for Review and Approval.</i></p> <p>To reduce impacts related to the provision of new fire services, the owner/applicant shall do the following, as described below: 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. Improvement plans showing the incorporation of 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> | I, B, O | FD PW CD (E) | The City of Folsom Fire Department has reviewed and approved the subdivision plans and any off-site improvements for compliance with this mitigation measure. | Yes |

| <p align="center">CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PROJECT (PNI4-293) WEST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD, EAST OF SCOTT ROAD VESTING SMALL LOT TENTATIVE SUBDIVISION MAP, FOLSOM RANCH CENTRAL DISTRICT DESIGN GUIDELINES, AMENDMENT 1 TO THE AMENDED AND RESTATED DEVELOPMENT AGREEMENT, INCLUSIONARY HOUSING AGREEMENT</p> | | | | | |
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| | <ul style="list-style-type: none"> 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>The Fire Dept. shall review and approve any improvement plans or building permits for accessibility of emergency fire equipment, fire hydrant flow location, and other construction features. The City shall not authorize the occupancy of any structures until the owner/applicant 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.</p> | | | | |
| 98. | <p><i>Secondary Emergency Access</i></p> <p>Prior to issuance of the 200th building permit, the owner/applicant shall install and complete the emergency vehicular access (EVA) as shown on Section D-1 of the Vesting Small Lot Tentative Subdivision Map by extending the EVA from the end of Street A to Placerville Road to the satisfaction of the Fire Department.</p> | B | CD | The emergency vehicle access has been constructed from Placerville Rd to the boundary of the subject subdivision. | Yes |
| 99. | <p><i>Street A Completion</i></p> <p>Prior to recordation of the last final map on Parcels 1 to 9, as shown on the Vesting Large Lot Tentative Merger and Resubdivision Map of the project, the owner/applicant shall improve the emergency vehicular access EVA shown as section D-1 of the Vesting Tentative Subdivision Map, to the full sections of Street A as shown on section D of the vesting tentative subdivision map to the existing Placerville Road. However, if it is determined by the City Fire Department that other roadways in the project (e.g. "C" Drive between Villages 1 and 2) have been constructed to provide the appropriate secondary access, the emergency vehicular access on the easterly end of Street A can remain in place.</p> | M, I | CD | Since the subject subdivision is not the last final map within Parcels 1 through 9, this condition does not apply. | This condition will be addressed prior to the approval of the last final map in the Mangini Ranch Villages |

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| 100. | | <p><i>Reclaimed Water Pipe</i></p> <p>The owner/applicant shall install a reclaimed water "purple" pipe conveyance and irrigation system for all proposed landscaping for the project including, but not limited to, landscape corridors along roadways, median islands within roadways, future park sites, school sites, open space parcels either publicly maintained or privately maintained by the owner/applicant, etc. in accordance the Folsom Plan Area Specific Plan Environmental Impact Report. The reclaimed water pipe conveyance and irrigation systems shall be designed and maintained by the owner/applicant to accommodate the future conversion of these irrigation systems from potable water to non-potable water at such time the non-potable water systems is constructed and installed in accordance with the 2014 FPA Recycled Water Analysis 2.0. The owner/applicant shall include the reclaimed water pipe conveyance and irrigation systems on all future landscape plans within the project to the satisfaction of the City.</p> | 1 | CD (E) (P) EWR, PK | The owner/applicant has constructed reclaimed water pipelines within Mangini Parkway and East Bidwell Street. These pipelines will be connected to a potable water source until a recycled water source is available. These pipelines have been planned to serve the landscape corridors, elementary school and adjacent neighborhood park within the Mangini Ranch – Phase 1 Tentative Map property. | Yes |
| 101. | | <p><i>Landscaping Plans</i></p> <p>Final landscape plans and specifications shall be prepared by a registered landscape architect and approved by the City Arborist and City staff prior to the approval of improvement plans. Said plans shall include all on-site landscape specifications and details, and 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 <u>Folsom Municipal Code Chapter 17.52</u> 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, sign visibility, light clearance or any other purpose shall not be allowed. Specialty-style</p> | 1, OG | CD(P), PW | The Owner/applicant has prepared a landscape plan for all supporting backbone roadways and detention basins. The plans are in accordance with all City requirements and Design Guidelines for the Folsom Plan Area. | Yes |

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| 101 cont | | pruning, such as pollarding, shall be specified within the approved landscape plans and shall be implemented during a 5-year establishment and training period. Furthermore, 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 Mangini Ranch Project. | | | | |
| 102. | | Right of Way Landscaping Landscaping along all road rights of way and in public open space lots shall be installed when the adjoining road is constructed. | 1. OG | CD(P), PW | Landscaping is under construction and the Applicant has provided security to guarantee the completion of the landscaping improvements along adjoining roadways. | Yes |
| MAP REQUIREMENTS | | | | | | |
| 103. | | Vesting Large Lot Tentative Subdivision Map Prior to the recording of any phase of this Vesting Small Lot Tentative Subdivision Map, the Mangini Ranch Vesting Large Lot Tentative Subdivision Map shall be recorded. | M | CD(E) | The Mangini Large Lot Final Map was recorded on April 7, 2017 in Book 395 of Maps at Page 10 | Yes |
| 104. | | Subdivision Improvement Agreement Prior to the approval of any Final Map, the owner/applicant shall enter into a subdivision improvement agreement with the City, identifying all required improvements, if any, to be constructed with each proposed phase of development. The owner/applicant shall provide security acceptable to the City, guaranteeing construction of the improvements. | M | CD(E) | The required subdivision improvement agreement is included as part of the City staff report accompanying the final map for City Council approval. The resolution approving the final map for this subdivision includes a statement authorizing the City Manager to execute the subdivision improvement agreement for the subdivision along with approval of the final map. | Yes |

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| 105. | | <i>The Final Inclusionary Housing Plan</i> The Final Inclusionary Housing Plan and Final Inclusionary Housing Agreement as approved by the City Council shall be executed prior to recordation of the first Final Map for the Mangini Ranch Subdivision. | M | CD (P)(E) | The owner/applicant has executed an Inclusionary Housing Agreement with the City. The agreement allows the owner/applicant to provide an in-lieu fee assigned to each building permit in the subdivision. The in-lieu housing fee will be paid at the time of building permit issuance. | Yes |

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| 106. | <p><i>Conditions, Covenants, and Restrictions (CC&Rs)</i></p> <p>The owner/applicant shall disclose to the homebuyers in the Conditions, Covenants, and Restrictions (CC&Rs) and in the Department of Real Estate Public Report</p> <ol style="list-style-type: none"> 1) a future public park and public school are located within the proposed subdivision, and that the public park include 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 park includes nighttime sports lighting that may generate lighting impacts during evening and nighttime hours. 2) that the soil in the subdivision may contain naturally occurring asbestos. 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) Owner/applicant acknowledges the final design, location, grade and configuration of the Connector Project is not known. As such, owner/applicant will include a recorded disclosure to be provided to all potential buyers of homes within Mangini Ranch Villages 6 and 7 advising of the future Connector Project and associated noise, grade changes, height, location, design, traffic and construction as eventually approved. 5) The owner applicant shall disclose to homebuyers that the project site is located within close proximity to the Mather Airport flight path and that overflight noise may be present at various times. | M | CD (P) PK | The owner/applicant has provided copies of their proposed CC&R's, which contain provisions in accordance with the Items #1-3 and #5 listed in this condition of approval. Item #4 does not apply to this subdivision. | Yes |

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| 107. | <p><i>Financing Districts</i></p> <p>The owner/applicant shall form a Landscape Lighting Assessment District, a Community Services District, and/or a Home Owners Association, which shall be responsible for maintenance of all private streets, if any, maintenance of all common areas, maintenance of all on-site landscaping, maintenance of storm drainage facilities, maintenance of storm water detention/detention basins and associated channels, maintenance of water quality ponds, and maintenance of any other site facilities in the subdivision throughout the life of the project to the satisfaction of the Community Development Department. Vegetation or plant spacings shall not be less than that depicted on the final landscape plan, unless tree removal is approved by the Community Development Department because the spacing between trees will be too close on center as they mature.</p> | M | CD (P) CD (E) | The City has formed CFD 18, a Maintenance CFD which shall be responsible for maintenance of all backbone infrastructure, drainage facilities, street lighting and landscaping. Additionally, the City has formed CFD 19, which the subject subdivision is a part of, includes an assessment for on-site specific drainage, landscaping, lighting and sound walls. Each of the assessments for CFD 18 and 19 will be triggered at the issuance of a building permit. | Yes | |
| 108. | <p><i>Public Utility Easements</i></p> <p>The owner/applicant shall dedicate public utility easements for underground facilities on properties adjacent to the 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 private and public street rights-of-way. The owner/applicant shall dedicate additional width to accommodate extraordinary facilities as determined by the City. The width of the public utility easements adjacent to public and private right of way may be reduced with prior approval from public utility companies.</p> | M | CD (E) | The owner/applicant has dedicated a 12.5' PUE along all roadway utility corridors as well as internal streets within the subdivision. The public utility easements are shown on the final map. | Yes | |
| 109. | <p><i>Final Map Phasing</i></p> <p>Should multiple Final Maps be filed by the owner/applicant, the phasing of maps shall be to the satisfaction of the Community Development Department.</p> | M | CD (E) | The owner/applicant has proposed phasing of the final maps and received approval of a phasing plan by the City Engineer. | Yes | |

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| Mitigation Measure | Condition/Mitigation Measure | When Required | Responsible Department | Comments | Condition Satisfied? | |
| 110. | Backbone Infrastructure As provided for in the ARDA and the First Amendment thereto, the owner/applicant shall provide fully executed grant deeds, legal descriptions, and plats for all necessary Backbone 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 Backbone 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. | G, I | 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 within the Large Lot Final Map or by separate instrument. | Yes | |
| 111. | Improvements in the PFFP The owner/applicant shall be subject to all thresholds, timelines and deadlines for the construction and final completion of various improvements for the entire Folsom Plan Area. The various improvements are outlined and detailed in the Folsom Plan Area Specific Plan Public Facilities Financing Plan (PFFP) dated January 28, 2014 and adopted by City of Folsom Resolution No. 9298. These improvements in the PFFP include, but are not limited to, the backbone infrastructure water (water reservoirs, water transmission mains, booster pump stations, pressure reducing valve stations, etc.), sanitary sewer (lift stations and forced mains) systems, roadway and transportation (future interchanges, major arterial roadways, etc.) improvements, aquatic center (community pool), parks, fire stations, municipal services center, community library, etc. The thresholds and timelines included in the PFFP require facilities to be constructed and completed based on number of building permits issued and in some cases, number of residential units that are occupied. The owner/applicant shall be required to address these thresholds and timelines as the project moves forward through the various developments stages and shall be subject to the various fair share requirements, subject to the provisions of the PFFP, the ARDA and any amendment thereto. | M | PFFP, M, B CDD(E)(P)(B) PW, FD, EWR, PR | All required infrastructure to serve the subject subdivisions has been identified and will be required to be constructed prior to the issuance of the first building permit. There is no phasing plan associated with the infrastructure necessary to serve the subject subdivision. | Yes | |

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| Mitigation Measure | Condition/Mitigation Measure | When Required | Responsible Department | Comments | Condition Satisfied? | |
| 112. | <p><i>New Permanent Benchmarks</i></p> <p>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 off-site Backbone Infrastructure as directed by the City Engineer. The type and specifications for the permanent benchmarks shall be provided by the City. The new benchmarks shall be placed by the owner/applicant within 6 months from the date of approval of the vesting tentative subdivision map.</p> | M | CD (E) | The owner/applicant has installed three (3) new benchmarks per the direction of the City Engineer and have been shown on the subdivision improvement plans. | Yes | |
| 113. | <p><i>Community Facilities Districts and Financing Plans</i></p> <p>Prior to approval of the first small lot final map and in accordance with Amendment No. 1 of the Amended and Restated Tier 1 Development Agreement (ARDA) and the ARDA and any amendments thereto, the owner/applicant is required to complete the following:</p> <ul style="list-style-type: none"> • Formation and approval by the City Council of the Sewer and Water CFD, • Formation and approval by the City Council of the Aquatic Center CFD, • Formation and approval by the City Council of the Parks, Trails, Landscape Corridors, Medians and Open Space Maintenance CFD, • Formation and approval by the City Council of the Storm Drainage Maintenance CFD (unless such drainage maintenance is included in the Services CFD) , • Formation and approval by the City Council of the Street Maintenance District/Lighting Maintenance District CFD (unless such street maintenance is included in the Services CFD) • Formation and approval by the City Council of the Open Space Management and Financing Plan. • Formation and approval by the City Council of the Drainage Facilities Maintenance and Financing Plan | M | CD (E) | The City Council adopted Resolution No. 9666 and 9667 for the formation of CFD No. 18, which includes the special tax assessments for all of the items listed in this condition. All of the required CFD's included in this condition have been established and approved by the City Council. | Yes | |

| CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PROJECT (PN14-293) WEST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD, EAST OF SCOTT ROAD VESTING SMALL LOT TENTATIVE SUBDIVISION MAP, FOLSOM RANCH CENTRAL DISTRICT DESIGN GUIDELINES, AMENDMENT 1 TO THE AMENDED AND RESTATED DEVELOPMENT AGREEMENT, INCLUSIONARY HOUSING AGREEMENT | | | | | | |
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| | Mitigation Measure | Condition/Mitigation Measure | When Required | Responsible Department | Comments | Condition Satisfied? |
| 114. | 4.7-1 3A 18-1 | Water Supply Availability The owner/applicant shall submit proof of compliance with Government Code Section 66473.7 (SB 221) by demonstrating 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. 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. The written proof of compliance shall be provided to the City and approved by the City prior to approval of any final map. | M | CD (E) Utilities | The owner/applicant has constructed the necessary infrastructure to provide potable water to this subdivision. The potable water infrastructure will be approved by the City prior to issuance of the first building permit in this subdivision in compliance with this condition. | |
| 115. | 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. The owner/applicant shall submit proof to the City of Folsom that an adequate off-site water conveyance system either has been constructed or is ensured 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 a 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 Specific Plan Area until the water conveyance infrastructure sufficient to serve such building has been constructed and is in place to the satisfaction of the City. | M, B, O | CD (E) (B), PW | The off-site potable water infrastructure for this subdivision has been constructed to serve this subdivision. The City has verified that the off-site potable water infrastructure is adequate to serve this subdivision. | Yes |
| 116. | 3A 16-3 | Demonstrate Adequate SRWTP Wastewater Treatment Capacity. The owner/applicant shall demonstrate adequate capacity at the Sacramento Regional Water Treatment Plant 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 Sacramento Regional County Sanitation District. Approval of the final map and issuance of building permits for all project phases shall not be granted until the City verifies adequate Sacramento Regional Water Treatment Plant capacity is available for the amount of development identified in the tentative map. The written approval from the Sacramento Regional County Sanitation District shall be provided to the City. | M, B | CD (E) (B), PW | 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. | Yes |

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| | Mitigation Measure | Condition/Mitigation Measure | When Required | Responsible Department | Comments | Condition Satisfied? |
| 117. | 3A 16-1 | <p><i>Submit Proof of Adequate On- and Off-Site Wastewater Conveyance Facilities and Implement On- and Off-Site Infrastructure Service Systems or Ensure That Adequate Financing Is Secured.</i></p> <p>The owner/applicant shall submit proof to the City of Folsom that an adequate wastewater conveyance system either has been constructed or is ensured through payment 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> | M, B | CD (E) (B) PW | The owner/applicant has constructed the on-site and off-site sewer infrastructure to serve this subdivision. The off-site infrastructure includes the sewer trunk main, the Alder Creek Parkway sewer lift station and forced main. | Yes |
| 118. | | <p><i>Centralized Mail Delivery Units</i></p> <p>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 includes an easement that allows for the construction and maintenance of centralized mail delivery boxes. | Yes |
| 119. | | <p><i>ARDA and Amendments</i></p> <p>The owner/applicant shall comply with all provisions of the Amended and Restated Tier I Development Agreement and any approved amendments by and between the City and Mangini North Holdings LLC, White Rock Land Investors, LLC, and Folsom Real Estate South, LLC relative to this project.</p> | G, I, M, B | CD (E) | The owner/applicant has complied with all applicable provisions of the respective Amended and Restated Tier I Development Agreement. | Yes |

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| 120. | | <p><i>Capital Southeast Connector</i></p> <p>At the time of this project approval the final design, location, grade and configuration of the Capital Southeast Connector (Connector) is not known nor approved by the agencies that will be involved in the Connector project. Section 2.2.3 of the Amendment to the Amended and Restated Development Agreement (ARDA) – provides for exceptions to Vested Rights relative to the Connector project. Subject to the provisions of Section 3.7.1 of the ARDA concerning payment by the Capital Southeast Connector JPA, owner/applicant will dedicate the rights of way as provided in Section 2.2.3 and nothing in this condition waives the rights of the City or owner/applicant associated with Section 2.2.3. Owner-applicant agrees that the value of lands subject to the dedication shall be based upon the value for comparable unentitled lands being paid by the Connector JPA at the time the land is dedicated. As provided in Large Lot Map Condition No. 7, owner-applicant shall provide the City with an Irrevocable Offer of Dedication (IOD) for the Connector for the land as depicted in Figure 2.2.3 of the Amendment to the Amended and Restated Development Agreement. The land shall be valued at the time of the acceptance of the IOD as provided in this condition.</p> | M | CD (E) (P) | The Owner/applicant recorded a Large Lot Final Map (LLFM) on April 7, 2017. The LLFM included an Irrevocable Offer of Dedication (IOD) for the portions of the SE Connector project abutting the Phase 1 property. | Yes |
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| 121 | | <p><i>Street Names</i></p> <p>The street names identified below shall be used for the small lot final map:</p> <p>Alder Creek, Aldridge Ravine, Alvord, Aull, Beckley, Brooks, Bulldog, Butler, Cantor, Cash, Carolina Gould, Cimaroli, Conelly, Crandall, Crawford, Gallatin, Gass, Halfway, Harris, Hart, Horatio, Hose, Ingoldsby, John Rhoads, Kipp, Maidu, Manning, Marshall, Pioneer Route, Sanderson, Sawyer, Sherman, Sidney, Sparks, Theodore Judah, Tucker, Vedder, What Cheer, Wilford Rogers, Wilkinson, William Carpenter, William Spencer, Willis, Drift Mine, Flagstaff, French, Gopher Ridge, Keefe-McDerby, Lower Mines, Mangini, Mangini Ranch, Mine, Stone Ranch, Prairie Diggings, Rock Hearth, Streambed, Rebel Hill, South Hills, Quartz Mill, Bedstraw, Needlegrass, Westwood, Flannelbush, Foothill Pine, Oak Woodland, Savannah, Coyote Brush, Wildflower, Ainlay, Bucket, Doodlebug, Arrastra, Dredge, Dragline, Tailings, Coot, Sparrow, Crane, Hummingbird, Killdeer, Woodpecker, Blackbird, Merganser, Virginia Rail, Goose, Flicker, Kite, Cormorant, Harrier, Wild Turkey, Egret, Shoveler, Quinn.</p> | M | CD (E) | The Final Map for this subdivision contains names chosen from the approved list. | Yes |

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| 122. | <u>3A.4-2a</u> | <p><i>Implement Additional Measures to Reduce Operational GHG Emissions.</i></p> <p>Energy Efficiency</p> <ul style="list-style-type: none"> ▶ Include clean alternative energy features to promote energy self-sufficiency (e.g., photovoltaic cells, solar thermal electricity systems, small wind turbines). ▶ Design buildings to meet CEC Tier II requirements (e.g., exceeding the requirements of the Title 24 [as of 2007] by 35%). ▶ Site buildings to take advantage of shade and prevailing winds and design landscaping and sun screens to reduce energy use. ▶ Install efficient lighting in all buildings (including residential). Also install lighting control systems, where practical. Use daylight as an integral part of lighting systems in all buildings. ▶ Install light-colored "cool" pavements, and strategically located shade trees along all bicycle and pedestrian routes. <p>Water Conservation and Efficiency</p> <ul style="list-style-type: none"> ▶ With the exception of ornamental shade trees, use water-efficient landscapes with native, drought-resistant species in all public area and commercial landscaping. Use water-efficient turf in parks and other turf-dependant spaces. ▶ Install the infrastructure to use reclaimed water for landscape irrigation and/or washing cars. ▶ Install water-efficient irrigation systems and devices, such as soil moisture-based irrigation controls. ▶ Design buildings and lots to be water-efficient. Only install water-efficient fixtures and appliances. | B | CD (B) | These measures will be implemented with the home design and construction. | Condition will be satisfied prior to building permit issuance. |

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| | Mitigation Measure | Condition/Mitigation Measure | When Required | Responsible Department | Comments | Condition Satisfied? |
| 122, cont | 3A.4-2a | <ul style="list-style-type: none"> ▶ Restrict watering methods (e.g., prohibit systems that apply water to non-vegetated surfaces) and control runoff. Prohibit businesses from using pressure washers for cleaning driveways, parking lots, sidewalks, and street surfaces. These restrictions should be included in the Covenants, Conditions, and Restrictions of the community. ▶ Provide education about water conservation and available programs and incentives. ▶ To reduce stormwater runoff, which typically bogs down wastewater treatment systems and increases their energy consumption, construct driveways to single-family detached residences and parking lots and driveways of multifamily residential uses with pervious surfaces. Possible designs include Hollywood drives (two concrete strips with vegetation or aggregate in between) and/or the use of porous concrete, porous asphalt, turf blocks, or pervious pavers. <p>Solid Waste Measures</p> <ul style="list-style-type: none"> ▶ Reuse and recycle construction and demolition waste (including, but not limited to, soil, vegetation, concrete, lumber, metal, and cardboard). ▶ Provide interior and exterior storage areas for recyclables and green waste at all buildings. ▶ Provide adequate recycling containers in public areas, including parks, school grounds, golf courses, and pedestrian zones in areas of mixed-use development. ▶ Provide education and publicity about reducing waste and available recycling services. <p>Transportation and Motor Vehicles</p> <ul style="list-style-type: none"> ▶ Promote ride-sharing programs and employment centers (e.g., by designating a certain percentage of parking spaces for ride-sharing vehicles, designating adequate passenger loading and unloading zones and waiting areas for ride-share vehicles, and providing a Web site or message board for coordinating ride-sharing). ▶ Provide the necessary facilities and infrastructure in all land use types to encourage the use of low- or zero-emission vehicles (e.g., electric vehicle charging facilities and conveniently located alternative fueling stations). | B | | | |

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| 123. | | <p><i>Recorded Final Map</i></p> <p>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.</p> | B | CD (E) | The Community Development Department will require the copies of the recorded final map to be submitted prior to approval of the first building permit in the subdivision. | Condition will be satisfied prior to issuance of a building permit |
| 124. | | <p><i>Recorded Final Map</i></p> <p>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 will require the copies of the recorded final map to be submitted to the Folsom-Cordova Unified School District prior to approval of the first building permit in the subdivision, This will be satisfied at the issuance of the first building permit. | Condition will be satisfied prior to issuance of a building permit |
| 125. | | <p><i>Fire Station</i></p> <p>The first fire station planned for the Folsom Ranch Plan Area shall be completed and operational prior to the approval of a final inspection for the 1,500th home within the Folsom Plan Area</p> | B | Fire CD (B) | This condition will be satisfied prior to the issuance of the 1,500 th building permit in the Folsom Plan Area. | Condition will be satisfied prior to issuance of the 1500 th building permit |

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| | Mitigation Measure | Condition/Mitigation Measure | When Required | Responsible Department | Comments | Condition Satisfied? |
| 126. | | <p><i>Infrastructure Improvements Timing</i></p> <p>All on and off-site subdivision and Backbone Infrastructure improvements required to serve this project and any subsequent phase of the project, including but not limited to, roadway and transportation improvements, sanitary sewer, water, storm drainage, water quality/detention basins, etc. shall be substantially completed to the satisfaction of the City prior to issuance of the first building permit within the project. Owner-applicant may propose issuance of building permits for model homes prior to substantial completion of the above referenced infrastructure, but in no case shall a final building inspection be approved without substantial completion of the above referenced infrastructure. Issuance of the building permits for model homes in advance of substantial completion shall be approved or denied in the sole discretion of the Community Development Department and shall be in accordance with the City's established policies for issuance of model home building permits. Substantial completion of the backbone infrastructure and improvements as noted above shall be defined as being complete such that all of the required improvements are ready for use and operation by the public as determined by the City.</p> | B | CD (E) | The owner/applicant has completed all required infrastructure to serve the subject lots in this subdivision. The required infrastructure has been completed and the infrastructure is ready for use. | Yes |
| 127. | | <p><i>Design Review Approval</i></p> <p>Prior to issuance of a building permit for any residential units within the subdivision, the owner/applicant shall obtain Design Review approval from the Planning Commission for all residences to be built within the subdivision. 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 approved by the Planning Commission.</p> | B | CD (P) | The Planning Commission has approved the Design Review permit for lots included with this final map. | Yes |

| <p align="center">CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PROJECT (PN14-293) WEST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD, EAST OF SCOTT ROAD VESTING SMALL LOT TENTATIVE SUBDIVISION MAP, FOLSOM RANCH CENTRAL DISTRICT DESIGN GUIDELINES, AMENDMENT 1 TO THE AMENDED AND RESTATED DEVELOPMENT AGREEMENT, INCLUSIONARY HOUSING AGREEMENT</p> | | | | | |
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| Mitigation Measure | Condition/Mitigation Measure | When Required | Responsible Department | Comments | Condition Satisfied? |
| <p align="center">TRAFFIC, ACCESS, CIRCULATION, AND PARKING REQUIREMENTS</p> <p>It should be noted that many of the Transportation, Traffic, and Circulation mitigation measures identified below will be satisfied through the payment of fees. Below is a brief summary of the fee types and their purpose. The acronyms for each fee type noted below are further noted in the Implementation Schedule column of each applicable mitigation measure to clarify how each mitigation measure is anticipated to be satisfied.</p> <p>Public Facilities Financing Plan (PFFP): In January of 2014, the City of Folsom adopted the PFFP for the Folsom Plan Area which detailed all the infrastructure components to address full build out of the Plan Area. The PFFP includes various techniques including development fees to fund the necessary infrastructure. The City is currently in the process of preparing and adopting implementing ordinances and a nexus study required by State law to impose the associated development fees.</p> <p>Included in the PFFP are a number roadway projects including the Highway Interchanges that the Mangini Ranch project will have cumulative impacts on within the Folsom Plan Area. The PFFP was designed to satisfy the "fair share" financing of all the Plan Area's backbone roadway system. Participating in this fee program will satisfy numerous roadway mitigation measures as shown in the MMRP table.</p> <p>Sacramento County Transportation Development Fee (SCTDF) contribution: The City is establishing a "fair share" fee to mitigate roadway impacts outside the project boundaries and within unincorporated Sacramento County. This fee will be included in the City Facilities portion of the Public Facilities Financing Plan program and will be collected at the time of building permit issuance. The basis for the calculation of the fee is a report entitled, "Fair Share Cost Allocation Sacramento County & City of Folsom" dated January 2, 2014.</p> <p>Cal Trans/ City Memorandum of Understanding (Cal Trans MOU): The City of Folsom and Cal Trans entered into an MOU on December 17, 2014 to establish a fee mechanism to address the "fair share" impacts to Highway 50. The MOU identifies all the highway improvements for which there are mitigation measures and potential construction projects to address them. The City will establish a fee in the City Facilities portion of the Public Facilities Financing Plan and it will be collected at the time of building permit issuance.</p> | | | | | |

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| | Mitigation Measure | Condition/Mitigation Measure | When Required | Responsible Department | Comments | Condition Satisfied? |
| 128. | 4.8-2a | <p><i>East Bidwell/Iron Point</i></p> <p>Prior to issuance of a building permit, the owner/applicant shall pay a fair share fee to the City of Folsom towards the modification to the westbound approach to the East Bidwell Street/Iron Point Road intersection to include three left-turn lanes, two through lanes, and one right-turn lane.</p> | B | CD (E), PW | The condition is satisfied with the payment of the Specific Plan Infrastructure Fee (SPIF) – Offsite Road Set Aside Fee. | Condition will be satisfied prior to issuance of a building permit |
| 129. | | <p><i>Scott Road/Street A Intersection</i></p> <p>On or before the issuance of the 100th building permit, the owner/applicant shall have completed all intersection improvements and the traffic signal at the Scott Road/Street A intersection shall be operational, to the satisfaction of the City. These improvements are to be applied to the existing Scott Road alignment and geometry;</p> <p>Southbound on Scott Road, the lane configuration shall include the addition of a southbound left turn lane consisting of 315 feet deceleration length plus 400 feet storage length, excluding appropriate tapers, to accommodate anticipated vehicle queuing and deceleration for the southbound left turn lane onto eastbound Street A. The resulting southbound lane configuration will be two lanes, one left turn lane, one through lane.</p> <p>Northbound on Scott Road the lane configuration shall include the addition of a northbound right turn lane consisting of 315 feet deceleration length plus 50 feet storage length excluding appropriate tapers, to accommodate anticipated vehicle queuing and deceleration for the northbound right turn lane onto east bound Street A. The resulting northbound lane configuration will be two lanes, one through lane, and one right turn lane.</p> <p>Alternatively, the timing for the addition of the traffic signal may be delayed until the issuance of the 500th building permit if the following improvements are constructed;</p> | B | CD (E), PW | The owner/applicant has constructed the alternative scenario with the Phase I improvements for this subdivision. The traffic signal plans have been approved by the City and should be installed by the Spring of 2020. | Yes |

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| | Mitigation Measure | Condition/Mitigation Measure | When Required | Responsible Department | Comments | Condition Satisfied? |
| 129. cont | | In addition to the southbound Scott Road left turn lane onto eastbound Street A discussed herein, a two way left turn lane, acting as a refuge for a two-stage left turn movement onto southbound Scott Road from Street A is to be provided. This lane is anticipated to be 200 feet with appropriate tapers. | B | CD (E), PW | | |
| 130. | | <p><i>Scott Road (East)/White Rock Road</i></p> <p>Prior to issuance of the first building permit, the owner/applicant shall be responsible for constructing intersection improvements at the Scott Road (East)/White Rock Road intersection to the satisfaction of the city. These improvements are to be applied to the existing Scott Road alignment and geometry:</p> <p>Southbound on Scott Road construct a free southbound right turn lane consisting of 315 deceleration length plus 50 feet storage length, excluding appropriate tapers and a 300 foot receiving /acceleration lane, excluding tapers along westbound White Rock Road.</p> <p>Westbound on White Rock Road, construct a free right turn lane consisting of 315 feet deceleration length plus 50 feet of storage length, excluding appropriate tapers, and a 300 foot receiving lane excluding appropriate tapers along northbound Scott Road.</p> | B | CD (E), PW | The owner/applicant has constructed the alternative scenario with the Phase 1 improvements for this subdivision. | Yes |
| 131. | 3A15-1c | <p><i>Scott Road (West)/White Rock Road</i></p> <p>To ensure that the Scott Road (West)/White Rock Road intersection operates at an acceptable LOS, a traffic signal shall be installed.</p> | B (pay SCTDF) | CD (E), PW | The condition is satisfied with the payment of the Sacramento County Transportation Development Fee (SCTDF). | Condition will be satisfied prior to issuance of a building permit |

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|---|--------------------|--|---------------------|------------------------|--|--|
| | Mitigation Measure | Condition/Mitigation Measure | When Required | Responsible Department | Comments | Condition Satisfied? |
| 132. | 3A 15-4f | <p><i>Empire Ranch Road/Iron Point Road Intersection</i></p> <p>To ensure that the Empire Ranch Road / Iron Point Road intersection operates at a LOS D or better, all of the following improvements are required:</p> <ul style="list-style-type: none"> The eastbound approach shall be reconfigured to consist of one left-turn lane, two through lanes, and a right-turn lane. The westbound approach shall be reconfigured to consist of two left-turn lanes, one through lane, and a through-right lane. The northbound approach shall be reconfigured to consist of two left-turn lanes, three through lanes, and a right-turn lane. The southbound approach shall be reconfigured to consist of two left-turn lanes, three through lanes, and a right-turn lane. <p>The owner/applicant shall pay its proportionate share of funding of improvements.</p> | B (pay PFFP fee) | CD (E), PW | The condition is satisfied with the payment of the Specific Plan Infrastructure Fee (SPIF) – Offsite Road Set Aside Fee collected prior to building permit issuance. | Condition will be satisfied prior to issuance of a building permit |
| 133. | 3A 15-1s | <p><i>US 50 from Sunrise Boulevard to East Bidwell Street/Scott Road</i></p> <p>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 between Sunrise Boulevard to East Bidwell Street/Scott 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 shall 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 owner/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 the owner/applicant, to reduce the impacts to Eastbound U.S. 50 between Sunrise Boulevard to East Bidwell Street/Scott Road (Freeway Segment 4).</p> | B (Caltrans MOU) | CD (E), PW | The condition is satisfied with the payment of the Highway 50 Improvement Fee. | Condition will be satisfied prior to issuance of a building permit |

| CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PROJECT (PN14-293) WEST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD, EAST OF SCOTT ROAD VESTING SMALL LOT TENTATIVE SUBDIVISION MAP, FOLSOM RANCH CENTRAL DISTRICT DESIGN GUIDELINES, AMENDMENT I TO THE AMENDED AND RESTATED DEVELOPMENT AGREEMENT, INCLUSIONARY HOUSING AGREEMENT | | | | | | |
|--|--------------------|--|---------------------|------------------------|--|--|
| | Mitigation Measure | Condition/Mitigation Measure | When Required | Responsible Department | Comments | Condition Satisfied? |
| 134. | 3A 15-1u | <p><i>Westbound U.S. 50 between Prairie City Road and Folsom Boulevard</i></p> <p>To ensure that Westbound U.S. 50 operates at an acceptable LOS between Prairie City Road and Folsom Boulevard, an auxiliary lane shall 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 owner/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 the owner/applicant, to reduce the impacts to Westbound U.S. 50 between Prairie City Road and Folsom Boulevard.</p> | B (Caltrans MOU) | CD (E), PW | The condition is satisfied with the payment of the Highway 50 Improvement Fee. | Condition will be satisfied prior to issuance of a building permit |
| 135. | 3A 15-1x | <p><i>U.S. 50 Eastbound/Prairie City Road Diverge</i></p> <p>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 shall 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 owner/applicant shall pay its proportionate share of funding of improvements to reduce the impacts to the U.S. 50 Eastbound/Prairie City Road diverge.</p> | B (Caltrans MOU) | CD (E), PW | The condition is satisfied with the payment of the Highway 50 Improvement Fee. | Condition will be satisfied prior to issuance of a building permit |
| 136. | 3A 15-1y | <p><i>U.S. 50 Eastbound/Prairie City Road Direct Merge</i></p> <p>To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Prairie City Road on-ramp direct merge, an auxiliary lane to the East Bidwell Street – Scott Road diverge shall be constructed. This auxiliary lane improvement included in the proposed 50 Corridor Mobility Fee Program. The owner/applicant shall pay its proportionate share of funding of improvements to reduce the impacts to the U.S. 50 Eastbound/Prairie City Road direct merge.</p> | B (Caltrans MOU) | CD (E), PW | The condition is satisfied with the payment of the Highway 50 Improvement Fee. | Condition will be satisfied prior to issuance of a building permit |

| CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PROJECT (PN14-29J) WEST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD, EAST OF SCOTT ROAD VESTING SMALL LOT TENTATIVE SUBDIVISION MAP, FOLSOM RANCH CENTRAL DISTRICT DESIGN GUIDELINES, AMENDMENT I TO THE AMENDED AND RESTATED DEVELOPMENT AGREEMENT, INCLUSIONARY HOUSING AGREEMENT | | | | | | |
|--|--------------------|--|---------------------|------------------------|--|--|
| | Mitigation Measure | Condition/Mitigation Measure | When Required | Responsible Department | Comments | Condition Satisfied? |
| 137. | 3A 15-1z | <p><i>U.S. 50 Eastbound/Prairie City Road Flyover On-Ramp to Oak Avenue Parkway Off-Ramp Weave</i></p> <p>To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Prairie City Road flyover on-ramp to Oak Avenue Parkway off-ramp weave, an improvement acceptable to Caltrans shall be implemented to eliminate the unacceptable weaving conditions. Such an improvement may involve a "braided ramp". The owner/applicant shall pay its proportionate share of funding of improvements to reduce the impacts to the U.S. 50 Eastbound / Prairie City Road flyover on-ramp to Oak Avenue Parkway off-ramp weave.</p> | B (PFFP) | CD (E), PW | The condition is satisfied with the payment of the Highway 50 Improvement Fee. | Condition will be satisfied prior to issuance of a building permit |
| 138. | 3A 15-1aa | <p><i>U.S. 50 Eastbound/Oak Avenue Parkway Loop Merge</i></p> <p>To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Oak Avenue Parkway loop merge, an auxiliary lane to the East Bidwell Street – Scott Road diverge shall be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The owner/applicant shall pay its proportionate share of funding of improvements to reduce the impacts to the U.S. 50 Eastbound/ Oak Avenue Parkway loop merge (Freeway Merge 9).</p> | B (Caltrans MOU) | CD (E), PW | The condition is satisfied with the payment of the Highway 50 Improvement Fee. | Condition will be satisfied prior to issuance of a building permit |
| 139. | 3A 15-1dd | <p><i>U.S. 50 Westbound/Empire Ranch Road Loop Ramp Merge</i></p> <p>To ensure that Westbound U.S. 50 operates at an acceptable LOS, the northbound Empire Ranch Road loop on-ramp should start the westbound auxiliary lane that ends at the East Bidwell Street – Scott Road off ramp. The slip on-ramp from southbound Empire Ranch Road would merge into this extended auxiliary lane. Improvements to this freeway segment shall be implemented by Caltrans. The owner/applicant shall pay its proportionate share of funding of improvements to reduce the impacts to the U.S. 50 Westbound/Empire Ranch Road loop ramp merge.</p> | B (Caltrans MOU) | CD (E), PW | The condition is satisfied with the payment of the Highway 50 Improvement Fee. | Condition will be satisfied prior to issuance of a building permit |

| CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PROJECT (PN14-293) WEST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD, EAST OF SCOTT ROAD VESTING SMALL LOT TENTATIVE SUBDIVISION MAP, FOLSOM RANCH CENTRAL DISTRICT DESIGN GUIDELINES, AMENDMENT 1 TO THE AMENDED AND RESTATED DEVELOPMENT AGREEMENT, INCLUSIONARY HOUSING AGREEMENT | | | | | | |
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| | Mitigation Measure | Condition/Mitigation Measure | When Required | Responsible Department | Comments | Condition Satisfied? |
| 140. | 3A-15-1ee | <p><i>U.S. 50 Westbound/Oak Avenue Parkway Loop Ramp Merge</i></p> <p>To ensure that Westbound U.S. 50 operates at an acceptable LOS, the northbound Oak Avenue Parkway loop on-ramp should start the westbound auxiliary lane that ends at the Prairie City Road off-ramp. The slip on-ramp from southbound Oak Avenue Parkway would merge into this extended auxiliary lane. Improvements to this freeway segment shall be implemented by Caltrans. The owner/applicant shall pay its proportionate share of funding of improvements to reduce the impacts to the U.S. 50 Westbound/Oak Avenue Parkway loop ramp merge.</p> | B (Caltrans MOU) | CD (E), PW | The condition is satisfied with the payment of the Highway 50 Improvement Fee. | Condition will be satisfied prior to issuance of a building permit |
| 141. | 3A-15-1ff | <p><i>U.S. 50 Westbound/Prairie City Road Loop Ramp Merge</i></p> <p>To ensure that Westbound U.S. 50 operates at an acceptable LOS at the Prairie City Road loop ramp merge, an auxiliary lane to the Folsom Boulevard off ramp diverge shall be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The owner/applicant shall pay its proportionate share of funding of improvements to reduce the impacts to the U.S. 50 Westbound/Prairie City Road Loop Ramp Merge.</p> | B (Caltrans MOU) | CD (E), PW | The condition is satisfied with the payment of the Highway 50 Improvement Fee. | Condition will be satisfied prior to issuance of a building permit |
| 142. | 3A-15-1gg | <p><i>U.S. 50 Westbound/Prairie City Road Direct Ramp Merge</i></p> <p>To ensure that Westbound U.S. 50 operates at an acceptable LOS at the Prairie City Road direct ramp merge, an auxiliary lane to the Folsom Boulevard off ramp diverge shall be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The owner/applicant shall pay its proportionate share of funding of improvements, to reduce the impacts to the U.S. 50 Westbound/Prairie City Road direct ramp merge.</p> | B (Caltrans MOU) | CD (E), PW | The condition is satisfied with the payment of the Highway 50 Improvement Fee. | Condition will be satisfied prior to issuance of a building permit |

| CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PROJECT (PN14-293) WEST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD, EAST OF SCOTT ROAD VESTING SMALL LOT TENTATIVE SUBDIVISION MAP, FOLSOM RANCH CENTRAL DISTRICT DESIGN GUIDELINES, AMENDMENT 1 TO THE AMENDED AND RESTATED DEVELOPMENT AGREEMENT, INCLUSIONARY HOUSING AGREEMENT | | | | | | |
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| | Mitigation Measure | Condition/Mitigation Measure | When Required | Responsible Department | Comments | Condition Satisfied? |
| 143. | 3A 15-4t | <p><i>Eastbound US 50 between Prairie City Road and Oak Avenue Parkway</i></p> <p>To ensure that Eastbound US 50 operates at an acceptable LOS between Prairie City Road and Oak Avenue Parkway, the northbound Prairie City Road slip on-ramp should merge with the eastbound auxiliary lane that extends to and drops at the Oak Avenue Parkway off ramp 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 shall be implemented by Caltrans. The owner/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 owner/applicant, to reduce the impacts to Eastbound U.S. 50 between Prairie City Road and Oak Avenue Parkway.</p> | B (pay PFFP/Interchange fee) | CD (E), PW | The condition is satisfied with the payment of the Highway 50 Improvement Fee. | Condition will be satisfied prior to issuance of a building permit |
| 144. | 3A 15-4u | <p><i>U.S. 50 Eastbound / Prairie City Road Slip Ramp Merge.</i></p> <p>To ensure that Eastbound US 50 operates at an acceptable LOS, the northbound Prairie City Road slip on-ramp should start the eastbound auxiliary lane that extends to and drops at the Oak Avenue Parkway off ramp (see mitigation measure 3A.15-4u, w and x), and the southbound Prairie City Road flyover on-ramp should be braided over the Oak Avenue Parkway off ramp and start an extended full auxiliary lane to the East Bidwell Street – Scott Road off ramp. Improvements to this freeway segment shall be implemented by Caltrans. The owner/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 owner/applicant, to reduce the impacts to the U.S. 50 Eastbound / Prairie City Road slip ramp merge.</p> | B (pay PFFP fee) | CD (E), PW | The condition is satisfied with the payment of the Highway 50 Improvement Fee. | Condition will be satisfied prior to issuance of a building permit |

| CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PROJECT (PN14-293) WEST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD, EAST OF SCOTT ROAD VESTING SMALL LOT TENTATIVE SUBDIVISION MAP, FOLSOM RANCH CENTRAL DISTRICT DESIGN GUIDELINES, AMENDMENT 1 TO THE AMENDED AND RESTATED DEVELOPMENT AGREEMENT, INCLUSIONARY HOUSING AGREEMENT | | | | | | |
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| | Mitigation Measure | Condition/Mitigation Measure | When Required | Responsible Department | Comments | Condition Satisfied? |
| 145. | 3A 15-4v | <p><i>U.S. 50 Eastbound / Prairie City Road Flyover On-ramp to Oak Avenue Parkway Off Ramp Weave</i></p> <p>To ensure that Eastbound US 50 operates at an acceptable LOS, the northbound Prairie City Road slip on-ramp should start the eastbound auxiliary lane that extends to and drops at the Oak Avenue Parkway off ramp (see mitigation measure 3A.15-4u, v and x), and the southbound Prairie City Road flyover on-ramp should be braided over the Oak Avenue Parkway off ramp and start an extended full auxiliary lane to the East Bidwell Street – Scott Road off ramp. Improvements to this freeway segment shall be implemented by Caltrans. The owner/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 the owner/applicant, to reduce the impacts to the U.S. 50 Eastbound / Prairie City Road Flyover On-ramp to Oak Avenue Parkway Off Ramp Weave.</p> | B (pay PFFP fee) | CD (E), PW | The condition is satisfied with the payment of the Highway 50 Improvement Fee. | Condition will be satisfied prior to issuance of a building permit |
| 146. | 3A 15-4w | <p><i>U.S. 50 Eastbound / Oak Avenue Parkway Loop Ramp Merge</i></p> <p>To ensure that Eastbound US 50 operates at an acceptable LOS, the southbound Oak Avenue Parkway loop on-ramp should merge with the eastbound auxiliary lane that starts at the southbound Prairie City Road braided flyover on-ramp and ends at the East Bidwell Street – Scott Road off ramp (see mitigation measure 3A.15-4u, v and w). Improvements to this freeway segment shall be implemented by Caltrans. The owner/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 the owner/applicant, to reduce the impacts to U.S. 50 Eastbound / Oak Avenue Parkway Loop Ramp Merge.</p> | B (pay PFFP fee) | CD (E), PW | The condition is satisfied with the payment of the Highway 50 Improvement Fee. | Condition will be satisfied prior to issuance of a building permit |
| 147. | 3A 15-4x | <p><i>U.S. 50 Westbound / Empire Ranch Road Loop Ramp Merge</i></p> <p>To ensure that Westbound US 50 operates at an acceptable LOS, the northbound Empire Ranch Road loop on-ramp should start the westbound auxiliary lane that ends at the East Bidwell Street – Scott Road off ramp. The slip on-ramp from southbound Empire Ranch Road slip ramp would merge into this extended auxiliary lane. Improvements to this freeway segment shall be implemented by Caltrans. The owner/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 owner/applicant, to reduce the impacts to the U.S. 50 Westbound / Empire Ranch Road loop ramp merge.</p> | B (pay PFFP fee) | CD (E), PW | The condition is satisfied with the payment of the Highway 50 Improvement Fee. | Condition will be satisfied prior to issuance of a building permit |

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| CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PROJECT (PN14-293) WEST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD, EAST OF SCOTT ROAD VESTING SMALL LOT TENTATIVE SUBDIVISION MAP, FOLSOM RANCH CENTRAL DISTRICT DESIGN GUIDELINES, AMENDMENT I TO THE AMENDED AND RESTATED DEVELOPMENT AGREEMENT, INCLUSIONARY HOUSING AGREEMENT | | | | | | |
|--|--------------------|--|-------------------------------------|------------------------|--|--|
| | Mitigation Measure | Condition/Mitigation Measure | When Required | Responsible Department | Comments | Condition Satisfied? |
| 148. | 3A 15-4y | <p><i>U.S. 50 Westbound / Prairie City Road Loop Ramp Merge.</i></p> <p>To ensure that Westbound US 50 operates at an acceptable LOS, the northbound Prairie City Road loop on-ramp should start the westbound auxiliary lane that continues beyond the Folsom Boulevard off ramp. The slip on-ramp from southbound Prairie City Road slip ramp would merge into this extended auxiliary lane. Improvements to this freeway segment shall be implemented by Caltrans. The owner/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 owner/applicant, to reduce the impacts to the U.S. 50 Westbound / Prairie City Road Loop Ramp Merge.</p> | B (pay PFFP fee) | CD (E), PW | The condition is satisfied with the payment of the Highway 50 Improvement Fee. | Condition will be satisfied prior to issuance of a building permit |
| 149. | 3A 15-2a | <p><i>Provide Options for Alternative Transportation Modes.</i></p> <p>The owner/applicant for any particular discretionary development application shall participate in capital improvements and operating funds for transit service to increase the percent of travel by transit. The project's fair-share participation and the associated timing of the improvements and service shall be identified in the project conditions of approval and/or the project's development agreement. Improvements and service shall be coordinated, as necessary, with Folsom Stage Lines and Sacramento RT.</p> | B (pay PFFP fee and Transit fee) | CD (E), PW | The condition is satisfied with the payment of the Transit Fee. | Condition will be satisfied prior to issuance of a building permit |
| 150. | 3A 15-1a | <p><i>Folsom Boulevard/Blue Ravine Road Intersection</i></p> <p>To ensure that the Folsom Boulevard/Blue Ravine Road intersection operates at an acceptable LOS, the eastbound approach shall be reconfigured to consist of two left-turn lanes, one through lane, and one right-turn lane. The owner/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 owner/applicant, to reduce the impacts to the Folsom Boulevard/Blue Ravine Road intersection</p> | B (pay PFFP fee) | CD (E), PW | The condition is satisfied with the payment of the Specific Plan Infrastructure Fee (SPIF) – Offsite Road Set Aside Fee collected prior to building permit issuance. | Condition will be satisfied prior to issuance of a building permit |

| CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PROJECT (PN14-293) WEST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD, EAST OF SCOTT ROAD VESTING SMALL LOT TENTATIVE SUBDIVISION MAP, FOLSOM RANCH CENTRAL DISTRICT DESIGN GUIDELINES, AMENDMENT 1 TO THE AMENDED AND RESTATED DEVELOPMENT AGREEMENT, INCLUSIONARY HOUSING AGREEMENT | | | | | | |
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| | Mitigation Measure | Condition/Mitigation Measure | When Required | Responsible Department | Comments | Condition Satisfied? |
| 151. | 3A.15-1b | <p><i>Sibley Street/ Blue Ravine Road Intersection</i></p> <p>To ensure that the Sibley Street/Blue Ravine Road intersection operates at an acceptable LOS, the northbound approach shall be reconfigured to consist of two left-turn lanes, two through lanes, and one right-turn lane. The owner/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 the owner/applicant, to reduce the impacts to the Sibley Street/Blue Ravine Road intersection</p> | B (pay PFFP fee) | CD (E), PW | The condition is satisfied with the payment of the Specific Plan Infrastructure Fee (SPIF) – Offsite Road Set Aside Fee collected prior to building permit issuance. | Condition will be satisfied prior to issuance of a building permit |
| 152. | 3A.15-H | <p><i>Grant Line Road/White Rock Road Intersection and to White Rock Road widening between the Rancho Cordova City limit to Prairie City Road</i></p> <p>Improvements shall be made to ensure that the Grant Line Road/White Rock Road intersection operates at an acceptable LOS. The currently County proposed White Rock Road widening project will widen and realign White Rock Road from the Rancho Cordova City limit to the El Dorado County line (this analysis assumes that the Proposed Project and build alternatives will widen White Rock Road to five lanes from Prairie City Road to the El Dorado County Line). This widening includes improvements to the Grant Line Road intersection and realigning White Rock Road to be the through movement. The improvements include two eastbound through lanes, one eastbound right turn lane, two northbound left turn lanes, two northbound right turn lanes, two westbound left turn lanes and two westbound through lanes. This improvement also includes the signalization of the White Rock Road and Grant Line Road intersection. With implementation of this improvement, the intersection would operate at an acceptable LOS A. The owner/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</p> | B (pay SCTDF) | CD (E), PW | The condition is satisfied with the payment of the Sacramento County Transportation Development Fee (SCTDF). | Condition will be satisfied prior to issuance of a building permit |

| CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PROJECT (PN14-293) WEST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD, EAST OF SCOTT ROAD VESTING SMALL LOT TENTATIVE SUBDIVISION MAP, FOLSOM RANCH CENTRAL DISTRICT DESIGN GUIDELINES, AMENDMENT 1 TO THE AMENDED AND RESTATED DEVELOPMENT AGREEMENT, INCLUSIONARY HOUSING AGREEMENT | | | | | | |
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| | Mitigation Measure | Condition/Mitigation Measure | When Required | Responsible Department | Comments | Condition Satisfied? |
| 153. | 3A.15-1o | <p><i>Eastbound U.S. 50 as an alternative to improvements at the Folsom Boulevard/U.S. 50 Eastbound Ramps Intersection</i></p> <p>The owner/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).</p> <p>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.</p> | B (Caltrans MOU) | CD (E), PW | The condition is satisfied with the payment of the Highway 50 Improvement Fee. | Condition will be satisfied prior to issuance of a building permit |
| 154. | 3A.15-1p | <p><i>Grant Line Road/State Route 16 Intersection</i></p> <p>To ensure that the Grant Line Road/State Route 16 intersection operates at an acceptable LOS, the northbound and southbound approaches shall be reconfigured to consist of one left-turn lane and one shared through/right-turn lane. Protected left-turn signal phasing shall 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 shall be implemented by Caltrans, Sacramento County, and the City of Rancho Cordova.</p> <p>The owner/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.</p> | B (Caltrans MOU/ SCTDF) | CD (E), PW | The condition is satisfied with the payment of the Sacramento County Transportation Development Fee (SCTDF). | Condition will be satisfied prior to issuance of a building permit |

| CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PROJECT (PN14-293) WEST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD, EAST OF SCOTT ROAD VESTING SMALL LOT TENTATIVE SUBDIVISION MAP, FOLSOM RANCH CENTRAL DISTRICT DESIGN GUIDELINES. AMENDMENT 1 TO THE AMENDED AND RESTATED DEVELOPMENT AGREEMENT, INCLUSIONARY HOUSING AGREEMENT | | | | | | |
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| | Mitigation Measure | Condition/Mitigation Measure | When Required | Responsible Department | Comments | Condition Satisfied? |
| 155. | 3A.15-1q | <p><i>Eastbound U.S. 50 between Zinfandel Drive and Sunrise Boulevard</i></p> <p>To ensure that Eastbound U.S. 50 operates at an acceptable LOS between Zinfandel Drive and Sunrise Boulevard, a bus/carpool (HOV) lane shall be constructed. This improvement is currently planned as part of the Sacramento 50 Bus-Carpool Lane and Community Enhancements Project. The owner/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</p> | B (Caltrans MOU) | CD (E), PW | The condition is satisfied with the payment of the Highway 50 Improvement Fee. | Condition will be satisfied prior to issuance of a building permit |
| 156. | 3A.15-1r | <p><i>Eastbound U.S. 50 between Hazel Avenue and Folsom Boulevard</i></p> <p>To ensure that Eastbound U.S. 50 operates at an acceptable LOS between Hazel Avenue and Folsom Boulevard, an auxiliary lane shall 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 owner/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</p> | B (Caltrans MOU) | CD (E), PW | The condition is satisfied with the payment of the Highway 50 Improvement Fee. | Condition will be satisfied prior to issuance of a building permit |
| 157. | 3A.15-1v | <p><i>Westbound U.S. 50 between Hazel Avenue and Sunrise Boulevard</i></p> <p>To ensure that Westbound U.S. 50 operates at an acceptable LOS between Hazel Avenue and Sunrise Boulevard, an auxiliary lane shall 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 shall be implemented by Caltrans. The owner/applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Westbound U.S. 50 between Hazel Avenue and Sunrise Boulevard</p> | B (Caltrans MOU) | CD (E), PW | The condition is satisfied with the payment of the Highway 50 Improvement Fee. | Condition will be satisfied prior to issuance of a building permit |

| <p style="text-align: center;">CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PROJECT (PNT4-293) WEST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD, EAST OF SCOTT ROAD VESTING SMALL LOT TENTATIVE SUBDIVISION MAP, FOLSOM RANCH II CENTRAL DISTRICT DESIGN GUIDELINES, AMENDMENT I TO THE AMENDED AND RESTATED DEVELOPMENT AGREEMENT, INCLUSIONARY HOUSING AGREEMENT</p> | | | | | | |
|---|--------------------|---|---------------------|------------------------|--|--|
| | Mitigation Measure | Condition/Mitigation Measure | When Required | Responsible Department | Comments | Condition Satisfied? |
| 158. | 3A.15-1w | <p><i>U.S. 50 Eastbound/Folsom Boulevard Ramp Merge</i></p> <p>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 shall 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 owner/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</p> | B (Caltrans MOU) | CD (E), PW | The condition is satisfied with the payment of the Highway 50 Improvement Fee. | Condition will be satisfied prior to issuance of a building permit |
| 159. | 3A.15-1hh | <p><i>U.S. 50 Eastbound/Folsom Boulevard</i></p> <p>To ensure that Westbound U.S. 50 operates at an acceptable LOS at the Folsom Boulevard Diverge, an auxiliary lane from the Prairie City Road loop ramp merge shall be constructed. Improvements to this freeway segment shall be implemented by Caltrans. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The owner/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 the owner/applicant, to reduce the impacts to the U.S. 50 Eastbound / Folsom Boulevard diverge</p> | B (Caltrans MOU) | CD (E), PW | The condition is satisfied with the payment of the Highway 50 Improvement Fee. | Condition will be satisfied prior to issuance of a building permit |
| 160. | 3A.15-1ii | <p><i>U.S. 50 Westbound/Hazel Avenue Direct Ramp Merge</i></p> <p>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 shall be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The owner/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</p> | B (Caltrans MOU) | CD (E), PW | The condition is satisfied with the payment of the Highway 50 Improvement Fee. | Condition will be satisfied prior to issuance of a building permit |

| CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PROJECT (PN14-293) WEST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD, EAST OF SCOTT ROAD VESTING SMALL LOT TENTATIVE SUBDIVISION MAP, FOLSOM RANCH CENTRAL DISTRICT DESIGN GUIDELINES, AMENDMENT 1 TO THE AMENDED AND RESTATED DEVELOPMENT AGREEMENT, INCLUSIONARY HOUSING AGREEMENT | | | | | | |
|---|--------------------|--|--------------------------------------|------------------------|--|--|
| | Mitigation Measure | Condition/Mitigation Measure | When Required | Responsible Department | Comments | Condition Satisfied? |
| 161. | 3A.15-2b | <p><i>Participate in the City's Transportation System Management Fee Program</i></p> <p>The owner/applicant for any particular discretionary development application shall pay an appropriate amount into the City's existing Transportation System Management Fee Program to reduce the number of single-occupant automobile travel on area roadways and intersections.</p> | B | CD (E), PW | The condition is satisfied with the payment of the Transit Fee. | Condition will be satisfied prior to issuance of a building permit |
| 162. | 3A.15-3 | <p><i>Pay Full Cost of Identified Improvements that Are Not Funded by the City's Fee Program.</i></p> <p>In accordance with Measure W, the owner/applicant 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.</p> | B (Caltrans MOU, PFFP fee, SCTDF) | CD (E), PW | The condition is satisfied with the payment of the Sacramento County Transportation Development Fee (SCTDF) and the Specific Plan Infrastructure Fee (SPIF). | Condition will be satisfied prior to issuance of a building permit |
| 163. | 3A.15-4a | <p><i>Sibley Street/Blue Ravine Road Intersection</i></p> <p>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 shall be reconfigured to consist of two left-turn lanes, two through lanes, and one dedicated right-turn lane. The owner/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 owner/applicant, to reduce the impacts to the Sibley Street/Blue Ravine Road intersection</p> | B Pay PFFP fee | CD (E), PW | The condition is satisfied with the payment of the Specific Plan Infrastructure Fee (SPIF) – Offsite Road Set Aside Fee collected prior to building permit issuance. | Condition will be satisfied prior to issuance of a building permit Yes |
| 164. | 3A.15-4c | <p><i>East Bidwell Street/College Street</i></p> <p>To ensure that the East Bidwell Street/College Street intersection operates at acceptable LOS C or better, the westbound approach shall be reconfigured to consist of one left-turn lane, one left / through lane, and two dedicated right-turn lanes. The owner/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 owner/applicant, to reduce the impacts to the East Bidwell Street/College Street intersection</p> | B Pay PFFP fee | CD (E), PW | The condition is satisfied with the payment of the Specific Plan Infrastructure Fee (SPIF). | Condition will be satisfied prior to issuance of a building permit |

| CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PROJECT (PN14-293) WEST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD, EAST OF SCOTT ROAD VESTING SMALL LOT TENTATIVE SUBDIVISION MAP, FOLSOM RANCH CENTRAL DISTRICT DESIGN GUIDELINES, AMENDMENT I TO THE AMENDED AND RESTATED DEVELOPMENT AGREEMENT, INCLUSIONARY HOUSING AGREEMENT | | | | | | |
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| | Mitigation Measure | Condition/Mitigation Measure | When Required | Responsible Department | Comments | Condition Satisfied? |
| 165. | 3A.15-4g | <i>Oak Avenue Parkway/Easton Valley Parkway</i> To ensure that the Oak Avenue Parkway/Easton Valley Parkway intersection operates at an acceptable LOS the southbound approach shall be reconfigured to consist of two left-turn lanes, two through lanes, and two right-turn lanes. The owner/applicant shall fund and construct these improvements | B Pay SCTDF | CD (E), PW | The condition is satisfied with the payment of the Specific Plan Infrastructure Fee (SPIF). | Condition will be satisfied prior to issuance of a building permit |
| 166. | 3A.15-1f | <i>Oak Avenue Parkway/Middle Road Intersection</i> To ensure that the Oak Avenue Parkway/Middle Road intersection (as shown in the FPA) operates at an acceptable LOS, control all movements with a stop sign. The applicant shall fund and construct these improvements. | B | CD (E), PW | The condition is satisfied with the payment of the Specific Plan Infrastructure Fee (SPIF). | Condition will be satisfied prior to issuance of a building permit |
| 167. | 3A.15-1j | <i>Hazel Avenue between Madison Avenue and Curragh Downs Drive</i> To ensure that Hazel Avenue operates at an acceptable LOS between Curragh Downs Drive and Gold Country Boulevard, Hazel Avenue must be widened to six lanes. This improvement is part of the County adopted Hazel Avenue widening project. | B | CD (E), PW | The condition is satisfied with the payment of the Sacramento County Transportation Development Fee (SCTDF). | Condition will be satisfied prior to issuance of a building permit |
| 168. | 3A.15-11 | <i>White Rock Road/Windfield Way Intersection</i> 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. | B Pay SCTDF | PW | The condition is satisfied with the payment of the Sacramento County Transportation Development Fee (SCTDF). | Condition will be satisfied prior to issuance of a building permit |

| CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PROJECT (PN14-293) WEST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD, EAST OF SCOTT ROAD VESTING SMALL LOT TENTATIVE SUBDIVISION MAP, FOLSOM RANCH CENTRAL DISTRICT DESIGN GUIDELINES, AMENDMENT I TO THE AMENDED AND RESTATED DEVELOPMENT AGREEMENT, INCLUSIONARY HOUSING AGREEMENT | | | | | | |
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| | Mitigation Measure | Condition/Mitigation Measure | When Required | Responsible Department | Comments | Condition Satisfied? |
| 169. | 3A.15-4i | <p><i>Grant Line Road/White Rock Road Intersection</i></p> <p>To ensure that the Grant Line Road/White Rock Road intersection operates at an acceptable LOS E or better this intersection should be replaced by some type of grade separated intersection or interchange.</p> <p>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.</p> | B Pay SCTDF | PW | The condition is satisfied with the payment of the Sacramento County Transportation Development Fee (SCTDF). | Yes Condition will be satisfied prior to issuance of a building permit |
| 170. | 3A.15-4j | <p><i>Grant Line Road between White Rock Road and Kiefer Boulevard</i></p> <p>To improve operation on Grant Line Road between White Rock Road and Kiefer Boulevard, this roadway segment must be widened to six lanes. This improvement is proposed in the Sacramento County and the City of Rancho Cordova General Plans; however, it is not in the 2035 MTP. Improvements to this roadway segment must be implemented by Sacramento County and the City of Rancho Cordova.</p> <p>The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Grant Line Road between White Rock Road and Kiefer Boulevard.</p> <p>The identified improvement would more than offset the impacts specifically related to the Folsom South of U.S. 50 project on this roadway segment.</p> | B | Sacramento County City of Rancho Cordova | The condition is satisfied with the payment of the Sacramento County Transportation Development Fee (SCTDF). | Condition will be satisfied prior to issuance of a building permit |

| CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PROJECT (PN14-293) WEST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD, EAST OF SCOTT ROAD VESTING SMALL LOT TENTATIVE SUBDIVISION MAP, FOLSOM RANCH CENTRAL DISTRICT DESIGN GUIDELINES, AMENDMENT I TO THE AMENDED AND RESTATED DEVELOPMENT AGREEMENT, INCLUSIONARY HOUSING AGREEMENT | | | | | | |
|--|--------------------|--|---------------|---|--|--|
| | Mitigation Measure | Condition/Mitigation Measure | When Required | Responsible Department | Comments | Condition Satisfied? |
| 171. | 3A.15-4k | <p><i>Grant Line Road between Kiefer Boulevard and Jackson Highway</i></p> <p>To improve operation on Grant Line Road between Kiefer Boulevard Jackson Highway, this roadway segment could be widened to six lanes. This improvement is proposed in the Sacramento County and the City of Rancho Cordova General Plans; however, it is not in the 2035 MTP. Improvements to this roadway segment must be implemented by Sacramento County and the City of Rancho Cordova.</p> <p>The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Grant Line Road between Kiefer Boulevard and Jackson Highway.</p> <p>The identified improvement would more than offset the impacts specifically related to the Folsom South of U.S. 50 project on this roadway segment.</p> | B | Sacramento County City of Rancho Cordova | The condition is satisfied with the payment of the Sacramento County Transportation Development Fee (SCTDF). | Condition will be satisfied prior to issuance of a building permit |
| 172. | 3A.15-4l | <p><i>Hazel Avenue between Curragh Downs Drive and U.S. 50 Westbound Ramps</i></p> <p>The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements on Hazel Avenue, 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.</p> | B | Sacramento County City of Rancho Cordova | The condition is satisfied with the payment of the Sacramento County Transportation Development Fee (SCTDF). | Condition will be satisfied prior to issuance of a building permit |

| CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PROJECT (PN14-293) WEST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD, EAST OF SCOTT ROAD VESTING SMALL LOT TENTATIVE SUBDIVISION MAP, FOLSOM RANCH CENTRAL DISTRICT DESIGN GUIDELINES, AMENDMENT 1 TO THE AMENDED AND RESTATED DEVELOPMENT AGREEMENT, INCLUSIONARY HOUSING AGREEMENT | | | | | | |
|--|--------------------|---|-------------------|------------------------|--|--|
| | Mitigation Measure | Condition/Mitigation Measure | When Required | Responsible Department | Comments | Condition Satisfied? |
| 173. | 3A.15-4m | <p><i>White Rock Road between Grant Line Road and Prairie City Road</i></p> <p>To improve operation on White Rock Road between Grant Line Road and Prairie City Road, this roadway segment shall 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.</p> <p>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 Plan Area impacts.</p> <p>The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to White Rock Road between Grant Line Road and Prairie City Road.</p> | B Pay SCTDF | Sacramento County | The condition is satisfied with the payment of the Sacramento County Transportation Development Fee (SCTDF). | Condition will be satisfied prior to issuance of a building permit |
| 174. | 3A.15-4n | <p><i>White Rock Road between Empire Ranch Road and Carson Crossing Road</i></p> <p>To improve operation on White Rock Road between Empire Ranch Road and Carson Crossing Road, this roadway segment shall be widened to six lanes. Improvements to this roadway segment shall be implemented by Sacramento County.</p> <p>The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to White Rock Road between Empire Ranch Road and Carson Crossing Road.</p> | B Pay SCTDF | Sacramento County | The condition is satisfied with the payment of the Sacramento County Transportation Development Fee (SCTDF). | Condition will be satisfied prior to issuance of a building permit |

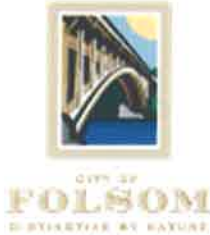
| CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PROJECT (PN14-293) WEST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD, EAST OF SCOTT ROAD VESTING SMALL LOT TENTATIVE SUBDIVISION MAP, FOLSOM RANCH CENTRAL DISTRICT DESIGN GUIDELINES, AMENDMENT 1 TO THE AMENDED AND RESTATED DEVELOPMENT AGREEMENT, INCLUSIONARY HOUSING AGREEMENT | | | | | | |
|--|--------------------|---|-------------------|------------------------|--|--|
| | Mitigation Measure | Condition/Mitigation Measure | When Required | Responsible Department | Comments | Condition Satisfied? |
| 175. | 3A.15-4o | <p><i>White Rock Road/Carson Crossing Road Intersection</i></p> <p>To ensure that the White Rock Road/Carson Crossing Road intersection operates at an acceptable LOS, the eastbound right turn lane shall 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</p> | B Pay SCTDF | CD (E), PW | The condition is satisfied with the payment of the Sacramento County Transportation Development Fee (SCTDF). | Condition will be satisfied prior to issuance of a building permit |
| 176. | 3A.15-4p | <p><i>Hazel Avenue/U.S. 50 Westbound Ramps Intersection</i></p> <p>To ensure that the Hazel Avenue/U.S. 50 westbound ramps intersection operates at an acceptable LOS, the westbound approach shall 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 shall 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.</p> | B Pay SCTDF | CD (E), PW | The condition is satisfied with the payment of the Sacramento County Transportation Development Fee (SCTDF). | Condition will be satisfied prior to issuance of a building permit |
| 177. | 3A.15-4q | <p><i>Eastbound US 50 between Zinfandel Drive and Sunrise Boulevard</i></p> <p>To ensure that Eastbound US 50 operates at an acceptable LOS between Zinfandel Drive and Sunrise Boulevard, an additional eastbound lane could be constructed. This improvement is not consistent with the Concept Facility in Caltrans State Route 50 Corridor System Management Plan; therefore, it is not likely to be implemented by Caltrans by 2030.</p> <p>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</p> | B Pay SCTDF | CD (E), PW | The condition is satisfied with the payment of the Sacramento County Transportation Development Fee (SCTDF). | Condition will be satisfied prior to issuance of a building permit |

| CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PROJECT (PN14-293) WEST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD, EAST OF SCOTT ROAD VESTING SMALL LOT TENTATIVE SUBDIVISION MAP, FOLSOM RANCH CENTRAL DISTRICT DESIGN GUIDELINES, AMENDMENT I TO THE AMENDED AND RESTATED DEVELOPMENT AGREEMENT, INCLUSIONARY HOUSING AGREEMENT | | | | | | |
|--|--------------------|--|-------------------|------------------------|--|--|
| | Mitigation Measure | Condition/Mitigation Measure | When Required | Responsible Department | Comments | Condition Satisfied? |
| 178. | 3A.15-4r | <p><i>Eastbound US 50 between Rancho Cordova Parkway and Hazel Avenue</i></p> <p>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.</p> <p>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.</p> | B Pay SCTDF | CD (E), PW | The condition is satisfied with the payment of the Sacramento County Transportation Development Fee (SCTDF). | Condition will be satisfied prior to issuance of a building permit |
| 179. | 3A.15-4s | <p><i>Eastbound US 50 between Folsom Boulevard and Prairie City Road</i></p> <p>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.</p> <p>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.</p> <p>The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to Eastbound U.S. 50 between Folsom Boulevard and Prairie City Road</p> | B Pay SCTDF | CD (E), PW | The condition is satisfied with the payment of the Sacramento County Transportation Development Fee (SCTDF). | Condition will be satisfied prior to issuance of a building permit |

| CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PROJECT (PN14-293) WEST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD, EAST OF SCOTT ROAD VESTING SMALL LOT TENTATIVE SUBDIVISION MAP, FOLSOM RANCH CENTRAL DISTRICT DESIGN GUIDELINES, AMENDMENT 1 TO THE AMENDED AND RESTATED DEVELOPMENT AGREEMENT, INCLUSIONARY HOUSING AGREEMENT | | | | | | |
|---|---|---------------|------------------------|---|--|--|
| Mitigation Measure | Condition/Mitigation Measure | When Required | Responsible Department | Comments | Condition Satisfied? | |
| 180. | <i>Credit Reimbursement Agreement</i> Prior to the recordation of the first final map, the owner/applicant and City shall enter into a credit and reimbursement agreement for constructed improvements that are included in the Folsom Plan Area's Public Facilities Financing Plan. | M | CD (E) | The owner/applicant has entered into a SPIF Credit/Reimbursement Agreements with the City for eligible improvements constructed by the owner/applicant. | Yes | |
| 181. | <i>Mechanical Ventilation</i> Prior to the issuance of Building Permits, the owner/applicant shall show on the plans that mechanical ventilation shall be installed in all residential uses to allow residents to keep doors and windows closed, as desired, for acoustical isolation. The building plans shall be subject to review and approval by the City Community Development Department. | B | CD (B) (P) | This condition will be reviewed and approved by the Community Development Department prior to the issuance of a building permit. | Condition will be satisfied prior to issuance of a building permit | |
| 182. | <i>Windows Facing White Rock Road</i> All second floor bedroom windows shall be a minimum STC rating of 30 for houses constructed on lots located adjacent to White Rock Road from which the road is visible. | B | CD (P) (B) | This condition will be reviewed and approved by the Community Development Department prior to the issuance of a building permit. | Condition will be satisfied prior to issuance of a building permit | |
| ARCHITECTURE/SITE DESIGN REQUIREMENTS | | | | | | |

| CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PROJECT (PN14-293) WEST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD, EAST OF SCOTT ROAD VESTING SMALL LOT TENTATIVE SUBDIVISION MAP, FOLSOM RANCH CENTRAL DISTRICT DESIGN GUIDELINES, AMENDMENT I TO THE AMENDED AND RESTATED DEVELOPMENT AGREEMENT, INCLUSIONARY HOUSING AGREEMENT | | | | | | |
|---|--------------------|--|---------------|------------------------|--|--|
| | Mitigation Measure | Condition/Mitigation Measure | When Required | Responsible Department | Comments | Condition Satisfied? |
| 183. | | <p>Landscaping Plan Owner/applicant shall submit a landscape plan for all areas (by phase or subdivision) of the project where owner/applicant proposes to install landscaping on residential lots. The landscape plan shall take into account the then existing state or local rules and regulations related to landscape water usage and water wise landscape principles. The landscape plans shall be submitted and approved by the Community Development Director prior to the issuance of a building permit in the phase or subdivision.</p> <p>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</p> | B | CD (P) (E) | The Community Development Department has reviewed and approved the landscape plans for this subdivision. The approved landscape plans include all of the required measures in this condition. | Condition will be satisfied prior to issuance of a building permit |
| 184. | | <p>Private Recreational Amenity The applicant shall reserve a 2.5 acre site in the large lot tentative map area, exclusive of Lots 1 through 9 but in the vicinity of these lots, for a private recreational amenity. If by the time of the final Design Review approval for Lots 1 through 9, a builder(s) has elected not to construct the private amenity, the reservation of land shall be removed. In addition to the reservation of land, the applicant shall include in the Infrastructure CPD for Mangini Ranch a Service tax for the maintenance of the private amenity.</p> | M | CD (E) (P) | The reservation of land for the proposed recreational amenity is shown on the recorded Large Lot Final Map for Mangini Ranch Phase 1. If the owner/applicant desires to construct a private recreational amenity in the future, the Community Development Department will verify compliance with this condition. | Yes |

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Folsom City Council Staff Report

| | |
|------------------------|--|
| MEETING DATE: | 7/28/2020 |
| AGENDA SECTION: | Consent Calendar |
| SUBJECT: | Resolution No. 10501 – 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. 4 Subdivision, and Approval of the Final Map for the Mangini Ranch Phase 2 Village No. 4 Subdivision |
| FROM: | Community Development Department |

RECOMMENDATION / CITY COUNCIL ACTION

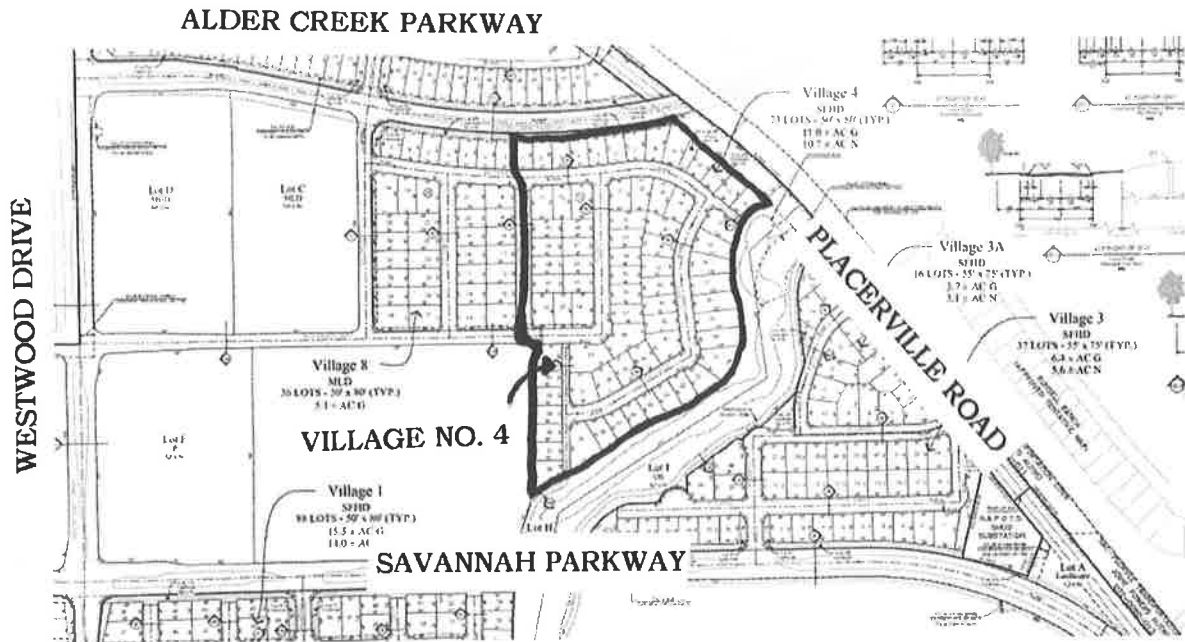
Staff recommends that the City Council move to adopt:

Resolution No. 10501 - 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. 4 Subdivision, and Approval of the Final Map for the Mangini Ranch Phase 2 Village No. 4 Subdivision

BACKGROUND / ISSUE

The Vesting Tentative Subdivision Map (VTSM) for the Mangini Ranch Phase 2 Village No. 4 Subdivision was approved by the City Council on February 13, 2018.

The action for consideration by the City Council is the approval of the Final Map and Subdivision Improvement Agreement for the Mangini Ranch Phase 2 Village No. 4 Subdivision. The Final Map for the Mangini Ranch Phase 2 Village No. 4 Subdivision will create a total of 73 single-family high density residential lots. With the approval of the Final Map, the subdivision process for this project will be complete.



The Mangini Ranch Phase 2 Village No. 4 Subdivision is located on the south side of Alder Creek Parkway west of Placerville Road and east of Westwood Drive in the Folsom Plan Area (FPA) (see Page 2).

POLICY / RULE

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

ANALYSIS

The Final Map and conditions of approval for the Mangini Ranch Phase 2 Village No. 4 Subdivision have been reviewed by the Community Development Department and other City departments. The Final Map has been found to be in substantial compliance with the approved Vesting Tentative Subdivision Map, and all conditions pertaining to the map have been satisfied.

Attached is a table which includes the conditions of approval for the Mangini Ranch Phase 2 Village No. 4 Vesting Tentative Subdivision Map. The tables include information concerning when the condition is required to be satisfied (e.g. at Final Map, building permit, etc.), which City department is responsible to verify that it has been satisfied, and comments or an explanation on how the condition was satisfied. This subdivision is consistent with the Folsom Plan Area Specific Plan (FPASP) in regards to zoning and unit count.

ENVIRONMENTAL REVIEW

On February 13, 2018 the City Council approved the Mangini Ranch Phase 2 Vesting Tentative Subdivision Map and determined that the Mangini Ranch Phase 2 Subdivision project is entirely consistent with the Folsom Plan Area Specific Plan (FPASP) and Westland Eagle Specific Plan Amendment and therefore exempt from review under the California Environmental Quality Act (CEQA) provided by Government Code section 65457 and CEQA Guidelines sections 15182. No additional environmental review is required.

ATTACHMENTS

1. Resolution No. 10501- 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. 4 Subdivision, and Approval of the Final Map for the Mangini Ranch Phase 2 Village No. 4 Subdivision
2. Mangini Ranch Phase 2 Village No. 4 Subdivision Subdivision Improvement Agreement
3. Mangini Ranch Phase 2 Village No. 4 Subdivision Final Map
4. Mangini Ranch Phase 2 Village No. Vesting Tentative Subdivision Map
5. Table of Conditions of Approval for the Mangini Ranch Phase 2 Village No. 4 Vesting Tentative Subdivision Map

Submitted,

PAM JOHNS
Community Development Director

ATTACHMENT 1

Resolution No. 10501 - 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. 4 Subdivision, and Approval of the Final Map for the Mangini Ranch Phase 2 Village No. 4 Subdivision

RESOLUTION NO. 10501

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. 4 SUBDIVISION, AND APPROVAL OF THE FINAL MAP FOR THE MANGINI RANCH PHASE 2 VILLAGE NO. 4 SUBDIVISION

WHEREAS, the Final Map for the Mangini Ranch Phase 2 Village No. 4 subdivision has been reviewed and approved by the City Engineer as complying with the approved or conditionally approved Vesting Tentative Subdivision Map for the subdivision; and,

WHEREAS, the City Council has reviewed the Final Map for the Mangini Ranch Phase 2 Village No. 4 subdivision; and,

WHEREAS, the City Council agrees to accept, subject to improvement, any and all offers of dedication as shown on the Final Map for the Mangini Ranch Phase 2 Village No. 4 subdivision.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Folsom that the Final Map for the Mangini Ranch Phase 2 Village No. 4 subdivision is hereby approved.

BE IT FURTHER RESOLVED that the City Manager is hereby authorized to execute the Subdivision Improvement Agreement with KB Home Sacramento, Inc. in a form acceptable to the City Attorney and accept the offers of dedication for the Mangini Ranch Phase 2 Village No. 4 subdivision.

PASSED AND ADOPTED this 28th day of July 2020, by the following roll-call vote:

AYES: Council Member(s)

NOES: Council Member(s)

ABSENT: Council Member(s)

ABSTAIN: Council Member(s)

Sarah Aquino, MAYOR

ATTEST:

Christa Freemantle, CITY CLERK

ATTACHMENT 2
Mangini Ranch Phase 2 Village No. 4 Subdivision Improvement
Agreement

No Fee Document Pursuant to Government Code Section 6103.

RECORDING REQUESTED BY:

City of Folsom

WHEN RECORDED MAIL TO:

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

SPACE ABOVE THIS LINE RESERVED FOR RECORDER'S USE

CITY OF FOLSOM

SUBDIVISION IMPROVEMENT AGREEMENT

This Agreement is made and entered into this _____ day of _____, 2020, by and between the **City of Folsom**, hereinafter referred to as "City", and **KB Home Sacramento, Inc., a California 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 **Mangini Ranch Phase 2 Village. No. 4**, and is herein referred to as the "subdivision".
- C. Subdivider has requested approval of the Final Map prior to the construction and completion of the public improvements (as shown on the approved improvement plans and listed in Exhibit A), including, but not limited to streets, highways, public ways, sidewalks, curbs, gutters, bikeways, storm drainage facilities, sanitary sewer facilities, domestic water facilities, public utility facilities, landscaping, public lighting facilities, park or recreational improvements and appurtenances thereto, in or required by the Subdivision Map Act, the subdivision ordinances of the City, the Tentative Subdivision Map and development agreement, if any, approved by the City. The foregoing improvements, more specifically listed on Exhibit A attached hereto, are hereinafter referred to as "the required improvements".

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

NOW, THEREFORE, the parties agree as follows:

1. Performance of Work. Subdivider agrees to furnish, construct, and install at his own expense the required improvements as shown on the approved plans and specifications of the subdivision, a copy of which is on file in the Community Development Department, and is incorporated herein by reference, along with any changes or modifications as may be required by the City Engineer due to errors, omissions, changes in conditions, or changes in facilities as required by the City Engineer. The approved plans and specifications of the required improvements may be modified by the Subdivider as the development progresses, provided that any modification is approved in writing by the City Engineer. The total estimated cost of the required improvements, as shown on Exhibit A, is **TWO MILLION FOUR HUNDRED THIRTY-THREE THOUSAND SEVEN HUNDRED EIGHTEEN AND 00/100 DOLLARS (\$2,433,718.00)**.
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 **TWO MILLION FOUR HUNDRED THIRTY-THREE THOUSAND SEVEN HUNDRED EIGHTEEN AND 00/100 DOLLARS (\$2,433,718.00)**, 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 **TWO MILLION FOUR HUNDRED THIRTY-THREE THOUSAND SEVEN HUNDRED EIGHTEEN AND 00/100 DOLLARS (\$2,433,718.00)**, 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:

**KB Home Sacramento, Inc.
3005 Douglas Boulevard, Suite 250
Roseville, CA 95661
ATTN; Leo Pantoja, Vice President of Planning**

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

**KB Home Sacramento, Inc.,
A California Corporation**

BY: _____ BY: _____

Print Name: _____ Print Name: _____

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 – **Mangini Ranch Phase 2 Village No. 4**

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 **KB Home Sacramento, Inc., a California 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 _____ 2020, and identified as the **Mangini Ranch Phase 2 Village No. 4 Subdivision Improvement Agreement** is hereby referred to and made a part hereof; and,

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

NOW THEREFORE, We, the principal, and _____, as surety, are held and firmly bound unto the City of Folsom, hereinafter referred to as the City; in the penal sum of **TWO MILLION FOUR HUNDRED THIRTY-THREE THOUSAND SEVEN HUNDRED EIGHTEEN AND 00/100 DOLLARS (\$2,433,718.00)**, 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 _____, 2020.

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 **KB Home Sacramento, Inc., a California 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 _____ 2020, and identified as the **Mangini Ranch Phase 2 Village No. 4 Subdivision Improvement Agreement** is hereby referred to and made a part hereof; and,

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

NOW THEREFORE, said principal and the undersigned as corporate surety, are held firmly bound unto the City of Folsom and all contractors, subcontractors, laborers, materialmen and other persons employed in the performance of the aforesaid agreement and referred to in the aforesaid Code of Civil Procedure, in the sum of **TWO MILLION FOUR HUNDRED THIRTY-THREE THOUSAND SEVEN HUNDRED EIGHTEEN AND 00/100 DOLLARS (\$2,433,718.00)** 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 _____, 2020.

BY _____
(PRINCIPAL)

BY _____
(PRINCIPAL)

BY _____
(SURETY)

(ADDRESS)

(CITY, STATE, ZIP)

(TELEPHONE)

APPROVED AS TO FORM

CITY ATTORNEY

ATTACHMENT 3
Mangini Ranch Phase 2 Village No. 4 Subdivision Final Map

OWNER'S STATEMENT

THE UNDERSIGNED DO/IS HEREBY STATE THAT THEY ARE THE ONLY PERSONS HAVING ANY RECORD TITLE INTEREST IN THE REAL PROPERTY INCLUDED WITHIN THE BOUNDARIES OF THE FINAL MAP OF MANGINI RANCH PHASE 2 VILLAGE 4 AND DO HEREBY DECLARE THE CONSIST FROM NO OTHER PERSON IS NECESSARY AND SUFFICIENT TO THE PREPARATION AND RECORDATION OF THIS FINAL MAP AND OFFER FOR DEDICATION AND DO HEREBY DESIGNATE AS PUBLIC RIGHT-OF-WAY AND AS UTILITY EASEMENTS TO THE CITY OF FOLSOM, SPRING HARVEST DRIVE, DRAGONFLY WAY, WILLOW WAY, BUTTERFLY RIDGE DRIVE, SENNA BLUFF PLACE AND ALDER CREEK PARKWAY AS SHOWN HEREON.

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 LARGER DRAIN PIPES AND CONDUITS FOR ELECTRICAL, TELEVISION, AND COMMUNICATIVE SERVICES, TOGETHER WITH ANY AND ALL APPURTENANCES PERTAINING THEREON OVER, UNDER AND ACROSS LOT C, LOT D AND THOSE STRIPS OF LAND SHOWN HEREON AND DESIGNATED "PUB. UT. 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 DETACHMENT OF LANDSCAPING TOGETHER WITH ANY AND ALL APPURTENANCES PERTAINING THEREON OVER, UNDER, ACROSS AND ABOVE THOSE STRIPS OF LANDS SHOWN HEREON AND DESIGNATED "LANDSCAPE EASEMENT" (L.E.)
4. A PUBLIC EASEMENT FOR CONSTRUCTION AND MAINTAINING CENTRALIZED MAIL DELIVERY BOXES, FEEDSTALS, SLABS TOGETHER WITH ANY AND ALL APPURTENANCES THEREON INCLUDING PEDESTRIAN ACCESS FOR DELIVERY AND RECEIPT OF MAIL ON, OVER AND ACROSS STRIPS OF LAND FIVE (5) FEET IN WIDTH CONTIGUOUS TO ALL SIDES OF SAID

K9 HOME SACRAMENTO INC., A CALIFORNIA CORPORATION

BY: LEO FANTOLA VP OF PLANNING AND ERIC DUMMO VP OF FINANCE

NOTARY'S ACKNOWLEDGMENT

A NOTARY PUBLIC OR OTHER OFFICER COMPLETING THIS CERTIFICATE VERIFIES ONLY THE IDENTITY OF THE INDIVIDUAL AND DOES NOT GUARANTEE THE ACCURACY OF THE INFORMATION ATTACHED, AND NOT THE TRUTH, FAITHFULNESS, ACCURACY OR VALIDITY OF THAT DOCUMENT.

STATE OF CALIFORNIA COUNTY OF SACRAMENTO

PERSONALLY APPEARED AND PROVIDED 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 BE THAT HE/SHE/IT/ THEY EXECUTED THE SAME IN HIS/HER/IT/HER AUTHORIZED CAPACITY(IES), AND THAT BY HIS/HER/IT/HER SIGNATURE(S) ON THE INSTRUMENT THE PERSON(S) OR THE ENTITY UPON BEHALF OF WHICH THE PERSON(S) ACTED, EXECUTED THE INSTRUMENT.

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

WITNESS MY HAND AND OFFICIAL SEAL: SIGNATURE PRINTED NAME MY COMM. EXPIRES MY COMM. NO.

NAVD88 BENCH-MARK CITY OF FOLSOM BENCHMARK 72 ELEVATION = 24.07

BRASS DISK STAMPED CITY OF FOLSOM BM 72 ON THE WEST CORNER OF A CONCRETE JAMBAGE 85.11 FEET LONG AND 3.75 FEET HIGH APPROXIMATELY 335 FEET SOUTH OF ALDER CREEK PARKWAY AND 60 FEET EAST OF THE SACRAMENTO-PLACERVILLE TRANSPORTATION CORRIDOR JOHN HOVENS AUTHORITY NATIONAL MAPS APPROXIMATE LATITUDE: 38.741331 LONGITUDE: 121.250542 ELEVATION OF 52.07 WAS ESTABLISHED BY DIFFERENTIAL LEVEL OBSERV FROM COUNTY BENCH-MARK 010-D ON STATION 74-85-N FEBRUARY, 2014 BY MACKAY AND SOMPS CIVIL ENGINEERS, INC.



NOTARY'S ACKNOWLEDGMENT

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WITNESS MY HAND AND OFFICIAL SEAL: SIGNATURE PRINTED NAME MY COMM. EXPIRES MY COMM. NO.

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 SURVEYORSHIP MAP ACT AND LOCAL ORDINANCE AT THE REQUEST OF MACKAY & SOMPS ENGINEERS, INC., A CALIFORNIA CORPORATION, ON SEPTEMBER 2017. I HEREBY STATE THAT THIS FINAL MAP SUBSTANTIALLY CONFORMS TO THE CONDITIONALLY APPROVED TENTATIVE MAP THAT THE MONUMENTS WILL BE OF THE CHARACTER AND WILL OCCUPY THE POSITIONS AS INDICATED AND WILL BE SET BY JUNE 30, 2022 AND THAT SAID MONUMENTS WILL BE SUFFICIENT TO FURNISH THE TRUTH TO BE THEREAFTER.

MACKAY & SOMPS CIVIL ENGINEERS, INC.



For Review
08/24/2020 2:52:02 PM

PAUL FERGUSON, JR. PLS 8286 EXPIRATION DATE: MAR-31-2022

DATE

CITY ENGINEER'S STATEMENT

I HEREBY STATE THAT I HAVE EXAMINED THIS FINAL MAP OF MANGINI RANCH PHASE 2 VILLAGE 4 AND FIND IT TO BE SUBSTANTIALLY THE SAME AS THE TENTATIVE MAP APPROVED BY THE CITY COUNCIL OF THE CITY OF FOLSOM AND THAT ALL PROVISIONS OF THE SUBDIVISION MAP ACT AND ALL APPLICABLE CITY ORDINANCES HAVE BEEN COMPLIED WITH.

STEVEN R. KRAMER, PCE 49251 CITY ENGINEER CITY OF FOLSOM LICENSE EXPIRES: 09/30/2023

DATE

CITY SURVEYOR'S STATEMENT

I HEREBY STATE THAT I HAVE EXAMINED THIS FINAL MAP OF MANGINI RANCH PHASE 2 VILLAGE 4 AND I AM SATISFIED THAT SAID MAP IS TECHNICALLY CORRECT.

CHRISTINA FREEMAN, L.S. 2852 CITY SURVEYOR LICENSE EXPIRES: 06/30/2022

DATE

CITY CLERK'S STATEMENT

I HEREBY STATE THAT THE CITY COUNCIL OF THE CITY OF FOLSOM HAS APPROVED THIS FINAL MAP OF MANGINI RANCH PHASE 2 VILLAGE 4 AND HAS ACCEPTED, ON BEHALF OF THE PUBLIC, SUBJECT TO IMPROVEMENTS, ALL RIGHT-OF-WAYS AND EASEMENTS OFFERED HEREON FOR DEDICATION IN ACCORDANCE WITH THE TERMS OF THIS OFFER AND HAS APPROVED THE ASSIGNMENT OF THE REVOCABLE OFFER OF DEDICATION, RIGHT-OF-WAY AND EASEMENTS LISTED HEREON.

CHRISTINA FREEMAN, L.S. 2852 CITY CLERK LICENSE EXPIRES: 06/30/2022

DATE

RECORDER'S STATEMENT

FILED THIS DAY OF 2020 AT 12 IN BOOK OF MAPS AT PAGE OF THE RECORDS OF MACKAY & SOMPS ENGINEERS, INC. (SEE TO THE LAND) IN FILE IN THIS OFFICE.

DEBRA ALLRED SACRAMENTO COUNTY RECORDER STATE OF CALIFORNIA

BY: DEPT. SEE 5

FINAL MAP (PN 17-307) MANGINI RANCH PHASE 2 - VILLAGE 4

BEING A SUBDIVISION OF ALL OF RESULTANT LOT 4E AS DESCRIBED IN THAT GRANT DEED RECORDED ON MAY 23, 2008, AS DOCUMENT #20080265692, OFFICIAL RECORDS OF SACRAMENTO COUNTY, BEING LOT 4 AND A PORTION OF LOT 15, 412 B.M. 3, SITUATED IN SECTION 18, TOWNSHIP 2 NORTH, RANGE 9 EAST, M.D. 51A.

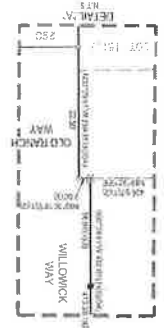
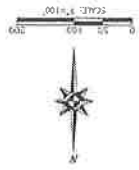
CITY OF FOLSOM • SACRAMENTO COUNTY • CALIFORNIA

Mackay & Soms ENGINEERS, PLANNERS, SURVEYORS ARCHITECTS AND LAND DEVELOPERS

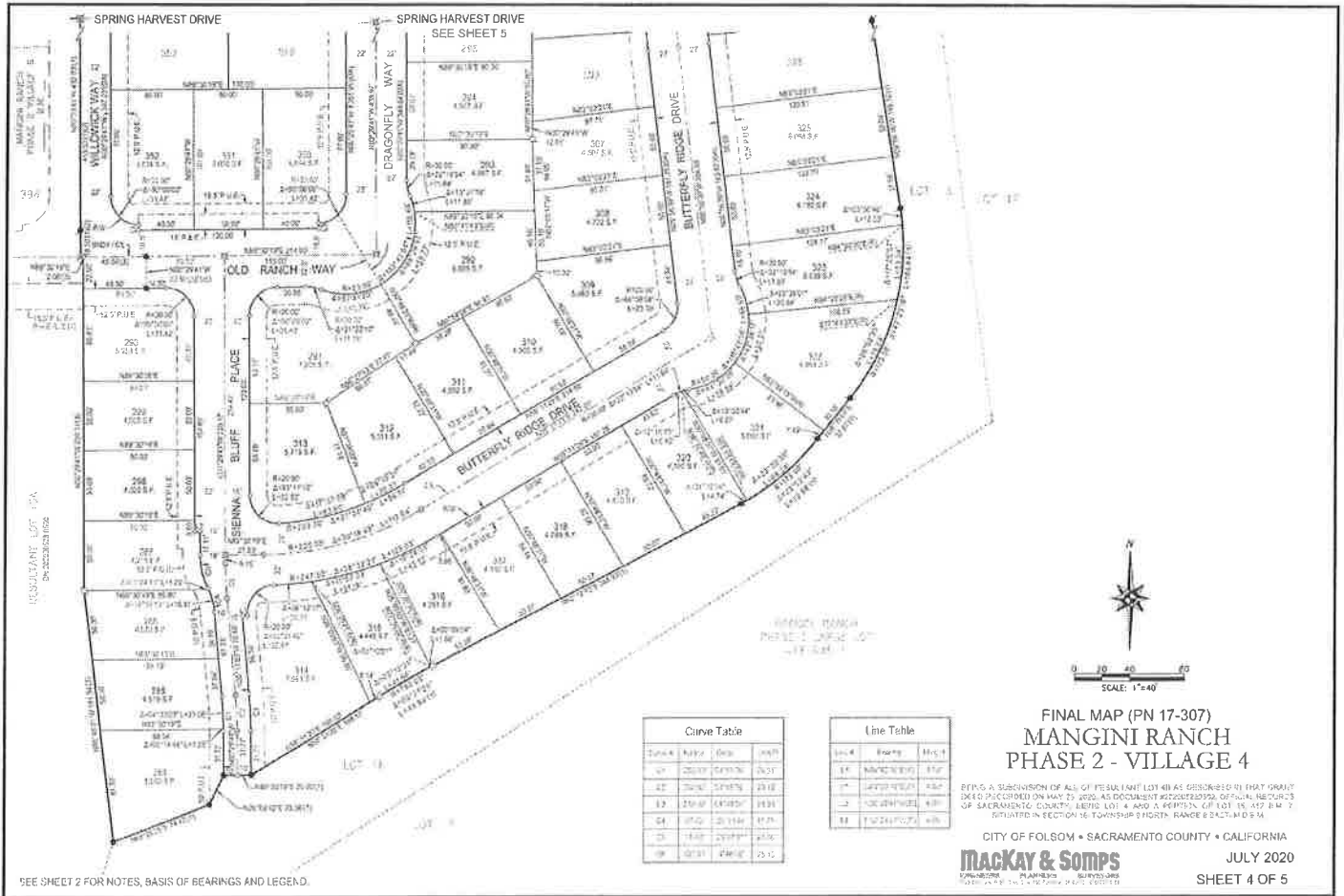
JULY 2020 SHEET 1 OF 5

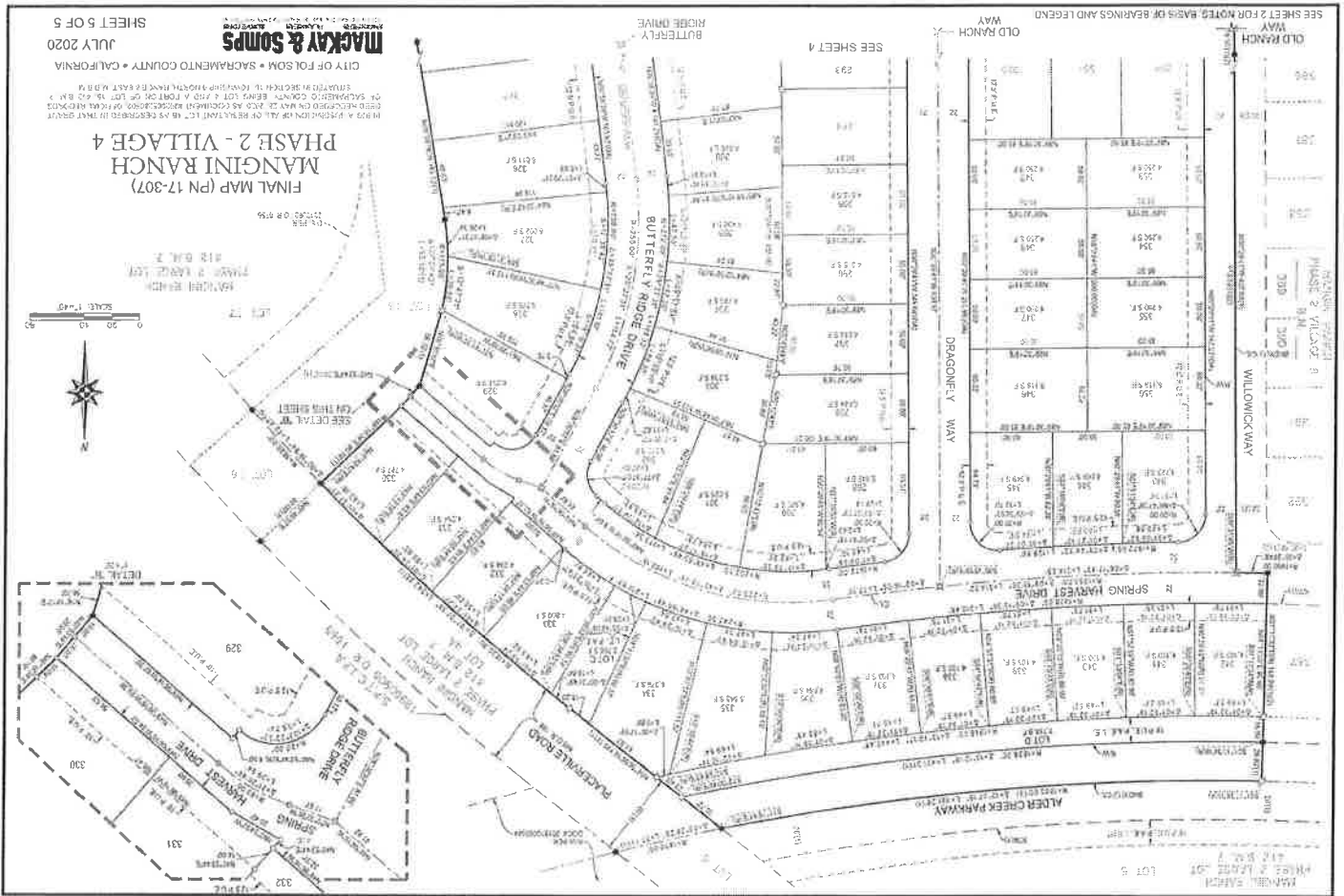
MACKEY & SOMPS
CITY OF FOLSOM • SACRAMENTO COUNTY • CALIFORNIA
JULY 2020
SHEET 3 OF 5

FINAL MAP (PN 17-307)
MANGINI RANCH
PHASE 2 - VILLAGE 4

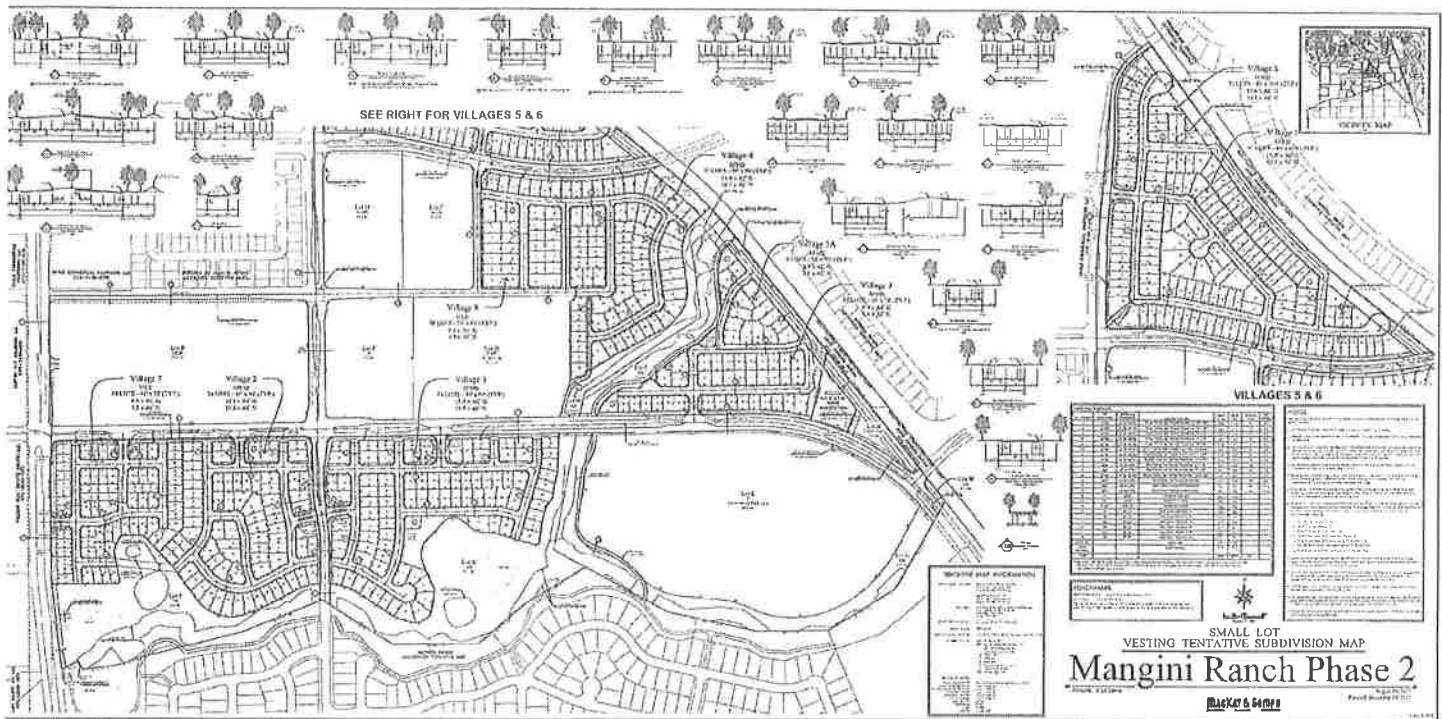


SEE SHEET 2 FOR NOTES, BASIS OF BEARINGS AND LEGEND.





ATTACHMENT 4
Mangini Ranch Phase 2 Village No. 4 Vesting Tentative
Subdivision Map



ATTACHMENT 5
Table of Conditions of Approval for the Mangini Ranch Phase 2
Village No. 4 Vesting Tentative Subdivision Map

| CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 2 SUBDIVISION PROJECT (PN 17-307) WEST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD, EAST OF SCOTT ROAD, AND SOUTH OF US HIGHWAY 50 SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP | | | | | |
|---|--|---------------|------------------------|--|----------------------|
| Condition No. | Condition of Approval | When Required | Responsible Department | Comments | Condition Satisfied? |
| 1. | <p><i>Final Development Plans</i></p> <p>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"> 2. Vicinity Map 3. Illustrative Master Plan Exhibit, dated December 15, 2017 4. Large-Lot Vesting Tentative Subdivision Map, dated December 15, 2017 5. Small-Lot Vesting Tentative Subdivision Map, dated December 15, 2017 6. Preliminary Grading and Drainage Plan, dated December 15, 2017 7. Preliminary Utility Plan, dated December 15, 2017 8. Conceptual Phasing Plan, dated December 15, 2017 9. On-Site Infrastructure Phasing Exhibit, dated December 15, 2017 10. On-Site Infrastructure Phasing Narrative, dated December 14, 2017 11. Preliminary Phased Off-Site Utility Plan, dated September, 2017 12. Off-Site Infrastructure Triggers, dated December, 2017 13. Interim Off-Site Intersection Design, dated December 15, 2017 14. Trail System Modification Exhibit, dated December 15, 2017 15. Noise Mitigation Exhibit and Conceptual Wall and Fencing Exhibit, dated December 15, 2017 16. Inclusionary Housing Plan, dated September 26, 2017 17. Parks and Open Space Ownership/Maintenance Summary, dated December 14, 2017 18. Minor Administrative Modification Exhibits 19. Folsom Ranch Central District Guidelines Addendum, dated December, 2017 <p>The Small-Lot Vesting Tentative Subdivision Map is approved for the development of a 545-unit residential subdivision (Mangini Ranch Phase 2 Subdivision). Implementation of the project shall be consistent with the above referenced items and these conditions of approval.</p> | G, I, M, B | CD (P)(E) | <p>The Community Development Department has reviewed and approved the improvement plans and the final map for the project. The approved improvement plans are in substantial compliance with the grading and drainage plans, the site and utility plans, offsite infrastructure exhibit, the preliminary landscape plans and the design guidelines.</p> <p>The final map for Village 4 is in substantial compliance with the approved Vesting Tentative Subdivision Map.</p> <p>The Vesting Tentative Subdivision Map (PN17-307) was approved by the City Council on February 13, 2018. (Resolution No. 10069)</p> | Yes |

| CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 2 SUBDIVISION PROJECT (PN 17-307) WEST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD, EAST OF SCOTT ROAD, AND SOUTH OF US HIGHWAY 50 SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP | | | | | |
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| 2. | Plan Submittal All civil engineering, improvement, and landscape and irrigation plans, shall be submitted to the Community Development Department for review and approval to ensure conformance with this approval and with relevant codes, policies, standards and other requirements of the City of Folsom. | G, I, M, | CD (P)(E)(B) | Improvement plans for the Village 4 subdivision have been reviewed and approved by the Community Development Department, Grading and construction commenced in this subdivision in the Spring of 2019. Landscape and Irrigation plans for this subdivision reviewed and approved prior to the first building permit issuance in the subdivision. | Yes |
| 3. | Validity This approval of the Vesting Small Lot 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 Plan shall track the term of the Vesting Small Lot 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. The term of the Project Design Guidelines shall track the term of the First Amended and Restated Tier 1 Development Agreement. | OG | CD (P) | The City Council approved the Small Lot Vesting Tentative Map on February 13, 2018. (Resolution No. 10069) | Yes |
| 4. | Vesting Tentative Subdivision Map Approval The Vesting Tentative Subdivision Map for the Mangini Ranch Phase 2 Subdivision project shall be subject to review and approval by the City Council. | M | CD (P)(E) | The Owner/applicant has complied with all applicable mitigation measures from the FEIR/EIS 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 MANGINI RANCH PHASE 2 SUBDIVISION PROJECT (PN 17-307) WEST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD, EAST OF SCOTT ROAD, AND SOUTH OF US HIGHWAY 50 SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP | | | | | |
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| 5. | <i>Improvements in the PFFP</i> The owner/applicant shall be subject to all thresholds, timelines and deadlines for the construction and final completion of various improvements for the entire Folsom Plan Area. The various improvements are outlined and detailed in the Folsom Plan Area Specific Plan Public Facilities Financing Plan (PFFP) dated January 28, 2014 and adopted by City of Folsom Resolution No. 9298. These improvements in the PFFP include, but are not limited to, the backbone infrastructure water (water reservoirs, water transmission mains, booster pump stations, pressure reducing valve stations, etc.), sanitary sewer (lift stations and forced mains) systems, recycled water mains and associated infrastructure, roadway and transportation (future interchanges, major arterial roadways, etc.) improvements, aquatic center (community pool), parks, fire stations, municipal services center, community library, etc. The thresholds and timelines included in the PFFP require facilities to be constructed and completed based on number of building permits issued and in some cases, number of residential units that are occupied. The owner/applicant shall be required to address these thresholds and timelines as the project moves forward through the various developments stages and shall be subject to the various fair share requirements, subject to the provisions of the PFFP, the ARDA and any amendment thereto. | M | CD(E)(P)(B), PW, FD, EWR, PR | The owner/applicant is in compliance with all plan area wide obligations. These conditions of approval require certain improvements during buildout of this Tentative Map. The owner/applicant has been required to construct these improvements as needed and in conjunction with the other subdivisions under development. Grading and construction in this subdivision commenced in the Spring of 2019. | Yes |
| 6. | <i>Street Names</i> The street names identified below shall be used for the Final Small-Lot Map: Savannah Parkway, Alder Creek Parkway, Westwood Drive, Dandelion Lane, Golden Wave Drive, Gardner Street, Persimmon Way, Sassafras Trail, Hackberry Lane, Arbor View Drive, Emerald Knoll Lane, Copper Ridge Drive, Field View Trail, Eagle Ridge Lane, Spice Wood Court, Willow Grove Street, Cimarron Trail, Vista Grande Drive, Sienna Bluff Trail, Lilac Circle, Butterfly Ridge, Spring Harvest Trail, Barnwood Drive, Barn Owl Drive, Triple Creek Way, Crooked Bed Trail, Deer Point Court, Blacktail Way, Willowick Lane, Shadow Creek Circle, Dragonfly Way, Old Ranch Road, Whispering Brook Way, Shakers Ridge Way, Quakie Glen Drive, Shale Rock Court, Wind River Range Lane, Owl Creek Drive, Drowsy Water Way, Cackleherry Court, Quail Meadow Way, Tall Oaks Bend, Stone View Trail, Snapdragon Lane, Timberline Meadow Way, Trails End, Broken Oak Lane, Bitterroot Lane. | M | CD (E)(P) | The Final Map for Village 4 includes street names chosen from the approved list in this condition. | Yes |

| CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 2 SUBDIVISION PROJECT (PN 17-307) WEST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD, EAST OF SCOTT ROAD, AND SOUTH OF US HIGHWAY 50 SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP | | | | | |
|--|---|---------------|-----------------------------------|---|----------------------|
| Condition No. | Condition of Approval | When Required | Responsible Department | Comments | Condition Satisfied? |
| 7. | <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 |
| 8. | <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 in the Folsom Plan Area Specific Plan (FEJR/EIS) as amended by the Westland/Eagle Specific Plan Amendment CEQA Addendum, and the Folsom South of U.S. Highway 50 Specific Plan Revised Proposed Off-Site Water Facility Alternative CEQA Addendum as well as compliance with the mitigation measures in the South of U.S. Highway 50 Backbone Infrastructure Project Mitigated Negative Declaration for those portions of Mangini Ranch Phase 2 that are included as part of the South of U.S. Highway 50 Backbone Infrastructure Project.</p> | OG | CD | The Owner/applicant has complied with all applicable mitigation measures from the FEJR/EIS prior to the issuance of a grading permit for this subdivision in the Spring of 2019. Additionally, construction inspection and monitoring is conducted throughout construction by the City and/or its Consultants to verify compliance. | Yes |

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| 9. | ARDA and Amendments The owner/applicant shall comply with all provisions of Amendments No. 1 and 2 to the First Amended and Restated Tier 1 Development Agreement and any approved amendments thereafter by and between the City and the owner/applicant of the project. | G, I, M, B | CD (E) | The owner/applicant has complied with all applicable provisions of the respective Amended and Restated Tier 1 Development Agreement. | Yes |
| 10. | Mitigation Monitoring The owner/applicant shall participate in a mitigation monitoring and reporting program pursuant to City Council Resolution No. 2634 and Public Resources Code 21081.6. The mitigation monitoring and reporting measures identified in the Folsom Plan Area Specific Plan FEIR/EIS, the South of 50 Backbone Infrastructure Project MND, the Westland/Eagle Specific Plan Amendment to the FPASP and Addendum to the FPASP EIR/EIS, and the Folsom South of U.S. Highway 50 Specific Plan Project Revised Proposed Off-Site Water Facility Alternative Amendment to the FPASP and 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 has funded and participated in a MMRP reporting program performed by the City's consultant (Helix) and/or staff throughout the course of grading and construction. | Yes |
| POLICE/SECURITY REQUIREMENT | | | | | |
| 11. | The owner/applicant shall consult with the Police Department in order to incorporate all reasonable crime prevention measures. The following security/safety measures shall be considered: <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 provided onsite security during construction and has incorporated line of sight guidelines into landscaping plans at intersections | Yes |
| DEVELOPMENT COSTS AND FEE REQUIREMENTS | | | | | |
| 12. | 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. | OG | CD (P)(E) | The owner has paid all current taxes and fees associated with this subdivision. | Yes |

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| Condition No. | Condition of Approval | When Required | Responsible Department | Comments | Condition Satisfied? |
| 13 | Assessments If applicable, the owner/applicant shall pay off any existing assessments against the property, or file necessary segregation request and pay applicable fees. | OG | CD (E) | The owner has paid all taxes and fees associated with this subdivision and filed a tax segregation request for applicable taxes. | Yes |
| 14 | FPASP Development Impact Fees The owner/applicant shall be subject to all Folsom Plan Area Specific Plan Area development impact fees in place at the time of approval or subsequently adopted consistent with the Public Facilities Financing Plan (PFFP), Development Agreement and amendments thereto, unless exempt by previous agreement. The owner/applicant shall be subject to all applicable Folsom Plan Area plan-wide development impact fees in effect at such time that a building permit is issued. These fees may include, but are not limited to, the Folsom Plan Area Specific Plan Fee, Specific Plan Infrastructure Fee (SPIF), Solid Waste Fee, Corporation Yard Fee, Transportation Management Fee, Transit Fee, Highway 50 Interchange Fee, General Park Equipment Fee, Housing Trust Fee, etc. Any protest to such for all fees, dedications, reservations or other exactions imposed on this project will begin on the date of final approval (February 13, 2018), or otherwise shall be governed by the terms of Amendments No. 1 and 2 to ARDA. The fees shall be calculated at the fee rate set forth in the PFFP and the ARDA. | B | CD (P), PW, PK | The Owner/Applicant shall pay all required City fees and Plan Area wide fees prior to issuance of building permits. | Yes |
| 15 | Legal Counsel The City, at its sole discretion, may utilize the services of outside legal counsel to assist in the implementation of this project, including, but not limited to, drafting, reviewing and/or revising agreements and/or other documentation for the project. If the City utilizes the services of such outside legal counsel, the City shall provide notice to the owner/applicant of the outside counsel selected, the scope of work and hourly rates, and the owner/applicant shall reimburse the City for all outside legal fees and costs incurred and documented by the City for such services. The owner/applicant may be required, at the sole discretion of the City Attorney, to submit a deposit to the City for these services prior to initiation of the services. The owner/applicant shall be responsible for reimbursement to the City for the services regardless of whether a deposit is required. | 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 conform to this condition. | Yes |

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|--|--|---------------|------------------------|--|---|
| Condition No. | Condition of Approval | When Required | Responsible Department | Comments | Condition Satisfied? |
| 16. | 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. | 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 from the owner/applicant in advance of such work for these services. | Yes |
| 17. | Walls/Fences/Gates The final location, design, height, materials, and colors of the walls, fences, and gates shall be subject to review and approval by the Community Development Department to ensure consistency with the Folsom Ranch Central District Design Guidelines. | B | CD (P)(E) | The owner/applicant will submit landscape and streetscape plans to the Community Development Department. The Community Development Department will verify that the landscape and streetscape plans include the required wall, fences and gates and that these improvements are in compliance with the Folsom Ranch Central District Design Guidelines. | Condition will be satisfied prior to building permit issuance in the subdivision. |

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| 18. | <p><i>Development Phase 1 (Villages 1, 2, 7) Plan</i></p> <p>The owner/applicant shall construct the following improvements as shown on the Vesting Tentative Subdivision Map with each applicable phase. Roadways shall be to the ultimate horizontal and vertical alignment unless otherwise noted.</p> <ul style="list-style-type: none"> o Roads <ul style="list-style-type: none"> ▪ Alder Creek Parkway (East Bidwell Street to Placerville Road) <ul style="list-style-type: none"> o One lane of travel in each direction (These roadway improvements are existing improvements being constructed with FPA Phase 1 Backbone Improvements) o Intersection and median pocket improvements are described in following three phases ▪ East Bidwell Street (Alder Creek Parkway to the interface of Mangini Ranch Phase 1 Subdivision Project) <ul style="list-style-type: none"> o One lane of travel in each direction (These roadway improvements are existing-improvements constructed with FPA Phase 1 Backbone Improvements) ▪ Intersection of Savannah Parkway and East Bidwell Street including turn lanes (as shown on Attachment 11/Off-Site Infrastructure Triggers, December-2017/Required Prior to First Building Permit) <ul style="list-style-type: none"> o Control: Stop-Sign control at the westbound approach to East Bidwell Street from Savannah Parkway with full access. o Southbound Approach to Savannah Parkway from East Bidwell Street: One thru-lane, and one left-turn lane with a 200-foot long transition, 60-foot-long taper, and 100 feet of vehicle storage. o Northbound Approach to Savannah Parkway from East Bidwell Street: One shared thru/right-turn lane. o Westbound Approach to East Bidwell Street from Savannah Parkway: One shared left/right-turn lane, and a striped out left-turn pocket with a 125-foot-long taper and 60 feet of vehicle storage. | G, I, M | CD (E), EWR, PW, FD | <p>The owner has submitted and obtained approval by the City of a phasing plan for Development Phase 1 of the Mangini Ranch Phase 2 Vesting Tentative Subdivision Map, which includes the Village 4 subdivision. The following addresses the improvements necessary to serve Village 8:</p> <p>Alder Creek Parkway is completed and open for traffic to provide access to the Village 4 subdivision.</p> <p>Roadway improvements to provide access to the Village 4 subdivision from Alder Creek Parkway and Old Ranch Way are being constructed with the approved Village 8 improvement plans and the approved Enclave at Folsom Ranch Off-site Improvement Plans. These roadway improvements include East Bidwell Street, Old Ranch Way and Westwood Drive. These improvements have been under construction since the Spring of 2019. It is expected that the Village 4 subdivision improvements will be complete in the Spring of 2020.</p> | Yes |

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| 18. Cont. | <ul style="list-style-type: none"> o Between Old Ranch Way and the southern boundary of the project site, East Bidwell Street shall be constructed as a two-lane arterial on the eastern "half segment" of its ultimate configuration. This two-lane segment shall have a striped 2-foot-wide median south of Old Ranch Way, consistent with the California Manual of Uniform Traffic Control Devices (MUTCD) Figure 3A-107 (CA), or similar standard. The southbound left-turn pocket shall be developed in accordance with the Highway Design Manual (HDM) Figure 405-2A, or similar standard. Savannah Parkway shall have a raised median curb. ▪ Intersection of Old Ranch Way and East Bidwell Street including turn lanes <ul style="list-style-type: none"> o Control: All-Way Stop-Sign control at the intersection of East Bidwell Street and Old Ranch Way with full access. o Southbound Approach to Old Ranch Way from East Bidwell Street: One thru-lane and one left-turn lane. o Northbound Approach to Old Ranch Way from East Bidwell Street: One shared thru/right-turn lane. o Westbound Approach to East Bidwell Street from Old Ranch Way: One shared left/right-turn lane. ▪ Village 7 Entrance/Exit on East Bidwell Street <ul style="list-style-type: none"> o Control: Stop-Sign control at the Village 7 exit to East Bidwell Street. o Access to Village 7 from East Bidwell Street limited to right-turns in and right-turns out only. Measures to enforce the right-turn in and right-turn out restriction at this location shall be implemented to the satisfaction of the Community Development Department. ▪ Frontage Improvements on East Bidwell Street <ul style="list-style-type: none"> o Frontage Improvements including curb, gutter, sidewalk, and landscaping along the east side of East Bidwell Street from Savannah Parkway to the southern project boundary with the Mangini Ranch Phase 1 Subdivision project. | G, I, M | CD (E), EWR, PW, FD | | |

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| 18. Cont. | <ul style="list-style-type: none"> ▪ Savannah Parkway (East Bidwell Street East Bidwell Street to the eastern edge of Open Space Lots 1 and L) <ul style="list-style-type: none"> • One lane of travel in each direction and a landscaped median of varying widths. • Intersection of Savannah Parkway and Westwood Drive including turn lanes <ul style="list-style-type: none"> ○ Westbound approach to Westwood Drive from Savannah Parkway: One through lane, one right-turn lane, and one left-turn lane. The right-turn pocket will have a 125-foot-long taper and 210 feet of vehicle storage. The left-turn lane will have a 125-foot-long taper with 60 feet of vehicle storage. ○ Eastbound approach to Westwood Drive from Savannah Parkway: One shared through/right-turn lane and one left-turn lane. The left-turn lane will have a 125-foot-long taper with 60 feet of vehicle storage. ○ Northbound approach to Savannah Parkway from Westwood Drive: One shared through lane/right-turn lane and one left-turn lane. The left-turn lane will have a 125-foot-long taper with 60 feet of vehicle storage. A 60-foot-long taper will be provided for the right-turn movement. • Village 1 Entrance/Exit and Turn Pockets <ul style="list-style-type: none"> ○ Control: Stop-Sign control at the Village 1 exit to Savannah Parkway. ○ Westbound left-turn pocket into Village 1 entrance from Savannah Parkway with a 125-foot-long taper and 60 feet of vehicle storage. ○ Eastbound left-turn pocket at Savannah Parkway/Village 1 intersection with 125-foot-long taper and 60 feet of vehicle storage. • Frontage Improvements on Savannah Parkway <ul style="list-style-type: none"> ○ Frontage Improvements along the southern side of Savannah Parkway including curb, gutter, sidewalk, medians, and landscaping along with the remainder of paving required to complete the roadway sections K and K1 to the eastern edge of Open Space Lots 1 and J as shown on the Small-Lot Vesting Tentative Subdivision Map. ▪ Westwood Drive (Savannah Parkway to the interface of Mangini Ranch Phase 1, including the Alder Creek Tributary creek crossing) <ul style="list-style-type: none"> • One lane of travel in each direction • Frontage improvements on Westwood Drive including curb, gutter, sidewalk, landscaping, medians along with remainder of paving required to complete the roadway Sections U, V1 and V-2 as shown on the Small-Lot Vesting Tentative Subdivision Map | G, I, M | CD (E), EWR, PW, FD | <p>Improvements to Savannah Parkway will be constructed along the Village 7 frontage and are included in the Village 7 subdivision improvement plans.</p> <p>Additional Improvements to Savannah Parkway east of the easterly Village 7 boundary, the entrance to future Village 1, Westwood Drive, Old Ranch Way east of the East Bidwell Street intersection are not required for the Village 4 subdivision.</p> | |

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| CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 2 SUBDIVISION PROJECT (PN 17-307) WEST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD, EAST OF SCOTT ROAD, AND SOUTH OF US HIGHWAY 50 SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP | | | | | |
|--|---|---------------|---------------------------|---|----------------------|
| Condition No. | Condition of Approval | When Required | Responsible Department | Comments | Condition Satisfied? |
| 18. Cont. | <ul style="list-style-type: none"> ▪ Westwood Drive (Alder Creek Parkway to Old Ranch Way) <ul style="list-style-type: none"> ▪ One lane of travel in each direction (The Enclave at Folsom Ranch Subdivision project (PN 16-025) is currently conditioned to complete these improvements) • Intersection of Alder Creek Parkway and Westwood Drive including turn lanes <ul style="list-style-type: none"> ○ Control: All-Way Stop-Sign control at the intersection of Westwood Drive and Alder Creek Parkway with full access. ○ Westbound Approach to Westwood Drive from Alder Creek Parkway: One shared through/right-turn lane, and one left-turn lane with a 125-foot long taper and 60 feet of vehicle storage. ○ Northbound Approach to Alder Creek Parkway from Westwood Drive: One shared through/right-turn lane, and one left-turn lane with a 125-foot long taper and 210 feet of vehicle storage. A 60-foot-long taper will be provided for the right-turn movement. ○ Eastbound Approach to Westwood Drive from Alder Creek Parkway: One through lane, one right-turn lane and one left-turn lane. • Intersection of Old Ranch Way and Westwood Drive including turn lanes <ul style="list-style-type: none"> ○ Eastbound Approach to Westwood Drive from Old Ranch Way: One shared through/right-turn lane, and one left-turn lane with a 125-foot long taper and 60 feet of vehicle storage. ○ Southbound Approach to Old Ranch Way from Westwood Drive: One shared through/right-turn lane, and one left-turn lane with a 125-foot long taper and 60 feet of vehicle storage. • Frontage Improvements on Westwood Drive <ul style="list-style-type: none"> ○ Frontage Improvements including curb, gutter, sidewalk, median, and landscaping along with the remainder of paving required to complete the roadway section K2 as shown on the Small-Lot Vesting Tentative Subdivision Map. ▪ Old Ranch Way (East Bidwell Street to Westwood Drive) <ul style="list-style-type: none"> ▪ One lane of travel in each direction (The Enclave at Folsom Ranch Subdivision project (PN 16-025) is currently conditioned to complete these improvements) • Frontage improvements along the southern side including curb, gutter and sidewalk and landscaping along with remainder of paving required to complete the roadway Section S and S1 as shown on the Small-Lot Vesting Tentative Subdivision Map. | G, I, M | CD (E), EWR, PW, FD | Additional Improvements to Savannah Parkway east of the easterly Village 7 boundary, the entrance to future Village 1, Westwood Drive, Old Ranch Way east of the East Bidwell Street intersection are not required for the Village 4 subdivision. | |

| CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 2 SUBDIVISION PROJECT (PN 17-307) WEST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD, EAST OF SCOTT ROAD, AND SOUTH OF US HIGHWAY 50 SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP | | | | | |
|--|--|---------------|---------------------------|--|----------------------|
| Condition No. | Condition of Approval | When Required | Responsible Department | Comments | Condition Satisfied? |
| 18. Cont. | <ul style="list-style-type: none"> o Utility Infrastructure <ul style="list-style-type: none"> ▪ The 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. ▪ Hydromodification Basins No. 19 and No. 23 shall be constructed with Phase 1, unless already constructed by Others. o Trails in Open Space <ul style="list-style-type: none"> ▪ No trails within Phase 1 o Park Grading <ul style="list-style-type: none"> ▪ Community Park East will serve as a spoils site during Phase 1 grading. Grading of the park will be completed in subsequent phases. | G, I, M | CD (E), EWR, PW, FD | <p>Underground water, sanitary sewer, storm drainage and public utility infrastructure will be constructed as a part of the roadway construction to serve Village 4, Hydro-modification Basin 19 has been included in the Enclave Offsite improvements plans and is required to be completed prior to the issuance of any building permits in Village 4.</p> <p>There are no trails being constructed in the open space adjoining the Village 4 subdivision.</p> <p>The owner/applicant commenced with grading the entire Mangini Ranch Phase 2 subdivision in the Spring of 2019. Throughout the grading in the future years, excess spoils will be placed in the future Community Park East.</p> | Yes |

| CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 2 SUBDIVISION PROJECT (PN 17-307) WEST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD, EAST OF SCOTT ROAD, AND SOUTH OF US HIGHWAY 50 SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP | | | | | |
|---|---|---------------|---------------------------|--|----------------------|
| Condition No. | Condition of Approval | When Required | Responsible Department | Comments | Condition Satisfied? |
| 19. | <p><i>Development Phase 2 (Villages 3, 4, 8, and Lots C & D) Plan</i></p> <p>Developer shall construct the following improvements as shown on the Mangini Ranch Phase 2 Vesting Tentative Subdivision Map & Conceptual Development Phasing Diagram unless otherwise noted; Roadways shall be constructed to the ultimate horizontal and vertical alignment unless otherwise noted.</p> <ul style="list-style-type: none"> o Roads <ul style="list-style-type: none"> ▪ Savannah Parkway (Eastern edge of Open Space Lots 1 and L to SMUD Substation) <ul style="list-style-type: none"> o One lane of travel in each direction and median o Village 3 Entrance/Exit on Savannah Parkway <ul style="list-style-type: none"> o Control: Stop-Sign control at the Village 3 exit to Savannah Parkway o Eastbound left-turn lane from Savannah Parkway into Village 3 entrance with 125-foot-long taper and 60 feet of vehicle storage. o Frontage improvements along the northern side of Savannah Parkway including curb, gutter and sidewalk, median, and landscaping along with remainder of paving required to complete the roadway Section K as shown on the Small-Lot Vesting Tentative Subdivision Map. o Park Frontage improvements are the responsibility of the City. ▪ Westwood Drive (Savannah Parkway to Old Ranch Way) <ul style="list-style-type: none"> o One lane of travel in each direction o Intersection of Old Ranch Way and Westwood Drive including turn lanes <ul style="list-style-type: none"> o Northbound Approach to Old Ranch Way from Westwood Drive: One shared through/right-turn lane, and one left-turn lane with a 125-foot long taper and 60 feet of vehicle storage. A 60-foot-long taper will be provided for the right-turn movement. o Westbound Approach to Westwood Drive from Old Ranch Way: One shared through/right-turn lane, and one left-turn lane with a 125-foot long taper and 60 feet of vehicle storage. o Intersection of Savannah Parkway and Westwood Drive including turn lanes <ul style="list-style-type: none"> o Southbound Approach to Savannah Parkway from Westwood Drive: One shared through/right-turn lane, and one left-turn lane with a 125-foot long taper and 90 feet of vehicle storage. A 60-foot-long taper will be provided for the right-turn movement. | G, I, M | CD (E), EWR, PW, FD | <p>These improvements in this condition to Savannah Parkway are not required to provide access and utilities to the Village 4 subdivision.</p> <p>The improvements required on Westwood Drive, Old Ranch Way and Alder Creek Parkway are being constructed as part of the improvements included on the Village 4 & 8 subdivision approved by the City.</p> | Yes |

| CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 2 SUBDIVISION PROJECT (PN 17-307) WEST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD, EAST OF SCOTT ROAD, AND SOUTH OF US HIGHWAY 50 SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP | | | | | |
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| Condition No. | Condition of Approval | When Required | Responsible Department | Comments | Condition Satisfied? |
| 19. Cont. | <ul style="list-style-type: none"> ▪ Frontage Improvements on Westwood Drive <ul style="list-style-type: none"> ○ Frontage improvements along the western side of Westwood Drive including curb, gutter and sidewalk, median, and landscaping along with remainder of paving required to complete the roadway Section K as shown on the Small-Lot Vesting Tentative Subdivision Map. ▪ Old Ranch Way (Westwood Drive to Village 4) <ul style="list-style-type: none"> • One lane of travel in each direction • Frontage improvements including curb, gutter, sidewalk, median and landscaping along with remainder of paving required to complete the roadway Section V-4 as shown on the Small-Lot Vesting Tentative Subdivision Map • Park & School frontage including curb, gutter, and 10-foot-wide sidewalk with remainder of paving required to complete the roadway Section V-4 as shown on the Small-Lot Vesting Tentative Subdivision Map. Park frontage improvements are the responsibility of the City. ▪ Alder Creek Parkway (Westwood Drive to Placerville Road) <ul style="list-style-type: none"> • One lane of travel in each direction and median (Existing travel lanes on Alder Creek Parkway constructed with FPA Phase 1 Backbone Improvements) • Village 8 Entrance/Exit on Savannah Parkway <ul style="list-style-type: none"> ○ Westbound left-turn lane from Alder Creek Parkway into Village 8 entrance with 125-foot-long taper and 60 feet of vehicle storage. • Intersection of East Bidwell Street and Alder Creek Parkway (as shown on Attachment 11/Off-Site Infrastructure Triggers, December-2017/Required Prior to 236th Building Permit) <ul style="list-style-type: none"> ○ Control: Signalize with a protected southbound East Bidwell Street left-turn, westbound Alder Creek Parkway split phasing, and westbound Alder Creek Parkway right-turn overlap. U-Turns prohibited. ○ Southbound Approach to Alder Creek Parkway from East Bidwell Street: One thru-lane, and two left-turn lanes, with a 300-foot-long single lane left-turn pocket excluding tapers for the most easterly of the left turning lanes. ○ Northbound Approach to Alder Creek Parkway from East Bidwell Street: One thru lane and one shared thru/right-turn lane with a striped 500-foot long right-turn pocket excluding tapers for the shared thru/right-turn lane. | G, I, M | CD (E), EWR, PW, FD | <p>These improvements in this condition to Savannah Parkway are not required to provide access and utilities to the Village 4 subdivision.</p> <p>The improvements required on Westwood Drive, Old Ranch Way and Alder Creek Parkway are being constructed as part of the improvements included on the Village 4 & 8 subdivision approved by the City.</p> | Yes |

| CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 2 SUBDIVISION PROJECT (PN 17-307) WEST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD, EAST OF SCOTT ROAD, AND SOUTH OF US HIGHWAY 50 SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP | | | | | |
|---|---|---------------|---------------------------|--|--|
| Condition No. | Condition of Approval | When Required | Responsible Department | Comments | Condition Satisfied? |
| 19. Cont. | <ul style="list-style-type: none"> o Westbound Approach to East Bidwell Street from Alder Creek Parkway: One right-turn lane and one left-turn lane, with a 200-foot left-turn pocket excluding tapers for the left-turn lane. o Eastbound Alder Creek Parkway Departure: Two receiving lanes shall be provided, the second receiving lane shall be dropped after 300 feet excluding tapers. o East Bidwell Street shall be constructed as a four-lane divided arterial between Alder Creek Parkway and the U.S. Highway 50 Interchange, with a 38-foot-wide median at Alder Creek Parkway that tapers back to match the existing four-lane arterial segment at the eastbound U.S. Highway 50 slip onramp. East Bidwell Street shall be constructed as a two-lane divided arterial between Alder Creek Parkway and Old Ranch Way, with a 38-foot-wide raised median at Alder Creek Parkway that tapers back to match the two-lane half segment. Alder Creek Parkway between East Bidwell Street and Westwood Drive shall be constructed as a two-lane divided roadway with a 38-foot-wide raised median. • Frontage Improvements on Alder Creek Parkway <ul style="list-style-type: none"> o Frontage improvements along the southern side of Alder Creek Parkway including curb, gutter, sidewalk, median, and landscaping along with remainder of paving required to complete the roadway Section C1 as shown on the Small-Lot Vesting Tentative Subdivision Map. • Intersection of East Bidwell Street and White Rock Road <ul style="list-style-type: none"> • Prior to issuance of the 281st building permit, the owner/applicant shall be responsible for either Option A or Option B below as follows: <ul style="list-style-type: none"> o Option A: The Capital Southeast Connector Joint Powers Authority (JPA) project proposes to relocate and signalize the East Bidwell Street/White Rock Road intersection; If the proposed JPA project at this location is fully funded and construction is underway by the time the 281st building permit is issued, the project shall pay the Sacramento County Transportation Development Fees, toward the JPA project. | G, I, M | CD (E), EWR, PW, FD | <p>These improvements in this condition to Savannah Parkway are not required to provide access and utilities to the Village 4 subdivision.</p> <p>The improvements required on Westwood Drive, Old Ranch Way and Alder Creek Parkway are being constructed as part of the improvements included on the Village 4 & 8 subdivision approved by the City.</p> <p>The required improvements to the intersection of East Bidwell Street and White Rock Road will be satisfied prior to issuance of the 281st building permit in the Mangini Ranch Phase 2 subdivision.</p> | Yes Condition will be satisfied prior to issuance of the 281 st building permit. |

| CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 2 SUBDIVISION PROJECT (PN 17-307) WEST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD, EAST OF SCOTT ROAD, AND SOUTH OF US HIGHWAY 50 SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP | | | | | |
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| Condition No. | Condition of Approval | When Required | Responsible Department | Comments | Condition Satisfied? |
| 19. Cont. | <ul style="list-style-type: none"> o Option B: Signalize the existing East Bidwell Street/White Rock Road intersection with Mangini Ranch Phase 1 improvements: If the JPA project to relocate and signalize the East Bidwell Street/White Rock Road intersection is not fully funded and under construction prior to issuances of the 281st building permit, the owner/applicant shall be responsible to signalize the existing intersection with improvements described in Condition No. 127 of the Mangini Ranch Phase 1 conditions of approval. Mangini Ranch Phase 1 improvements at this location consist of "Southbound on East Bidwell Street construct a free southbound right turn lane consisting of 315 feet of deceleration length plus 50 feet storage length, excluding appropriate tapers and a 300 foot receiving /acceleration lane, excluding tapers along westbound White Rock Road. Westbound on White Rock Road, construct a free right-turn lane consisting of 315 feet of deceleration length plus 50 feet of storage length, excluding appropriate tapers, and a 300-foot receiving lane excluding appropriate tapers along northbound East Bidwell Street. o The JPA currently has more than seven million dollars programed toward relocation and signalization of the East Bidwell Street/White Rock Road intersection, and is planning to begin acquiring right-of-way during the winter of 2018, and begin construction during the summer of 2019. The projected absorption Schedule for the Mangini Ranch Phase 2 project estimates that the 281 dwelling units will not be constructed until sometime in the second quarter of 2020. Option A above is the preferred improvement, Option B would be a throwaway improvement. o Utility Infrastructure <ul style="list-style-type: none"> ▪ The 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 o Trails in Open Space <ul style="list-style-type: none"> ▪ The proposed trail within Lot I open space will be graded with Village 3 ▪ The proposed trail within Lot H open space adjacent to the school will be graded with Village 4 o Park Grading Community Park East will serve as a spoils site during Phase 2 grading. Grading of the park will be completed in subsequent phases. | G, I, M | CD (E), EWR, PW, FD | <p>These improvements in this condition are not required to provide access and utilities to the Village 4 subdivision.</p> <p>Utility infrastructure for the Village 4 subdivision is included on the Village 4 & 8 subdivision improvements plans approved by the City. Construction of these improvements commenced in the Spring of 2019.</p> <p>There are no trails being constructed in the open space adjoining the Village 4 subdivision.</p> <p>The owner/applicant commenced with grading the entire Mangini Ranch Phase 2 subdivision in the Spring of 2019. Throughout the grading in the future years, excess spoils will be placed in the future Community Park East.</p> | Yes |

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| CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 2 SUBDIVISION PROJECT (PN 17-307) WEST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD, EAST OF SCOTT ROAD, AND SOUTH OF US HIGHWAY 50 SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP | | | | | |
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| Condition No. | Condition of Approval | When Required | Responsible Department | Comments | Condition Satisfied? |
| 20. | <p><i>Development Phase 3 (Villages 5 and 6, and Lots B, F, and G)</i></p> <p>Developer shall construct the following improvements as shown on the Mangini Ranch Phase 2 Vesting Tentative Subdivision Map & Conceptual Development Phasing Diagram unless otherwise noted; Roadways shall be constructed to the ultimate horizontal and vertical alignment unless otherwise noted.</p> <ul style="list-style-type: none"> o Roads <ul style="list-style-type: none"> ▪ East Bidwell Street (Savannah Parkway to the Alder Creek Parkway) <ul style="list-style-type: none"> • Intersection of Savannah Parkway and East Bidwell Street including turn lanes (as shown on Attachment 11/Off-Site Infrastructure Triggers, December-2017/Required Prior to 496th Building Permit) <ul style="list-style-type: none"> o Control: Signal control with split phasing. o Southbound Approach to Savannah Parkway from East Bidwell Street: One thru-lane, and one left-turn lane with a 100-foot-long left-turn pocket excluding tapers for the left-turn lane. o Northbound Approach to Savannah Parkway from East Bidwell Street: One shared thru/right-turn lane. o Westbound Approach to East Bidwell Street from Savannah Parkway: One right-turn lane, and one left-turn lane with a 60-foot left-turn pocket excluding tapers for the left-turn lane. o Between Old Ranch Way and the southern boundary of the project site, East Bidwell Street shall be constructed as a two-lane arterial on the eastern "half-segment" of its ultimate configuration. This two-lane segment shall have a striped 2-foot-wide median south of Old Ranch Way, consistent with the California Manual on Traffic Control Devices (MUTCD) Figure 3A-107 (CA), or similar standard. The southbound left-turn pocket shall be developed in accordance with the Highway Design Manual (HDM) Figure 405.2A, or similar standard. Savannah Parkway shall have a 4-foot-wide raised median. • Frontage improvements including curb, gutter, sidewalk, median, and landscaping along with remainder of paving required to complete the roadway Section I as shown on the Small-Lot Vesting Tentative Subdivision Map. | G, I, M | CD (E), EWR, PW, FD | These improvements in this condition are not required to provide access and utilities to the Village 4 subdivision. | Yes |

| CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 2 SUBDIVISION PROJECT (PN 17-307) WEST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD, EAST OF SCOTT ROAD, AND SOUTH OF US HIGHWAY 50 SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP | | | | | |
|--|---|---------------|---------------------------|---|----------------------|
| Condition No. | Condition of Approval | When Required | Responsible Department | Comments | Condition Satisfied? |
| 20. Cont. | <ul style="list-style-type: none"> o Savannah Parkway (SMUD Substation to Grand Prairie Road) o One lane of travel in each direction and a landscaped median of varying widths. o Intersection of Savannah Parkway and Grand Prairie Road including turn lanes o Northbound approach to Grand Prairie Road from Savannah Parkway: One shared through/right-turn/left-turn lane. o Southbound approach to Grand Prairie Road from Savannah Parkway: One shared through/right-turn lane and one left-turn lane. The left-turn lane will have a 125-foot-long taper with 60 feet of vehicle storage. <ul style="list-style-type: none"> ▪ Westbound approach to Savannah Parkway from Grand Prairie Road: One shared right-turn lane and one left-turn lane. o Frontage improvements along the northern side of Savannah Parkway including curb, gutter, sidewalk, median, and landscaping along with remainder of paving required to complete the roadway Section K as shown on the Small-Lot Vesting Tentative Subdivision Map. o Park frontage improvements are the responsibility of the City. o Westwood Drive (Alder Creek Parkway to Placerville Road) o One lane of travel in each direction with median o Intersection of Alder Creek Parkway and Westwood Drive including turn lanes o Southbound Approach to Alder Creek Parkway from Placerville Road: One shared through/right-turn lane, and one left-turn lane with a 125-foot long taper and 60 feet of vehicle storage. o Intersection of Alder Creek Parkway and Placerville Road including turn lanes o Southbound Approach to Placerville Road from Alder Creek Parkway: One right-turn lane. <ul style="list-style-type: none"> ▪ Eastbound Approach to Placerville Road from Alder Creek Parkway: One shared through/left-turn lane. o Village 6 Entrance/Exit on Westwood Drive <ul style="list-style-type: none"> o Control: Stop-Sign control at the Village 6 exit to Westwood Drive. Northbound Approach to Village 6 entrance from Westwood Drive: o One shared through/right-turn lane. Southbound Approach to Village 6 entrance from Westwood Drive: One shared through/left-turn lane o Frontage improvements including curb, gutter, sidewalk, median, and landscaping along with remainder of paving required to complete the roadway Sections U, U-2, and V1 as shown on the Small-Lot Vesting Tentative Subdivision Map. | G, I, M | CD (F), EWR, PW, FD | These improvements in this condition are not required to provide access and utilities to the Village 4 subdivision. | Yes |

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| CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 2 SUBDIVISION PROJECT (PN 17-307) WEST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD, EAST OF SCOTT ROAD, AND SOUTH OF US HIGHWAY 50 SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP | | | | | |
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| Condition No. | Condition of Approval | When Required | Responsible Department | Comments | Condition Satisfied? |
| 2b. Cont. | <ul style="list-style-type: none"> ▪ Alder Creek Parkway (Westwood Drive to Placerville Road) <ul style="list-style-type: none"> • Village 5 Entrance/Exit on Alder Creek Parkway <ul style="list-style-type: none"> o Control: Stop-Sign control at the Village 5 exit to Alder Creek Parkway. o Eastbound Approach to Village 5 entrance from Alder Creek Parkway: Left-turn lane with 125-foot-long taper and 60 feet of vehicle storage. o Frontage improvements along the northern side of Alder Creek Parkway including curb, gutter, sidewalk, median, and landscaping along with remainder of paving required to complete the roadway Section C1 as shown on the Small-Lot Vesting Tentative Subdivision Map. ▪ Intersection of Placerville Road and White Rock Road <ul style="list-style-type: none"> • Prior to the 496th building permit, the owner/applicant shall be responsible for prohibiting southbound left-turns from Placerville Road to eastbound White Rock Road by construction of a raised median on Placerville Road to channelize all southbound traffic onto westbound White Rock Road. o Utility Infrastructure <ul style="list-style-type: none"> ▪ The 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 o Trails in Open Space <ul style="list-style-type: none"> ▪ The proposed trail within Community Park East, including the connection with Mangini Ranch Phase I, will be graded with Phase 3 o Park Grading <ul style="list-style-type: none"> ▪ Community Park East grading will be completed. | G, I, M | CD (E), EWR, PW, FD | These improvements in this condition are not required to provide access and utilities to the Village 4 subdivision. | |

| CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 2 SUBDIVISION PROJECT (PN 17-307) WEST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD, EAST OF SCOTT ROAD, AND SOUTH OF US HIGHWAY 50 SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP | | | | | |
|---|---|---------------|------------------------|--|----------------------|
| Condition No. | Condition of Approval | When Required | Responsible Department | Comments | Condition Satisfied? |
| 21. | Off-site improvements / Rights of Entry For any improvements constructed on private property that are not under the ownership or control of the owner/applicant, all rights-of-entry, and if necessary, a permanent easement shall be obtained and provided to the City. All rights of entry, construction easements, either permanent or temporary and other easements shall be obtained as set forth in Amendments No. 1 and 2 to ARDA, which shall be fully executed by all affected parties and shall be recorded with the Sacramento County Recorder, where applicable, prior to approval of grading and/or improvement plans. | G | CD (E) | The owner/applicant obtained all Rights of Entry, construction easements and grant deeds for all off-site improvements prior to commencement of grading. All rights-of-entry are on file with the Community Development Department. | Yes |
| 22. | Mine Shaft Remediation The owner/applicant shall locate and remediate all antiquated mine shafts, drifts, open cuts, tunnels, and water conveyance or impoundment structures existing on the project site, with specific recommendations for the sealing, filling, or removal of each that meet all applicable health, safety and engineering standards. Recommendations shall be prepared by an appropriately licensed engineer or geologist. All remedial plans shall be reviewed and approved by the City prior to approval of grading plans. | G | CD (E) | During the course of grading and construction for this subdivision no mine shafts or tunnels were located or discovered. | Yes |
| 23. | Prepare Traffic Control Plan. Prior to construction, a Traffic Control Plan for roadways and intersections affected by construction shall be prepared. The Traffic Control Plan shall designate haul routes and comply with requirements in the encroachment permits issued by the City of Rancho Cordova, Sacramento County, and Caltrans and any other local agencies, including but not limited to the City, if applicable. The Traffic Control Plan to be prepared by the project construction contractor(s) shall, at minimum, include the following measures: <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 community 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 owner/applicant has jointly participated with the adjacent property owner (Enclave at Folsom Ranch) for the traffic control, planning and construction of roadway improvements to East Bidwell Street, Alder Creek Parkway and Placerville Road. The improvements to Alder Creek Parkway and East Bidwell Street are expected to be completed in the Summer of 2020. | Yes |

| CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 2 SUBDIVISION PROJECT (PN 17-307) WEST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD, EAST OF SCOTT ROAD, AND SOUTH OF US HIGHWAY 50 SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP | | | | | |
|---|--|---------------|------------------------|--|----------------------|
| Condition No. | Condition of Approval | When Required | Responsible Department | Comments | Condition Satisfied? |
| 24. | 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. | 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 |
| 25. | 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. | G | CD (E) | The City and/or the Owner obtained a Section 401 Water Quality certification for the backbone and project specific improvements. All required measures were implemented prior to grading and construction in the Spring of 2019. | Yes |
| 26. | Landslide/Slope Failure 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 on file with Community Development Department | Yes |
| IMPROVEMENT PLAN REQUIREMENTS | | | | | |
| 27. | Improvement Plans The improvement plans for the required public and private subdivision improvements necessary to serve any and all phases of development shall be reviewed and approved by the Community Development Department prior to approval of a Final Map. | M | CD (E) | The Community Development Department has reviewed and approved the improvement plans for this subdivision. | Yes |
| 28. | Standard Construction Specifications and Details Public and private improvements, including roadways, curbs, gutters, sidewalks, bicycle lanes and trails, streetlights, underground infrastructure and all other improvements shall be provided in accordance with the latest edition of the City of Folsom <u>Standard Construction Specifications and Details</u> and the <u>Design and Procedures Manual and Improvement Standards</u> . | I | CD (P)(E) | The Community Development Department has reviewed and approved the improvement plans for this subdivision. The improvement plans and the required improvements are being constructed in accordance with the current City Standards and Specifications. | Yes |

| CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 2 SUBDIVISION PROJECT (PN 17-307) WEST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD, EAST OF SCOTT ROAD, AND SOUTH OF US HIGHWAY 50 SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP | | | | | |
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| Condition No. | Condition of Approval | When Required | Responsible Department | Comments | Condition Satisfied? |
| 29. | <p><i>Water and Sewer Infrastructure</i></p> <p>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. • 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 for this subdivision. | Yes |

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| 30. | <p>Lighting Plan</p> <p>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, earthtoned 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 backbone roadways and subdivisions in accordance with the Design Guidelines and City Standards for Street Lighting. A copy of the lighting plans are available from the Community Development Department. | Yes |
| 31. | <p>Utility Coordination</p> <p>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 public utilities that will provide service to the subdivision. Bonding for the construction of the joint trench facilities to serve this subdivision are provided in the subdivision improvement agreement for this subdivision. | Yes |

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| 32. | 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 (formerly Scott Rd) to the satisfaction of the Community Development Dept. No existing improvements were existing as part of this subdivision. | Yes |
| 33. | 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. | B | CD (E) | All utility lines below 69 kV have been designed to be placed underground and Public Utility Easements have been dedicated on the final map for this subdivision. | Yes |
| 34. | 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 |
| 35. | 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 improvement plans for the subdivision improvements and backbone roadways provide vertical curbing as required. | Yes |
| 36. | Class II Bike Lanes All Class II bike lanes shall be striped and the legends painted green. 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 and Specifications. | Yes |

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| 37 | <p>Noise Barriers Based on the Environmental Noise Assessment prepared by Bollard Acoustical Consultants on August 23, 2017, the following measures shall be implemented to the satisfaction of the Community Development Department:</p> <ul style="list-style-type: none"> • Solid noise barriers or similar natural features (earthen berm, etc.) shall be required to reduce future traffic noise levels to below the City of Folsom exterior criteria of 60 dB Ldn at the proposed residential backyards. Barrier heights are specified relative to backyard elevations. The following barrier heights and locations are required to the satisfaction of the Community Development Department (see Figure 2 in the August 23, 2017 Assessment): <ul style="list-style-type: none"> ○ 6-foot noise barrier at residences adjacent to Highway 50 ○ 10-foot noise barrier at residences adjacent to East Bidwell Street ○ 7-foot noise barrier at residences adjacent to Alder Creek Parkway ○ 6-foot noise barrier at residences adjacent to Savannah Parkway • Suitable materials for the traffic noise barriers shall include masonry and precast concrete panels. Other materials may be acceptable but shall be reviewed by an acoustical consultant prior to use. The final design, materials, and colors of the barriers shall be to the satisfaction of the Community Development Department. • Mechanical ventilation (air conditioning) shall be provided for all residences within the Mangini Ranch Phase 2 Subdivision to allow the occupants to close doors and windows as desired to achieve compliance with the applicable interior noise level criteria. • All second-floor windows of residences located adjacent to East Bidwell Street from which the roadway is visible shall have a minimum STC rating of 32. Figure 2 of the Noise Assessment shows the specific lots where upgrades are required. • All second-floor windows of residences located adjacent to Alder Creek Parkway from which the roadway is visible shall have a minimum STC rating of 30. Figure 2 of the Noise Assessment shows the specific lots where upgrades are required. | I | CD (E)(P) | The owner/applicant has designed the subdivision and sound walls along Alder Creek Parkway in accordance with these conditions. The sound walls in the required location and height will be constructed as part of the improvements for this subdivision. | Yes |

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| 38. | <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, and the 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. | Yes |

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| 39. | <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, J | CD (E) | The Owner/Applicant is in compliance with the Storm Water Pollution Prevention Plan (SWPPP) for the subdivision. General notes have been included on the approved grading and public infrastructure plans to address this condition. Compliance has been monitored through construction inspection. | Yes |

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| 40. | <p>Litter Control</p> <p>During Construction, the owner/applicant shall be responsible for litter control and sweeping of all paved surfaces in accordance with City standards. All on-site storm drains shall be cleaned immediately before the commencement of the rainy season (October 15).</p> | OG | CD (E) | The owner/applicant has complied with this provision and completed periodic on-site cleaning and sweeping of the project site. Compliance has been monitored through construction inspection | Yes |
| FIRE DEPT REQUIREMENTS | | | | | |
| 41. | <p>Prepare fuel modification plan (FMP).</p> <p>If applicable, the owner/applicant shall submit a Fuel Modification Plan consistent with the FPA Open Space Management Plan to the City for review and preliminary approval from the Fire Code Official prior to any Final and/or Parcel Map. Final approval of the plan by the Fire Code Official shall occur prior to the issuance of a 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. The owner/applicant shall obtain off-site easements for the required for the fuel modification buffer.</p> <p>The owner/applicant agree to be responsible for the long-term maintenance of the Fuel Modification Plan. 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 Fire Code Official for approval prior to implementation.</p> | G, I, M, B | CD (P), FD | The owner/applicant has submitted a Fuel Modification Plan (FMP) and the City Fire Department and the Community Development Department has reviewed and approved the plan. The FMP is for all open space areas adjacent to residential land uses adjoining the subdivision. | Yes |

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| 42. | <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 Code Official/Fire Chief. 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 Code Official/Fire Chief. (All-weather access is defined as six inches of compacted aggregate base from May 1 to September 30 and two inch asphalt concrete over six inch 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 Marshal.</p> <ul style="list-style-type: none"> Commercial Fire-Flow with Automatic Fire Sprinkler System: The required fire-flow for the general commercial portion of the project is determined to be 750 GPM for three hours. The reduced fire-flow shall not be less than 1,000 GPM for commercial buildings with automatic sprinkler systems per Section 903.1.1 of the CFC, and shall not be less than 1,500 GPM for commercial buildings with automatic sprinkler systems per Section 903.3.1.2 of the CFC. 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 unless an alternative is specifically included within this approval. 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). Several streets indicated on the plans are dead ends greater than 500 feet. In such cases, a second emergency access will be required. 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 shall 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 the entire subdivision. Building permits will not be issued prior to these improvements being completed to the satisfaction of the Community Development Department and the Fire Department. | Yes |

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| 43. | <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 or the Small Lot Final Map, whichever occurs first. Said plans shall include all on-site landscape specifications and details, and 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. Landscaping installed in open spaces located between tiers of lots shall be chosen for resistance to fire and limited fuel production. Furthermore, 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 Mangini Ranch Phase 2 project.</p> | B, M | CD(P), PW | The owner/applicant will submit the landscape and irrigation plans for this subdivision and the Community Development Department will review and approve the landscape and irrigation plans prior to issuance of the first building permit in the subdivision. The landscape and irrigation improvements are bonded for in the subdivision improvement agreement. In accordance with long established City policy, the landscape and irrigation improvements for the subdivision are required to be complete prior to the first certificate of occupancy in the subdivision. The long established City policy related to building permits and landscape and irrigation issuance and timing is contrary to this condition. However, the Community Development Department will verify compliance with the long established City policy. | Condition will be satisfied prior to issuance of a building permit in the subdivision. |
| 44. | <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), PW | Landscaping and irrigation plans for the Village 4 subdivision frontage on Alder Creek Parkway are being constructed with the subdivision improvements for Village 4 and are bonded for the subdivision improvement agreement for Village 4. | Yes |

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| MAP REQUIREMENTS | | | | | |
| 45. | <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. | 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 |
| 46. | <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 Mangini Ranch Phase 2 Subdivision. | M | CD (P)(E) | The owner/applicant has executed an Inclusionary Housing Agreement with the City. The agreement allows the owner/applicant to provide an in-lieu fee assigned to each building permit in the subdivision. The in-lieu housing fee will be paid at the time of building permit issuance. | Yes |

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| 47. | <p><i>Department of Real Estate Public Report</i> The owner/applicant shall disclose to the homebuyers in the Department of Real Estate Public Report</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. | M | CD (P) PK | The owner/applicant has provided copies of their proposed CC&R's, which contain provisions in accordance with Items #1-5 listed in this condition of approval. The Community Development Department has reviewed and approved the C.C. & R.'s and verified that they include the required disclosures. | Yes |

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| 48. | Public Utility Easements The owner/applicant shall dedicate public utility easements for underground facilities on properties adjacent to the 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 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 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 backbone roadway utility corridors as well as internal streets within the subdivision. | Yes |
| 49. | 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) | There is no phasing proposed for the Village 4 final map. | Yes |
| 50. | 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 Backbone 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 Backbone 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 (or its previous owner) 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 within the Large Lot Final Map or by separate instrument. | Yes |
| 51. | 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 off-site Backbone Infrastructure 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. The required benchmarks are in place and currently in use. | Yes |
| 52. | 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. | M | CD (E) | The Final Map includes an easement that allows for the construction and maintenance of centralized mail delivery boxes. | Yes |

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| Condition No. | Condition of Approval | When Required | Responsible Department | Comments | Condition Satisfied? |
| 53. | 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. | B | CD (E) | The Community Development Department will require the copies of the recorded final map to be submitted prior to approval of the first building permit in the subdivision. | Yes |
| 54. | 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. | B | CD (P), FCUSD | The Community Development Department will require the copies of the recorded final map to be submitted to the Folsom-Cordova Unified School District prior to approval of the first building permit in the subdivision. This will be satisfied at the issuance of the first building permit. | Yes |

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| Condition No. | Condition of Approval | When Required | Responsible Department | Comments | Condition Satisfied? |
| 55. | <p><i>Design Review Approval</i></p> <p>Prior to issuance of a building permit for any residential units within the subdivision, the owner/applicant shall obtain Design Review and/or Planned Development approval from the Planning Commission for all residences to be built within the subdivision. 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> | B | CD (P) | <p>The owner/applicant has submitted a Design Review application. The Planning Commission will evaluate the application for conformance with the Folsom Ranch Central District Guidelines. The Community Development Department will present the Design Review approval for residential units in this subdivision to the Planning Commission prior to issuance of a building permit.</p> | <p>Condition will be satisfied prior to issuance of a building permit.</p> |

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| Condition No. | Condition of Approval | When Required | Responsible Department | Comments | Condition Satisfied? |
| TRAFFIC, ACCESS, CIRCULATION, AND PARKING REQUIREMENTS | | | | | |
| 56. | <p><u>East Bidwell Street/Savannah Parkway</u> Prior to issuance of the first building permit, the owner/applicant shall be responsible for configuring the East Bidwell Street/Savannah Parkway Intersection as follows:</p> <ul style="list-style-type: none"> o Southbound Approach to Savannah Parkway from East Bidwell Street: One thru-lane, and one left-turn lane with a 200-foot long transition, 60-foot-long taper, and 100 feet of vehicle storage. o Northbound Approach to Savannah Parkway from East Bidwell Street: One shared thru/right-turn lane. o Westbound Approach to East Bidwell Street from Savannah Parkway: One shared left/right-turn lane, and a striped out left-turn pocket with a 125-foot-long taper and 60 feet of vehicle storage. o Cont of: Stop-Sign control at the westbound approach to East Bidwell Street from Savannah Parkway with full access. o Between Old Ranch Way and the southern boundary of the project site, East Bidwell Street shall be constructed as a two-lane arterial on the eastern "half segment" of its ultimate configuration. This two-lane segment shall have a striped 2-foot-wide median south of Old Ranch Way, consistent with the California Manual of Uniform Traffic Control Devices (MUTCD) Figure 3A-107 (CA), or similar standard. The southbound left-turn pocket shall be developed in accordance with the Highway Design Manual (HDM) Figure 405-2A, or similar standard. Savannah Parkway shall have a raised median curb. | B | CD (E) | The owner/applicant is currently constructing the required intersection improvements with the Village 7 subdivision. The required improvements are included on either the approved Enclave at Folsom Ranch Off-Site Improvement Plans or on the approved Village 7 Improvement plans. These improvements are under construction and bonded for in the subdivision improvement agreement for Village 7 and therefore the condition is satisfied. | Condition will be satisfied prior to issuance of a building permit. |

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| <p>57.</p> | <p><u>East Bidwell Street/Alder Creek Parkway</u> Prior to issuance of the 236th building permit, the owner/applicant shall be responsible for expanding and signalizing the East Bidwell Street/Alder Creek Parkway Intersection as follows:</p> <ul style="list-style-type: none"> o Southbound Approach to Alder Creek Parkway from East Bidwell Street: One thru-lane, and two left-turn lanes, with a 300-foot-long single lane left-turn pocket excluding tapers for the most easterly of the left turning lanes. o Northbound Approach to Alder Creek Parkway from East Bidwell Street: One thru lane and one shared thru/right-turn lane with a striped 500-foot long right-turn pocket excluding tapers for the shared thru/right-turn lane. o Westbound Approach to East Bidwell Street from Alder Creek Parkway: One right-turn lane and one left-turn lane, with a 200-foot left-turn pocket excluding tapers for the left-turn lane. o Eastbound Alder Creek Parkway Departure: Two receiving lanes shall be provided, the second receiving lane shall be dropped after 300 feet excluding tapers. o Control: Signalize with a protected southbound East Bidwell Street left-turn, westbound Alder Creek Parkway split phasing, and westbound Alder Creek Parkway right-turn overlap. U-Turns prohibited. o East Bidwell Street shall be constructed as a four-lane divided arterial between Alder Creek Parkway and the U.S. Highway 50 Interchange, with a 38-foot-wide median at Alder Creek Parkway that tapers back to match the existing four-lane arterial segment at the eastbound U.S. Highway 50 slip onramp. East Bidwell Street shall be constructed as a two-lane divided arterial between Alder Creek Parkway and Old Ranch Way, with a 38-foot-wide raised median at Alder Creek Parkway that tapers back to match the two-lane half segment described in the East Bidwell Street/Savannah Parkway Condition No. 57 above. Alder Creek Parkway between East Bidwell Street and Westwood Drive shall be constructed as a two-lane divided roadway with a 38-foot-wide raised median. | <p>B</p> | <p>CD (E)</p> | <p>This condition is not a requirement of this Village 4 subdivision since this is the third final map in the Mangini Ranch Phase 2 subdivision. The Village 7 final map approved by the City Council in December of 2019 included 68 lots. With the addition of the 36 lots in Village 8 and the 73 lots in Village 4, the total number of lots (177) is less than the 236 building permits that could be issued in the subdivision.</p> | <p>Condition will be satisfied prior to issuance of the 236th building permit in the Mangini Ranch Phase 2 subdivision.</p> |
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| 58 | <p><u>East Bidwell Street/White Rock Road</u></p> <p>Prior to issuance of the 281st building permit, the owner/applicant shall be responsible for either Option A or Option B below as follows:</p> <ul style="list-style-type: none"> o Option A: The Capital Southeast Connector Joint Powers Authority (JPA) project proposes to relocate and signalize the East Bidwell Street/White Rock Road intersection. If the proposed JPA project at this location is fully funded and construction is underway by the time the 281st building permit is issued, the project shall pay the Sacramento County Transportation Development Fees, toward the JPA project. o Option B: Signalize the existing East Bidwell Street/White Rock Road intersection with Mangini Ranch Phase 1 improvements: If the JPA project to relocate and signalize the East Bidwell Street/White Rock Road intersection is not fully funded and under construction prior to issuances of the 281st building permit, the owner/applicant shall be responsible to signalize the existing intersection with improvements described in Condition No. 127 of the Mangini Ranch Phase 1 conditions of approval. Mangini Ranch Phase 1 improvements at this location consist of "Southbound on East Bidwell Street construct a free southbound right turn lane consisting of 315 feet of deceleration length plus 50 feet storage length, excluding appropriate tapers and a 300 foot receiving /acceleration lane, excluding tapers along westbound White Rock Road. Westbound on White Rock Road, construct a free right-turn lane consisting of 315 feet of deceleration length plus 50 feet of storage length, excluding appropriate tapers, and a 300 foot receiving lane excluding appropriate tapers along northbound East Bidwell Street. o The JPA currently has more than seven million dollars programed toward relocation and signalization of the East Bidwell Street/White Rock Road intersection, and is planning to begin acquiring right-of-way during the winter of 2018, and begin construction during the summer of 2019. The projected absorption Schedule for the Mangini Ranch Phase 2 project estimates that the 281 dwelling units will not be constructed until sometime in the second quarter of 2020. Option A above is the preferred improvement, Option B would be a throwaway improvement. | B | CD (E) | This condition is not a requirement of this Village 4 subdivision since this is the second final map in the Mangini Ranch Phase 2 subdivision. The Village 7 final map approved by the City Council in December of 2019 included 68 lots. With the addition of the 36 lots in Village 8 and the 73 lots in Village 4, the total number of lots (177) is less than the 281 building permits that could be issued in the subdivision. | Condition will be satisfied prior to issuance of the 281st building permit in the Mangini Ranch Phase 2 subdivision. |
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| 59. | <p><u>White Rock Road/Placerville Road</u></p> <p>Prior to the 496th building permit, the owner/applicant shall be responsible for prohibiting southbound left-turns from Placerville Road to eastbound White Rock Road by construction of a raised median on Placerville Road to channelize all southbound traffic onto westbound White Rock Road.</p> | B | CD (E) | <p>This condition is not a requirement of this Village 4 subdivision since this is the second final map in the Mangini Ranch Phase 2 subdivision. The Village 7 final map approved by the City Council in December of 2019 included 68 lots. With the addition of the 36 lots in Village 8 and the 73 lots in Village 4, the total number of lots (177) is less than the 496 building permits that could be issued in the subdivision.</p> | <p>Condition will be satisfied prior to issuance of the 496th building permit in the Mangini Ranch Phase 2 subdivision.</p> |
| 60. | <p><u>East Bidwell Street/Savannah Parkway</u></p> <p>Prior to issuance of the 496th building permit and concurrent with implementation of Condition 64 above, the owner/applicant shall signalize the East Bidwell Street/Savannah Parkway intersection as follows:</p> <ul style="list-style-type: none"> o Southbound Approach to Savannah Parkway from East Bidwell Street: One thru-lane, and one left-turn lane with a 100-foot-long left-turn pocket excluding tapers for the left-turn lane. o Northbound Approach to Savannah Parkway from East Bidwell Street: One shared thru/right-turn lane. o Westbound Approach to East Bidwell Street from Savannah Parkway: One right-turn lane, and one left-turn lane with a 60-foot left-turn pocket excluding tapers for the left-turn lane. o Control: Signal control with split phasing. o Between Old Ranch Way and the southern boundary of the project site, East Bidwell Street shall be constructed as a two-lane arterial on the eastern "half-segment" of its ultimate configuration. This two-lane segment shall have a striped 2-foot-wide median south of Old Ranch Way, consistent with the California Manual on Traffic Control Devices (MUTCD) Figure 3A-107 (CA), or similar standard. The southbound left-turn pocket shall be developed in accordance with the Highway Design Manual (HDM) Figure 405.2A, or similar standard. Savannah Parkway shall have a 4-foot-wide raised median. | B | CD (E) | <p>This condition is not a requirement of this Village 4 subdivision since this is the second final map in the Mangini Ranch Phase 2 subdivision. The Village 7 final map approved by the City Council in December of 2019 included 68 lots. With the addition of the 36 lots in Village 8 and the 73 lots in Village 4, the total number of lots (177) is less than the 496 building permits that could be issued in the subdivision.</p> | <p>Condition will be satisfied prior to issuance of the 496th building permit in the Mangini Ranch Phase 2 subdivision.</p> |

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| 61. | <i>Credit Reimbursement Agreement</i> Prior to the recordation of the first Small-Lot Final Map, the owner/applicant and City shall enter into a credit and reimbursement agreement for constructed improvements that are included in the Folsom Plan Area's Public Facilities Financing Plan. | M | CD (E) | The owner/applicant has entered into a SPIF Credit/Reimbursement Agreements with the City for eligible improvements constructed by the owner/applicant. | Yes |
| ARCHITECTURE/SITE DESIGN REQUIREMENTS | | | | | |
| 62. | <i>Landscaping Plan</i> Owner/applicant shall submit a landscape plan for all areas (by phase or subdivision) of the project where owner/applicant proposes to install landscaping on residential lots. The landscape plan shall take into account the then existing state or local rules and regulations related to landscape water usage and water wise landscape principles. The landscape plans shall be submitted and approved by the Community Development Director prior to the issuance of a building permit in the phase or subdivision. The 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. | B | CD (P) (E) | The Community Development Department will review all future residential site plans in the subdivision to verify compliance with this condition. | Condition will be satisfied prior to issuance of a building permit. |
| 63. | <i>Mechanical Equipment Screening</i> All mechanical equipment shall be concealed from view of public streets, neighboring properties and nearby higher buildings where practicable to the satisfaction of the Community Development Department. | B | CD (P) (E) | The Community Development Department will review all future residential site plans in the subdivision to verify compliance with this condition. | Condition will be satisfied prior to issuance of a building permit. |

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| 64. | <p><i>Bicycle Trail System Modifications</i> The owner/applicant shall incorporate the design and grading for the proposed Class 1 bike trails located within Lot H into the improvement plans consistent with the Mangini Ranch Phase 2 Proposed Trail System Modification Exhibit dated December 15, 2017.</p> | I | CD (P) | The Mangini Ranch Phase 2 Grading Plans approved by the City reflect the modifications to the trail system as shown in trail system modification exhibit dated December 15, 2017. The trail system modifications are adjoining future villages in the Mangini Ranch Phase 2 subdivision. | Yes |
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CITY CORPORATION YARD

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| <p>65.</p> | <p>The location tentatively identified for acquisition by the City for the City's new Corporation Yard in Section 2.2.3.4 of the First Amended and Restated Tier I Development Agreement (ARDA) between the City and the project developer may not be feasible for use as a Corporation Yard due to challenges in obtaining County entitlements and utility services. Subject to the application of this condition to other Participating Landowners (as defined in the ARDA) as provided herein, the following condition is added with respect to resolution of the location of the corporation yard:</p> <p>Prior to approval of the First Final Small Lot Map in the FPA (or first building permit if development may occur without any subdivision), a site consistent with the requirements of Section 2.2.3.4 of the ARDA, as may be amended or as otherwise agreed to between the City and the Participating Landowners, shall be identified as acceptable to the City as suitable and feasible for use as the new Corporation Yard, with access to sewer, water and all required utility services. The City's determination of feasibility may include the identification of an alternative site consistent with the foregoing, as a back-up for the primary site, as well as an evaluation of the time, cost and likelihood of obtaining any necessary entitlements or other governmental approvals for use of the land as a corporation yard, with the final determination of feasibility subject to the sole and reasonable discretion of the City Council.</p> <p>The City intends to impose this condition equitably throughout the Plan Area as and to each and every Participating Landowner who seeks any future specific plan amendment, tentative subdivision map or ARDA amendment in connection with its proposed development. If the City fails to impose such a condition, when required, with at least substantially similar terms, although precise language may differ (whether through a tentative subdivision map condition of approval, amendment to the specific plan or to a development agreement, or other agreement between the City and a Participating Landowner), this condition of approval shall be null and void as to Owner/Applicant's Project, and shall not be used as a reason to prevent approval of any final small lot map for Owner/Applicant's Project. If the City approves any other final small lot map for a project within the Plan Area and the Corporation Yard site has not been approved as provided for herein, Owner/Applicant may seek relief from the terms of this condition by appeal to the City Manager, with the right to review by the City Council.</p> | <p>M, B</p> | <p>CD (P)</p> | <p>The City has completed the annexation process with LAFCO to add the future corporation site to the City of Folsom Limits. The grant deed for the transfer of the Corporation Yard to the City has recorded in the Official Records of Sacramento County and LAFCO has recorded the Certificate of Completion in Book 20181207 at Page 0779 in the Official Records of Sacramento County completing the annexation process.</p> | <p>Yes</p> |
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| SCHOOL SITES | | | | |
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| 66. | <p>The locations of the elementary school sites and the combined middle school/high school were initially established during the City's processing and approval of the Folsom Specific Plan, at which time all Plan Area participants were engaged in the review of land planning and land uses. In 2015, the Folsom Cordova Unified School District raised concerns that the planned location of the future combined middle school/high school site may not be preferred.</p> <p>Prior to approval of First Final Small Lot Map in the FPA (or first building permit if development may occur without any subdivision), the site(s) for the future high school and middle school in the Folsom Plan Area will be identified and approved by the City, in consultation with the Folsom Cordova Unified School District.</p> <p>The City intends to impose this condition equitably throughout the Plan Area as and to each and every Participating Landowner who seeks any future specific plan amendment, tentative subdivision map or ARDA amendment in connection with its proposed development. If the City fails to impose such a condition, when required, with at least substantially similar terms, although precise language may differ (whether through a tentative subdivision map condition of approval, amendment to the specific plan or to a development agreement, or other agreement between the City and a Participating Landowner), this condition of approval shall be null and void as to Owner/Applicant's Project, and shall not be used as a reason to prevent approval of any final small lot map for Owner/Applicant's Project. If the City approves any other final small lot map for a project within the Plan Area and the high school and middle school site(s) has not been approved as provided for herein, Owner/Applicant may seek relief from the terms of this condition by appeal to the City Manager, with the right to review by the City Council.</p> <p>If Owner/Applicant proposes final maps in phases, Owner/Applicant may apply to the City Manager to permit individual phases to move forward to final map if substantial progress is being made to identify an acceptable site(s) as described above. The City Manager's determination of substantial progress shall be in his/her sole discretion.</p> | M, B | CD (P) Folsom Cordova Unified School District | <p>The City, the Folsom Cordova Unified School District (FCUSD) and the Landowners in the Folsom Plan Area successfully negotiated the proposed locations of the combined middle school/high school site. The City Manager informed the Landowners that this condition of approval has been satisfied with a letter dated June 12, 2018. The letter is on file with the City.</p> <p>Yes</p> |

| Mitigation Measures | | | | | |
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| 67. | <i>Westland/Eagle Specific Plan Amendment (W/E SPA) Mitigation Monitoring Reporting Program (MMRP) for the Westland/Eagle Area of the Folsom Plan Area Specific Plan (FPASP).</i> 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) and by W/E SPA (September 2015). | | | | |
| Table 1. | | | | | |
| FPASP EIR/EIS, as amended by the W/E SPA Addendum, Mitigation Measures Applicable to the Mangini Ranch Phase 2 Tentative Subdivision Map Project.* | | | | | |
| *The MMRP for the W/E SPA Addendum to the FPASP EIR/EIS is included as Attachment 20. | | | | | |
| Condition | Mitigation Measures Applicable to the Project | Timing | Responsible Agency | Comments | Condition Satisfied? |
| Aesthetics | | | | | |
| 67-1 | 3A.1-1: Construct and Maintain a Landscape Corridor Adjacent to U.S. 50. | G, O | CD | This subdivision does not have frontage on US HWY 50. | Yes |
| 67-2 | 3A.1-4: Screen Construction Staging Areas. | G | CD (P)(E)(B) | The construction staging area does not require screening due to distance from existing residences (>1000 feet) | Yes |
| 67-3 | 3A.1-5: Establish and Require Conformance to Lighting Standards and Prepare and Implement a Lighting Plan. | B | CD (P) | CDD has approved lighting plan for subdivision | Yes |
| Air Quality | | | | | |
| 67-4 | 3A.2-1a: Implement Measures to Control Air Pollutant Emissions Generated by Construction of On-Site Elements. | G, C | CD | (2) The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in Spring of 2019. Compliance table is on file with the City. | Yes |
| 67-5 | 3A.2-1b: Pay Off-site Mitigation Fee to SMAQMD to Off-Set NOX Emissions Generated by Construction of On-Site Elements. | G, C | CD (P)(E) SMAQMD | See (2) above | Yes |
| 67-6 | 3A.2-1c: Analyze and Disclose Projected PM10 Emission Concentrations at Nearby Sensitive Receptors Resulting from Construction of On-Site Elements. | G | CD (E)(P) | See (2) above | Yes |
| 67-7 | 3A.2-1d: Implement SMAQMD's Basic Construction Emission Control Practices during Construction of all Off-site Elements located in Sacramento County | G | SMAQMD | See (2) above. No off-site elements outside the City limits required for this subdivision | Yes |
| 67-8 | 3A.2-1f: Implement SMAQMD's Enhanced Exhaust Control Practices during Construction of all Off-site Elements. | G | Sacramento County El Dorado County or Cal Trans | See (2) above. No off-site elements outside the City limits required for this subdivision | Yes |

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| 67-9 | 3A.2-1g: Pay Off-site Mitigation Fee to SMAQMD to Off-Set NOX Emissions Generated by Construction of Off-site Elements | G | SMAQMD | See (2) above | Yes |
| 67-10 | 3A.2-1h: Analyze and Disclose Projected PM10 Emission Concentrations at Nearby Sensitive Receptors Resulting from Construction of Off-site Elements | G | | See (2) above | Yes |
| 67-11 | 3A.2-2: Implement All Measures Prescribed by the Air Quality Mitigation Plan to Reduce Operational Air Pollutant Emissions. | M, I | CD | See (2) above | Yes |
| 67-12 | 3A.2-4a: Develop and Implement a Plan to Reduce Exposure of Sensitive Receptors to Construction-Generated Toxic Air Contaminant Emissions. | G, C | CD | See (2) above | Yes |
| 67-13 | 3A.2-4b: Implement Measures to Reduce Exposure of Sensitive Receptors to Operational Emissions of Toxic Air Contaminants | G, C | CD SMAQMD | See (2) above | Yes |
| 67-14 | 3A.2-5: Implement A Site Investigation to Determine the Presence of NOA and, if necessary, Prepare and Implement an Asbestos Dust Control Plan. | G, C | CD | See (2) above | Yes |
| 67-15 | 3A.2-6: Implement Measures to Control Exposure of Sensitive Receptors to Operational Odorous Emissions | B, C | CD | See (2) above | Yes |
| Biological Resources | | | | | |
| 67-16 | 3A.3-1a (as amended by W/E SPA): Mitigation for erosion impacts. | I, OG | PW USACE | See (2) above | Yes |
| 67-17 | 3A.3-1b (as amended by W/E SPA): Implement Clean Water Act Section 404 Permits and Section 401 Water Quality Certifications | G, I, OG | CD USACE | See (2) above | Yes |
| 67-18 | 3A.3-2a (as amended by W/E SPA): Avoid Direct Loss of Swainson's Hawk and Other Raptor Nests. | G, I, C | CD CDFW | See (2) above | Yes |
| 67-19 | W/E SPA Mitigation Measure 4.4-4: Conduct preconstruction Swainson's Hawk and other raptor surveys | G | CD (P)(E) CDFW | See (2) above | Yes |
| 67-20 | 3A.3-2b: Prepare and Implement a Swainson's Hawk Mitigation Plan. | G, I, C | CD | See (2) above | Yes |
| 67-21 | W/E SPA Mitigation Measure 4.4-5: Prepare and Implement Swainson's hawk mitigation plan. | G | CD (P)(E) CDFW | See (2) above | Yes |
| 67-22 | 3A.3-2c (as amended by W/E SPA): Conduct preconstruction Tricolored Blackbird Nesting surveys. | G | CD CDFW | See (2) above | Yes |
| 67-23 | W/E SPA Mitigation Measure 4.4-6: Conducting preconstruction burrowing owl survey. | G | CD (P)(E) CDFW | See (2) above | Yes |
| 67-24 | W/E SPA Mitigation Measure 4.4-7: Preconstruction nesting bird survey. | G | CD (P)(E) CDFW | See (2) above | Yes |
| 67-25 | 3A.3-2d (as amended by W/E SPA): Conduct preconstruction bat roosting survey. | | CD | See (2) above | Yes |
| 67-26 | 3A.3-2e: Obtain an Incidental Take Permit under Section 10(a) of ESA; Develop and Implement a Habitat Conservation Plan to Compensate for the Loss of Vernal Pool Habitat. | G, I, OG | USFWS CD | See (2) above | Yes |
| 67-27 | 3A.3-2f: Obtain an Incidental Take Permit under Section 10(a) of ESA; Develop and Implement a Habitat Conservation | G, I, OG | USFWS | See (2) above | Yes |

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| | Plan to Compensate for the Loss of VELB Habitat. | | USACE CD | | |
| 67-28 | 3A.3-2g: Secure Take Authorization for Federally Listed Vernal Pool Invertebrates and Implement All Permit Conditions. | G, I, C | USACE CD | See (2) above | Yes |
| 67-29 | 3A.3-2h (as amended by W/E SPA): Valley Elderberry Longhorn Beetle avoidance and minimization measures. | G, I, OG | USACE USFWS CD | See (2) above | Yes |
| 67-30 | 3A.3-3: Conduct Special-Status Plant Surveys; Implement Avoidance and Mitigation Measures or Compensatory Mitigation. | G, I, B | USFWS CDFW CD | See (2) above | Yes |
| 67-31 | 3A.3-4a (as amended by W/E SPA): Implement Section 1602 Master Streambed Alteration Agreement. | G, I, C | CDFW CD | See (2) above | Yes |
| 67-32 | 3A.3-4b (as amended by W/E SPA): Valley Needlegrass Grassland Avoidance and Minimization Measures. | G, I, B | CDFW CD | See (2) above | Yes |
| 67-33 | 3A.3-5 (as amended by W/E SPA): Oak woodlands mitigation. | G, I, C | CD, PW | See (2) above | Yes |
| 67-34 | W/E SPA Mitigation Measure 4.4-1: Conduct environmental awareness training for construction employees. | G, C | CD | See (2) above | Yes |
| 67-35 | W/E SPA Mitigation Measure 4.4-2: Conduct preconstruction western spadefoot survey | G | CD (E) (P) CDFW | See (2) above | Yes |
| 67-36 | W/E SPA Mitigation Measure 4.4-3: Conduct preconstruction western pond turtle survey. | G | CD (E) (P) CDFW | See (2) above | Yes |
| Climate Change | | | | | |
| 67-37 | 3A.4-1: Implement Additional Measures to Control Construction-Generated GHG Emissions. | M, B, C | CD SMAQMD | See (2) above | Yes |
| 67-38 | 3A.4-2a: Implement Additional Measures to Reduce Operational GHG Emissions. | M, B | CD SMAQMD | See (2) above | Yes |
| 67-39 | 3A.4-2b: Participate in and Implement an Urban and Community Forestry Program and/or Off-Site Tree Program to Off-Set Loss of On-Site Trees. | M, B | CD | No trees are present in the subdivision. | Yes |
| Cultural Resources | | | | | |
| 67-40 | 3A.5-1a (as amended by W/E SPA): Comply with the Programmatic Agreement. | G | CD USACE | See (2) above | Yes |
| 67-41 | 3A.5-1b (as amended by W/E SPA): 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. | G | CD USACE | See (2) above | Yes |
| 67-42 | 3A.5-2 (as amended by W/E SPA): 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. | G, C | CD USACE | See (2) above | Yes |

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| 67-43 | 3A.5-3 (as amended by W/E SPA): Suspend Ground-Disturbing Activities if Human Remains are Encountered and Comply with California Health and Safety Code Procedures. | OG | CD (P)(E) Sacramento County Coroner Native American Heritage Commission | See (2) above. No human remains have been encountered in the subdivision during grading and construction. | Yes |
| Geology, Soils, Minerals, And Paleontological Resources | | | | | |
| 67-44 | 3A.7-1a: Prepare Site-Specific Geotechnical Report per CBC Requirements and Implement Appropriate Recommendations. | B | CD (E) | Owner/applicant has provided Geotechnical Report to the City. The Geotechnical report for the subdivision is on file with the City. | Yes |
| 67-45 | 3A.7-1b: Monitor Earthwork during Earthmoving Activities | B | CD (P)(E)(B) | Compliance monitored through construction inspection. | Yes |
| 67-46 | 3A.7-3: Prepare and Implement the Appropriate Grading and Erosion Control Plan. | G | CD (E) | Compliance monitored through construction inspection. | Yes |
| 67-47 | 3A.7-5: Divert Seasonal Water Flows Away from Building Foundations. | B | CD (B)(P) | CDD will review all future building permits in the subdivision to verify compliance with mitigation measure. | Condition will be satisfied prior to building permit issuance. |
| 67-48 | 3A.7-10: 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. | C | CD | See (2) above. No human remains or paleontological resources have been encountered in the subdivision during grading and construction. | Yes |
| Hazards and Hazardous Materials | | | | | |
| 67-49 | 3A.8-2: Complete Investigations Related to the Extent to Which Soil and/or Groundwater May Have Been Contaminated in Arcas Not Covered by the Phase I and II Environmental Site Assessments and Implement Required Measures | G, C | CD | See (2) above. No hazardous and/or contaminated soil or groundwater has been discovered in the subdivision. | Yes |
| 67-50 | 3A.8-5: Prepare and Implement a Blasting Safety Plan in Consultation with a Qualified Blaster. | M | CD | The owner/applicant has retained a blasting contractor, BTI, Inc., to conduct all blasting in the subdivision. A Blasting Safety Plan was provided to the City and the contractor has been issued a blasting permit for the subdivision. BTI, Inc. notifies the City prior to all blasts in accordance with the Blasting Permit requirements. | Yes |

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| 67-51 | Mitigation Measure 3A.8-6: Prudent Avoidance and Notification of EMF Exposure. | M | CD Folsom Cordova Unified School District | There are no existing overhead power lines within or adjoining the subdivision | Yes |
| 67-52 | 3A.8-7: Prepare and Implement a Vector Control Plan in Consultation with the Sacramento-Yolo Mosquito and Vector Control District. | G | CD Sacramento- Yolo Mosquito and Vector Control District | A Vector Control Plan was prepared and submitted to the City for review and approval. The plan incorporated various Best Management Practices in consultation with the Sacramento-Yolo Mosquito and Vector Control District. A copy of the Vector Control Plan is available from the Community Development Department | Yes |
| Hydrology and Water Quality | | | | | |
| 67-53 | 3A.9-1: Acquire Appropriate Regulatory Permits and Prepare and Implement SWPPP and BMPs. | G, C | CD (E) CVRWQB | Owner/applicant has been issued a WDID # and has submitted a SWPPP approved by the RWQCB. SWPPP is on file at the City. | Yes |
| 67-54 | 3A.9-2: Prepare and Submit Final Drainage Plans and Implement Requirements Contained in Those Plans. | G, B | CD (E) | The City has reviewed and approved the storm drain plans for this subdivision. The storm drain improvements are in compliance with the approved Folsom Plan Storm Drain Master Plan approved by the City. | Yes |
| 67-55 | 3A.9-3: Develop and Implement a BMP and Water Quality Maintenance Plan. | G, C | CD (E), PW | Owner/applicant has been issued a WDID # and has submitted a SWPPP approved by the RWQCB. SWPPP is on file at the City. | Yes |
| 67-56 | 3A.9-4: Inspect and Evaluate Existing Dams Within and Upstream of the Project Site and Make Improvements if Necessary. | M, I | PW | There are no existing dams upstream from this subdivision. | Yes |

| Noise | | | | | |
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| 67-57 | 3A.11-1: Implement Noise-Reducing Construction Practices, Prepare and Implement a Noise Control Plan, and Monitor and Record Construction Noise near Sensitive Receptors. | G, C | CD | 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 |
| 67-58 | 3A.11-3: Implement Measures to Prevent Exposure of Sensitive Receptors to Groundborne Noise or Vibration from Project Generated Construction Activities | C | CD (E)(P) | The owner/applicant has been working closely with their contractors during the course of grading and construction to minimize ground borne noise and vibration. The owner/applicant has been challenged due to the extent of the blasting needed for the grading of the subdivision. The owner/applicant and their contractors are working very hard to minimize the vibration and disturbance to existing residents in the vicinity of the blasting. The owner/applicant as provided monitoring reports to the City verifying that all ground borne noise and vibration is within allowable thresholds and eliminating any possibility of structural damage to existing residential units. | Yes |
| 67-59 | 3A.11-4: Implement Measures to Prevent Exposure of Sensitive Receptors to Increases in Noise from Project-Generated Operational Traffic on Off-site and On-Site Roadways. | C | CD (E)(P) | The owner/applicant continues to make efforts to reduce noise from grading and construction in the vicinity of existing residents. Night work is necessary due to impacts to the travelling public during the normal workday. The night work has been disruptive to some existing residences. The CDD is working closely to monitor the noise impacts in the night time hours to minimize impacts to existing residents. | Yes |
| 67-60 | 3A.11-5: Implement Measures to Reduce Noise from Project-Generated Stationary Sources. | I, OG | CD (E) | All stationary construction equipment, if present, is muffled to reduce noise in accordance with noise requirements. | Yes |
| 67-61 | W/E SPA Mitigation Measure 4.12-1: Implement measures to prevent exposure of sensitive receptors to increases in noise from project-generated operational traffic on offsite and onsite roadways. | M | CD | The owner/applicant continues to make efforts to reduce noise from grading and | Yes |

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| | | | | construction in the vicinity of existing residents. Night work is necessary due to impacts to the travelling public during the normal workday. The night work has been disruptive to some existing residences. The CDD is working closely to monitor the noise impacts in the night time hours to minimize impacts to existing residents | |
| Public Services | | | | | |
| 67-62 | 3A.14-1 (as amended by W/E SPA): Prepare and Implement a Construction Traffic Control Plan | G, I, B, C | PW | The CDD has reviewed and approved all traffic control plans for the subdivision to verify compliance with City ordinances and to minimize delays to the travelling public. | Yes |
| 67-63 | 3A.14-2: 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. | B, O | CD, FD | The City Fire Department has reviewed and approved all proposed improvements for the subdivision. The City FD will verify adequate fire flow prior to building permit issuance in the subdivision. | Yes |
| 67-64 | 3A.14-3: Incorporate Fire Flow Requirements into Project Designs. | B, O | CD, FD | The City Fire Department has reviewed and approved all proposed improvements for the subdivision. The City FD will verify adequate fire flow prior to building permit issuance in the subdivision. | Yes |
| Traffic and Transportation | | | | | |
| <p>It should be noted that many of the Transportation, Traffic, and Circulation mitigation measures identified below will be satisfied through the payment of fees. Below is a brief summary of the fee types and their purpose. The acronyms for each fee type noted below are further noted in the Implementation Schedule column of each applicable mitigation measure to clarify how each mitigation measure is anticipated to be satisfied.</p> <p>Public Facilities Financing Plan (PFFP): In January of 2014, the City of Folsom adopted the PFFP for the Folsom Plan Area which detailed all the infrastructure components to address full build out of the Plan Area. The PFFP includes various techniques including development fees to fund the necessary infrastructure. The City is currently in the process of preparing and adopting implementing ordinances and a nexus study required by State law to impose the associated development fees</p> <p>Included in the PFFP are a number roadway projects including the Highway Interchanges that the Mangini Ranch Phase 2 Subdivision project will have cumulative impacts on within the Folsom Plan Area. The PFFP was designed to satisfy the "fair share" financing of all the Plan Area's backbone roadway system. Participating in this fee program will satisfy numerous roadway mitigation measures as shown in the MMRP table.</p> <p>Sacramento County Transportation Development Fee (SCTDF) contribution: The City is establishing a "fair share" fee to mitigate roadway impacts outside the project boundaries and within unincorporated Sacramento County. This fee will be included in the City Facilities portion of the Public Facilities Financing Plan program and will be collected at the time of building permit issuance. The basis for the calculation of the fee is a report entitled, "Fair Share Cost Allocation Sacramento County & City of Folsom" dated January 2, 2014.</p> <p>Cal Trans/City Memorandum of Understanding (Cal Trans MOU):</p> | | | | | |

The City of Folsom and Cal Trans entered into an MOU on December 17, 2014 to establish a fee mechanism to address the "fair share" impacts to Highway 50. The MOU identifies all the highway improvements for which there are mitigation measures and potential construction projects to address them. The City will establish a fee in the City Facilities portion of the Public Facilities Financing Plan and it will be collected at the time of building permit issuance.

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| 67-65 | 3A.15-1: Project Participation in Funding Transportation Improvements | B | CD (E), PW | (1) 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. | Yes |
| 67-66 | 3A.15-1a: The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Folsom Boulevard/Blue Ravine Road Intersection (Intersection 1). | B (pay PFFP fee) | CD (E), PW | See (1) above | Yes |
| 67-67 | 3A.15-1b: The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements at the Sibley Street/ Blue Ravine Road Intersection (Intersection 2). | B (pay PFFP fee) | CD (E), PW | See (1) above | Yes |
| 67-68 | 3A.15-1c: The Applicant Shall Fund and Construct Improvements to the Scott Road (West)/White Rock Road Intersection (Intersection 28). | B (pay SCTDF) | CD (E), PW | See (1) above | Yes |
| 67-69 | 3A.15-1e: Fund and Construct Improvements to the Hillside Drive/Easton Valley Parkway Intersection (Intersection 41). | B (pay PFFP fee) | CD (E), PW | See (1) above | Yes |
| 67-70 | 3A.15-1f: Fund and Construct Improvements to the Oak Avenue Parkway/Middle Road Intersection (Intersection 44). | B (pay PFFP fee) | CD (E), PW | See (1) above | Yes |
| 67-71 | 3A.15-1h: Participate in Fair Share Funding of Improvements to Reduce Impacts to the Hazel Avenue/Folsom Boulevard Intersection (Sacramento County Intersection 2). | B (pay SCTDF) | CD (E), PW | See (1) above | Yes |
| 67-72 | 3A.15-1j: Participate in Fair Share Funding of Improvements to Reduce Impacts on Hazel Avenue between Madison Avenue and Curragh Downs Drive (Roadway Segment 10). | B (pay SCTDF) | CD (E), PW | See (1) above | Yes |
| 67-73 | 3A.15-1o: 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). | B (Caltrans MOU) | CD (E), PW | See (1) above | Yes |
| 67-74 | 3A.15-1p: Participate in Fair Share Funding of Improvements to Reduce Impacts on the Grant Line Road/ State Route 16 Intersection (Caltrans Intersection 12). | B (Caltrans MOU/pay SCTDF) | CD (E), PW | See (1) above | Yes |
| 67-75 | 3A.15-1q: Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 between Zinfandel Drive and Sunrise Boulevard (Freeway Segment 1). | B (Caltrans MOU) | CD (E), PW | See (1) above | Yes |
| 67-76 | 3A.15-1r: Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 between Hazel Avenue and Folsom Boulevard (Freeway Segment 3). | B (Caltrans MOU) | CD (E), PW | See (1) above | Yes |
| 67-77 | 3A.15-1s: 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). | B (Caltrans MOU) | CD (E), PW | See (1) above | Yes |
| 67-78 | 3A.15-1u: 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). | B (Caltrans MOU) | CD (E), PW | See (1) above | Yes |

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| 67-79 | 3A.15-1v: Participate in Fair Share Funding of Improvements to Reduce Impacts on Westbound U.S. 50 between Hazel Avenue and Sunrise Boulevard (Freeway Segment 18). | B (Caltrans MOU) | CD (E), PW | See (1) above | Yes |
| 67-80 | 3A.15-1w: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Folsom Boulevard Ramp Merge (Freeway Merge 4). | B (Caltrans MOU) | CD (E), PW | See (1) above | Yes |
| 67-81 | 3A.15-1x: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Prairie City Road Diverge (Freeway Diverge 5). | B (Caltrans MOU) | CD (E), PW | See (1) above | Yes |
| 67-82 | 3A.15-1y: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Prairie City Road Direct Merge (Freeway Merge 6). | B (Caltrans MOU) | CD (E), PW | See (1) above | Yes |
| 67-83 | 3A.15-1z: 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). | B (pay PFFP fee) | CD (E), PW | See (1) above | Yes |
| 67-84 | 3A.15-1aa: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Oak Avenue Parkway Loop Merge (Freeway Merge 9). | B (Caltrans MOU) | CD (E), PW | See (1) above | Yes |
| 67-85 | 3A.15-1dd: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Empire Ranch Road Loop Ramp Merge (Freeway Merge 23). | B (Caltrans MOU) | CD (E), PW | See (1) above | Yes |
| 67-86 | 3A.15-1ee: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Oak Avenue Parkway Loop Ramp Merge (Freeway Merge 29). | B (Caltrans MOU) | CD (E), PW | See (1) above | Yes |
| 67-87 | 3A.15-1ff: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Prairie City Road Loop Ramp Merge (Freeway Merge 32). | B (Caltrans MOU) | CD (E), PW | See (1) above | Yes |
| 67-88 | 3A.15-1gg: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Prairie City Road Direct Ramp Merge (Freeway Merge 33). | B (Caltrans MOU) | CD (E), PW | See (1) above | Yes |
| 67-89 | 3A.15-1hh: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Folsom Boulevard Diverge (Freeway Diverge 34). | B (Caltrans MOU) | CD (E), PW | See (1) above | Yes |
| 67-90 | 3A.15-1ii: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Hazel Avenue Direct Ramp Merge (Freeway Merge 38). | B (Caltrans MOU) | CD (E), PW | See (1) above | Yes |
| 67-91 | 3A.15-2a: Develop Commercial Support Services and Mixed-use Development Concurrent with Housing Development, and Develop and Provide Options for Alternative Transportation Modes. | I (pay PFFP fee and Transit fee) | PW | All properties in the FPASP pay an annual Transportation Management Fee via CFD 18 | Yes |
| 67-92 | 3A.15-2b: Participate in the City's Transportation System Management Fee Program. | B (pay City fee) | CD (E), PW | All properties in the FPASP pay an annual Transportation Management Fee via CFD 18 | Yes |
| 67-93 | 3A.15-2c: Participate with the 50 Corridor Transportation Management Association | B (pay City fee) | PW | All properties in the FPASP pay an annual Transportation Management Fee via CFD 18 | Yes |
| 67-94 | 3A.15-3: Pay Full Cost of Identified Improvements that Are Not Funded by the City's Fee Program. | B (Caltrans MOU, PFFP fee, SCTDF) | CD (E), PW | See (1) above | Yes |
| 67-95 | 3A.15-4a: The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Sibley Street/Blue Ravine Road Intersection (Folsom Intersection 2). | B (pay PFFP fee) | CD (E), PW | See (1) above | Yes |
| 67-96 | 3A.15-4b: 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). | B (pay PFFP fee) | CD (E), PW | See (1) above | Yes |

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| 67-97 | 3A.15-4c: The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the East Bidwell Street/College Street Intersection (Folsom Intersection 7). | B (pay PFFP fee) | CD (E), PW | See (1) above | Yes |
| 67-98 | 3A.15-4d: 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). | B (pay PFFP fee) | CD (E), PW | See (1) above | Yes |
| 67-99 | 3A.15-4e: The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Sorpa Way/ Iron Point Road Intersection (Folsom Intersection 23). | B (pay PFFP fee) | CD (E), PW | See (1) above | Yes |
| 67-100 | 3A.15-4f: 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). | B (pay PFFP fee) | CD (E), PW | See (1) above | Yes |
| 67-101 | 3A.15-4g: The Applicant Shall Fund and Construct Improvements to the Oak Avenue Parkway/Easton Valley Parkway Intersection (Folsom Intersection 33). | B (pay SCTDF) | CD (E), PW | See (1) above | Yes |
| 67-102 | 3A.15-4i: Participate in Fair Share Funding of Improvements to Reduce Impacts on the Grant Line Road/White Rock Road Intersection (Sacramento County Intersection 3). | B (pay SCTDF) | CD (E), PW | See (1) above | Yes |
| 67-103 | 3A.15-4j: 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). | B (pay SCTDF) | CD (E), PW | See (1) above | Yes |
| 67-104 | 3A.15-4k: 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). | B (pay SCTDF) | CD (E), PW | See (1) above | Yes |
| 67-105 | 3A.15-4l: 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). | B (pay SCTDF) | CD (E), PW | See (1) above | Yes |
| 67-106 | 3A.15-4m: 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). | B (pay SCTDF) | CD (E), PW | See (1) above | Yes |
| 67-107 | 3A.15-4n: 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). | B (pay SCTDF) | CD (E), PW | See (1) above | Yes |
| 67-108 | 3A.15-4o: Participate in Fair Share Funding of Improvements to Reduce Impacts on the White Rock Road/Carson Crossing Road Intersection (El Dorado County 1). | B (pay SCTDF) | CD (E), PW | See (1) above | Yes |
| 67-109 | 3A.15-4p: Participate in Fair Share Funding of Improvements to Reduce Impacts on the Hazel Avenue/U.S. 50 Westbound Ramps Intersection (Caltrans Intersection 1). | B (pay SCTDF) | CD (E), PW | See (1) above | Yes |
| 67-110 | 3A.15-4q: Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 between Zinfandel Drive and Sunrise Boulevard (Freeway Segment 1). | B (pay SCTDF) | Capitol Southeast Connector JPA | See (1) above | Yes |
| 67-111 | 3A.15-4r: Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 between Rancho Cordova Parkway and Hazel Avenue (Freeway Segment 3). | B (pay SCTDF) | Capitol Southeast Connector JPA | See (1) above | Yes |
| 67-112 | 3A.15-4s: Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 between Folsom Boulevard and Prairie City Road (Freeway Segment 5). | B (pay SCTDF) | Capitol Southeast Connector JPA | See (1) above | Yes |
| 67-113 | 3A.15-4t: 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). | B (pay PFFP/interchange fee) | CD (E), PW | See (1) above | Yes |

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| 67-114 | 3A.15-4u: 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). | B (pay PFFP fee) | CD (E), PW | See (1) above | Yes |
| 67-115 | 3A.15-4v: 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). | B (pay PFFP fee) | CD (E), PW | See (1) above | Yes |
| 67-116 | 3A.15-4w: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound / Oak Avenue Parkway Loop Ramp Merge (Freeway Merge 8) | B (pay PFFP fee) | CD (E), PW | See (1) above | Yes |
| 67-117 | 3A.15-4x: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound / Empire Ranch Road Loop Ramp Merge (Freeway Merge 27) | B (pay PFFP fee) | CD (E), PW | See (1) above | Yes |
| 67-118 | 3A.15-4y: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound / Prairie City Road Loop Ramp Merge (Freeway Merge 35) | B (pay PFFP fee) | CD (E), PW | See (1) above | Yes |
| 67-119 | W/E SPA Mitigation Measure 4.16-1: Participate in Fair Share Funding of modification of the Iron Point Road/East Bidwell Street Intersection. | B (pay PFFP fee) | CD (E), PW | See (1) above | Yes |
| 67-120 | W/E SPA Mitigation Measure 4.16-2: Participate in Fair Share Funding of improvements to the Scott Road/Easton Valley Parkway Intersection. | B (pay PFFP fee) | CD (E), PW | See (1) above | Yes |
| Utilities and Service Systems | | | | | |
| 67-121 | 3A.16-1: 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 | M, B | CD, PW | 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 |
| 67-122 | 3A.16-3: Demonstrate Adequate SRWTP Wastewater Treatment Capacity | M, B | CD, PW | The City obtained a letter from Regional San which provides verification that there is adequate capacity in the existing Regional San conveyance and treatment system to accommodate the entire Folsom Plan Area at buildout. Confirmation from Regional San was required because the Folsom Plan Area is served by the existing Regional San Lift Station on Iron Point Road. The City Sewer Lift Station and Forced Main which connects to the Regional San Lift Station has been accepted by the City and is currently in operation. | Yes |
| Water Supply | | | | | |
| 67-123 | 3A.18-1: Submit Proof of Surface Water Supply Availability | M, B | CD, PW | The owner/applicant has constructed the necessary infrastructure to provide potable | Yes |

| | | | | water to the subdivision. The potable Phase 1 water infrastructure for the Folsom Plan Area has been reviewed, approved and accepted by the City and is currently in operation. | |
|---|--|--------|--------------------|--|----------------------|
| 67-124 | 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. | M, B | CD, PW | 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 |
| Cumulative | | | | | |
| 67-125 | AIR-1-Land: 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. | M | CD | The owner/applicant is a participant in the Truck Management Plan at such time there is traffic generated from the future quarries south of the Folsom Plan Area. | Yes |
| 67-126 | NOISE-1-Land: Implement East Sacramento Regional Aggregate Mining Truck Management Plan or Other Measures to Reduce Exposure of Sensitive Receptors to Operational Noise from Quarry Truck Traffic. | M | CD | The owner/applicant is a participant in the Truck Management Plan at such time there is traffic generated from the future quarries south of the Folsom Plan Area. | Yes |
| 68. | Folsom South of U.S. Highway 50 Backbone Infrastructure Mitigated Negative Declaration (Backbone MND) Mitigation Monitoring Reporting Program (MMRP) for the Folsom Plan Area Specific Plan (FPASP). Table 2 Below describes the mitigation measures from the Backbone MND (December 2014) MMRP | | | | |
| Table 2. Backbone MND Mitigation Measures Applicable to the Mangini Ranch Phase 2 Tentative Subdivision Map Project.* | | | | | |
| *The mitigation measures specific to the 2014 Backbone Infrastructure MND (designated by roman numerals, e.g., IV-1) apply only to the portions of the Mangini Ranch Phase 2 Project that are included as part of the South of Highway 50 Backbone Infrastructure Project. The MMRP for the Backbone Infrastructure Project is included as Attachment 20. | | | | | |
| Condition | Mitigation Measures Applicable to the Project | Timing | Responsible Agency | Comments | Condition Satisfied? |
| Aesthetics | | | | | |
| 68-1 | Backbone MND Mitigation Measure I-1: Design above ground pump station and storage tank facilities to reduce visual impacts. | I | CD, EWR | There are no above ground facilities required to be constructed in Mangini Ranch Phase 2 | Yes |
| 68-2 | Backbone MND Mitigation Measure I-2: Develop and implement a landscaping plan for pump station and storage tank facilities to reduce visual impacts. | I | CD, EWR | There are no above ground facilities required to be constructed in Mangini Ranch Phase 2 | Yes |
| Air Quality | | | | | |

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| 68-3 | Backbone MND Mitigation Measure III-1: Prepare and Implement NOX Reduction Plan | G, C | CD SMAQMD | (2) The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in Spring of 2019. Compliance table is on file with the City. | Yes |
| 68-4 | Backbone MND Mitigation Measure III-2: Pay Off-site Mitigation Fee to SMAQMD to off-set NOX Emissions Generated by Construction. | G, C | CD SMAQMD | See (2) above | Yes |
| 68-5 | 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. | G, C | CD SMAQMD | See (2) above | Yes |
| Biological Resources | | | | | |
| 68-6 | Backbone MND Mitigation Measure IV-1: Conduct Special-Status Plant Surveys, Implement Avoidance and Mitigation Measures or Compensatory Mitigation | G, C | CD | See (2) above | Yes |
| 68-7 | Backbone MND Mitigation Measure IV-2: Implement Conditions of the Biological Opinion (BO) for Federally Listed Vernal Pool Invertebrates | G, C | CD USFWS | See (2) above | Yes |
| 68-8 | Backbone MND Mitigation Measure IV-3: Implement Conditions of the Biological Opinion for Impacts on Valley Elderberry Longhorn Beetle | G, C | CD USFWS | See (2) above | Yes |
| 68-9 | Backbone MND Mitigation Measure IV-4: Western Spadefoot Toad | G, C | CD CDFW | See (2) above | Yes |
| 68-10 | Backbone MND Mitigation Measure IV-5: Western Pond Turtle | G, C | CD CDFW | See (2) above | Yes |
| 68-11 | Backbone MND Mitigation Measure IV-6(a): Swainson's Hawk Nesting Habitat | G, I, C | CD | See (2) above | Yes |
| 68-12 | Backbone MND Mitigation Measure IV-6(b): Swainson's Hawk Foraging Habitat | G, I, C | CD | See (2) above | Yes |
| 68-13 | Backbone MND Mitigation Measure IV-7: Tricolored Blackbird | G, C | CD CDFW | See (2) above | Yes |
| 68-14 | Backbone MND Mitigation Measure IV-8: Nesting Raptors | G, I | CD CDFW | See (2) above | Yes |
| 68-15 | Backbone MND Mitigation Measure IV-9: Nesting Special Status Birds and Migratory Birds | G, C | CD CDFW | See (2) above | Yes |
| 68-16 | Backbone MND Mitigation Measure IV-10: Special-Status Bats | | CD CDFW | See (2) above | Yes |
| 68-17 | Backbone MND Mitigation Measure IV-12: Implement Section 1602 Master Streambed Alteration Agreement | G, C | CD CDFW | See (2) above | Yes |
| 68-18 | 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 | G, C | CD CDFW | See (2) above | Yes |

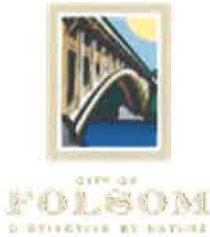
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|--|--|---------|---|---------------|-----|
| 68-19 | Backbone MND Mitigation Measure IV-14: Secure Amended Clean Water Act Section 404 Permit and Section 401 Permit and Implement All Permit Conditions; Ensure No Net Loss of Functions of Wetlands, Other Waters of the U.S. and Waters of the State | G, I, C | CD USACE | See (2) above | Yes |
| 68-20 | 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. | G, I, C | CD, PW | See (2) above | Yes |
| 68-21 | Backbone MND Mitigation Measure IV-11: American Badger | G, C | CD CDFW | See (2) above | Yes |
| Cultural Resources | | | | | |
| 68-22 | Backbone MND Mitigation Measure V-1: Comply with the applicable procedures in the FAPA and implementation of applicable historic property treatment plans | G, C | CD USACE | See (2) above | Yes |
| 68-23 | 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. | G, C | CD USACE | See (2) above | Yes |
| 68-24 | Backbone MND Mitigation Measure V-3: Suspend Ground-Disturbing Activities if Human Remains are Encountered and Comply with California Health and Safety Code Procedures. | OG | CD Sacramento County Coroner Native American Heritage Commission | See (2) above | Yes |
| Geology, Soils, and Paleontological Resources | | | | | |
| 68-25 | Backbone MND Mitigation Measure VI-1: Prepare Site-Specific Geotechnical Report per CBC Requirements and Implement Appropriate Recommendations. | G, C | CD EWR | See (2) above | Yes |
| 68-26 | Backbone MND Mitigation Measure VI-3: Monitor Earthwork during Earthmoving Activities. | G, C | CD | See (2) above | Yes |
| 68-27 | Backbone MND Mitigation Measure VI-5(a): Prepare and Implement the Appropriate Grading and Erosion Control Plan. | G | PW | See (2) above | Yes |
| Hydrology and Water Quality | | | | | |
| 68-28 | 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. | G | PW | See (2) above | Yes |
| 68-29 | Backbone MND Mitigation Measure IX-1: Acquire Appropriate Regulatory Permits and Prepare and Implement SWPPP and BMPs. | G | CD (E) Central Valley Reg. Water Quality Control | See (2) above | Yes |

| | | | | Board | |
|--|---|---------------------------------------|--------------------|--|----------------------|
| Climate Change | | | | | |
| 68-30 | Backbone MND Mitigation Measure VII-1: Greenhouse Gas Emissions | Prior to releasing RFB to contractors | SMAQMD | See (2) above | |
| Public Services | | | | | |
| 68-31 | Backbone MND Mitigation Measure XVI-1: Prepare and Implement a Construction Traffic Control Plan. | G, I, B, C | PW | See (2) above | |
| Water Improvements | | | | | |
| 68-32 | Backbone MND Mitigation Measure III-3: North of U.S. Highway 50 Water Improvements | G, I | SMAQMD CD (E) | See (2) above | |
| 68-33 | Backbone MND Mitigation Measure V-4 North of U.S. Highway 50 Water Improvements | G, I | CD (E) | See (2) above | |
| 68-34 | Backbone MND Mitigation Measure VI-2 North of U.S. Highway 50 Water Improvements | G, I | CD (E) | See (2) above | |
| 68-35 | Backbone MND Mitigation Measure VI-4 North of U.S. Highway 50 Water Improvements | G, I | CD (E) | See (2) above | |
| 68-36 | Backbone MND Mitigation Measure XII-1 North of U.S. Highway 50 Water Improvements | G, I, B | PW | See (2) above | |
| 69. | Revised Proposed Off-Site Water Facility Alternative Mitigation Monitoring Reporting Program (MMRP) for the Folsom Plan Area Specific Plan (FPASP). Table 3 below describes the mitigation measures from the Revised Water Alternative (November 2012) MMRP. | | | | |
| Table 3. Revised Proposed Off-Site Water Facility Alternative Addendum to the FPASP EIR/EIS Mitigation Measures Applicable to the Mangini Ranch Phase 2 Tentative Subdivision Map Project.* | | | | | |
| *The Folsom South of U.S. Highway 50 Specific Plan Project: Revised Proposed Off-Site Water Facility Alternative was approved December 11, 2012. The November 2012 MMRP for the Revised Proposed Off-Site Water Facility Alternative is included as Attachment 21. | | | | | |
| Condition | Mitigation Measures Applicable to the Project | Timing | Responsible Agency | Comments | Condition Satisfied? |
| Aesthetics | | | | | |
| 69-1 | 3B.1-2a: Enhance Exterior Appearance of Structural Facilities. | G, B | CD | (3) The Folsom Plan Area (FPA) landowners did not construct the previously contemplated off-site water system to serve the FPA. Instead, the FPA landowners contributed funding to conserve 20% of the existing potable water being utilized in the City. This conservation effort has been completed and validated in the Sacramento County court system and will serve the FPA throughout buildout. The following mitigation measures were related to the previously contemplated off-site water system to be constructed to serve the FPA and therefore do not apply to this subdivision. | Yes |
| 69-2 | 3B.1-2b: Prepare Landscaping Plan | G, B | CD | See (3) above | Yes |
| 69-3 | 3B.1-3a: Conformance to Construction Lighting Standards | G, B | CD | See (3) above | Yes |
| 69-4 | 3B.1-3b: Prepare and Submit a Lighting Master Plan | G, B | CD | See (3) above | Yes |
| Air Quality | | | | | |
| 69-5 | 3B.2-1a: Develop and Implement a Construction NOX Reduction Plan | G, C | CD SMAQMD | See (3) above | Yes |
| 69-6 | 3B.2-1c: Implement Fugitive Dust Control Measures and a Particulate Matter | G, C | CD | See (3) above | Yes |

| | | | | | |
|--|--|-------------------|-----------------|---------------|-----|
| Monitoring Program during Construction. | | | | | |
| 69-7 | 3B.2-3a: Cite Pump Siting Buffers Away from Sensitive Receptors. | G, B | CD SMAQMD | See (3) above | Yes |
| 69-8 | 3B.2-3b: Conduct Project-Level DPM Screening and Implement Measures to Reduce Annual DPM to Acceptable Concentrations. | G, B | CD SMAQMD | See (3) above | Yes |
| Climate Change | | | | | |
| 69-9 | 3B.4-1a: Implement GHG Reduction Measures during Construction. | G, B | CD SMAQMD | See (3) above | Yes |
| 69-10 | 3B.4-1b Prepare and Implement an Off-site Water Facilities Climate Action Plan. | G, B | CD SMAQMD | See (3) above | Yes |
| Cultural Resources | | | | | |
| 69-11 | 3A.5-1a: Comply with the Programmatic Agreement. | G | CD (E) USACE | See (3) above | Yes |
| 69-12 | 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. | B, C | CD | See (3) above | Yes |
| 69-13 | 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. | G, C | CD USACE | See (3) above | Yes |
| 69-14 | 3A.5-3: Suspend Ground-Disturbing Activities if Human Remains are Encountered and Comply with California Health and Safety Code Procedures. | C | CD USACE | See (3) above | Yes |
| Geology, Soils, Minerals, and Paleontological Resources | | | | | |
| 69-15 | 3B.7-1a: Prepare Geotechnical Report(s) for the Revised Proposed Off-site Water Facilities and Implement Required Measures. | engineering plans | CD | See (3) above | Yes |
| 69-16 | 3B.7-1b: Incorporate Pipeline Failure Contingency Measures into Final Pipeline Design. | engineering plans | CD | See (3) above | Yes |
| 69-17 | 3B.7-4: Implement Corrosion Protection Measures. | engineering plans | CD | See (3) above | Yes |
| 69-18 | 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. | C | CD | See (3) above | Yes |
| Hazards and Hazardous Materials | | | | | |
| 69-19 | 3B.8-1a: Transport, Store, and Handle Construction-Related Hazardous Materials in Compliance with Relevant Regulations and Guidelines. | G, C | CD | See (3) above | Yes |
| 69-20 | 3B.8-1b: Prepare and Implement a Hazardous Materials Management Plan. | G, C | CD | See (3) above | Yes |
| 69-21 | 3B.8-5a: Conduct Phase I Environmental Site Assessment for Selected Alignment | G, C | CD | See (3) above | Yes |
| 69-22 | 3B.8-5b: Develop and Implement a Remediation Plan. | G, C | CD | See (3) above | Yes |
| 69-23 | 3B.8-7a: Keep Construction Area Clear of Combustible Materials. | G, C | CD | See (3) above | Yes |

| | | | | | |
|--------------------------------------|---|-------------------|-------------------------|---------------|-----|
| 69-24 | 3B.8-7b: Provide Accessible Fire Suppression Equipment. | G, C | CD | See (3) above | Yes |
| Hydrology and Water Quality | | | | | |
| 69-25 | 3B.9-1a: Acquire Appropriate Regulatory Permits and Prepare and Implement SWPPP and BMPs. | G, C | CD CVRWQB | See (3) above | Yes |
| 69-26 | 3B.9-1b: Properly Dispose of Hydrostatic Test Water and Construction Dewatering in Accordance with the Central Valley Regional Water Quality Control Board. | G, C | CD CVRWQB | See (3) above | Yes |
| 69-27 | 3B.9-3a: Prepare and Implement Drainage Plan(s) for Structural Facilities. | G, C | CD CVRWQB | See (3) above | Yes |
| 69-28 | 3B.9-3b: Ensure the Provision of Sufficient Outlet Protection and On-site Containment. | G, C | CD CVRWQB | See (3) above | Yes |
| Noise | | | | | |
| 69-29 | 3B.11-1a: Limit Construction Hours. | C | CD | See (3) above | Yes |
| 69-30 | 3B.11-1b: Minimize Noise from Construction Equipment and Staging. | C | CD | See (3) above | Yes |
| 69-31 | 3B.11-1c: Maximize the Use of Noise Barriers. | G, C | CD | See (3) above | Yes |
| 69-32 | 3B.11-1d: Prohibit Non-Essential Noise Sources During Construction. | G, C | CD | See (3) above | Yes |
| 69-33 | 3B.11-1e: Monitor Construction Noise and Provide a Mechanism for Filing Noise Complaints. | G, C | CD | See (3) above | Yes |
| 69-34 | 3B.11-3: Implement Operational Noise Minimization Measures. | engineering plans | CD | See (3) above | Yes |
| Parks and Recreation | | | | | |
| 69-35 | 3B.12-1: Provide for Continued Recreational Access as Identified in Mitigation Measure 3.14-1a. | G, C | CD | See (3) above | Yes |
| Traffic and Transportation | | | | | |
| 69-36 | 3B.15-1a: Prepare Traffic Control Plan. | G, C | CD | See (3) above | Yes |
| 69-37 | 3B.15-1b: Assess Pre-Off-site Water Facilities Roadway Conditions. | G, C | CD | See (3) above | Yes |
| Utilities and Service Systems | | | | | |
| 69-38 | 3B.16-3a: Minimize Utility Conflicts by Implementing an Underground Services Alert. | G, C | CD | See (3) above | Yes |
| 69-39 | 3B.16-3b: Coordinate with Utility Providers and Implement Appropriate Installation Methods to Minimize Potential Utility Service Disruptions. | | CD | See (3) above | Yes |
| Groundwater | | | | | |
| 69-40 | 3B.17-1a: Implement Construction Dewatering Best Management Practices. | G, C | CD CDFW or CVRWQB | See (3) above | Yes |

| | | | | | |
|----------------------|--|------|-------------------------|---|-----|
| 69-41 | 3B.17-1b: Implement a Dewatering Discharge Monitoring Program. | G, C | CD CDFW or CVRWQB | See (3) above | Yes |
| Water Supply | | | | | |
| 69-42 | 3A.18-1: Submit Proof of Surface Water Supply Availability. | M, B | CD, PW | See (3) above | Yes |
| 69-43 | 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. | M, B | CD, PW | See (3) above | Yes |
| MISCELLANEOUS | | | | | |
| 70. | The Owner/Applicant acknowledges that the State adopted amendments to Section 65850 of the California Government Code (specifically Section 65850(g)), effective January 1, 2018, to allow for the implementation of inclusionary housing requirements in residential rental units, upon adoption of an ordinance by the City. Under the First Amended and Restated Tier 1 Development Agreement, the City vested the Owner/Applicant's rights in the affordable housing provisions contained in the City's then-existing Housing Element and Municipal Code until January 1, 2020. In the event the City amends its Inclusionary Housing Ordinance after January 1, 2020 with respect to rental housing pursuant to Section 65850(g), the Project shall be subject to such amendments should any residential rental project be proposed within the Project. | OG | CD | The owner/applicant has acknowledged that they are currently subject to the inclusionary housing requirements in residential rental units and further acknowledged that they will be subject to any amendments to the FMC-Housing Element at such time amendments are made after January 1, 2020. | Yes |



Folsom City Council Staff Report



| | |
|------------------------|--|
| MEETING DATE: | 7/28/2020 |
| AGENDA SECTION: | Consent Calendar |
| SUBJECT: | Resolution No. 10502 – 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. 8 Subdivision, and Approval of the Final Map for the Mangini Ranch Phase 2 Village No. 8 Subdivision |
| FROM: | Community Development Department |

RECOMMENDATION / CITY COUNCIL ACTION

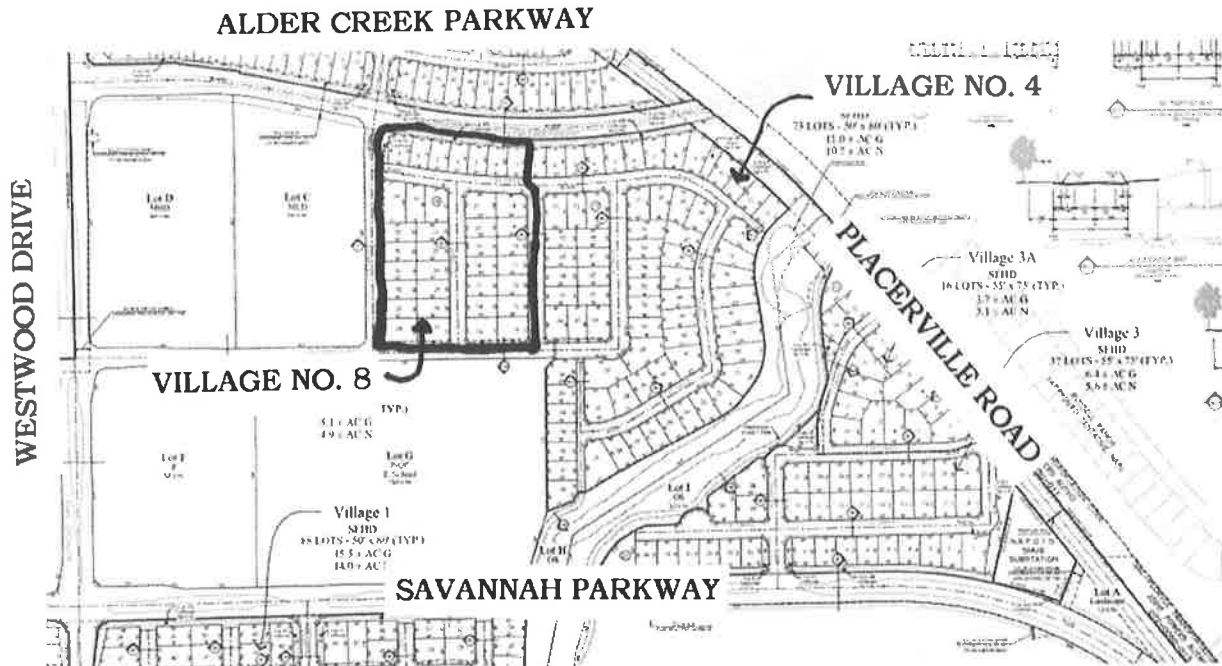
Staff recommends that the City Council move to adopt:

Resolution No. 10502 – 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. 8 Subdivision, and Approval of the Final Map for the Mangini Ranch Phase 2 Village No. 8 Subdivision

BACKGROUND / ISSUE

The Vesting Tentative Subdivision Map (VTSM) for the Mangini Ranch Phase 2 Village No. 8 Subdivision was approved by the City Council on February 13, 2018.

The action for consideration by the City Council is the approval of the Final Map and Subdivision Improvement Agreement for the Mangini Ranch Phase 2 Village No. 8 Subdivision. The Final Map for the Mangini Ranch Phase 2 Village No. 8 Subdivision will create a total of 36 multi-family low density (MLD) residential lots. With the approval of the Final Map, the subdivision process for this project will be complete.



The Mangini Ranch Phase 2 Village No. 8 Subdivision is located on the south side of Alder Creek Parkway west of Placerville Road and the Village No. 4 subdivision and east of Westwood Drive in the Folsom Plan Area (FPA) (see Page 2).

POLICY / RULE

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

ANALYSIS

The Final Map and conditions of approval for the Mangini Ranch Phase 2 Village No. 8 Subdivision have been reviewed by the Community Development Department and other City departments. The Final Map has been found to be in substantial compliance with the approved Vesting Tentative Subdivision Map, and all conditions pertaining to the map have been satisfied.

Attached is a table which includes the conditions of approval for the Mangini Ranch Phase 2 Village No. 8 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

On February 13, 2018, the City Council approved the Mangini Ranch Phase 2 Vesting Tentative Subdivision Map and determined that the Mangini Ranch Phase 2 Subdivision project is entirely consistent with the Folsom Plan Area Specific Plan (FPASP) and Westland Eagle Specific Plan Amendment and therefore exempt from review under the California Environmental Quality Act (CEQA) provided by Government Code section 65457 and CEQA Guidelines sections 15182. No additional environmental review is required.

ATTACHMENTS

1. Resolution No. 10502 - 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. 8 Subdivision, and Approval of the Final Map for the Mangini Ranch Phase 2 Village No. 8 Subdivision
2. Mangini Ranch Phase 2 Village No. 8 Subdivision Improvement Agreement
3. Mangini Ranch Phase 2 Village No. 8 Subdivision Final Map
4. Mangini Ranch Phase 2 Village No. 8 Vesting Tentative Subdivision Map
5. Table of Conditions of Approval for the Mangini Ranch Phase 2 Village No. 8 Vesting Tentative Subdivision Map

Submitted,

PAM JOHNS
Community Development Director

ATTACHMENT 1

Resolution No. 10502 - 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. 8 Subdivision, and Approval of the Final Map for the
Mangini Ranch Phase 2 Village No. 8 Subdivision

RESOLUTION NO. 10502

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. 8 SUBDIVISION, AND APPROVAL OF THE FINAL MAP FOR THE MANGINI RANCH PHASE 2 VILLAGE NO. 8 SUBDIVISION

WHEREAS, the Final Map for the Mangini Ranch Phase 2 Village No. 8 subdivision has been reviewed and approved by the City Engineer as complying with the approved or conditionally approved Vesting Tentative Subdivision Map for the subdivision; and,

WHEREAS, the City Council has reviewed the Final Map for the Mangini Ranch Phase 2 Village No. 8 subdivision; and,

WHEREAS, the City Council agrees to accept, subject to improvement, any and all offers of dedication as shown on the Final Map for the Mangini Ranch Phase 2 Village No. 8 subdivision.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Folsom that the Final Map for the Mangini Ranch Phase 2 Village No. 8 subdivision is hereby approved.

BE IT FURTHER RESOLVED that the City Manager is hereby authorized to execute the Subdivision Improvement Agreement with KB Home Sacramento, Inc. in a form acceptable to the City Attorney and accept the offers of dedication for the Mangini Ranch Phase 2 Village No. 8 subdivision.

PASSED AND ADOPTED this 28th day of July 2020, by the following roll-call vote:

AYES: Council Member(s)

NOES: Council Member(s)

ABSENT: Council Member(s)

ABSTAIN: Council Member(s)

Sarah Aquino, MAYOR

ATTEST:

Christa Freemantle, CITY CLERK

ATTACHMENT 2
Mangini Ranch Phase 2 Village No. 8 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 _____, 2020, by and between the **City of Folsom**, hereinafter referred to as "City", and **KB Home Sacramento, Inc., a California 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 **Mangini Ranch Phase 2 Village. No. 8**, and is herein referred to as the "subdivision".
- C. Subdivider has requested approval of the Final Map prior to the construction and completion of the public improvements (as shown on the approved improvement plans and listed in Exhibit A), including, but not limited to streets, highways, public ways, sidewalks, curbs, gutters, bikeways, storm drainage facilities, sanitary sewer facilities, domestic water facilities, public utility facilities, landscaping, public lighting facilities, park or recreational improvements and appurtenances thereto, in or required by the Subdivision Map Act, the subdivision ordinances of the City, the Tentative Subdivision Map and development agreement, if any, approved by the City. The foregoing improvements, more specifically listed on Exhibit A attached hereto, are hereinafter referred to as "the required improvements".

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

NOW, THEREFORE, the parties agree as follows:

1. Performance of Work. Subdivider agrees to furnish, construct, and install at his own expense the required improvements as shown on the approved plans and specifications of the subdivision, a copy of which is on file in the Community Development Department, and is incorporated herein by reference, along with any changes or modifications as may be required by the City Engineer due to errors, omissions, changes in conditions, or changes in facilities as required by the City Engineer. The approved plans and specifications of the required improvements may be modified by the Subdivider as the development progresses, provided that any modification is approved in writing by the City Engineer. The total estimated cost of the required improvements, as shown on Exhibit A, is **ONE MILLION SIX HUNDRED FOUR THOUSAND FIFTY - THREE AND 00/100 DOLLARS (\$1,604,053.00)**.
2. Work; Satisfaction of City Engineer. All of the work on the required improvements is to be done at the places, of the materials, and in the manner and at the grades, all as shown upon the approved plans and specifications and as required by the City's Improvement Standards and Standard Construction Specifications and any applicable City ordinances or state and federal laws, and to the satisfaction of the City Engineer.
3. Work; Time for Commencement and Performance. Work on the required improvements shall be completed by the Subdivider on or before twelve (12) months from the date of this Agreement. At least fifteen (15) calendar days prior to the commencement of such work, the Subdivider shall notify the City Engineer in writing of the date fixed by Subdivider for commencement of the work.
4. Time of Essence; Extension.
 - a. Time is of the essence of this Agreement. The date for completion of the work of construction may not be extended, except as provided in Section 16.36.110 of the Folsom Municipal Code.
5. Improvement Security. Concurrently with the execution of this Agreement, the Subdivider shall furnish the City:
 - a. Improvement security in the sum of **ONE MILLION SIX HUNDRED FOUR THOUSAND FIFTY - THREE AND 00/100 DOLLARS (\$1,604,053.00)**, which sum is equal to one hundred percent of the total estimated cost of constructing the required improvements and the cost of any other obligation to be performed by Subdivider under this Agreement, conditioned upon the faithful performance of this Agreement; and

- b. Separate improvement security in the sum of **ONE MILLION SIX HUNDRED FOUR THOUSAND FIFTY - THREE AND 00/100 DOLLARS (\$1,604,053.00)**, 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:

KB Home Sacramento, Inc.
3005 Douglas Boulevard, Suite 250
Roseville, CA 95661
ATTN; Leo Pantoja, Vice President of Planning

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

**KB Home Sacramento, Inc.
A California Corporation**

BY: _____

BY: _____

Print Name: _____

Print Name: _____

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 – **Mangini Ranch Phase 2 Village No. 8**

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 **KB Home Sacramento, a California 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 _____ 2020, and identified as the **Mangini Ranch Phase 2 Village No. 8 Subdivision Improvement Agreement** is hereby referred to and made a part hereof; and,

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

NOW THEREFORE, We, the principal, and _____, as surety, are held and firmly bound unto the City of Folsom, hereinafter referred to as the City; in the penal sum of **ONE MILLION SIX HUNDRED FOUR THOUSAND FIFTY - THREE AND 00/100 DOLLARS (\$1,604,053.00)**, 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 _____, 2020.

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 **KB Home Sacramento, Inc., a California 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 _____ 2020, and identified as the **Mangini Ranch Phase 2 Village No. 8 Subdivision Improvement Agreement** is hereby referred to and made a part hereof; and,

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

NOW THEREFORE, said principal and the undersigned as corporate surety, are held firmly bound unto the City of Folsom and all contractors, subcontractors, laborers, materialmen and other persons employed in the performance of the aforesaid agreement and referred to in the aforesaid Code of Civil Procedure, in the sum of **ONE MILLION SIX HUNDRED FOUR THOUSAND FIFTY - THREE AND 00/100 DOLLARS (\$1,604,053.00)** 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 _____, 2020.

BY _____
(PRINCIPAL)

BY _____
(PRINCIPAL)

BY _____
(SURETY)

(ADDRESS)

(CITY, STATE, ZIP)

(TELEPHONE)

APPROVED AS TO FORM

CITY ATTORNEY

OWNER'S STATEMENT

I, the undersigned, does hereby state that we are the only parties having any record title interest in the real property depicted within the boundaries of this final map of Mangini Ranch Phase 2 Village 8 and do hereby declare the consent of all other parties to the project and the consent to be rendered on the record books of this final map and thereon for the purpose and to hereby declare all public easements and all utility easements to the City of Folsom, Mangini Ranch Phase 2, 4300 Cotton Parkway, Oak Creek, California, and our ranch way as shown hereon.

We do hereby designate for specific purposes the following:

1. A PUBLIC EASEMENT FOR THE INSTALLATION AND MAINTENANCE OF UTILITIES, GAS, SEWER AND WATER LINES, AND FOR LANDSCAPE, WIPES AND GARDENS FOR ELECTRIC, TELEPHONE AND COMMUNICATIONS SERVICES, INCLUDING WITH ANY AND ALL APPURTENANCES PERTAINING THEREON ON COTTON PARKWAY AND ADJACENT LOT A, LOT B AND TRAIL STRIPS OF LAND SHOWN HEREON AND DESIGNATED PUBLIC UTILITY EASEMENT PAGE 1.
2. A PUBLIC EASEMENT FOR PEDESTRIAN ACCESS ON COTTON PARKWAY FROM STRIPS OF LAND SHOWN HEREON AND DESIGNATED PEDESTRIAN ACCESS EASEMENT PAGE 1.
3. A PUBLIC EASEMENT AND RIGHT-OF-WAY FOR THE INSTALLATION, REPAIR, REMOVAL OR REPLACEMENT OF LANDSCAPING, TOGETHER WITH ANY AND ALL APPURTENANCES PERTAINING THEREON ON COTTON PARKWAY, ADJACENT LOT A, LOT B AND TRAIL STRIPS OF LAND SHOWN HEREON AND DESIGNATED LANDSCAPE EASEMENT PAGE 1.
4. A PUBLIC EASEMENT FOR CONSTRUCTION AND MAINTENANCE GENERALIZED MAIL DELIVERY BOXES, LOCKSTALS AND SLATS, LOCATED WITH ANY AND ALL APPURTENANCES PERTAINING THEREON INCLUDING PEDESTRIAN ACCESS FROM COTTON PARKWAY AND RIGHT-OF-WAY AND ADJACENT STRIPS OF LAND FIVE (5) FEET IN WIDTH CONTIGUOUS TO ALL RIGHT-OF-WAYS.

1818 HORTON SACRAMENTO, CA
A CALIFORNIA CORPORATION

BY: TEO MORALES VP OF OPERATIONS
BY: DAVID GARDNER VICE PRESIDENT

NOTARY'S ACKNOWLEDGMENT

I, a Notary Public for the State of California, do hereby certify that the foregoing is the free and voluntary act of the individuals who signed the document, to whom this certificate is attached, and that the signatures are genuine and the contents are true.

STATE OF CALIFORNIA
COUNTY OF SACRAMENTO
BY: ANGELA F. RILEY AN ACTIVE 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(S) EXECUTED THE SAID INSTRUMENT(S) VOLUNTARILY AND KNOWINGLY, AND THAT HE/SHE/IT(S) IS/ARE SIGNATURE(S) ON THE INSTRUMENT(S) THE PERSON(S), OR THE ENTITY UPON BEHALF OF WHICH THE INSTRUMENT(S) WAS/WERE EXECUTED.

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

SIGNATURE: ANGELA F. RILEY
MY EXPIRES DATE OF COMMISSION: 06/28/2021
MY COMMISSION NUMBER: 00000000000000000000

SURVEYOR'S STATEMENT

This map was prepared by me or under my direction and is based on a field survey in compliance with the requirements of the subdivision map act and local ordinances of the State of California. I am a duly licensed Professional Land Surveyor in the State of California. I hereby certify that this map was prepared in accordance with the requirements of the subdivision map act and local ordinances of the State of California and that the measurements shown on this map are true and correct to the best of my knowledge and belief.

DATE: 07/28/2020
BY: DAVID GARDNER
REGISTERED PROFESSIONAL LAND SURVEYOR
NO. 10000
EXPIRES DATE: 07/28/2021



VICINITY MAP
1:10,000
NAD 83 BENCHMARK CITY OF FOLSOM

BENCHMARK ELEVATION: 120.07
MANGINI RANCH PHASE 2 VILLAGE 8 IS LOCATED ON THE WEST CORNER OF A QUADRANT OF A QUADRANT OF THE SECTION OF THE CITY OF FOLSOM, CALIFORNIA, APPROXIMATELY 50 FEET SOUTH OF ALDER CREEK PARKWAY AND 100 FEET EAST OF THE CARPENTER/CORCORAN INTERSECTION. CORNER JOINT TOWNSHIP APPROXIMATELY 100 FEET EAST OF THE INTERSECTION OF COTTON PARKWAY AND COTTON PARKWAY.

NOTARY'S ACKNOWLEDGMENT

I, a Notary Public for the State of California, do hereby certify that the foregoing is the free and voluntary act of the individuals who signed the document, to whom this certificate is attached, and that the signatures are genuine and the contents are true.

STATE OF CALIFORNIA
COUNTY OF SACRAMENTO
BY: ANGELA F. RILEY AN ACTIVE 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(S) EXECUTED THE SAID INSTRUMENT(S) VOLUNTARILY AND KNOWINGLY, AND THAT HE/SHE/IT(S) IS/ARE SIGNATURE(S) ON THE INSTRUMENT(S) THE PERSON(S), OR THE ENTITY UPON BEHALF OF WHICH THE INSTRUMENT(S) WAS/WERE EXECUTED.

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

SIGNATURE: ANGELA F. RILEY
MY EXPIRES DATE OF COMMISSION: 06/28/2021
MY COMMISSION NUMBER: 00000000000000000000

CITY ENGINEER'S STATEMENT

I HEREBY STATE THAT I HAVE EXAMINED THIS FINAL MAP OF MANGINI RANCH PHASE 2 VILLAGE 8 AND THAT IT IS IN ACCORDANCE WITH THE CITY ENGINEER'S REVIEW AND APPROVAL OF THE CITY OF FOLSOM AND THAT ALL PROVISIONS OF THE SUBDIVISION MAP ACT AND ALL APPLICABLE CITY ORDINANCES HAVE BEEN COMPLIED WITH.

BY: STEVEN W. BRUSH, P.E. 43131
CITY ENGINEER
CITY OF FOLSOM
LICENSE NUMBER: 220-000
DATE: _____

CITY SURVEYOR'S STATEMENT

I HEREBY STATE THAT I HAVE EXAMINED THE FINAL MAP OF MANGINI RANCH PHASE 2 VILLAGE 8 AND THAT IT IS IN ACCORDANCE WITH THE CITY ENGINEER'S REVIEW AND APPROVAL OF THE CITY OF FOLSOM AND THAT ALL PROVISIONS OF THE SUBDIVISION MAP ACT AND ALL APPLICABLE CITY ORDINANCES HAVE BEEN COMPLIED WITH.

BY: ANGELA F. RILEY, P.E. 43131
CITY SURVEYOR
CITY OF FOLSOM
LICENSE NUMBER: 220-000
DATE: _____

CITY CLERK'S STATEMENT

I HEREBY STATE THAT THE CITY CLERK OF THE CITY OF FOLSOM HAS APPROVED THIS FINAL MAP OF MANGINI RANCH PHASE 2 VILLAGE 8, AND HAS ACCEPTED, ON BEHALF OF THE PEOPLE OF THE CITY OF FOLSOM, ALL FURTHERMENTS AND CONDITIONS OF THE MANGINI RANCH PHASE 2 VILLAGE 8, IN ACCORDANCE WITH THE TERMS OF THIS OFFER, AND HAS APPROVED THE ASSIGNMENT OF THE MANGINI RANCH PHASE 2 VILLAGE 8 TO THE CITY OF FOLSOM.

BY: ANGELA F. RILEY
CITY CLERK
CITY OF FOLSOM
DATE: _____

RECORDER'S STATEMENT

THIS MAP IS FILED FOR RECORD IN BOOK 17-307-08 OF MAPS, AT THE OFFICE OF THE COUNTY RECORDER, SACRAMENTO COUNTY, CALIFORNIA, ON THIS 28 DAY OF JULY, 2020.

BY: ANGELA F. RILEY
COUNTY RECORDER
SACRAMENTO COUNTY RECORDER
STATE OF CALIFORNIA

**FINAL MAP (PN 17-307-08)
MANGINI RANCH
PHASE 2 - VILLAGE 8**

THIS MAP IS FILED FOR RECORD IN BOOK 17-307-08 OF MAPS, AT THE OFFICE OF THE COUNTY RECORDER, SACRAMENTO COUNTY, CALIFORNIA, ON THIS 28 DAY OF JULY, 2020. THIS MAP IS FILED FOR RECORD IN BOOK 17-307-08 OF MAPS, AT THE OFFICE OF THE COUNTY RECORDER, SACRAMENTO COUNTY, CALIFORNIA, ON THIS 28 DAY OF JULY, 2020.

CITY OF FOLSOM • SACRAMENTO COUNTY • CALIFORNIA
Mackay & Somp
PLANNERS SURVEYORS
JULY 2020
SHEET 1 OF 5

SEE SHEET 2 FOR NOTES, BASIS OF BEARING AND LEGEND.

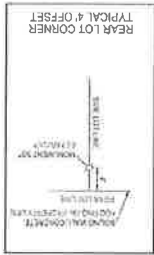
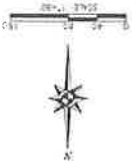
SHEET 3 OF 5
JULY 2020

Mackay & Samps

CITY OF FOLSOM • SACRAMENTO COUNTY • CALIFORNIA

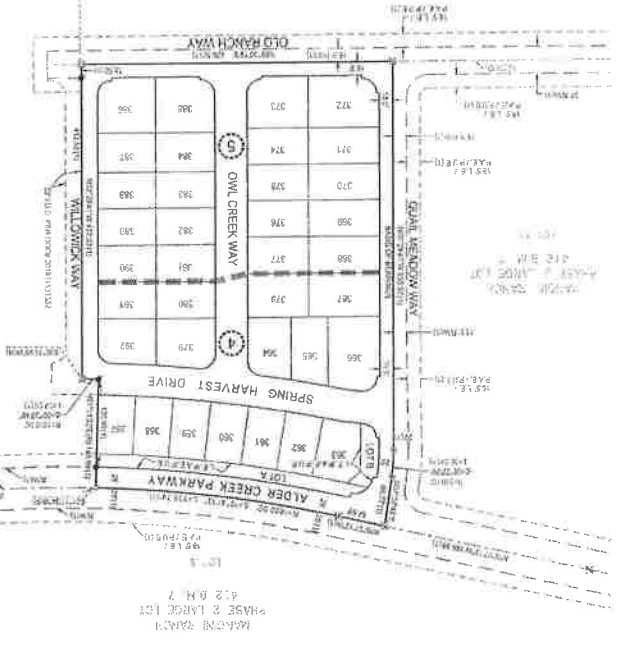
THIS FINAL MAP FOR PHASE 2, VILLAGE 8, LOT 1000 TO 1008, IS A PORTION OF SECTION 18, T32N, R12E, S12E, 4th Meridian, Sacramento County, California, and is shown and so designed on this certain map.

FINAL MAP (PN 17-307.08) MANGINI RANCH PHASE 2 - VILLAGE 8

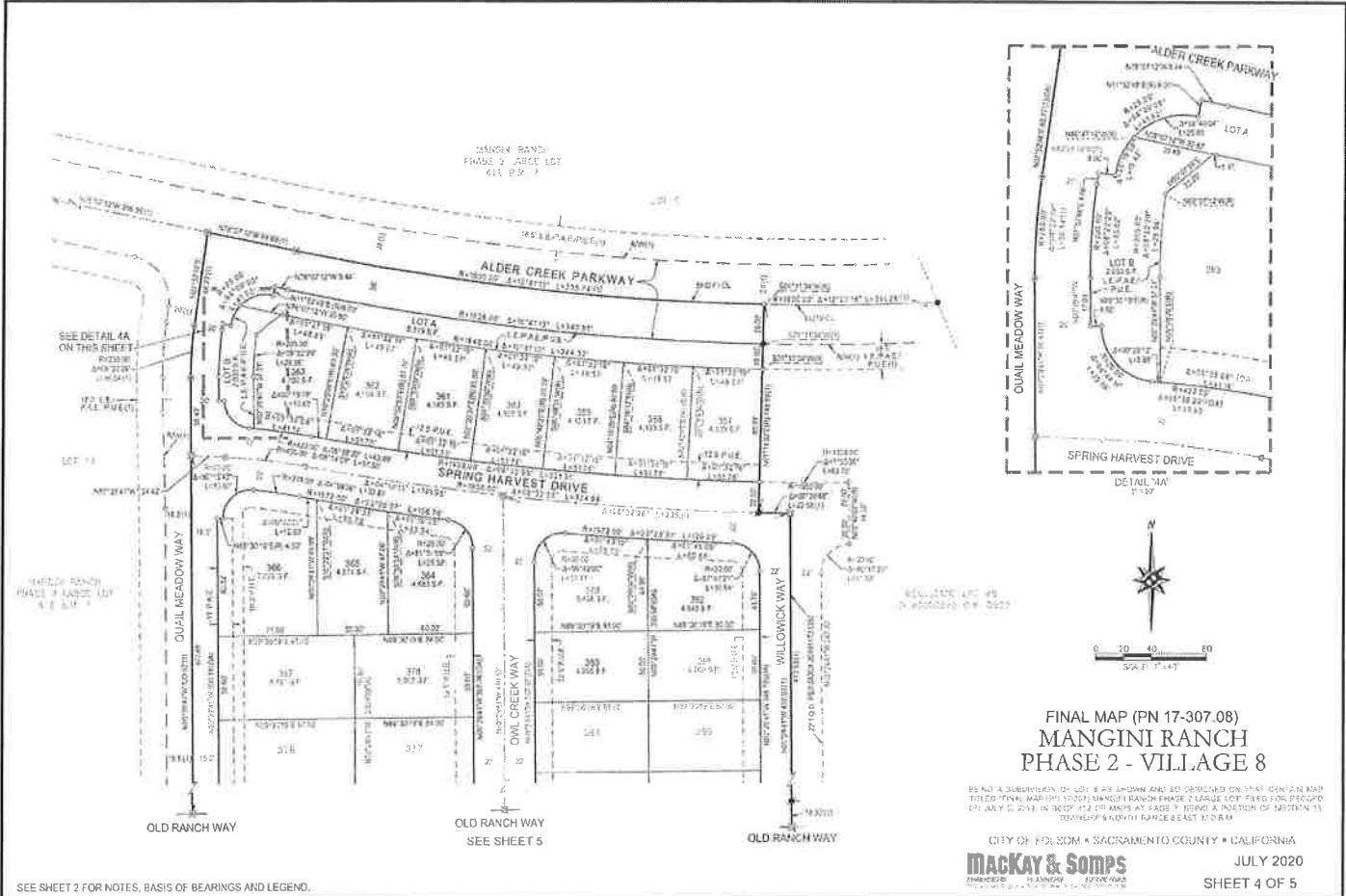


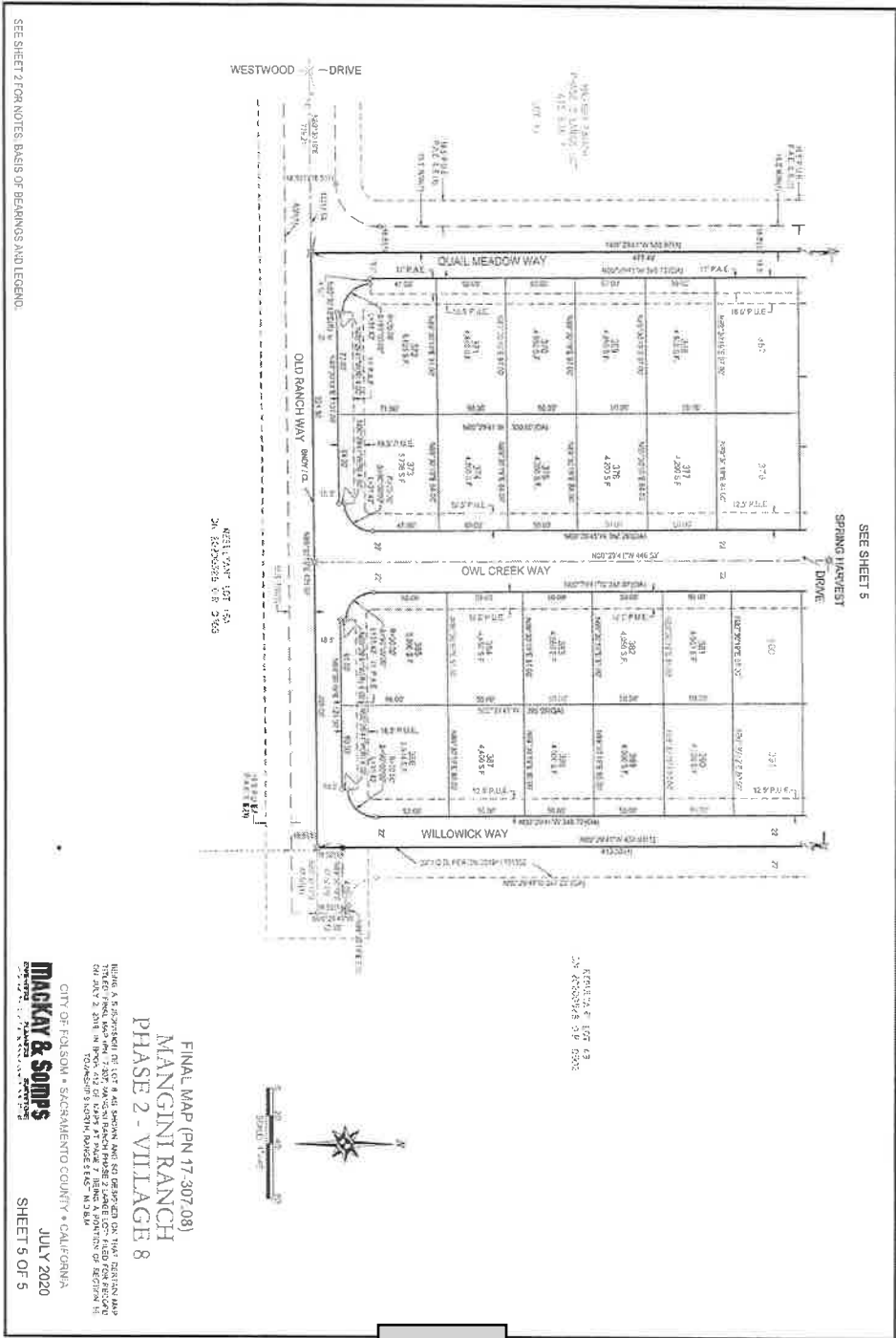
RESUBMIT LOT 48
DN 10200820 0, 0, 0502

RESUBMIT LOT 15A
DN 10200820 0, 0, 0502

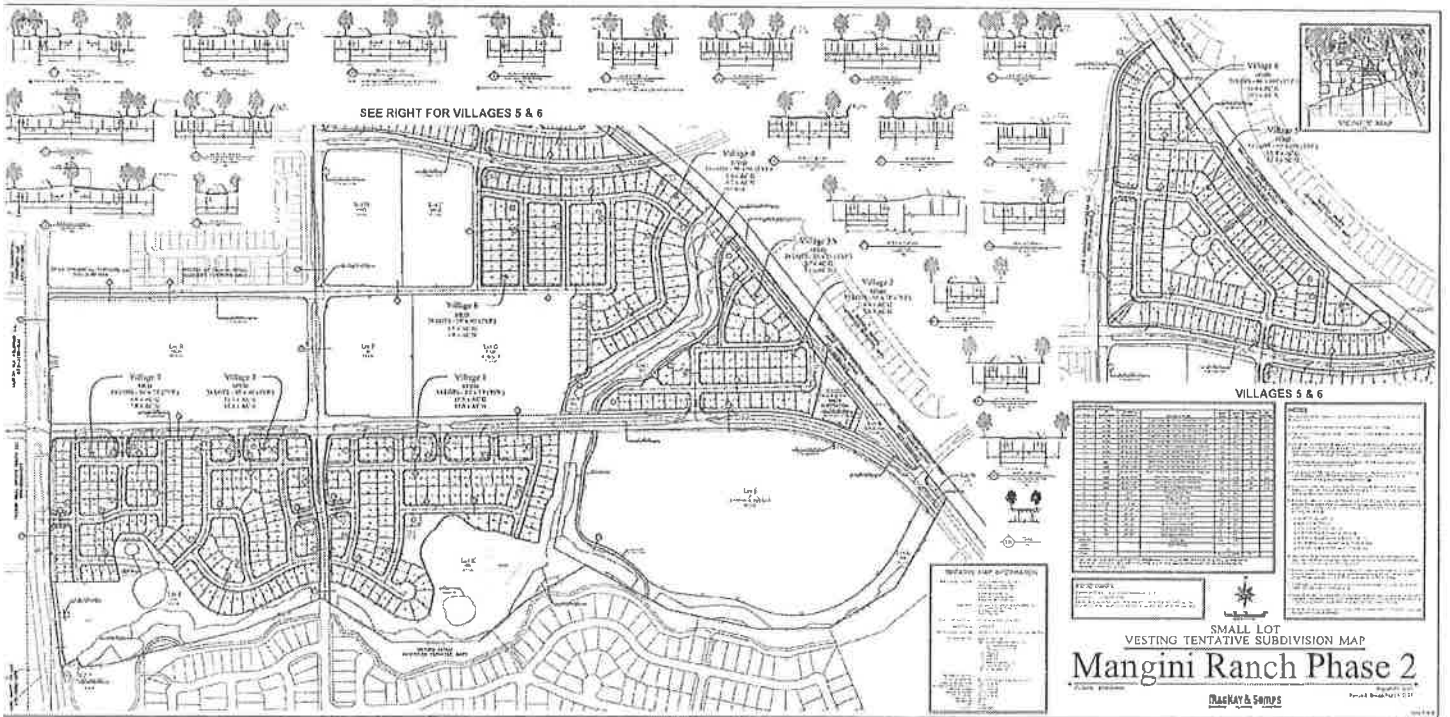


LOT 48
412 S.M. 7
PHASE 2 LARGE LOT
LOT 48





ATTACHMENT 3
Mangini Ranch Phase 2 Village No. 8 Subdivision Final Map



ATTACHMENT 4
Mangini Ranch Phase 2 Village No. 8 Vesting Tentative
Subdivision Map

ATTACHMENT 5
Table of Conditions of Approval for the Mangini Ranch Phase 2
Village No. 8 Vesting Tentative Subdivision Map

| CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 2 SUBDIVISION PROJECT (PN 17-307) WEST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD, EAST OF SCOTT ROAD, AND SOUTH OF US HIGHWAY 50 SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP | | | | | |
|---|---|---------------|------------------------|--|----------------------|
| Condition No. | 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"> 2. Vicinity Map 3. Illustrative Master Plan Exhibit, dated December 15, 2017 4. Large-Lot Vesting Tentative Subdivision Map, dated December 15, 2017 5. Small-Lot Vesting Tentative Subdivision Map, dated December 15, 2017 6. Preliminary Grading and Drainage Plan, dated December 15, 2017 7. Preliminary Utility Plan, dated December 15, 2017 8. Conceptual Phasing Plan, dated December 15, 2017 9. On-Site Infrastructure Phasing Exhibit, dated December 15, 2017 10. On-Site Infrastructure Phasing Narrative, dated December 14, 2017 11. Preliminary Phased Off-Site Utility Plan, dated September, 2017 12. Off-Site Infrastructure Triggers, dated December, 2017 13. Interim Off-Site Intersection Design, dated December 15, 2017 14. Trail System Modification Exhibit, dated December 15, 2017 15. Noise Mitigation Exhibit and Conceptual Wall and Fencing Exhibit, dated December 15, 2017 16. Inclusionary Housing Plan, dated September 26, 2017 17. Parks and Open Space Ownership/Maintenance Summary, dated December 14, 2017 18. Minor Administrative Modification Exhibits 19. Folsom Ranch Central District Guidelines Addendum, dated December, 2017 <p>The Small-Lot Vesting Tentative Subdivision Map is approved for the development of a 545-unit residential subdivision (Mangini Ranch Phase 2 Subdivision). Implementation of the project shall be consistent with the above referenced items and these conditions of approval.</p> | G, I, M, B | CD (P)(E) | <p>The Community Development Department has reviewed and approved the improvement plans and the final map for the project. The approved improvement plans are in substantial compliance with the grading and drainage plans, the site and utility plans, offsite infrastructure exhibit, the preliminary landscape plans and the design guidelines.</p> <p>The final map for Village 8 is in substantial compliance with the approved Vesting Tentative Subdivision Map.</p> <p>The Vesting Tentative Subdivision Map (PN17-307) was approved by the City Council on February 13, 2018. (Resolution No. 10069)</p> | Yes |

| CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 2 SUBDIVISION PROJECT (PN 17-307) WEST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD, EAST OF SCOTT ROAD, AND SOUTH OF US HIGHWAY 50 SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP | | | | | |
|---|--|---------------|------------------------|---|----------------------|
| Condition No. | 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, M, | CD (P)(E)(B) | Improvement plans for the Village 8 subdivision have been reviewed and approved by the Community Development Department. Grading and construction commenced in this subdivision in the Spring of 2019. Landscape and Irrigation plans for this subdivision reviewed and approved prior to the first building permit issuance in the subdivision. | Yes |
| 3. | <i>Validity</i> This approval of the Vesting Small Lot 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 Plan shall track the term of the Vesting Small Lot 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. The term of the Project Design Guidelines shall track the term of the First Amended and Restated Tier 1 Development Agreement. | OG | CD (P) | The City Council approved the Small Lot Vesting Tentative Map on February 13, 2018. (Resolution No. 10069) | Yes |
| 4. | <i>Vesting Tentative Subdivision Map Approval</i> The Vesting Tentative Subdivision Map for the Mangini Ranch Phase 2 Subdivision project shall be subject to review and approval by the City Council. | M | CD (P)(E) | The Owner/applicant has complied with all applicable mitigation measures from the FEIR/EIS 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 MANGINI RANCH PHASE 2 SUBDIVISION PROJECT (PN 17-307) WEST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD, EAST OF SCOTT ROAD, AND SOUTH OF US HIGHWAY 50 SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP | | | | | |
|---|---|---------------|------------------------------------|--|----------------------|
| Condition No. | Condition of Approval | When Required | Responsible Department | Comments | Condition Satisfied? |
| 5. | Improvements in the PFFP The owner/applicant shall be subject to all thresholds, timelines and deadlines for the construction and final completion of various improvements for the entire Folsom Plan Area. The various improvements are outlined and detailed in the Folsom Plan Area Specific Plan Public Facilities Financing Plan (PFFP) dated January 28, 2014 and adopted by City of Folsom Resolution No. 9298. These improvements in the PFFP include, but are not limited to, the backbone infrastructure water (water reservoirs, water transmission mains, booster pump stations, pressure reducing valve stations, etc.), sanitary sewer (lift stations and forced mains) systems, recycled water mains and associated infrastructure, roadway and transportation (future interchanges, major arterial roadways, etc.) improvements, aquatic center (community pool), parks, fire stations, municipal services center, community library, etc. The thresholds and timelines included in the PFFP require facilities to be constructed and completed based on number of building permits issued and in some cases, number of residential units that are occupied. The owner/applicant shall be required to address these thresholds and timelines as the project moves forward through the various developments stages and shall be subject to the various fair share requirements, subject to the provisions of the PFFP, the ARDA and any amendment thereto. | M | CD(E)(P)(B), PW, FD, EWR, PR | The owner/applicant is in compliance with all plan area wide obligations. These conditions of approval require certain improvements during buildout of this Tentative Map. The owner/applicant has been required to construct these improvements as needed and in conjunction with the other subdivisions under development. Grading and construction in this subdivision commenced in the Spring of 2019. | Yes |
| 6. | Street Names The street names identified below shall be used for the Final Small-Lot Map: Savannah Parkway, Alder Creek Parkway, Westwood Drive, Dandelion Lane, Golden Wave Drive, Gardner Street, Persimmon Way, Sassafras Trail, Hackberry Lane, Arbor View Drive, Emerald Knoll Lane, Copper Ridge Drive, Field View Trail, Eagle Ridge Lane, Spice Wood Court, Willow Grove Street, Cimarron Trail, Vista Grande Drive, Sienna Bluff Trail, Lilac Circle, Butterfly Ridge, Spring Harvest Trail, Barnwood Drive, Barn Owl Drive, Triple Creek Way, Crooked Bed Trail, Deer Point Court, Blacktail Way, Willowick Lane, Shadow Creek Circle, Dragonfly Way, Old Ranch Road, Whispering Brook Way, Shakers Ridge Way, Quakie Glen Drive, Shale Rock Court, Wind River Range Lane, Owl Creek Drive, Drowsy Water Way, Cackleberry Court, Quail Meadow Way, Tall Oaks Bend, Stone View Trail, Snapdragon Lane, Timberline Meadow Way, Trails End, Broken Oak Lane, Bitterroot Lane. | M | CD (E)(P) | The Final Map for Village 8 includes street names chosen from the approved list in this condition. | Yes |

| CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 2 SUBDIVISION PROJECT (PN 17-307) WEST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD, EAST OF SCOTT ROAD, AND SOUTH OF US HIGHWAY 50 SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP | | | | | |
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| Condition No. | Condition of Approval | When Required | Responsible Department | Comments | Condition Satisfied? |
| 7. | <p><i>Indemnity for City</i></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 |
| 8. | <p><i>Small-Lot Vesting Tentative Subdivision Map</i></p> <p>The Small-Lot Vesting Tentative Subdivision map is expressly conditioned upon compliance with all environmental mitigation measures in the Folsom Plan Area Specific Plan (FEIR/EIS) as amended by the Westland/Eagle Specific Plan Amendment CEQA Addendum, and the Folsom South of U.S. Highway 50 Specific Plan Revised Proposed Off-Site Water Facility Alternative CEQA Addendum as well as compliance with the mitigation measures in the South of U.S. Highway 50 Backbone Infrastructure Project Mitigated Negative Declaration for those portions of Mangini Ranch Phase 2 that are included as part of the South of U.S. Highway 50 Backbone Infrastructure Project.</p> | OG | CD | The Owner/applicant has complied with all applicable mitigation measures from the FEIR/EIS prior to the issuance of a grading permit for this subdivision in the Spring of 2019. Additionally, construction inspection and monitoring is conducted throughout construction by the City and/or its Consultants to verify compliance. | Yes |

| CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 2 SUBDIVISION PROJECT (PN 17-307) WEST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD, EAST OF SCOTT ROAD, AND SOUTH OF US HIGHWAY 50 SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP | | | | | |
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| Condition No. | Condition of Approval | When Required | Responsible Department | Comments | Condition Satisfied? |
| 9. | <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. | G, I, M, B | CD (E) | The owner/applicant has complied with all applicable provisions of the respective Amended and Restated Tier 1 Development Agreement. | Yes |
| 10. | <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, the South of 50 Backbone Infrastructure Project MND, the Westland/Eagle Specific Plan Amendment to the FPASP and Addendum to the FPASP EIR/EIS, and the Folsom South of U.S. Highway 50 Specific Plan Project Revised Proposed Off-Site Water Facility Alternative Amendment to the FPASP and 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 has funded and participated in a MMRP reporting program performed by the City's consultant (Helix) and/or staff throughout the course of grading and construction. | Yes |
| POLICE/SECURITY REQUIREMENT | | | | | |
| 11. | The owner/applicant shall consult with the Police Department in order to incorporate all reasonable crime prevention measures. The following security/safety measures shall be considered: <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 provided onsite security during construction and has incorporated line of sight guidelines into landscaping plans at intersections | Yes |
| DEVELOPMENT COSTS AND FEE REQUIREMENTS | | | | | |
| 12. | <i>Taxes and Fees</i> 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. | OG | CD (P)(E) | The owner has paid all current taxes and fees associated with this subdivision. | Yes |

| CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 2 SUBDIVISION PROJECT (PN 17-307) WEST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD, EAST OF SCOTT ROAD, AND SOUTH OF US HIGHWAY 50 SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP | | | | | |
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| 13. | Assessments If applicable, the owner/applicant shall pay off any existing assessments against the property, or file necessary segregation request and pay applicable fees. | OG | CD (E) | The owner has paid all taxes and fees associated with this subdivision and filed a tax segregation request for applicable taxes. | Yes |
| 14. | FPASP Development Impact Fees The owner/applicant shall be subject to all Folsom Plan Area Specific Plan Area development impact fees in place at the time of approval or subsequently adopted consistent with the Public Facilities Financing Plan (PFFP), Development Agreement and amendments thereto, unless exempt by previous agreement. The owner/applicant shall be subject to all applicable Folsom Plan Area plan-wide development impact fees in effect at such time that a building permit is issued. These fees may include, but are not limited to, the Folsom Plan Area Specific Plan Fee, Specific Plan Infrastructure Fee (SPIF), Solid Waste Fee, Corporation Yard Fee, Transportation Management Fee, Transit Fee, Highway 50 Interchange Fee, General Park Equipment Fee, Housing Trust Fee, etc. Any protest to such for all fees, dedications, reservations or other exactions imposed on this project will begin on the date of final approval (February 13, 2018), or otherwise shall be governed by the terms of Amendments No. 1 and 2 to ARDA. The fees shall be calculated at the fee rate set forth in the PFFP and the ARDA. | B | CD (P), PW, PK | The Owner/Applicant shall pay all required City fees and Plan Area wide fees prior to issuance of building permits. | Yes |
| 15. | Legal Counsel The City, at its sole discretion, may utilize the services of outside legal counsel to assist in the implementation of this project, including, but not limited to, drafting, reviewing and/or revising agreements and/or other documentation for the project. If the City utilizes the services of such outside legal counsel, the City shall provide notice to the owner/applicant of the outside counsel selected, the scope of work and hourly rates, and the owner/applicant shall reimburse the City for all outside legal fees and costs incurred and documented by the City for such services. The owner/applicant may be required, at the sole discretion of the City Attorney, to submit a deposit to the City for these services prior to initiation of the services. The owner/applicant shall be responsible for reimbursement to the City for the services regardless of whether a deposit is required. | 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 conform to this condition. | Yes |

| CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 2 SUBDIVISION PROJECT (PN 17-307) WEST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD, EAST OF SCOTT ROAD, AND SOUTH OF US HIGHWAY 50 SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP | | | | | |
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| Condition No. | Condition of Approval | When Required | Responsible Department | Comments | Condition Satisfied? |
| 16. | <i>Consultant Services</i> If the City utilizes the services of consultants to prepare special studies or provide specialized design review or inspection services for the project, the City shall provide notice to the owner/applicant of the outside consultant selected, the scope of work and hourly rates, and the owner/applicant shall reimburse the City for actual costs incurred and documented in utilizing these services, including administrative costs for City personnel. A deposit for these services shall be provided prior to initiating review of the Grading Plan, Final Map, improvement plans, or beginning inspection, whichever is applicable. | G, I, M, B | CD (P)(E) | The City has provided notice to the owner/applicant for various Consultants performing services for the development of this subdivision. The City has collected deposits from the owner/applicant in advance of such work for these services. | Yes |
| 17. | <i>Walls/Fences/Gates</i> The final location, design, height, materials, and colors of the walls, fences, and gates shall be subject to review and approval by the Community Development Department to ensure consistency with the Folsom Ranch Central District Design Guidelines. | B | CD (P)(E) | The owner/applicant will submit landscape and streetscape plans to the Community Development Department. The Community Development Department will verify that the landscape and streetscape plans include the required wall, fences and gates and that these improvements are in compliance with the Folsom Ranch Central District Design Guidelines. | Condition will be satisfied prior to building permit issuance in the subdivision. |

| CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 2 SUBDIVISION PROJECT (PN 17-307) WEST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD, EAST OF SCOTT ROAD, AND SOUTH OF US HIGHWAY 50 SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP | | | | | |
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| Condition No. | Condition of Approval | When Required | Responsible Department | Comments | Condition Satisfied? |
| 18. | <p><i>Development Phase 1 (Villages 1, 2, 7) Plan</i></p> <p>The owner/applicant shall construct the following improvements as shown on the Vesting Tentative Subdivision Map with each applicable phase. Roadways shall be to the ultimate horizontal and vertical alignment unless otherwise noted.</p> <ul style="list-style-type: none"> o Roads <ul style="list-style-type: none"> ▪ Alder Creek Parkway (East Bidwell Street to Placerville Road) <ul style="list-style-type: none"> • One lane of travel in each direction (These roadway improvements are existing improvements being constructed with FPA Phase 1 Backbone Improvements) • Intersection and median pocket improvements are described in following three phases ▪ East Bidwell Street (Alder Creek Parkway to the interface of Mangini Ranch Phase 1 Subdivision Project) <ul style="list-style-type: none"> • One lane of travel in each direction (These roadway improvements are existing-improvements constructed with FPA Phase 1 Backbone Improvements) • Intersection of Savannah Parkway and East Bidwell Street including turn lanes (as shown on Attachment 11/Off-Site Infrastructure Triggers, December-2017/Required Prior to First Building Permit) <ul style="list-style-type: none"> o Control: Stop-Sign control at the westbound approach to East Bidwell Street from Savannah Parkway with full access. o Southbound Approach to Savannah Parkway from East Bidwell Street: One thru-lane, and one left-turn lane with a 200-foot long transition, 60-foot-long taper, and 100 feet of vehicle storage. o Northbound Approach to Savannah Parkway from East Bidwell Street: One shared thru/right-turn lane. o Westbound Approach to East Bidwell Street from Savannah Parkway: One shared left/right-turn lane, and a striped out left-turn pocket with a 125-foot-long taper and 60 feet of vehicle storage. | G, I, M | CD (E), EWR, PW, FD | <p>The owner has submitted and obtained approval by the City of a phasing plan for Development Phase 1 of the Mangini Ranch Phase 2 Vesting Tentative Subdivision Map, which includes the Village 7 subdivision. The following addresses the improvements necessary to serve Village 8:</p> <p>Alder Creek Parkway is completed and open for traffic to provide access to the Village 8 subdivision.</p> <p>Roadway improvements to provide access to the Village 8 subdivision from Alder Creek Parkway and Old Ranch Way are being constructed with the approved Village 8 improvement plans and the approved Enclave at Folsom Ranch Off-site Improvement Plans. These roadway improvements include East Bidwell Street, Old Ranch Way and Westwood Drive. These improvements have been under construction since the Spring of 2019. It is expected that the Village 8 subdivision improvements will be complete in the Spring of 2020.</p> | Yes |

| CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 2 SUBDIVISION PROJECT (PN 17-307) WEST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD, EAST OF SCOTT ROAD, AND SOUTH OF US HIGHWAY 50 SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP | | | | | |
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| Condition No. | Condition of Approval | When Required | Responsible Department | Comments | Condition Satisfied? |
| 18. Cont. | <ul style="list-style-type: none"> o Between Old Ranch Way and the southern boundary of the project site, East Bidwell Street shall be constructed as a two-lane arterial on the eastern "half segment" of its ultimate configuration. This two-lane segment shall have a striped 2-foot-wide median south of Old Ranch Way, consistent with the California Manual of Uniform Traffic Control Devices (MUTCD) Figure 3A-107 (CA), or similar standard. The southbound left-turn pocket shall be developed in accordance with the Highway Design Manual (HDM) Figure 405-2A, or similar standard. Savannah Parkway shall have a raised median curb. • Intersection of Old Ranch Way and East Bidwell Street including turn lanes <ul style="list-style-type: none"> o Control: All-Way Stop-Sign control at the intersection of East Bidwell Street and Old Ranch Way with full access. o Southbound Approach to Old Ranch Way from East Bidwell Street: One thru-lane and one left-turn lane. o Northbound Approach to Old Ranch Way from East Bidwell Street: One shared thru/right-turn lane. o Westbound Approach to East Bidwell Street from Old Ranch Way: One shared left/right-turn lane. • Village 7 Entrance/Exit on East Bidwell Street <ul style="list-style-type: none"> o Control: Stop-Sign control at the Village 7 exit to East Bidwell Street. o Access to Village 7 from East Bidwell Street limited to right-turns in and right-turns out only. Measures to enforce the right-turn in and right-turn out restriction at this location shall be implemented to the satisfaction of the Community Development Department. • Frontage Improvements on East Bidwell Street <ul style="list-style-type: none"> o Frontage Improvements including curb, gutter, sidewalk, and landscaping along the east side of East Bidwell Street from Savannah Parkway to the southern project boundary with the Mangini Ranch Phase 1 Subdivision project. | G, I, M | CD (E), EWR, PW, FD | | |

**CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 2 SUBDIVISION PROJECT (PN 17-307)
WEST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD, EAST OF SCOTT ROAD, AND SOUTH OF US HIGHWAY 50
SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP**

| Condition No. | Condition of Approval | When Required | Responsible Department | Comments | Condition Satisfied? |
|---------------|---|---------------|---------------------------|--|----------------------|
| 18. Cont. | <ul style="list-style-type: none"> • Savannah Parkway (East Bidwell Street East Bidwell Street to the eastern edge of Open Space Lots I and L) <ul style="list-style-type: none"> • One lane of travel in each direction and a landscaped median of varying widths. • Intersection of Savannah Parkway and Westwood Drive including turn lanes <ul style="list-style-type: none"> o Westbound approach to Westwood Drive from Savannah Parkway: One through lane, one right-turn lane, and one left-turn lane. The right-turn pocket will have a 125-foot-long taper and 210 feet of vehicle storage. The left-turn lane will have a 125-foot-long taper with 60 feet of vehicle storage. o Eastbound approach to Westwood Drive from Savannah Parkway: One shared through/right-turn lane and one left-turn lane. The left-turn lane will have a 125-foot-long taper with 60 feet of vehicle storage. o Northbound approach to Savannah Parkway from Westwood Drive: One shared through lane/right-turn lane and one left-turn lane. The left-turn lane will have a 125-foot-long taper with 60 feet of vehicle storage. A 60-foot-long taper will be provided for the right-turn movement. • Village 1 Entrance/Exit and Turn Pockets <ul style="list-style-type: none"> o Control: Stop-Sign control at the Village 1 exit to Savannah Parkway. o Westbound left-turn pocket into Village 1 entrance from Savannah Parkway with a 125-foot-long taper and 60 feet of vehicle storage. o Eastbound left-turn pocket at Savannah Parkway/Village 1 intersection with 125-foot-long taper and 60 feet of vehicle storage. • Frontage Improvements on Savannah Parkway <ul style="list-style-type: none"> o Frontage Improvements along the southern side of Savannah Parkway including curb, gutter, sidewalk, medians, and landscaping along with the remainder of paving required to complete the roadway sections K and K1 to the eastern edge of Open Space Lots I and J as shown on the Small-Lot Vesting Tentative Subdivision Map. • Westwood Drive (Savannah Parkway to the interface of Mangini Ranch Phase 1, including the Alder Creek Tributary creek crossing) <ul style="list-style-type: none"> • One lane of travel in each direction • Frontage improvements on Westwood Drive including curb, gutter, sidewalk, landscaping, medians along with remainder of paving required to complete the roadway Sections U, V1 and V-2 as shown on the Small-Lot Vesting Tentative Subdivision Map | G, I, M | CD (E), EWR, PW, FD | <p>Improvements to Savannah Parkway will be constructed along the Village 7 frontage and are included in the Village 7 subdivision improvement plans.</p> <p>Additional Improvements to Savannah Parkway east of the easterly Village 7 boundary, the entrance to future Village 1, Westwood Drive, Old Ranch Way east of the East Bidwell Street intersection are not required for the Village 8 subdivision.</p> | |

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| CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 2 SUBDIVISION PROJECT (PN 17-307) WEST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD, EAST OF SCOTT ROAD, AND SOUTH OF US HIGHWAY 50 SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP | | | | | |
|---|---|---------------|---------------------------|---|----------------------|
| Condition No. | Condition of Approval | When Required | Responsible Department | Comments | Condition Satisfied? |
| 18. Cont. | <ul style="list-style-type: none"> ▪ Westwood Drive (Alder Creek Parkway to Old Ranch Way) <ul style="list-style-type: none"> • One lane of travel in each direction (The Enclave at Folsom Ranch Subdivision project (PN 16-025) is currently conditioned to complete these improvements) • Intersection of Alder Creek Parkway and Westwood Drive including turn lanes <ul style="list-style-type: none"> ○ Control: All-Way Stop-Sign control at the intersection of Westwood Drive and Alder Creek Parkway with full access. ○ Westbound Approach to Westwood Drive from Alder Creek Parkway: One shared through/right-turn lane, and one left-turn lane with a 125-foot long taper and 60 feet of vehicle storage. ○ Northbound Approach to Alder Creek Parkway from Westwood Drive: One shared through/right-turn lane, and one left-turn lane with a 125-foot long taper and 210 feet of vehicle storage. A 60-foot-long taper will be provided for the right-turn movement. ○ Eastbound Approach to Westwood Drive from Alder Creek Parkway: One through lane, one right-turn lane and one left-turn lane. • Intersection of Old Ranch Way and Westwood Drive including turn lanes <ul style="list-style-type: none"> ○ Eastbound Approach to Westwood Drive from Old Ranch Way: One shared through/right-turn lane, and one left-turn lane with a 125-foot long taper and 60 feet of vehicle storage. ○ Southbound Approach to Old Ranch Way from Westwood Drive: One shared through/right-turn lane, and one left-turn lane with a 125-foot long taper and 60 feet of vehicle storage. • Frontage Improvements on Westwood Drive <ul style="list-style-type: none"> ○ Frontage Improvements including curb, gutter, sidewalk, median, and landscaping along with the remainder of paving required to complete the roadway section K2 as shown on the Small-Lot Vesting Tentative Subdivision Map. ▪ Old Ranch Way (East Bidwell Street to Westwood Drive) <ul style="list-style-type: none"> • One lane of travel in each direction (The Enclave at Folsom Ranch Subdivision project (PN 16-025) is currently conditioned to complete these improvements) • Frontage improvements along the southern side including curb, gutter and sidewalk and landscaping along with remainder of paving required to complete the roadway Section S and SI as shown on the Small-Lot Vesting Tentative Subdivision Map. | G, I, M | CD (E), EWR, PW, FD | Additional Improvements to Savannah Parkway east of the easterly Village 7 boundary, the entrance to future Village 1, Westwood Drive, Old Ranch Way east of the East Bidwell Street intersection are not required for the Village 8 subdivision. | |

| CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 2 SUBDIVISION PROJECT (PN 17-307) WEST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD, EAST OF SCOTT ROAD, AND SOUTH OF US HIGHWAY 50 SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP | | | | | |
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| Condition No. | Condition of Approval | When Required | Responsible Department | Comments | Condition Satisfied? |
| 18 Cont. | <ul style="list-style-type: none"> o Utility Infrastructure <ul style="list-style-type: none"> ▪ The 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. ▪ Hydromodification Basins No. 19 and No. 23 shall be constructed with Phase 1, unless already constructed by Others. o Trails in Open Space <ul style="list-style-type: none"> ▪ No trails within Phase 1 o Park Grading <ul style="list-style-type: none"> ▪ Community Park East will serve as a spoils site during Phase 1 grading. Grading of the park will be completed in subsequent phases. | G, I, M | CD (E), EWR, PW, FD | <p>Underground water, sanitary sewer, storm drainage and public utility infrastructure will be constructed as a part of the roadway construction to serve Village 8. Hydro-modification Basin 19 has been included in the Enclave Offsite improvements plans and is required to be completed prior to the issuance of any building permits in Village 8.</p> <p>There are no trails being constructed in the open space adjoining the Village 8 subdivision.</p> <p>The owner/applicant commenced with grading the entire Mangini Ranch Phase 2 subdivision in the Spring of 2019. Throughout the grading in the future years, excess spoils will be placed in the future Community Park East.</p> | Yes |

| CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 2 SUBDIVISION PROJECT (PN 17-307) WEST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD, EAST OF SCOTT ROAD, AND SOUTH OF US HIGHWAY 50 SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP | | | | | |
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| Condition No. | Condition of Approval | When Required | Responsible Department | Comments | Condition Satisfied? |
| 19 | <p><i>Development Phase 2 (Villages 3, 4, 8, and Lots C & D) Plan</i></p> <p>Developer shall construct the following improvements as shown on the Mangini Ranch Phase 2 Vesting Tentative Subdivision Map & Conceptual Development Phasing Diagram unless otherwise noted; Roadways shall be constructed to the ultimate horizontal and vertical alignment unless otherwise noted.</p> <ul style="list-style-type: none"> o Roads <ul style="list-style-type: none"> ▪ Savannah Parkway (Eastern edge of Open Space Lots I and L to SMUD Substation) <ul style="list-style-type: none"> • One lane of travel in each direction and median • Village 3 Entrance/Exit on Savannah Parkway <ul style="list-style-type: none"> o Control: Stop-Sign control at the Village 3 exit to Savannah Parkway. o Eastbound left-turn lane from Savannah Parkway into Village 3 entrance with 125-foot-long taper and 60 feet of vehicle storage. o Frontage improvements along the northern side of Savannah Parkway including curb, gutter and sidewalk, median, and landscaping along with remainder of paving required to complete the roadway Section K as shown on the Small-Lot Vesting Tentative Subdivision Map, o Park Frontage improvements are the responsibility of the City. ▪ Westwood Drive (Savannah Parkway to Old Ranch Way) <ul style="list-style-type: none"> • One lane of travel in each direction • Intersection of Old Ranch Way and Westwood Drive including turn lanes <ul style="list-style-type: none"> o Northbound Approach to Old Ranch Way from Westwood Drive: One shared through/right-turn lane, and one left-turn lane with a 125-foot long taper and 60 feet of vehicle storage. A 60-foot-long taper will be provided for the right-turn movement. o Westbound Approach to Westwood Drive from Old Ranch Way: One shared through/right-turn lane, and one left-turn lane with a 125-foot long taper and 60 feet of vehicle storage. • Intersection of Savannah Parkway and Westwood Drive including turn lanes <ul style="list-style-type: none"> o Southbound Approach to Savannah Parkway from Westwood Drive: One shared through/right-turn lane, and one left-turn lane with a 125-foot long taper and 90 feet of vehicle storage. A 60-foot-long taper will be provided for the right-turn movement. | G, I, M | CD (E), EWR, PW, FD | <p>These improvements in this condition to Savannah Parkway are not required to provide access and utilities to the Village 8 subdivision.</p> <p>The improvements required on Westwood Drive, Old Ranch Way and Alder Creek Parkway are being constructed as part of the improvements included on the Village 4 & 8 subdivision approved by the City.</p> | Yes |

| CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 2 SUBDIVISION PROJECT (PN 17-307) WEST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD, EAST OF SCOTT ROAD, AND SOUTH OF US HIGHWAY 50 SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP | | | | | |
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| Condition No. | Condition of Approval | When Required | Responsible Department | Comments | Condition Satisfied? |
| 19. Cont. | <ul style="list-style-type: none"> • Frontage Improvements on Westwood Drive <ul style="list-style-type: none"> ○ Frontage improvements along the western side of Westwood Drive including curb, gutter and sidewalk, median, and landscaping along with remainder of paving required to complete the roadway Section K as shown on the Small-Lot Vesting Tentative Subdivision Map. • Old Ranch Way (Westwood Drive to Village 4) <ul style="list-style-type: none"> ▪ One lane of travel in each direction ▪ Frontage improvements including curb, gutter, sidewalk, median and landscaping along with remainder of paving required to complete the roadway Section V-4 as shown on the Small-Lot Vesting Tentative Subdivision Map • Park & School frontage including curb, gutter, and 10-foot-wide sidewalk with remainder of paving required to complete the roadway Section V-4 as shown on the Small-Lot Vesting Tentative Subdivision Map. Park frontage improvements are the responsibility of the City. • Alder Creek Parkway (Westwood Drive to Placerville Road) <ul style="list-style-type: none"> ▪ One lane of travel in each direction and median (Existing travel lanes on Alder Creek Parkway constructed with FPA Phase 1 Backbone Improvements) • Village 8 Entrance/Exit on Savannah Parkway <ul style="list-style-type: none"> ○ Westbound left-turn lane from Alder Creek Parkway into Village 8 entrance with 125-foot-long taper and 60 feet of vehicle storage. • Intersection of East Bidwell Street and Alder Creek Parkway (as shown on Attachment 11/Off-Site Infrastructure Triggers, December-2017/Required Prior to 236th Building Permit) <ul style="list-style-type: none"> ○ Control: Signalize with a protected southbound East Bidwell Street left-turn, westbound Alder Creek Parkway split phasing, and westbound Alder Creek Parkway right-turn overlap U-Turns prohibited. ○ Southbound Approach to Alder Creek Parkway from East Bidwell Street: One thru-lane, and two left-turn lanes, with a 300-foot-long single lane left-turn pocket excluding tapers for the most easterly of the left turning lanes. ○ Northbound Approach to Alder Creek Parkway from East Bidwell Street: One thru lane and one shared thru/right-turn lane with a striped 500-foot long right-turn pocket excluding tapers for the shared thru/right-turn lane. | G, L, M | CD (E), EWR, PW, FD | <p>These improvements in this condition to Savannah Parkway are not required to provide access and utilities to the Village 8 subdivision.</p> <p>The improvements required on Westwood Drive, Old Ranch Way and Alder Creek Parkway are being constructed as part of the improvements included on the Village 4 & 8 subdivision approved by the City.</p> | Yes |

| CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 2 SUBDIVISION PROJECT (PN 17-307) WEST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD, EAST OF SCOTT ROAD, AND SOUTH OF US HIGHWAY 50 SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP | | | | | |
|---|---|---------------|---------------------------|--|--|
| Condition No. | Condition of Approval | When Required | Responsible Department | Comments | Condition Satisfied? |
| 19. Cont. | <ul style="list-style-type: none"> o Westbound Approach to East Bidwell Street from Alder Creek Parkway: One right-turn lane and one left-turn lane, with a 200-foot left-turn pocket excluding tapers for the left-turn lane. o Eastbound Alder Creek Parkway Departure: Two receiving lanes shall be provided, the second receiving lane shall be dropped after 300 feet excluding tapers. o East Bidwell Street shall be constructed as a four-lane divided arterial between Alder Creek Parkway and the U.S. Highway 50 Interchange, with a 38-foot-wide median at Alder Creek Parkway that tapers back to match the existing four-lane arterial segment at the eastbound U.S. Highway 50 slip onramp. East Bidwell Street shall be constructed as a two-lane divided arterial between Alder Creek Parkway and Old Ranch Way, with a 38-foot-wide raised median at Alder Creek Parkway that tapers back to match the two-lane half segment. Alder Creek Parkway between East Bidwell Street and Westwood Drive shall be constructed as a two-lane divided roadway with a 38-foot-wide raised median. • Frontage Improvements on Alder Creek Parkway <ul style="list-style-type: none"> o Frontage improvements along the southern side of Alder Creek Parkway including curb, gutter, sidewalk, median, and landscaping along with remainder of paving required to complete the roadway Section C1 as shown on the Small-Lot Vesting Tentative Subdivision Map. ▪ Intersection of East Bidwell Street and White Rock Road <ul style="list-style-type: none"> • Prior to issuance of the 281st building permit, the owner/applicant shall be responsible for either Option A or Option B below as follows: <ul style="list-style-type: none"> o Option A: The Capital Southeast Connector Joint Powers Authority (JPA) project proposes to relocate and signalize the East Bidwell Street/White Rock Road intersection: If the proposed JPA project at this location is fully funded and construction is underway by the time the 281st building permit is issued, the project shall pay the Sacramento County Transportation Development Fees, toward the JPA project. | G, I, M | CD (E), EWR, PW, FD | <p>These improvements in this condition to Savannah Parkway are not required to provide access and utilities to the Village 8 subdivision.</p> <p>The improvements required on Westwood Drive, Old Ranch Way and Alder Creek Parkway are being constructed as part of the improvements included on the Village 4 & 8 subdivision approved by the City.</p> <p>The required improvements to the intersection of East Bidwell Street and White Rock Road will be satisfied prior to issuance of the 281st building permit in the Mangini Ranch Phase 2 subdivision.</p> | <p>Yes</p> <p>Condition will be satisfied prior to issuance of the 281st building permit.</p> |

| CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 2 SUBDIVISION PROJECT (PN 17-307) WEST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD, EAST OF SCOTT ROAD, AND SOUTH OF US HIGHWAY 50 SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP | | | | | |
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| Condition No. | Condition of Approval | When Required | Responsible Department | Comments | Condition Satisfied? |
| 19 Cont. | <ul style="list-style-type: none"> o Option B: Signalize the existing East Bidwell Street/White Rock Road intersection with Mangini Ranch Phase 1 improvements: If the JPA project to relocate and signalize the East Bidwell Street/White Rock Road intersection is not fully funded and under construction prior to issuances of the 281st building permit, the owner/applicant shall be responsible to signalize the existing intersection with improvements described in Condition No. 127 of the Mangini Ranch Phase 1 conditions of approval. Mangini Ranch Phase 1 improvements at this location consist of "Southbound on East Bidwell Street construct a free southbound right turn lane consisting of 315 feet of deceleration length plus 50 feet storage length, excluding appropriate tapers and a 300 foot receiving /acceleration lane, excluding tapers along westbound White Rock Road. Westbound on White Rock Road, construct a free right-turn lane consisting of 315 feet of deceleration length plus 50 feet of storage length, excluding appropriate tapers, and a 300-foot receiving lane excluding appropriate tapers along northbound East Bidwell Street. o The JPA currently has more than seven million dollars programed toward relocation and signalization of the East Bidwell Street/White Rock Road intersection, and is planning to begin acquiring right-of-way during the winter of 2018, and begin construction during the summer of 2019. The projected absorption Schedule for the Mangini Ranch Phase 2 project estimates that the 281 dwelling units will not be constructed until sometime in the second quarter of 2020. Option A above is the preferred improvement, Option B would be a throwaway improvement. o Utility Infrastructure <ul style="list-style-type: none"> ▪ The 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 o Trails in Open Space <ul style="list-style-type: none"> ▪ The proposed trail within Lot I open space will be graded with Village 3 ▪ The proposed trail within Lot H open space adjacent to the school will be graded with Village 4 o Park Grading Community Park East will serve as a spoils site during Phase 2 grading. Grading of the park will be completed in subsequent phases. | G, I, M | CD (E), EWR, PW, FD | <p>These improvements in this condition are not required to provide access and utilities to the Village 7 subdivision.</p> <p>Utility infrastructure for the Village 8 subdivision is included on the Village 4 & 8 subdivision improvements plans approved by the City. Construction of these improvements commenced in the Spring of 2019.</p> <p>There are no trails being constructed in the open space adjoining the Village 8 subdivision.</p> <p>The owner/applicant commenced with grading the entire Mangini Ranch Phase 2 subdivision in the Spring of 2019. Throughout the grading in the future years, excess spoils will be placed in the future Community Park East.</p> | Yes |

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| CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 2 SUBDIVISION PROJECT (PN 17-307) WEST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD, EAST OF SCOTT ROAD, AND SOUTH OF US HIGHWAY 50 SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP | | | | | |
|---|---|---------------|---------------------------|---|----------------------|
| Condition No. | Condition of Approval | When Required | Responsible Department | Comments | Condition Satisfied? |
| 20. | <p><i>Development Phase 3 (Villages 5 and 6, and Lots B, F, and G)</i></p> <p>Developer shall construct the following improvements as shown on the Mangini Ranch Phase 2 Vesting Tentative Subdivision Map & Conceptual Development Phasing Diagram unless otherwise noted; Roadways shall be constructed to the ultimate horizontal and vertical alignment unless otherwise noted.</p> <ul style="list-style-type: none"> o Roads <ul style="list-style-type: none"> ▪ East Bidwell Street (Savannah Parkway to the Alder Creek Parkway) <ul style="list-style-type: none"> • Intersection of Savannah Parkway and East Bidwell Street including turn lanes (as shown on Attachment 11/Off-Site Infrastructure Triggers, December-2017/Required Prior to 496th Building Permit) <ul style="list-style-type: none"> o Control: Signal control with split phasing. o Southbound Approach to Savannah Parkway from East Bidwell Street: One thru-lane, and one left-turn lane with a 100-foot-long left-turn pocket excluding tapers for the left-turn lane. o Northbound Approach to Savannah Parkway from East Bidwell Street: One shared thru/right-turn lane. o Westbound Approach to East Bidwell Street from Savannah Parkway: One right-turn lane, and one left-turn lane with a 60-foot left-turn pocket excluding tapers for the left-turn lane. o Between Old Ranch Way and the southern boundary of the project site, East Bidwell Street shall be constructed as a two-lane arterial on the eastern "half-segment" of its ultimate configuration. This two-lane segment shall have a striped 2-foot-wide median south of Old Ranch Way, consistent with the California Manual on Traffic Control Devices (MUTCD) Figure 3A-107 (CA), or similar standard. The southbound left-turn pocket shall be developed in accordance with the Highway Design Manual (HDM) Figure 405.2A, or similar standard. Savannah Parkway shall have a 4-foot-wide raised median. • Frontage improvements including curb, gutter, sidewalk, median, and landscaping along with remainder of paving required to complete the roadway Section 1 as shown on the Small-Lot Vesting Tentative Subdivision Map. | G, J, M | CD (E), EWR, PW, FD | These improvements in this condition are not required to provide access and utilities to the Village 8 subdivision. | Yes |

**CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 2 SUBDIVISION PROJECT (PN 17-307)
WEST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD, EAST OF SCOTT ROAD, AND SOUTH OF US HIGHWAY 50
SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP**

| Condition No. | Condition of Approval | When Required | Responsible Department | Comments | Condition Satisfied? |
|------------------|---|---------------|---------------------------|---|----------------------|
| 20. Cont. | <ul style="list-style-type: none"> o Savannah Parkway (SMUD Substation to Grand Prairie Road) o One lane of travel in each direction and a landscaped median of varying widths. o Intersection of Savannah Parkway and Grand Prairie Road including turn lanes o Northbound approach to Grand Prairie Road from Savannah Parkway: One shared through/right-turn/left-turn lane. o Southbound approach to Grand Prairie Road from Savannah Parkway: One shared through/right-turn lane and one left-turn lane. The left-turn lane will have a 125-foot-long taper with 60 feet of vehicle storage. <ul style="list-style-type: none"> ▪ Westbound approach to Savannah Parkway from Grand Prairie Road: One shared right-turn lane and one left-turn lane. o Frontage improvements along the northern side of Savannah Parkway including curb, gutter, sidewalk, median, and landscaping along with remainder of paving required to complete the roadway Section K as shown on the Small-Lot Vesting Tentative Subdivision Map. o Park frontage improvements are the responsibility of the City. o Westwood Drive (Alder Creek Parkway to Placerville Road) o One lane of travel in each direction with median o Intersection of Alder Creek Parkway and Westwood Drive including turn lanes o Southbound Approach to Alder Creek Parkway from Placerville Road: One shared through/right-turn lane, and one left-turn lane with a 125-foot long taper and 60 feet of vehicle storage. o Intersection of Alder Creek Parkway and Placerville Road including turn lanes o Southbound Approach to Placerville Road from Alder Creek Parkway: One right-turn lane. <ul style="list-style-type: none"> ▪ Eastbound Approach to Placerville Road from Alder Creek Parkway: One shared through/left-turn lane. o Village 6 Entrance/Exit on Westwood Drive <ul style="list-style-type: none"> o Control: Stop-Sign control at the Village 6 exit to Westwood Drive. Northbound Approach to Village 6 entrance from Westwood Drive: o One shared through/right-turn lane. Southbound Approach to Village 6 entrance from Westwood Drive: One shared through/left-turn lane o Frontage improvements including curb, gutter, sidewalk, median, and landscaping along with remainder of paving required to complete the roadway Sections U, U-2, and V1 as shown on the Small-Lot Vesting Tentative Subdivision Map. | G, I, M | CD (E), EWR, PW, FD | These improvements in this condition are not required to provide access and utilities to the Village 8 subdivision. | Yes |

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| CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 2 SUBDIVISION PROJECT (PN 17-307) WEST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD, EAST OF SCOTT ROAD, AND SOUTH OF US HIGHWAY 50 SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP | | | | | |
|---|--|---------------|---------------------------|---|----------------------|
| Condition No. | Condition of Approval | When Required | Responsible Department | Comments | Condition Satisfied? |
| 20. Cont. | <ul style="list-style-type: none"> ▪ Alder Creek Parkway (Westwood Drive to Placerville Road) <ul style="list-style-type: none"> • Village 5 Entrance/Exit on Alder Creek Parkway <ul style="list-style-type: none"> ○ Control: Stop-Sign control at the Village 5 exit to Alder Creek Parkway. ○ Eastbound Approach to Village 5 entrance from Alder Creek Parkway: Left-turn lane with 125-foot-long taper and 60 feet of vehicle storage. ○ Frontage improvements along the northern side of Alder Creek Parkway including curb, gutter, sidewalk, median, and landscaping along with remainder of paving required to complete the roadway Section C1 as shown on the Small-Lot Vesting Tentative Subdivision Map. ▪ Intersection of Placerville Road and White Rock Road <ul style="list-style-type: none"> • Prior to the 496th building permit, the owner/applicant shall be responsible for prohibiting southbound left-turns from Placerville Road to eastbound White Rock Road by construction of a raised median on Placerville Road to channelize all southbound traffic onto westbound White Rock Road. ○ Utility Infrastructure <ul style="list-style-type: none"> ▪ The 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 ○ Trails in Open Space <ul style="list-style-type: none"> ▪ The proposed trail within Community Park East, including the connection with Mangini Ranch Phase 1, will be graded with Phase 3 ○ Park Grading <ul style="list-style-type: none"> ▪ Community Park East grading will be completed. | G, I, M | CD (E), EWR, PW, FD | These improvements in this condition are not required to provide access and utilities to the Village 8 subdivision. | |

| CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 2 SUBDIVISION PROJECT (PN 17-307) WEST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD, EAST OF SCOTT ROAD, AND SOUTH OF US HIGHWAY 50 SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP | | | | | |
|--|--|---------------|------------------------|--|----------------------|
| Condition No. | Condition of Approval | When Required | Responsible Department | Comments | Condition Satisfied? |
| 21. | <p><i>Off-site improvements / Rights of Entry</i> 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 | CD (E) | The owner/applicant obtained all Rights of Entry, construction easements and grant deeds for all off-site improvements prior to commencement of grading. All rights-of-entry are on file with the Community Development Department. | Yes |
| 22. | <p><i>Mine Shaft Remediation</i> 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 this subdivision no mine shafts or tunnels were located or discovered. | Yes |
| 23. | <p><i>Prepare Traffic Control Plan.</i> Prior to construction, a Traffic Control Plan for roadways and intersections affected by construction shall be prepared. The Traffic Control Plan shall designate haul routes and comply with requirements in the encroachment permits issued by the City of Rancho Cordova, Sacramento County, and Caltrans and any other local agencies, including but not limited to the City, if applicable. The Traffic Control Plan to be prepared by the project construction contractor(s) 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 community 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 owner/applicant has jointly participated with the adjacent property owner (Enclave at Folsom Ranch) for the traffic control, planning and construction of roadway improvements to East Bidwell Street, Alder Creek Parkway and Placerville Road. The improvements to Alder Creek Parkway and East Bidwell Street are expected to be completed in the Summer of 2020. | Yes |

| CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 2 SUBDIVISION PROJECT (PN 17-307) WEST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD, EAST OF SCOTT ROAD, AND SOUTH OF US HIGHWAY 50 SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP | | | | | |
|---|--|---------------|------------------------|--|----------------------|
| Condition No. | Condition of Approval | When Required | Responsible Department | Comments | Condition Satisfied? |
| 24. | 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. | 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 |
| 25. | 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. | G | CD (E) | The City and/or the Owner obtained a Section 401 Water Quality certification for the backbone and project specific improvements. All required measures were implemented prior to grading and construction in the Spring of 2019. | Yes |
| 26. | Landslide /Slope Failure 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 on file with Community Development Department. | Yes |
| IMPROVEMENT PLAN REQUIREMENTS | | | | | |
| 27. | Improvement Plans The improvement plans for the required public and private subdivision improvements necessary to serve any and all phases of development shall be reviewed and approved by the Community Development Department prior to approval of a Final Map. | M | CD (E) | The Community Development Department has reviewed and approved the improvement plans for this subdivision. | Yes |
| 28. | Standard Construction Specifications and Details Public and private improvements, including roadways, curbs, gutters, sidewalks, bicycle lanes and trails, streetlights, underground infrastructure and all other improvements shall be provided in accordance with the latest edition of the City of Folsom <u>Standard Construction Specifications and Details</u> and the <u>Design and Procedures Manual and Improvement Standards</u> . | I | CD (P)(E) | The Community Development Department has reviewed and approved the improvement plans for this subdivision. The improvement plans and the required improvements are being constructed in accordance with the current City Standards and Specifications. | Yes |

| CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 2 SUBDIVISION PROJECT (PN 17-307) WEST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD, EAST OF SCOTT ROAD, AND SOUTH OF US HIGHWAY 50 SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP | | | | | |
|---|--|---------------|------------------------|---|----------------------|
| Condition No. | Condition of Approval | When Required | Responsible Department | Comments | Condition Satisfied? |
| 29. | <p><i>Water and Sewer Infrastructure</i></p> <p>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. • 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 for this subdivision. | Yes |

| CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 2 SUBDIVISION PROJECT (PN 17-307) WEST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD, EAST OF SCOTT ROAD, AND SOUTH OF US HIGHWAY 50 SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP | | | | | |
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| Condition No. | Condition of Approval | When Required | Responsible Department | Comments | Condition Satisfied? |
| 30. | <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, earthtoned 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 backbone roadways and subdivisions in accordance with the Design Guidelines and City Standards for Street Lighting. A copy of the lighting plans are available from the Community Development Department. | Yes |
| 31. | <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 public utilities that will provide service to the subdivision. Bonding for the construction of the joint trench facilities to serve this subdivision are provided in the subdivision improvement agreement for this subdivision. | Yes |

| CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 2 SUBDIVISION PROJECT (PN 17-307) WEST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD, EAST OF SCOTT ROAD, AND SOUTH OF US HIGHWAY 50 SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP | | | | | |
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| Condition No. | Condition of Approval | When Required | Responsible Department | Comments | Condition Satisfied? |
| 32. | 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 (formerly Scott Rd) to the satisfaction of the Community Development Dept. No existing improvements were existing as part of this subdivision. | Yes |
| 33. | 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. | B | CD (E) | All utility lines below 69 kV have been designed to be placed underground and Public Utility Easements have been dedicated on the final map for this subdivision. | Yes |
| 34. | 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 |
| 35. | 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 improvement plans for the subdivision improvements and backbone roadways provide vertical curbing as required. | Yes |
| 36. | Class II Bike Lanes All Class II bike lanes shall be striped and the legends painted green. 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 and Specifications. | Yes |

| CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 2 SUBDIVISION PROJECT (PN 17-307) WEST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD, EAST OF SCOTT ROAD, AND SOUTH OF US HIGHWAY 50 SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP | | | | | |
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| Condition No. | Condition of Approval | When Required | Responsible Department | Comments | Condition Satisfied? |
| 37. | <p>Noise Barriers Based on the Environmental Noise Assessment prepared by Bollard Acoustical Consultants on August 23, 2017, the following measures shall be implemented to the satisfaction of the Community Development Department:</p> <ul style="list-style-type: none"> • Solid noise barriers or similar natural features (earthen berm, etc.) shall be required to reduce future traffic noise levels to below the City of Folsom exterior criteria of 60 dB Ldn at the proposed residential backyards. Barrier heights are specified relative to backyard elevations. The following barrier heights and locations are required to the satisfaction of the Community Development Department (see Figure 2 in the August 23, 2017 Assessment): <ul style="list-style-type: none"> ○ 6-foot noise barrier at residences adjacent to Highway 50 ○ 10-foot noise barrier at residences adjacent to East Bidwell Street ○ 7-foot noise barrier at residences adjacent to Alder Creek Parkway ○ 6-foot noise barrier at residences adjacent to Savannah Parkway • Suitable materials for the traffic noise barriers shall include masonry and precast concrete panels. Other materials may be acceptable but shall be reviewed by an acoustical consultant prior to use. The final design, materials, and colors of the barriers shall be to the satisfaction of the Community Development Department. • Mechanical ventilation (air conditioning) shall be provided for all residences within the Mangini Ranch Phase 2 Subdivision to allow the occupants to close doors and windows as desired to achieve compliance with the applicable interior noise level criteria. • All second-floor windows of residences located adjacent to East Bidwell Street from which the roadway is visible shall have a minimum STC rating of 32. Figure 2 of the Noise Assessment shows the specific lots where upgrades are required. • All second-floor windows of residences located adjacent to Alder Creek Parkway from which the roadway is visible shall have a minimum STC rating of 30. Figure 2 of the Noise Assessment shows the specific lots where upgrades are required. | I | CD (E)(P) | The owner/applicant has designed the subdivision and sound walls along Alder Creek Parkway in accordance with these conditions. The sound walls in the required location and height will be constructed as part of the improvements for this subdivision. | Yes |

| CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 2 SUBDIVISION PROJECT (PN 17-307) WEST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD, EAST OF SCOTT ROAD, AND SOUTH OF US HIGHWAY 50 SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP | | | | | |
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| Condition No. | Condition of Approval | When Required | Responsible Department | Comments | Condition Satisfied? |
| 38. | <p><i>Master Plan Updates</i></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, J | 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. | Yes |

| CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 2 SUBDIVISION PROJECT (PN 17-307) WEST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD, EAST OF SCOTT ROAD, AND SOUTH OF US HIGHWAY 50 SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP | | | | | |
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| 39. | <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 is in compliance with the Storm Water Pollution Prevention Plan (SWPPP) for the subdivision. General notes have been included on the approved grading and public infrastructure plans to address this condition. Compliance has been monitored through construction inspection. | Yes |

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| 40. | <p><i>Litter Control</i></p> <p>During Construction, the owner/applicant shall be responsible for litter control and sweeping of all paved surfaces in accordance with City standards. All on-site storm drains shall be cleaned immediately before the commencement of the rainy season (October 15).</p> | OG | CD (E) | The owner/applicant has complied with this provision and completed periodic on-site cleaning and sweeping of the project site. Compliance has been monitored through construction inspection | Yes |
| FIRE DEPT REQUIREMENTS | | | | | |
| 41. | <p><i>Prepare fuel modification plan (FMP).</i></p> <p>If applicable, the owner/applicant shall submit a Fuel Modification Plan consistent with the FPA Open Space Management Plan to the City for review and preliminary approval from the Fire Code Official prior to any Final and/or Parcel Map. Final approval of the plan by the Fire Code Official shall occur prior to the issuance of a 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. The owner/applicant shall obtain off-site easements for the required for the fuel modification buffer.</p> <p>The owner/applicant agree to be responsible for the long-term maintenance of the Fuel Modification Plan. 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 Fire Code Official for approval prior to implementation.</p> | G, I, M, B | CD (P), FD | The owner/applicant has submitted a Fuel Modification Plan (FMP) and the City Fire Department and the Community Development Department has reviewed and approved the plan. The FMP is for all open space areas adjacent to residential land uses adjoining the subdivision. | Yes |

| CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 2 SUBDIVISION PROJECT (PN 17-307) WEST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD, EAST OF SCOTT ROAD, AND SOUTH OF US HIGHWAY 50 SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP | | | | | |
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| 42. | <p><i>All-Weather Access and Fire Hydrants</i></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 Code Official/Fire Chief. 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 Code Official/Fire Chief. (All-weather access is defined as six inches of compacted aggregate base from May 1 to September 30 and two inch asphalt concrete over six inch 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 Marshal.</p> <ul style="list-style-type: none"> Commercial Fire-Flow with Automatic Fire Sprinkler System: The required fire-flow for the general commercial portion of the project is determined to be 750 GPM for three hours. The reduced fire-flow shall not be less than 1,000 GPM for commercial buildings with automatic sprinkler systems per Section 903.1.1 of the CFC, and shall not be less than 1,500 GPM for commercial buildings with automatic sprinkler systems per Section 903.3.1.2 of the CFC. 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 unless an alternative is specifically included within this approval. 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). Several streets indicated on the plans are dead ends greater than 500 feet. In such cases, a second emergency access will be required. 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 shall 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 the entire subdivision. Building permits will not be issued prior to these improvements being completed to the satisfaction of the Community Development Department and the Fire Department. | Yes |

| CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 2 SUBDIVISION PROJECT (PN 17-307) WEST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD, EAST OF SCOTT ROAD, AND SOUTH OF US HIGHWAY 50 SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP | | | | | |
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| Condition No. | Condition of Approval | When Required | Responsible Department | Comments | Condition Satisfied? |
| 43. | <p>Landscaping Plans</p> <p>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 or the Small Lot Final Map, whichever occurs first. Said plans shall include all on-site landscape specifications and details, and 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. Landscaping installed in open spaces located between tiers of lots shall be chosen for resistance to fire and limited fuel production. Furthermore, 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 Mangini Ranch Phase 2 project.</p> | B, M | CD(P), PW | <p>The owner/applicant will submit the landscape and irrigation plans for this subdivision and the Community Development Department will review and approve the landscape and irrigation plans prior to issuance of the first building permit in the subdivision. The landscape and irrigation improvements are bonded for in the subdivision improvement agreement. In accordance with long established City policy, the landscape and irrigation improvements for the subdivision are required to be complete prior to the first certificate of occupancy in the subdivision. The long established City policy related to building permits and landscape and irrigation issuance and timing is contrary to this condition. However, the Community Development Department will verify compliance with the long established City policy</p> | Condition will be satisfied prior to issuance of a building permit in the subdivision. |
| 44. | <p>Right of Way Landscaping</p> <p>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), PW | <p>Landscaping and irrigation plans for the Village 8 subdivision frontage on Alder Creek Parkway are being constructed with the subdivision improvements for Village 8 and are bonded for the subdivision improvement agreement for Village 8.</p> | Yes |

| CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 2 SUBDIVISION PROJECT (PN 17-307) WEST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD, EAST OF SCOTT ROAD, AND SOUTH OF US HIGHWAY 50 SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP | | | | | |
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| Condition No. | Condition of Approval | When Required | Responsible Department | Comments | Condition Satisfied? |
| MAP REQUIREMENTS | | | | | |
| 45. | <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. | 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 |
| 46. | <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 Mangini Ranch Phase 2 Subdivision. | 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 |

| CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 2 SUBDIVISION PROJECT (PN 17-307) WEST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD, EAST OF SCOTT ROAD, AND SOUTH OF US HIGHWAY 50 SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP | | | | | |
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| Condition No. | Condition of Approval | When Required | Responsible Department | Comments | Condition Satisfied? |
| 47. | <p><i>Department of Real Estate Public Report</i> The owner/applicant shall disclose to the homebuyers in the Department of Real Estate Public Report</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. | M | CD (P) PK | The owner/applicant has provided copies of their proposed CC&R's, which contain provisions in accordance with Items #1-5 listed in this condition of approval. The Community Development Department has reviewed and approved the C.C. & R.'s and verified that they include the required disclosures. | Yes |

| CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 2 SUBDIVISION PROJECT (PN 17-307) WEST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD, EAST OF SCOTT ROAD, AND SOUTH OF US HIGHWAY 50 SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP | | | | | |
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| Condition No. | Condition of Approval | When Required | Responsible Department | Comments | Condition Satisfied? |
| 48. | Public Utility Easements The owner/applicant shall dedicate public utility easements for underground facilities on properties adjacent to the 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 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 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 backbone roadway utility corridors as well as internal streets within the subdivision. | Yes |
| 49. | 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) | There is no phasing proposed for the Village 8 final map. | Yes |
| 50. | 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 Backbone 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 Backbone 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 (or its previous owner) 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 within the Large Lot Final Map or by separate instrument. | Yes |
| 51. | 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 off-site Backbone Infrastructure 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. The required benchmarks are in place and currently in use. | Yes |
| 52. | 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. | M | CD (E) | The Final Map includes an easement that allows for the construction and maintenance of centralized mail delivery boxes. | Yes |

| CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 2 SUBDIVISION PROJECT (PN 17-307) WEST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD, EAST OF SCOTT ROAD, AND SOUTH OF US HIGHWAY 50 SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP | | | | | |
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| Condition No. | Condition of Approval | When Required | Responsible Department | Comments | Condition Satisfied? |
| 53. | <i>Recorded Final Map</i> Prior to the issuance of building permits, the owner/applicant shall provide a digital copy of the recorded Final Map (in AutoCAD format) to the Community Development Department. The exception to this requirement are model homes; subject to approval of the Community Development Department, building permits for model homes only may be issued prior to recording of the Final Map. | B | CD (E) | The Community Development Department will require the copies of the recorded final map to be submitted prior to approval of the first building permit in the subdivision. | Yes |
| 54. | <i>Recorded Final Map</i> Prior to issuance of building permits, the owner/applicant shall provide the Folsom-Cordova Unified School District with a copy of the recorded Final Map. | B | CD (P), FCUSD | The Community Development Department will require the copies of the recorded final map to be submitted to the Folsom-Cordova Unified School District prior to approval of the first building permit in the subdivision. This will be satisfied at the issuance of the first building permit. | Yes |

**CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 2 SUBDIVISION PROJECT (PN 17-307)
WEST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD, EAST OF SCOTT ROAD, AND SOUTH OF US HIGHWAY 50
SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP**

| Condition No. | Condition of Approval | When Required | Responsible Department | Comments | Condition Satisfied? |
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| 55. | <p><i>Design Review Approval</i> Prior to issuance of a building permit for any residential units within the subdivision, the owner/applicant shall obtain Design Review and/or Planned Development approval from the Planning Commission for all residences to be built within the subdivision. 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> | B | CD (P) | The owner/applicant has submitted a Design Review application. The Planning Commission will evaluate the application for conformance with the Folsom Ranch Central District Guidelines. The Community Development Department will present the Design Review approval for residential units in this subdivision to the Planning Commission prior to issuance of a building permit. | Condition will be satisfied prior to issuance of a building permit. |

TRAFFIC, ACCESS, CIRCULATION, AND PARKING REQUIREMENTS

**CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 2 SUBDIVISION PROJECT (PN 17-307)
WEST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD, EAST OF SCOTT ROAD, AND SOUTH OF US HIGHWAY 50
SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP**

| Condition No. | Condition of Approval | When Required | Responsible Department | Comments | Condition Satisfied? |
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| 56. | <p><u>East Bidwell Street/Savannah Parkway</u> Prior to issuance of the first building permit, the owner/applicant shall be responsible for configuring the East Bidwell Street/Savannah Parkway Intersection as follows:</p> <ul style="list-style-type: none"> o Southbound Approach to Savannah Parkway from East Bidwell Street: One thru-lane, and one left-turn lane with a 200-foot long transition, 60-foot-long taper, and 100 feet of vehicle storage. o Northbound Approach to Savannah Parkway from East Bidwell Street: One shared thru/right-turn lane. o Westbound Approach to East Bidwell Street from Savannah Parkway: One shared left/right-turn lane, and a striped out left-turn pocket with a 125-foot-long taper and 60 feet of vehicle storage. o Control: Stop-Sign control at the westbound approach to East Bidwell Street from Savannah Parkway with full access. o Between Old Ranch Way and the southern boundary of the project site, East Bidwell Street shall be constructed as a two-lane arterial on the eastern "half segment" of its ultimate configuration. This two-lane segment shall have a striped 2-foot-wide median south of Old Ranch Way, consistent with the California Manual of Uniform Traffic Control Devices (MUTCD) Figure 3A-107 (CA), or similar standard. The southbound left-turn pocket shall be developed in accordance with the Highway Design Manual (HDM) Figure 40S-2A, or similar standard. Savannah Parkway shall have a raised median curb. | B | CD (E) | The owner/applicant is currently constructing the required intersection improvements with the Village 7 subdivision. The required improvements are included on either the approved Enclave at Folsom Ranch Off-Site Improvement Plans or on the approved Village 7 Improvement plans. These improvements are under construction and bonded for in the subdivision improvement agreement for Village 7 and therefore the condition is satisfied. | Condition will be satisfied prior to issuance of a building permit. |

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| 57. | <p><u>East Bidwell Street/Alder Creek Parkway</u> Prior to issuance of the 236th building permit, the owner/applicant shall be responsible for expanding and signalizing the East Bidwell Street/Alder Creek Parkway Intersection as follows:</p> <ul style="list-style-type: none"> o Southbound Approach to Alder Creek Parkway from East Bidwell Street: One thru-lane, and two left-turn lanes, with a 300-foot-long single lane left-turn pocket excluding tapers for the most easterly of the left turning lanes. o Northbound Approach to Alder Creek Parkway from East Bidwell Street: One thru lane and one shared thru/right-turn lane with a striped 500-foot long right-turn pocket excluding tapers for the shared thru/right-turn lane. o Westbound Approach to East Bidwell Street from Alder Creek Parkway: One right-turn lane and one left-turn lane, with a 200-foot left-turn pocket excluding tapers for the left-turn lane. o Eastbound Alder Creek Parkway Departure: Two receiving lanes shall be provided, the second receiving lane shall be dropped after 300 feet excluding tapers. o Control: Signalize with a protected southbound East Bidwell Street left-turn, westbound Alder Creek Parkway split phasing, and westbound Alder Creek Parkway right-turn overlap. U-Turns prohibited. o East Bidwell Street shall be constructed as a four-lane divided arterial between Alder Creek Parkway and the U.S. Highway 50 Interchange, with a 38-foot-wide median at Alder Creek Parkway that tapers back to match the existing four-lane arterial segment at the eastbound U.S. Highway 50 slip onramp. East Bidwell Street shall be constructed as a two-lane divided arterial between Alder Creek Parkway and Old Ranch Way, with a 38-foot-wide raised median at Alder Creek Parkway that tapers back to match the two-lane half segment described in the East Bidwell Street/Savannah Parkway Condition No. 57 above. Alder Creek Parkway between East Bidwell Street and Westwood Drive shall be constructed as a two-lane divided roadway with a 38-foot-wide raised median. | B | CD (E) | This condition is not a requirement of this Village 8 subdivision since this is the second final map in the Mangini Ranch Phase 2 subdivision. The Village 7 final map approved by the City Council in December of 2019 included 68 lots. With the addition of the 36 lots in Village 8, the total number of lots (104) is less than 236 building permits that could be issued in the subdivision. | Condition will be satisfied prior to issuance of the 236th building permit in the Mangini Ranch Phase 2 subdivision. |
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| <p>58.</p> | <p><u>East Bidwell Street/White Rock Road</u> Prior to issuance of the 281st building permit, the owner/applicant shall be responsible for either Option A or Option B below as follows:</p> <ul style="list-style-type: none"> o Option A: The Capital Southeast Connector Joint Powers Authority (JPA) project proposes to relocate and signalize the East Bidwell Street/White Rock Road intersection: If the proposed JPA project at this location is fully funded and construction is underway by the time the 281st building permit is issued, the project shall pay the Sacramento County Transportation Development Fees, toward the JPA project. o Option B: Signalize the existing East Bidwell Street/White Rock Road intersection with Mangini Ranch Phase 1 improvements: If the JPA project to relocate and signalize the East Bidwell Street/White Rock Road intersection is not fully funded and under construction prior to issuance of the 281st building permit, the owner/applicant shall be responsible to signalize the existing intersection with improvements described in Condition No. 127 of the Mangini Ranch Phase 1 conditions of approval. Mangini Ranch Phase 1 improvements at this location consist of "Southbound on East Bidwell Street construct a free southbound right turn lane consisting of 315 feet of deceleration length plus 50 feet storage length, excluding appropriate tapers and a 300 foot receiving /acceleration lane, excluding tapers along westbound White Rock Road. Westbound on White Rock Road, construct a free right-turn lane consisting of 315 feet of deceleration length plus 50 feet of storage length, excluding appropriate tapers, and a 300 foot receiving lane excluding appropriate tapers along northbound East Bidwell Street. o The JPA currently has more than seven million dollars programed toward relocation and signalization of the East Bidwell Street/White Rock Road intersection, and is planning to begin acquiring right-of-way during the winter of 2018, and begin construction during the summer of 2019. The projected absorption Schedule for the Mangini Ranch Phase 2 project estimates that the 281 dwelling units will not be constructed until sometime in the second quarter of 2020. Option A above is the preferred improvement, Option B would be a throwaway improvement. | <p>B</p> | <p>CD (E)</p> | <p>This condition is not a requirement of this Village 8 subdivision since this is the second final map in the Mangini Ranch Phase 2 subdivision. The Village 7 final map approved by the City Council in December of 2019 included 68 lots. With the addition of the 36 lots in Village 8, the total number of lots (104) is less than 281 building permits that could be issued in the subdivision.</p> | <p>Condition will be satisfied prior to issuance of the 281st building permit in the Mangini Ranch Phase 2 subdivision.</p> |
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| 59. | <p><u>White Rock Road/Placerville Road</u></p> <p>Prior to the 496th building permit, the owner/applicant shall be responsible for prohibiting southbound left-turns from Placerville Road to eastbound White Rock Road by construction of a raised median on Placerville Road to channelize all southbound traffic onto westbound White Rock Road.</p> | B | CD (E) | <p>This condition is not a requirement of this Village 8 subdivision since this is the second final map in the Mangini Ranch Phase 2 subdivision. The Village 7 final map approved by the City Council in December of 2019 included 68 lots. With the addition of the 36 lots in Village 8, the total number of lots (104) is less than 496 building permits that could be issued in the subdivision.</p> | <p>Condition will be satisfied prior to issuance of the 496th building permit in the Mangini Ranch Phase 2 subdivision.</p> |
| 60. | <p><u>East Bidwell Street/Savannah Parkway</u></p> <p>Prior to issuance of the 496th building permit and concurrent with implementation of Condition 64 above, the owner/applicant shall signalize the East Bidwell Street/Savannah Parkway intersection as follows:</p> <ul style="list-style-type: none"> o Southbound Approach to Savannah Parkway from East Bidwell Street: One thru-lane, and one left-turn lane with a 100-foot-long left-turn pocket excluding tapers for the left-turn lane. o Northbound Approach to Savannah Parkway from East Bidwell Street: One shared thru/right-turn lane, o Westbound Approach to East Bidwell Street from Savannah Parkway: One right-turn lane, and one left-turn lane with a 60-foot left-turn pocket excluding tapers for the left-turn lane. o Control: Signal control with split phasing. o Between Old Ranch Way and the southern boundary of the project site, East Bidwell Street shall be constructed as a two-lane arterial on the eastern "half-segment" of its ultimate configuration. This two-lane segment shall have a striped 2-foot-wide median south of Old Ranch Way, consistent with the California Manual on Traffic Control Devices (MUTCD) Figure 3A-107 (CA), or similar standard. The southbound left-turn pocket shall be developed in accordance with the Highway Design Manual (HDM) Figure 405.2A, or similar standard. Savannah Parkway shall have a 4-foot-wide raised median. | B | CD (E) | <p>This condition is not a requirement of this Village 8 subdivision since this is the second final map in the Mangini Ranch Phase 2 subdivision. The Village 7 final map approved by the City Council in December of 2019 included 68 lots. With the addition of the 36 lots in Village 8, the total number of lots (104) is less than 236 building permits that could be issued in the subdivision.</p> | <p>Condition will be satisfied prior to issuance of the 496th building permit in the Mangini Ranch Phase 2 subdivision.</p> |

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| 61. | <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 entered into a SPIF Credit/Reimbursement Agreements with the City for eligible improvements constructed by the owner/applicant. | Yes |
| ARCHITECTURE/SITE DESIGN REQUIREMENTS | | | | | |
| 62. | <p>Landscaping Plan Owner/applicant shall submit a landscape plan for all areas (by phase or subdivision) of the project where owner/applicant proposes to install landscaping on residential lots. The landscape plan shall take into account the then existing state or local rules and regulations related to landscape water usage and water wise landscape principles. The landscape plans shall be submitted and approved by the Community Development Director prior to the issuance of a building permit in the phase or subdivision. The 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.</p> | B | CD (P) (E) | The Community Development Department will review all future residential site plans in the subdivision to verify compliance with this condition. | Condition will be satisfied prior to issuance of a building permit. |
| 63. | <p>Mechanical Equipment Screening All mechanical equipment shall be concealed from view of public 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 all future residential site plans in the subdivision to verify compliance with this condition. | Condition will be satisfied prior to issuance of a building permit. |

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| 64. | <p><i>Bicycle Trail System Modifications</i> The owner/applicant shall incorporate the design and grading for the proposed Class 1 bike trails located within Lot H into the improvement plans consistent with the Mangini Ranch Phase 2 Proposed Trail System Modification Exhibit dated December 15, 2017.</p> | I | CD (P) | <p>The Mangini Ranch Phase 2 Grading Plans approved by the City reflect the modifications to the trail system as shown in trail system modification exhibit dated December 15, 2017. The trail system modifications are adjoining future villages in the Mangini Ranch Phase 2 subdivision.</p> | Yes |
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| CITY CORPORATION YARD | | | | |
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| 65. | <p>The location tentatively identified for acquisition by the City for the City's new Corporation Yard in Section 2.2.3.4 of the First Amended and Restated Tier I Development Agreement (ARDA) between the City and the project developer may not be feasible for use as a Corporation Yard due to challenges in obtaining County entitlements and utility services. Subject to the application of this condition to other Participating Landowners (as defined in the ARDA) as provided herein, the following condition is added with respect to resolution of the location of the corporation yard:</p> <p>Prior to approval of the First Final Small Lot Map in the FPA (or first building permit if development may occur without any subdivision), a site consistent with the requirements of Section 2.2.3.4 of the ARDA, as may be amended or as otherwise agreed to between the City and the Participating Landowners, shall be identified as acceptable to the City as suitable and feasible for use as the new Corporation Yard, with access to sewer, water and all required utility services. The City's determination of feasibility may include the identification of an alternative site consistent with the forgoing, as a back-up for the primary site, as well as an evaluation of the time, cost and likelihood of obtaining any necessary entitlements or other governmental approvals for use of the land as a corporation yard, with the final determination of feasibility subject to the sole and reasonable discretion of the City Council.</p> <p>The City intends to impose this condition equitably throughout the Plan Area as and to each and every Participating Landowner who seeks any future specific plan amendment, tentative subdivision map or ARDA amendment in connection with its proposed development. If the City fails to impose such a condition, when required, with at least substantially similar terms, although precise language may differ (whether through a tentative subdivision map condition of approval, amendment to the specific plan or to a development agreement, or other agreement between the City and a Participating Landowner), this condition of approval shall be null and void as to Owner/Applicant's Project, and shall not be used as a reason to prevent approval of any final small lot map for Owner/Applicant's Project. If the City approves any other final small lot map for a project within the Plan Area and the Corporation Yard site has not been approved as provided for herein, Owner/Applicant may seek relief from the terms of this condition by appeal to the City Manager, with the right to review by the City Council.</p> | M, B | CD (P) | <p>The City has completed the annexation process with LAFCO to add the future corporation site to the City of Folsom Limits. The grant deed for the transfer of the Corporation Yard to the City has recorded in the Official Records of Sacramento County and LAFCO has recorded the Certificate of Completion in Book 20181207 at Page 0779 in the Official Records of Sacramento County completing the annexation process.</p> <p>Yes</p> |

| SCHOOL SITES | | | | |
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| 66. | <p>The locations of the elementary school sites and the combined middle school/high school were initially established during the City's processing and approval of the Folsom Specific Plan, at which time all Plan Area participants were engaged in the review of land planning and land uses. In 2015, the Folsom Cordova Unified School District raised concerns that the planned location of the future combined middle school/high school site may not be preferred.</p> <p>Prior to approval of First Final Small Lot Map in the FPA (or first building permit if development may occur without any subdivision), the site(s) for the future high school and middle school in the Folsom Plan Area will be identified and approved by the City, in consultation with the Folsom Cordova Unified School District.</p> <p>The City intends to impose this condition equitably throughout the Plan Area as and to each and every Participating Landowner who seeks any future specific plan amendment, tentative subdivision map or ARDA amendment in connection with its proposed development. If the City fails to impose such a condition, when required, with at least substantially similar terms, although precise language may differ (whether through a tentative subdivision map condition of approval, amendment to the specific plan or to a development agreement, or other agreement between the City and a Participating Landowner), this condition of approval shall be null and void as to Owner/Applicant's Project, and shall not be used as a reason to prevent approval of any final small lot map for Owner/Applicant's Project. If the City approves any other final small lot map for a project within the Plan Area and the high school and middle school site(s) has not been approved as provided for herein, Owner/Applicant may seek relief from the terms of this condition by appeal to the City Manager, with the right to review by the City Council.</p> <p>If Owner/Applicant proposes final maps in phases, Owner/Applicant may apply to the City Manager to permit individual phases to move forward to final map if substantial progress is being made to identify an acceptable site(s) as described above. The City Manager's determination of substantial progress shall be in his/her sole discretion.</p> | M, B | CD (P) Folsom Cordova Unified School District | <p>The City, the Folsom Cordova Unified School District (FCUSD) and the Landowners in the Folsom Plan Area successfully negotiated the proposed locations of the combined middle school/high school site. The City Manager informed the Landowners that this condition of approval has been satisfied with a letter dated June 12, 2018. The letter is on file with the City.</p> <p>Yes</p> |

| Mitigation Measures | | | | | |
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| 67. | Westland/Eagle Specific Plan Amendment (W/E SPA) Mitigation Monitoring Reporting Program (MMRP) for the Westland/Eagle Area of the Folsom Plan Area Specific Plan (FPASP). 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) and by W/E SPA (September 2015). | | | | |
| Table 1. | | | | | |
| FPASP EIR/EIS, as amended by the W/E SPA Addendum, Mitigation Measures Applicable to the Mangini Ranch Phase 2 Tentative Subdivision Map Project.* | | | | | |
| *The MMRP for the W/E SPA Addendum to the FPASP EIR/EIS is included as Attachment 20. | | | | | |
| Condition | Mitigation Measures Applicable to the Project | Timing | Responsible Agency | Comments | Condition Satisfied? |
| Aesthetics | | | | | |
| 67-1 | 3A.1-1: Construct and Maintain a Landscape Corridor Adjacent to U.S. 50. | G, O | CD | This subdivision does not have frontage on US HWY 50. | Yes |
| 67-2 | 3A.1-4: Screen Construction Staging Areas. | G | CD (P)(E)(B) | The construction staging area does not require screening due to distance from existing residences (>1000 feet) | Yes |
| 67-3 | 3A.1-5: Establish and Require Conformance to Lighting Standards and Prepare and Implement a Lighting Plan. | H | CD (P) | CDD has approved lighting plan for subdivision. | Yes |
| Air Quality | | | | | |
| 67-4 | 3A.2-1a: Implement Measures to Control Air Pollutant Emissions Generated by Construction of On-Site Elements. | G, C | CD | (2) The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in Spring of 2019. Compliance table is on file with the City. | Yes |
| 67-5 | 3A.2-1b: Pay Off-site Mitigation Fee to SMAQMD to Off-Set NOX Emissions Generated by Construction of On-Site Elements. | G, C | CD (P)(E) SMAQMD | See (2) above | Yes |
| 67-6 | 3A.2-1c: Analyze and Disclose Projected PM10 Emission Concentrations at Nearby Sensitive Receptors Resulting from Construction of On-Site Elements. | G | CD (E)(P) | See (2) above | Yes |
| 67-7 | 3A.2-1d: Implement SMAQMD's Basic Construction Emission Control Practices during Construction of all Off-site Elements located in Sacramento County | G | SMAQMD | See (2) above. No off-site elements outside the City limits required for this subdivision. | Yes |
| 67-8 | 3A.2-1f: Implement SMAQMD's Enhanced Exhaust Control Practices during Construction of all Off-site Elements. | G | Sacramento County El Dorado County or Cal Trans | See (2) above. No off-site elements outside the City limits required for this subdivision | Yes |

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| 1-1g: Pay Off-site Mitigation Fee to SMAQMD to Off-Set NOX Emissions Generated by Construction of Off-site Elements. | G | SMAQMD | See (2) above | Yes |
| 1-1h: Analyze and Disclose Projected PM10 Emission Concentrations at Nearby Sensitive Receptors Resulting from Construction of Off-site Elements | G | | See (2) above | Yes |
| 1-2: Implement All Measures Prescribed by the Air Quality Mitigation Plan to Reduce Operational Air Pollutant Emissions | M, I | CD | See (2) above | Yes |
| 1-4a: Develop and Implement a Plan to Reduce Exposure of Sensitive Receptors to Construction-Generated Toxic Contaminant Emissions | G, C | CD | See (2) above | Yes |
| 1-4b: Implement Measures to Reduce Exposure of Sensitive Receptors to Operational Emissions of Toxic Air Contaminants. | G, C | CD SMAQMD | See (2) above | Yes |
| 1-5: Implement A Site Investigation to Determine the Presence of NOA and, if necessary, Prepare and Implement a Asbestos Dust Control Plan. | G, C | CD | See (2) above | Yes |
| 1-6: Implement Measures to Control Exposure of Sensitive Receptors to Operational Odorous Emissions | B, C | CD | See (2) above | Yes |
| Biological Resources | | | | |
| 1-1a (as amended by W/E SPA): Mitigation for erosion impacts. | I, OG | PW USACE | See (2) above | Yes |
| 1-1b (as amended by W/E SPA): Implement Clean Water Act Section 404 Permits and Section 401 Water Quality Requirements | G, I, OG | CD USACE | See (2) above | Yes |
| 1-2a (as amended by W/E SPA): Avoid Direct Loss of Swainson's Hawk and Other Raptor Nests. | G, I, C | CD CDFW | See (2) above | Yes |
| 1-SPA Mitigation Measure 4.4-4: Conduct preconstruction Swainson's Hawk and other raptor surveys | G | CD (P)(E) CDFW | See (2) above | Yes |
| 1-2b: Prepare and Implement a Swainson's Hawk Mitigation Plan. | G, I, C | CD | See (2) above | Yes |
| 1-SPA Mitigation Measure 4.4-5: Prepare and Implement Swainson's hawk mitigation plan. | G | CD (P)(E) CDFW | See (2) above | Yes |
| 1-2c (as amended by W/E SPA): Conduct preconstruction Tricolored Blackbird Nesting surveys. | G | CD CDFW | See (2) above | Yes |
| 1-SPA Mitigation Measure 4.4-6: Conducting preconstruction burrowing owl survey. | G | CD (P)(E) CDFW | See (2) above | Yes |
| 1-SPA Mitigation Measure 4.4-7: Preconstruction nesting bird survey. | G | CD (P)(E) CDFW | See (2) above | Yes |
| 1-2d (as amended by W/E SPA): Conduct preconstruction bat roosting survey. | | CD | See (2) above | Yes |
| 1-2e: Obtain an Incidental Take Permit under Section 10(a) of ESA: Develop and Implement a Habitat Conservation Plan to Compensate for the Loss of Vernal Pool Habitat. | G, I, OG | USFWS CD | See (2) above | Yes |
| 1-2f: Obtain an Incidental Take Permit under Section 10(a) of ESA: Develop and Implement a Habitat Conservation | G, I, OG | USFWS | See (2) above | Yes |

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| to Compensate for the Loss of VELB Habitat. | | USACE CD | | |
| 1-2g: Secure Take Authorization for Federally Listed Vernal Pool Invertebrates and Implement All Permit Conditions. | G, I, C | USACE CD | See (2) above | Yes |
| 1-2h (as amended by W/E SPA): Valley Elderberry Longhorn Beetle avoidance and minimization measures. | G, I, OG | USACE USFWS CD | See (2) above | Yes |
| 1-3: Conduct Special-Status Plant Surveys; Implement Avoidance and Mitigation Measures or Compensatory Action. | G, I, B | USFWS CDFW CD | See (2) above | Yes |
| 1-4a (as amended by W/E SPA): Implement Section 1602 Master Streambed Alteration Agreement. | G, I, C | CDFW CD | See (2) above | Yes |
| 1-4b (as amended by W/E SPA): Valley Needlegrass Grassland Avoidance and Minimization Measures. | G, I, B | CDFW CD | See (2) above | Yes |
| 1-5 (as amended by W/E SPA): Oak woodlands mitigation. | G, I, C | CD, PW | See (2) above | Yes |
| SPA Mitigation Measure 4.4-1: Conduct environmental awareness training for construction employees. | G, C | CD | See (2) above | Yes |
| SPA Mitigation Measure 4.4-2: Conduct preconstruction western spadefoot survey. | G | CD (E)(P) CDFW | See (2) above | Yes |
| SPA Mitigation Measure 4.4-3: Conduct preconstruction western pond turtle survey. | G | CD (E)(P) CDFW | See (2) above | Yes |
| Climate Change | | | | |
| 1-1: Implement Additional Measures to Control Construction-Generated GHG Emissions. | M, B, C | CD SMAQMD | See (2) above | Yes |
| 1-2a: Implement Additional Measures to Reduce Operational GHG Emissions. | M, B | CD SMAQMD | See (2) above | Yes |
| 1-2b: Participate in and Implement an Urban and Community Forestry Program and/or Off-Site Tree Program to Set Loss of On-Site Trees. | M, B | CD | No trees are present in the subdivision. | Yes |
| Cultural Resources | | | | |
| 1-1a (as amended by W/E SPA): Comply with the Programmatic Agreement. | G | CD USACE | See (2) above | Yes |
| 1-1b (as amended by W/E SPA): 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. | G | CD USACE | See (2) above | Yes |
| 1-2 (as amended by W/E SPA): 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 Avoidance as Required. | G, C | CD USACE | See (2) above | Yes |

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| 5-3 (as amended by W/E SPA): Suspend Ground-Disturbing Activities if Human Remains are Encountered and Comply with California Health and Safety Code Procedures | OG | CD (P)(E) Sacramento County Coroner Native American Heritage Commission | See (2) above. No human remains have been encountered in the subdivision during grading and construction. | Yes |
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Geology, Soils, Minerals, And Paleontological Resources

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| 67-44 | 3A.7-1a: Prepare Site-Specific Geotechnical Report per CBC Requirements and Implement Appropriate Recommendations. | B | CD (E) | Owner/applicant has provided Geotechnical Report to the City. The Geotechnical report for the subdivision is on file with the City. | Yes |
| 67-45 | 3A.7-1b: Monitor Earthwork during Earthmoving Activities | B | CD (P)(E)(B) | Compliance monitored through construction inspection. | Yes |
| 67-46 | 3A.7-3: Prepare and Implement the Appropriate Grading and Erosion Control Plan. | G | CD (E) | Compliance monitored through construction inspection. | Yes |
| 67-47 | 3A.7-5: Divert Seasonal Water Flows Away from Building Foundations. | B | CD (B)(P) | CDD will review all future building permits in the subdivision to verify compliance with mitigation measure | Condition will be satisfied prior to building permit issuance. |
| 67-48 | 3A.7-10: 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. | C | CD | See (2) above. No human remains or paleontological resources have been encountered in the subdivision during grading and construction. | Yes |
| Hazards and Hazardous Materials | | | | | |
| 67-49 | 3A.8-2: 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 | G, C | CD | See (2) above. No hazardous and/or contaminated soil or groundwater has been discovered in the subdivision. | Yes |
| 67-50 | 3A.8-5: Prepare and Implement a Blasting Safety Plan in Consultation with a Qualified Blaster. | M | CD | The owner/applicant has retained a blasting contractor, BTI, Inc., to conduct all blasting in the subdivision. A Blasting Safety Plan was provided to the City and the contractor has been issued a blasting permit for the subdivision. BTI, Inc. notifies the City prior to all blasts in accordance with the Blasting Permit requirements. | Yes |

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| 67-51 | Mitigation Measure 3A.8-6: Prudent Avoidance and Notification of EMF Exposure. | M | CD Folsom Cordova Unified School District | There are no existing overhead power lines within or adjoining the subdivision | Yes |
| 67-52 | 3A.8-7: Prepare and Implement a Vector Control Plan in Consultation with the Sacramento-Yolo Mosquito and Vector Control District. | G | CD Sacramento- Yolo Mosquito and Vector Control District | A Vector Control Plan was prepared and submitted to the City for review and approval. The plan incorporated various Best Management Practices in consultation with the Sacramento-Yolo Mosquito and Vector Control District. A copy of the Vector Control Plan is available from the Community Development Department | Yes |
| Hydrology and Water Quality | | | | | |
| 67-53 | 3A.9-1: Acquire Appropriate Regulatory Permits and Prepare and Implement SWPPP and BMPs. | G, C | CD (E) CVRWQB | Owner/applicant has been issued a WDID # and has submitted a SWPPP approved by the RWOCB. SWPPP is on file at the City. | Yes |
| 67-54 | 3A.9-2: Prepare and Submit Final Drainage Plans and Implement Requirements Contained in Those Plans. | G, B | CD (E) | The City has reviewed and approved the storm drain plans for this subdivision. The storm drain improvements are in compliance with the approved Folsom Plan Storm Drain Master Plan approved by the City. | Yes |
| 67-55 | 3A.9-3: Develop and Implement a BMP and Water Quality Maintenance Plan. | G, C | CD (E), PW | Owner/applicant has been issued a WDID # and has submitted a SWPPP approved by the RWOCB. SWPPP is on file at the City. | Yes |
| 67-56 | 3A.9-4: Inspect and Evaluate Existing Dams Within and Upstream of the Project Site and Make Improvements if Necessary. | M, I | PW | There are no existing dams upstream from this subdivision. | Yes |

| Noise | | | | | |
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| 67-57 | 3A.11-1: Implement Noise-Reducing Construction Practices, Prepare and Implement a Noise Control Plan, and Monitor and Record Construction Noise near Sensitive Receptors. | G, C | CD | 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 |
| 67-58 | 3A.11-3: Implement Measures to Prevent Exposure of Sensitive Receptors to Groundborne Noise or Vibration from Project Generated Construction Activities. | C | CD (E)(P) | The owner/applicant has been working closely with their contractors during the course of grading and construction to minimize ground borne noise and vibration. The owner/applicant has been challenged due to the extent of the blasting needed for the grading of the subdivision. The owner/applicant and their contractors are working very hard to minimize the vibration and disturbance to existing residents in the vicinity of the blasting. The owner/applicant as provided monitoring reports to the City verifying that all ground borne noise and vibration is within allowable thresholds and eliminating any possibility of structural damage to existing residential units. | Yes |
| 67-59 | 3A.11-4: Implement Measures to Prevent Exposure of Sensitive Receptors to Increases in Noise from Project-Generated Operational Traffic on Off-site and On-Site Roadways. | C | CD (E)(P) | The owner/applicant continues to make efforts to reduce noise from grading and construction in the vicinity of existing residents. Night work is necessary due to impacts to the travelling public during the normal workday. The night work has been disruptive to some existing residences. The CDD is working closely to monitor the noise impacts in the night time hours to minimize impacts to existing residents. | Yes |
| 67-60 | 3A.11-5: Implement Measures to Reduce Noise from Project-Generated Stationary Sources. | I, OG | CD (E) | All stationary construction equipment, if present, is muffled to reduce noise in accordance with noise requirements. | Yes |
| 67-61 | W/E SPA Mitigation Measure 4.12-1: Implement measures to prevent exposure of sensitive receptors to increases in noise from project-generated operational traffic on offsite and onsite roadways. | M | CD | The owner/applicant continues to make efforts to reduce noise from grading and | Yes |

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| | | | | construction in the vicinity of existing residents. Night work is necessary due to impacts to the travelling public during the normal workday. The night work has been disruptive to some existing residences. The CDD is working closely to monitor the noise impacts in the night time hours to minimize impacts to existing residents. | |
| Public Services | | | | | |
| 67-62 | 3A 14-1 (as amended by W/E SPA): Prepare and Implement a Construction Traffic Control Plan. | G, I, B, C | PW | The CDD has reviewed and approved all traffic control plans for the subdivision to verify compliance with City ordinances and to minimize delays to the travelling public. | Yes |
| 67-63 | 3A 14-2: 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. | B, O | CD, FD | The City Fire Department has reviewed and approved all proposed improvements for the subdivision. The City FD will verify adequate fire flow prior to building permit issuance in the subdivision. | Yes |
| 67-64 | 3A 14-3: Incorporate Fire Flow Requirements into Project Designs. | B, O | CD, FD | The City Fire Department has reviewed and approved all proposed improvements for the subdivision. The City FD will verify adequate fire flow prior to building permit issuance in the subdivision. | Yes |
| <p>Traffic and Transportation</p> <p>It should be noted that many of the Transportation, Traffic, and Circulation mitigation measures identified below will be satisfied through the payment of fees. Below is a brief summary of the fee types and their purpose. The acronyms for each fee type noted below are further noted in the Implementation Schedule column of each applicable mitigation measure to clarify how each mitigation measure is anticipated to be satisfied.</p> <p>Public Facilities Financing Plan (PFFP): In January of 2014, the City of Folsom adopted the PFFP for the Folsom Plan Area which detailed all the infrastructure components to address full build out of the Plan Area. The PFFP includes various techniques including development fees to fund the necessary infrastructure. The City is currently in the process of preparing and adopting implementing ordinances and a nexus study required by State law to impose the associated development fees.</p> <p>Included in the PFFP are a number roadway projects including the Highway Interchanges that the Mangini Ranch Phase 2 Subdivision project will have cumulative impacts on within the Folsom Plan Area. The PFFP was designed to satisfy the "fair share" financing of all the Plan Area's backbone roadway system. Participating in this fee program will satisfy numerous roadway mitigation measures as shown in the MMRP table.</p> <p>Sacramento County Transportation Development Fee (SCTDF) contribution: The City is establishing a "fair share" fee to mitigate roadway impacts outside the project boundaries and within unincorporated Sacramento County. This fee will be included in the City Facilities portion of the Public Facilities Financing Plan program and will be collected at the time of building permit issuance. The basis for the calculation of the fee is a report entitled, "Fair Share Cost Allocation Sacramento County & City of Folsom" dated January 2, 2014.</p> <p>Cal Trans/City Memorandum of Understanding (Cal Trans MOU):</p> | | | | | |

The City of Folsom and Cal Trans entered into an MOU on December 17, 2014 to establish a fee mechanism to address the "fair share" impacts to Highway 50. The MOU identifies all the highway improvements for which there are mitigation measures and potential construction projects to address them. The City will establish a fee in the City Facilities portion of the Public Facilities Financing Plan and it will be collected at the time of building permit issuance

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| 67-65 | 3A.15-1: Project Participation in Funding Transportation Improvements | B | CD (E), PW | (1) 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. | Yes |
| 67-66 | 3A.15-1a: The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Folsom Boulevard/Blue Ravine Road Intersection (Intersection 1). | B (pay PFFP fee) | CD (E), PW | See (1) above | Yes |
| 67-67 | 3A.15-1b: The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements at the Sibley Street/ Blue Ravine Road Intersection (Intersection 2). | B (pay PFFP fee) | CD (E), PW | See (1) above | Yes |
| 67-68 | 3A.15-1c: The Applicant Shall Fund and Construct Improvements to the Scott Road (West)/White Rock Road Intersection (Intersection 28). | B (pay SCTDF) | CD (E), PW | See (1) above | Yes |
| 67-69 | 3A.15-1e: Fund and Construct Improvements to the Hillside Drive/Easion Valley Parkway Intersection (Intersection 41). | B (pay PFFP fee) | CD (E), PW | See (1) above | Yes |
| 67-70 | 3A.15-1f: Fund and Construct Improvements to the Oak Avenue Parkway/Middle Road Intersection (Intersection 44). | B (pay PFFP fee) | CD (E), PW | See (1) above | Yes |
| 67-71 | 3A.15-1h: Participate in Fair Share Funding of Improvements to Reduce Impacts to the Hazel Avenue/Folsom Boulevard Intersection (Sacramento County Intersection 2) | B (pay SCTDF) | CD (E), PW | See (1) above | Yes |
| 67-72 | 3A.15-1j: Participate in Fair Share Funding of Improvements to Reduce Impacts on Hazel Avenue between Madison Avenue and Curraeh Downs Drive (Roadway Segment 10). | B (pay SCTDF) | CD (E), PW | See (1) above | Yes |
| 67-73 | 3A.15-1o: 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). | B (Caltrans MOU) | CD (E), PW | See (1) above | Yes |
| 67-74 | 3A.15-1p: Participate in Fair Share Funding of Improvements to Reduce Impacts on the Grant Line Road/ State Route 16 Intersection (Caltrans Intersection 12). | B (Caltrans MOU/pay SCTDF) | CD (E), PW | See (1) above | Yes |
| 67-75 | 3A.15-1q: Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 between Zinfandel Drive and Sunrise Boulevard (Freeway Segment 1). | B (Caltrans MOU) | CD (E), PW | See (1) above | Yes |
| 67-76 | 3A.15-1r: Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 between Hazel Avenue and Folsom Boulevard (Freeway Segment 3). | B (Caltrans MOU) | CD (E), PW | See (1) above | Yes |
| 67-77 | 3A.15-1s: 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). | B (Caltrans MOU) | CD (E), PW | See (1) above | Yes |
| 67-78 | 3A.15-1u: 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). | B (Caltrans MOU) | CD (E), PW | See (1) above | Yes |

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| 67-79 | 3A.15-1v: Participate in Fair Share Funding of Improvements to Reduce Impacts on Westbound U.S. 50 between Hazel Avenue and Sunrise Boulevard (Freeway Segment 18). | B (Caltrans MOU) | CD (E), PW | See (1) above | Yes |
| 67-80 | 3A.15-1w: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Folsom Boulevard Ramp Merge (Freeway Merge 4). | B (Caltrans MOU) | CD (E), PW | See (1) above | Yes |
| 67-81 | 3A.15-1x: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Prairie City Road Diverge (Freeway Diverge 5). | B (Caltrans MOU) | CD (E), PW | See (1) above | Yes |
| 67-82 | 3A.15-1y: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Prairie City Road Direct Merge (Freeway Merge 6). | B (Caltrans MOU) | CD (E), PW | See (1) above | Yes |
| 67-83 | 3A.15-1z: 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). | B (pay PFFP fee) | CD (E), PW | See (1) above | Yes |
| 67-84 | 3A.15-1aa: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Oak Avenue Parkway Loop Merge (Freeway Merge 9). | B (Caltrans MOU) | CD (E), PW | See (1) above | Yes |
| 67-85 | 3A.15-1dd: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Empire Ranch Road Loop Ramp Merge (Freeway Merge 23). | B (Caltrans MOU) | CD (E), PW | See (1) above | Yes |
| 67-86 | 3A.15-1ee: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Oak Avenue Parkway Loop Ramp Merge (Freeway Merge 29). | B (Caltrans MOU) | CD (E), PW | See (1) above | Yes |
| 67-87 | 3A.15-1ff: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Prairie City Road Loop Ramp Merge (Freeway Merge 32). | B (Caltrans MOU) | CD (E), PW | See (1) above | Yes |
| 67-88 | 3A.15-1gg: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Prairie City Road Direct Ramp Merge (Freeway Merge 33). | B (Caltrans MOU) | CD (E), PW | See (1) above | Yes |
| 67-89 | 3A.15-1hh: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Folsom Boulevard Diverge (Freeway Diverge 34). | B (Caltrans MOU) | CD (E), PW | See (1) above | Yes |
| 67-90 | 3A.15-1ii: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Hazel Avenue Direct Ramp Merge (Freeway Merge 38). | B (Caltrans MOU) | CD (E), PW | See (1) above | Yes |
| 67-91 | 3A.15-2a: Develop Commercial Support Services and Mixed-use Development Concurrent with Housing Development, and Develop and Provide Options for Alternative Transportation Modes. | I (pay PFFP fee and Transit fee) | PW | All properties in the FPASP pay an annual Transportation Management Fee via CFD 18 | Yes |
| 67-92 | 3A.15-2b: Participate in the City's Transportation System Management Fee Program. | B (pay City fee) | CD (E), PW | All properties in the FPASP pay an annual Transportation Management Fee via CFD 18 | Yes |
| 67-93 | 3A.15-2c: Participate with the 50 Corridor Transportation Management Association | B (pay City fee) | PW | All properties in the FPASP pay an annual Transportation Management Fee via CFD 18 | Yes |
| 67-94 | 3A.15-3: Pay Full Cost of Identified Improvements that Are Not Funded by the City's Fee Program. | B (Caltrans MOU, PFFP fee, SCTDF) | CD (E), PW | See (1) above | Yes |
| 67-95 | 3A.15-4a: The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Sibley Street/Blue Ravine Road Intersection (Folsom Intersection 2). | B (pay PFFP fee) | CD (E), PW | See (1) above | Yes |
| 67-96 | 3A.15-4b: 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). | B (pay PFFP fee) | CD (E), PW | See (1) above | Yes |

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| 67-97 | 3A.15-4c: The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the East Bidwell Street/College Street Intersection (Folsom Intersection 7). | B (pay PFFP fee) | CD (E), PW | See (1) above | Yes |
| 67-98 | 3A.15-4d: 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). | B (pay PFFP fee) | CD (E), PW | See (1) above | Yes |
| 67-99 | 3A.15-4c: The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Serpa Way/ Iron Point Road Intersection (Folsom Intersection 23) | B (pay PFFP fee) | CD (E), PW | See (1) above | Yes |
| 67-100 | 3A.15-4f: 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). | B (pay PFFP fee) | CD (E), PW | See (1) above | Yes |
| 67-101 | 3A.15-4g: The Applicant Shall Fund and Construct Improvements to the Oak Avenue Parkway/Easton Valley Parkway Intersection (Folsom Intersection 33). | B (pay SCTDF) | CD (E), PW | See (1) above | Yes |
| 67-102 | 3A.15-4i: Participate in Fair Share Funding of Improvements to Reduce Impacts on the Grant Line Road/White Rock Road Intersection (Sacramento County Intersection 3) | B (pay SCTDF) | CD (E), PW | See (1) above | Yes |
| 67-103 | 3A.15-4j: 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). | B (pay SCTDF) | CD (E), PW | See (1) above | Yes |
| 67-104 | 3A.15-4k: 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). | B (pay SCTDF) | CD (E), PW | See (1) above | Yes |
| 67-105 | 3A.15-4l: 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) | B (pay SCTDF) | CD (E), PW | See (1) above | Yes |
| 67-106 | 3A.15-4m: 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). | B (pay SCTDF) | CD (E), PW | See (1) above | Yes |
| 67-107 | 3A.15-4n: 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). | B (pay SCTDF) | CD (E), PW | See (1) above | Yes |
| 67-108 | 3A.15-4o: Participate in Fair Share Funding of Improvements to Reduce Impacts on the White Rock Road/Carson Crossing Road Intersection (El Dorado County 1). | B (pay SCTDF) | CD (E), PW | See (1) above | Yes |
| 67-109 | 3A.15-4p: Participate in Fair Share Funding of Improvements to Reduce Impacts on the Hazel Avenue/U.S. 50 Westbound Ramps Intersection (Caltrans Intersection 1). | B (pay SCTDF) | CD (E), PW | See (1) above | Yes |
| 67-110 | 3A.15-4q: Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 between Zinfandel Drive and Sunrise Boulevard (Freeway Segment 1). | B (pay SCTDF) | Capitol Southeast Connector JPA | See (1) above | Yes |
| 67-111 | 3A.15-4r: Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 between Rancho Cordova Parkway and Hazel Avenue (Freeway Segment 3). | B (pay SCTDF) | Capitol Southeast Connector JPA | See (1) above | Yes |
| 67-112 | 3A.15-4s: Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 between Folsom Boulevard and Prairie City Road (Freeway Segment 5). | B (pay SCTDF) | Capitol Southeast Connector JPA | See (1) above | Yes |
| 67-113 | 3A.15-4t: 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). | B (pay PFFP/Interchange fee) | CD (E), PW | See (1) above | Yes |

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| 67-114 | 3A.15-4u: 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). | B (pay PFFP fee) | CD (E), PW | See (1) above | Yes |
| 67-115 | 3A.15-4v: 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). | B (pay PFFP fee) | CD (E), PW | See (1) above | Yes |
| 67-116 | 3A.15-4w: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound / Oak Avenue Parkway Loop Ramp Merge (Freeway Merge 8). | B (pay PFFP fee) | CD (E), PW | See (1) above | Yes |
| 67-117 | 3A.15-4x: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound / Empire Ranch Road Loop Ramp Merge (Freeway Merge 27). | B (pay PFFP fee) | CD (E), PW | See (1) above | Yes |
| 67-118 | 3A.15-4y: Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound / Prairie City Road Loop Ramp Merge (Freeway Merge 35). | B (pay PFFP fee) | CD (E), PW | See (1) above | Yes |
| 67-119 | W/E SPA Mitigation Measure 4.16-1: Participate in Fair Share Funding of modification of the Iron Point Road/East Bidwell Street Intersection. | B (pay PFFP fee) | CD (E), PW | See (1) above | Yes |
| 67-120 | W/E SPA Mitigation Measure 4.16-2: Participate in Fair Share Funding of improvements to the Scott Road/Easton Valley Parkway Intersection. | B (pay PFFP fee) | CD (E), PW | See (1) above | Yes |
| Utilities and Service Systems | | | | | |
| 67-121 | 3A.16-1: 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 | M, B | CD, PW | 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 |
| 67-122 | 3A.16-3: Demonstrate Adequate SRWTP Wastewater Treatment Capacity | M, B | CD, PW | The City obtained a letter from Regional San which provides verification that there is adequate capacity in the existing Regional San conveyance and treatment system to accommodate the entire Folsom Plan Area at buildout. Confirmation from Regional San was required because the Folsom Plan Area is served by the existing Regional San Lift Station on Iron Point Road. The City Sewer Lift Station and Forced Main which connects to the Regional San Lift Station has been accepted by the City and is currently in operation. | Yes |
| Water Supply | | | | | |
| 67-123 | 3A.18-1: Submit Proof of Surface Water Supply Availability | M, B | CD, PW | The owner/applicant has constructed the necessary infrastructure to provide potable | Yes |

| | | | | water to the subdivision. The potable Phase 1 water infrastructure for the Folsom Plan Area has been reviewed, approved and accepted by the City and is currently in operation. | |
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| 67-124 | 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. | M, B | CD, PW | 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 |
| Cumulative | | | | | |
| 67-125 | AIR-1-Land: 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. | M | CD | The owner/applicant is a participant in the Truck Management Plan at such time there is traffic generated from the future quarries south of the Folsom Plan Area. | Yes |
| 67-126 | NOISE-1-Land: Implement East Sacramento Regional Aggregate Mining Truck Management Plan or Other Measures to Reduce Exposure of Sensitive Receptors to Operational Noise from Quarry Truck Traffic. | M | CD | The owner/applicant is a participant in the Truck Management Plan at such time there is traffic generated from the future quarries south of the Folsom Plan Area. | Yes |
| 68. | Folsom South of U.S. Highway 50 Backbone Infrastructure Mitigated Negative Declaration (Backbone MND) Mitigation Monitoring Reporting Program (MMRP) for the Folsom Plan Area Specific Plan (FPASP). Table 2 Below describes the mitigation measures from the Backbone MND (December 2014) MMRP | | | | |
| Table 2. Backbone MND Mitigation Measures Applicable to the Mangini Ranch Phase 2 Tentative Subdivision Map Project.* | | | | | |
| *The mitigation measures specific to the 2014 Backbone Infrastructure MND (designated by roman numerals, e.g., IV-1) apply only to the portions of the Mangini Ranch Phase 2 Project that are included as part of the South of Highway 50 Backbone Infrastructure Project. The MMRP for the Backbone Infrastructure Project is included as Attachment 20. | | | | | |
| Condition | Mitigation Measures Applicable to the Project | Timing | Responsible Agency | Comments | Condition Satisfied? |
| Aesthetics | | | | | |
| 68-1 | Backbone MND Mitigation Measure I-1: Design above ground pump station and storage tank facilities to reduce visual impacts. | I | CD, EWR | There are no above ground facilities required to be constructed in Mangini Ranch Phase 2 | Yes |
| 68-2 | Backbone MND Mitigation Measure I-2: Develop and implement a landscaping plan for pump station and storage tank facilities to reduce visual impacts. | I | CD, EWR | There are no above ground facilities required to be constructed in Mangini Ranch Phase 2 | Yes |
| Air Quality | | | | | |

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| 68-3 | Backbone MND Mitigation Measure III-1: Prepare and Implement NOX Reduction Plan | G, C | CD SMAQMD | (2) The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in Spring of 2019. Compliance table is on file with the City. | Yes |
| 68-4 | Backbone MND Mitigation Measure III-2: Pay Off-site Mitigation Fee to SMAQMD to off-set NOX Emissions Generated by Construction. | G, C | CD SMAQMD | See (2) above | Yes |
| 68-5 | 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. | G, C | CD SMAQMD | See (2) above | Yes |
| Biological Resources | | | | | |
| 68-6 | Backbone MND Mitigation Measure IV-1: Conduct Special-Status Plant Surveys; Implement Avoidance and Mitigation Measures or Compensatory Mitigation | G, C | CD | See (2) above | Yes |
| 68-7 | Backbone MND Mitigation Measure IV-2: Implement Conditions of the Biological Opinion (BO) for Federally Listed Vernal Pool Invertebrates | G, C | CD USFWS | See (2) above | Yes |
| 68-8 | Backbone MND Mitigation Measure IV-3: Implement Conditions of the Biological Opinion for Impacts on Valley Elderberry Longhorn Beetle. | G, C | CD USFWS | See (2) above | Yes |
| 68-9 | Backbone MND Mitigation Measure IV-4: Western Spadefoot Toad | G, C | CD CDFW | See (2) above | Yes |
| 68-10 | Backbone MND Mitigation Measure IV-5: Western Pond Turtle | G, C | CD CDFW | See (2) above | Yes |
| 68-11 | Backbone MND Mitigation Measure IV-6(a): Swainson's Hawk Nesting Habitat | G, I, C | CD | See (2) above | Yes |
| 68-12 | Backbone MND Mitigation Measure IV-6(b): Swainson's Hawk Foraging Habitat | G, I, C | CD | See (2) above | Yes |
| 68-13 | Backbone MND Mitigation Measure IV-7: Tricolored Blackbird | G, C | CD CDFW | See (2) above | Yes |
| 68-14 | Backbone MND Mitigation Measure IV-8: Nesting Raptors | G, I | CD CDFW | See (2) above | Yes |
| 68-15 | Backbone MND Mitigation Measure IV-9: Nesting Special Status Birds and Migratory Birds | G, C | CD CDFW | See (2) above | Yes |
| 68-16 | Backbone MND Mitigation Measure IV-10: Special-Status Bats | | CD CDFW | See (2) above | Yes |
| 68-17 | Backbone MND Mitigation Measure IV-12: Implement Section 1602 Master Streambed Alteration Agreement | G, C | CD CDFW | See (2) above | Yes |
| 68-18 | 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 | G, C | CD CDFW | See (2) above | Yes |

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| 68-19 | 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 | G, I, C | CD USACE | See (2) above | Yes |
| 68-20 | 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. | G, I, C | CD, PW | See (2) above | Yes |
| 68-21 | Backbone MND Mitigation Measure IV-11: American Badger | G, C | CD CBFW | See (2) above | Yes |
| Cultural Resources | | | | | |
| 68-22 | Backbone MND Mitigation Measure V-1: Comply with the applicable procedures in the FAPA and implementation of applicable historic property treatment plans | G, C | CD USACE | See (2) above | Yes |
| 68-23 | 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 | G, C | CD USACE | See (2) above | Yes |
| 68-24 | Backbone MND Mitigation Measure V-3: Suspend Ground-Disturbing Activities if Human Remains are Encountered and Comply with California Health and Safety Code Procedures. | OG | CD Sacramento County Coroner Native American Heritage Commission | See (2) above | Yes |
| Geology, Soils, and Paleontological Resources | | | | | |
| 68-25 | Backbone MND Mitigation Measure VI-1: Prepare Site-Specific Geotechnical Report per CBC Requirements and Implement Appropriate Recommendations. | G, C | CD EWR | See (2) above | Yes |
| 68-26 | Backbone MND Mitigation Measure VI-3: Monitor Earthwork during Earthmoving Activities | G, C | CD | See (2) above | Yes |
| 68-27 | Backbone MND Mitigation Measure VI-5(a): Prepare and Implement the Appropriate Grading and Erosion Control Plan. | G | PW | See (2) above | Yes |
| Hydrology and Water Quality | | | | | |
| 68-28 | 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 | G | PW | See (2) above | Yes |
| 68-29 | Backbone MND Mitigation Measure IX-1: Acquire Appropriate Regulatory Permits and Prepare and Implement SWPPP and BMPs. | G | CD (E) Central Valley Reg. Water Quality Control | See (2) above | Yes |

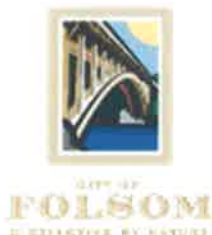
| | | | | Board. | |
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| Climate Change | | | | | |
| 68-30 | Backbone MND Mitigation Measure VII-1: Greenhouse Gas Emissions | Prior to releasing RFB to contractors | SMAQMD | See (2) above | |
| Public Services | | | | | |
| 68-31 | Backbone MND Mitigation Measure XVI-1: Prepare and Implement a Construction Traffic Control Plan. | G, I, B, C | PW | See (2) above | |
| Water Improvements | | | | | |
| 68-32 | Backbone MND Mitigation Measure III-3: North of U.S. Highway 50 Water Improvements | G, I | SMAQMD CD (E) | See (2) above | |
| 68-33 | Backbone MND Mitigation Measure V-4 North of U.S. Highway 50 Water Improvements | G, I | CD (E) | See (2) above | |
| 68-34 | Backbone MND Mitigation Measure VI-2 North of U.S. Highway 50 Water Improvements | G, I | CD (E) | See (2) above | |
| 68-35 | Backbone MND Mitigation Measure VI-4 North of U.S. Highway 50 Water Improvements | G, I | CD (E) | See (2) above | |
| 68-36 | Backbone MND Mitigation Measure XII-1 North of U.S. Highway 50 Water Improvements | G, I, B | PW | See (2) above | |
| 69. | <i>Revised Proposed Off-Site Water Facility Alternative Mitigation Monitoring Reporting Program (MMRP) for the Folsom Plan Area Specific Plan (FPASP).</i> Table 3 below describes the mitigation measures from the Revised Water Alternative (November 2012) MMRP. | | | | |
| Table 3. Revised Proposed Off-Site Water Facility Alternative Addendum to the FPASP EIR/EIS Mitigation Measures Applicable to the Mangini Ranch Phase 2 Tentative Subdivision Map Project.* *The Folsom South of U.S. Highway 50 Specific Plan Project: Revised Proposed Off-Site Water Facility Alternative was approved December 11, 2012. The November 2012 MMRP for the Revised Proposed Off-Site Water Facility Alternative is included as Attachment 21. | | | | | |
| Condition | Mitigation Measures Applicable to the Project | Timing | Responsible Agency | Comments | Condition Satisfied? |
| Aesthetics | | | | | |
| 69-1 | 3B.1-2a: Enhance Exterior Appearance of Structural Facilities. | G, B | CD | (3) The Folsom Plan Area (FPA) landowners did not construct the previously contemplated off-site water system to serve the FPA. Instead, the FPA landowners contributed funding to conserve 20% of the existing potable water being utilized in the City. This conservation effort has been completed and validated in the Sacramento County court system and will serve the FPA throughout buildout. The following mitigation measures were related to the previously contemplated off-site water system to be constructed to serve the FPA and therefore do not apply to this subdivision. | Yes |
| 69-2 | 3B.1-2b: Prepare Landscaping Plan | G, B | CD | See (3) above | Yes |
| 69-3 | 3B.1-3a: Conformance to Construction Lighting Standards | G, B | CD | See (3) above | Yes |
| 69-4 | 3B.1-3b: Prepare and Submit a Lighting Master Plan | G, B | CD | See (3) above | Yes |
| Air Quality | | | | | |
| 69-5 | 3B.2-1a: Develop and Implement a Construction NOX Reduction Plan. | G, C | CD SMAQMD | See (3) above | Yes |
| 69-6 | 3B.2-1c: Implement Fugitive Dust Control Measures and a Particulate Matter | G, C | CD | See (3) above | Yes |

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| | | | | | |
|--|---|-------------------|-----------------|---------------|-----|
| | Monitoring Program during Construction. | | SMAQMD | | |
| 69-7 | 3B 2-3a: Cite Pump Siting Buffers Away from Sensitive Receptors. | G, B | CD SMAQMD | See (3) above | Yes |
| 69-8 | 3B 2-3b: Conduct Project-Level DPM Screening and Implement Measures to Reduce Annual DPM to Acceptable Concentrations | G, B | CD SMAQMD | See (3) above | Yes |
| Climate Change | | | | | |
| 69-9 | 3B.4-1a: Implement GHG Reduction Measures during Construction. | G, B | CD SMAQMD | See (3) above | Yes |
| 69-10 | 3B.4-1b Prepare and Implement an Off-site Water Facilities Climate Action Plan. | G, B | CD SMAQMD | See (3) above | Yes |
| Cultural Resources | | | | | |
| 69-11 | 3A.5-1a: Comply with the Programmatic Agreement. | G | CD (E) USACE | See (3) above | Yes |
| 69-12 | 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 | B, C | CD | See (3) above | Yes |
| 69-13 | 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. | G, C | CD USACE | See (3) above | Yes |
| 69-14 | 3A.5-3: Suspend Ground-Disturbing Activities if Human Remains are Encountered and Comply with California Health and Safety Code Procedures | C | CD USACE | See (3) above | Yes |
| Geology, Soils, Minerals, and Paleontological Resources | | | | | |
| 69-15 | 3B.7-1a: Prepare Geotechnical Report(s) for the Revised Proposed Off-site Water Facilities and Implement Required Measures | engineering plans | CD | See (3) above | Yes |
| 69-16 | 3B.7-1b: Incorporate Pipeline Failure Contingency Measures Into Final Pipeline Design | engineering plans | CD | See (3) above | Yes |
| 69-17 | 3B.7-4: Implement Corrosion Protection Measures. | engineering plans | CD | See (3) above | Yes |
| 69-18 | 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 | C | CD | See (3) above | Yes |
| Hazards and Hazardous Materials | | | | | |
| 69-19 | 3B.8-1a: Transport, Store, and Handle Construction-Related Hazardous Materials in Compliance with Relevant Regulations and Guidelines. | G, C | CD | See (3) above | Yes |
| 69-20 | 3B.8-1b: Prepare and Implement a Hazardous Materials Management Plan. | G, C | CD | See (3) above | Yes |
| 69-21 | 3B.8-5a: Conduct Phase 1 Environmental Site Assessment for Selected Alignment | G, C | CD | See (3) above | Yes |
| 69-22 | 3B.8-5b: Develop and Implement a Remediation Plan. | G, C | CD | See (3) above | Yes |
| 69-23 | 3B.8-7a: Keep Construction Area Clear of Combustible Materials. | G, C | CD | See (3) above | Yes |

| | | | | | |
|--------------------------------------|---|-------------------|-------------------------|----------------|-----|
| 69-24 | 3B.8-7b: Provide Accessible Fire Suppression Equipment. | G, C | CD | See (3) above | Yes |
| Hydrology and Water Quality | | | | | |
| 69-25 | 3B.9-1a: Acquire Appropriate Regulatory Permits and Prepare and Implement SWPPP and BMPs. | G, C | CD CVRWQB | See (3) above | Yes |
| 69-26 | 3B.9-1b: Properly Dispose of Hydrostatic Test Water and Construction Dewatering in Accordance with the Central Valley Regional Water Quality Control Board. | G, C | CD CVRWQB | See (3) above | Yes |
| 69-27 | 3B.9-3a: Prepare and Implement Drainage Plan(s) for Structural Facilities. | G, C | CD CVRWQB | See (3) above | Yes |
| 69-28 | 3B.9-3b: Ensure the Provision of Sufficient Outlet Protection and On-site Containment. | G, C | CD CVRWQB | See (3) above | Yes |
| Noise | | | | | |
| 69-29 | 3B.11-1a: Limit Construction Hours. | C | CD | See (3) above. | Yes |
| 69-30 | 3B.11-1b: Minimize Noise from Construction Equipment and Staging. | C | CD | See (3) above | Yes |
| 69-31 | 3B.11-1c: Maximize the Use of Noise Barriers. | G, C | CD | See (3) above | Yes |
| 69-32 | 3B.11-1d: Prohibit Non-Essential Noise Sources During Construction. | G, C | CD | See (3) above | Yes |
| 69-33 | 3B.11-1e: Monitor Construction Noise and Provide a Mechanism for Filing Noise Complaints. | G, C | CD | See (3) above | Yes |
| 69-34 | 3B.11-3: Implement Operational Noise Minimization Measures. | engineering plans | CD | See (3) above | Yes |
| Parks and Recreation | | | | | |
| 69-35 | 3B.12-1: Provide for Continued Recreational Access as Identified in Mitigation Measure 3.14-1a | G, C | CD | See (3) above | Yes |
| Traffic and Transportation | | | | | |
| 69-36 | 3B.15-1a: Prepare Traffic Control Plan. | G, C | CD | See (3) above | Yes |
| 69-37 | 3B.15-1b: Assess Pre-Off-site Water Facilities Roadway Conditions. | G, C | CD | See (3) above | Yes |
| Utilities and Service Systems | | | | | |
| 69-38 | 3B.16-3a: Minimize Utility Conflicts by Implementing an Underground Services Alert. | G, C | CD | See (3) above | Yes |
| 69-39 | 3B.16-3b: Coordinate with Utility Providers and Implement Appropriate Installation Methods to Minimize Potential Utility Service Disruptions. | | CD | See (3) above | Yes |
| Groundwater | | | | | |
| 69-40 | 3B.17-1a: Implement Construction Dewatering Best Management Practices. | G, C | CD CDFW or CVRWQB | See (3) above | Yes |

| | | | | | |
|----------------------|--|------|-------------------------|---|-----|
| 69-41 | 3B.17-1b: Implement a Dewatering Discharge Monitoring Program. | G, C | CD CDFW or CVRWQB | See (3) above | Yes |
| Water Supply | | | | | |
| 69-42 | 3A.18-1: Submit Proof of Surface Water Supply Availability. | M, B | CD, PW | See (3) above | Yes |
| 69-43 | 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. | M, B | CD, PW | See (3) above | Yes |
| MISCELLANEOUS | | | | | |
| 70. | The Owner/Applicant acknowledges that the State adopted amendments to Section 65850 of the California Government Code (specifically Section 65850(g)), effective January 1, 2018, to allow for the implementation of inclusionary housing requirements in residential rental units, upon adoption of an ordinance by the City. Under the First Amended and Restated Tier 1 Development Agreement, the City vested the Owner/Applicant's rights in the affordable housing provisions contained in the City's then-existing Housing Element and Municipal Code until January 1, 2020. In the event the City amends its Inclusionary Housing Ordinance after January 1, 2020 with respect to rental housing pursuant to Section 65850(g), the Project shall be subject to such amendments should any residential rental project be proposed within the Project. | OG | CD | The owner/applicant has acknowledged that they are currently subject to the inclusionary housing requirements in residential rental units and further acknowledged that they will be subject to any amendments to the PMC-Housing Element at such time amendments are made after January 1, 2020. | Yes |



Folsom City Council Staff Report

| | |
|------------------------|---|
| MEETING DATE: | 7/28/2020 |
| AGENDA SECTION: | Consent Calendar |
| SUBJECT: | Resolution No. 10503 – A Resolution Authorizing Adoption of an Addendum to the Memorandum of Understanding between the City of Folsom and the Folsom Police Officers Association (FPOA) |
| FROM: | City Manager's Office and Human Resources Department |

RECOMMENDATION / CITY COUNCIL ACTION

The Human Resources Director recommends that the City Council pass and adopt Resolution No. 10503 - A Resolution Authorizing Adoption of an Addendum to the Memorandum of Understanding between the City of Folsom and the Folsom Police Officers Association.

BACKGROUND / ISSUE

FPOA represents 98 employees in the Safety and Miscellaneous category that includes Police Officers, Corporals, Sergeants, Dispatchers, Records Clerks and others. It represents employees whose base salaries total over \$7.8 million.

The existing Memorandum of Understanding between the City of Folsom and the FPOA does not address issues that are due to recent federal legislation and the COVID-19 pandemic. The parties discussed approaches to these issues and a tentative agreement was made on July 16, 2020.

The Addendum to the Memorandum of Understanding (MOU) is being presented to the City Council on July 28, 2020 for consideration and approval.

POLICY / RULE

Government Code Title 1, Division 4, Chapter 10 commonly known as the Meyers-Milias-Brown Act requires that representatives of the Governing Body of a public agency shall meet and confer in good faith regarding wages, hours, and other terms and conditions of employment with representatives of recognized employee organizations. Both parties shall endeavor to reach a tentative agreement within the scope of representation, and, if a tentative agreement is reached and ratified by the respective parties, they shall prepare a written memorandum of understanding.

ANALYSIS / FINANCIAL IMPACT

The Addendum grants employees in the FPOA bargaining unit a Childcare Leave Program (CLP) of up to 480 hours. This program is for the sole purpose of caring for their children (under age 14) because of their school being closed for COVID-19 reasons or their childcare provider is unavailable due to COVID-19 reasons.

Employees shall remain exempt from all provisions of the Family First Coronavirus Response Act.

CLP leave shall be paid based on 100% of the employee's regular pay.

The CLP leave can be used before an employee utilizes any other paid leave benefit provided by the City, requires proof of need and search for childcare services.

CLP leave shall not have any cash-out value, there is no use at the time of separation of employment, and it cannot be donated to catastrophic leave or transferred to another employee for any reason.

It is recognized that not all eligible employees can take childcare leave at the same time and that the City has the right to approve such requests. Leaves are also limited to no more than 15% of a shift.

The CLP will have a fiscal impact on the 2020-2021 budget as it can be expected that some employees on CLP leave will be replaced and that will be done using overtime. Cost will be determined based on how many employees need to be replaced and for how long. It will allow the employees to carry over their regular accrued leave time to some future period and may have an impact at that time.

The Addendum shall sunset upon the termination of the State of Emergency regarding the coronavirus.

ATTACHMENTS

1. Resolution No. 10503 – A Resolution Authorizing Adoption of an Addendum to the Memorandum of Understanding between the City of Folsom and the Folsom Police Officers Association (FPOA).
2. Proposed Addendum to the Memorandum of Understanding between the City of Folsom and the Folsom Police Officers Association.

Submitted,

James Francis,
Asst. City Manager/ Director of Human Resources

ATTACHMENT 1

**RESOLUTION NO. 10503 – A RESOLUTION AUTHORIZING ADOPTION OF AN
ADDENDUM TO THE MEMORANDUM OF UNDERSTANDING BETWEEN THE
CITY OF FOLSOM AND THE FOLSOM POLICE OFFICERS ASSOCIATION
(FPOA)**

RESOLUTION NO. 10503

A RESOLUTION AUTHORIZING ADOPTION OF AN ADDENDUM TO THE MEMORANDUM OF UNDERSTANDING BETWEEN THE CITY OF FOLSOM AND THE FOLSOM POLICE OFFICERS ASSOCIATION (FPOA)

WHEREAS, the City of Folsom and the Folsom Police Officers Association have reached an agreement to amend the existing Memorandum of Understanding regarding certain terms and conditions of employment:

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Folsom that the Addendum to the Memorandum of Understanding (MOU) between the Folsom Police Officers Association is hereby approved, and

BE IT FURTHER RESOLVED that the City Council of the City of Folsom authorizes the City Manager to execute said Addendum to the Memorandum of Understanding on behalf of the City of Folsom.

PASSED AND ADOPTED this 28th day of July 2020 by the following roll-call vote:

AYES: Council Member(s):

NOES: Council Member(s):

ABSENT: Council Member(s):

ABSTAIN: Council Member(s):

Sarah Aquino, MAYOR

ATTEST:

Christa Freemantle, CITY CLERK

ATTACHMENT 2

Proposed Addendum to the Memorandum of Understanding between the City of Folsom and the Folsom Police Officers Association

Attachment 2

AMENDMENT
TO
MEMORANDUM OF UNDERSTANDING
BETWEEN
CITY OF FOLSOM
AND
FOLSOM POLICE OFFICERS ASSOCIATION
COVERING ALL EMPLOYEES IN THE
POLICE BARGAINING UNIT

This Amendment amends the March 1, 2019 through December 31, 2021 Memorandum of Understanding (MOU) between the City of Folsom and the Folsom Police Officers Association.

Childcare Leave Program**A. Program**

Subject to the eligibility requirements set forth in Section B below:

1. Employees will be granted up to 480 hours of Childcare Leave for the sole purpose of caring for their children because of their school being closed for COVID-19 reasons or their childcare provider is unavailable due to COVID-19 reasons.
2. If an employee uses up their 480 hours of Childcare Leave, they may use their annual leave and their sick leave to extend their leave under this program.
3. At the employee's discretion, if an employee uses all their annual leave and sick leave, they may be advanced up to one calendar years' worth of their annual leave accrual. Such advance shall be paid back on a schedule that reduces future accruals by 50% until paid in full.

B. Eligibility

1. Employees must be current (as of July 1, 2020) members of the Folsom Police Bargaining Unit.
2. Employees shall not be covered under the City's Emergency Leave Program.
3. Employees shall remain exempt from all provisions of the Family First Coronavirus Response Act (FFCRA).
4. The employee must not be in a training status at the time of using the Childcare Leave. Employees on probation may be subject to having their probation extended.
5. Employee must be the parent, or legal guardian, of the child being cared for.
6. Children being cared for must be less than 14 years of age or less than 18 years of age if they have a documented special need.
7. The Childcare Leave program is intended to be the alternative of last choice, not the first choice for childcare. Therefore, the employee must be the last option for providing the necessary care and must provide documentation prior to approval and periodically of school

closures, unavailability of normal providers, efforts to secure childcare services, and notices of placement on a childcare waiting list.

C. Administration

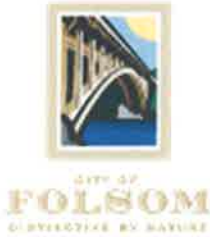
1. When an employee is on Childcare Leave, they will be paid 100% of their regular pay as calculated when using annual leave.
2. Time may be taken intermittently.
3. Leave must be approved, in advance if practical by the Police Chief or designee, and by the HR Director or designee.
4. No more than 15% of a shift (by program area or division) or a minimum of one per shift shall be granted leave for this purpose at any time. Exceptions to this may be granted by the Police Chief.
5. It is recognized that not all eligible employees can take childcare leave at the same time and that it is the City's absolute right to decide on whether to approve childcare leave requests. In doing so, the City may consider, but not limited to, the following: seniority, special work skills and abilities, program coverage, status of other family members/parent employed with the City, emergency needs of the City, budgetary considerations, any special needs of the children being cared for, and the status of other family members in the home.
6. Any approved retroactive replacement of annual leave used for childcare since March 4 shall count towards the 480 hours of paid leave time, at the employee's discretion.
7. Employee will continue to accrue annual leave while using Childcare Leave.
8. Childcare Leave time cannot be carried over beyond the sunset date, has no cash value and cannot be cashed out at any time, and cannot be donated to another employee.
9. An employee on Childcare Leave may be called in to work, at the discretion of the Police Chief, at any time and, therefore, must have an emergency plan for childcare that will to enable them to be at work within an hour.
10. All provisions for filing grievances shall be waived for any decision made or action taken by the City for the purpose of administering this program. Article XI of the 2019-2022 Memorandum of Understanding between the FPOA and the City of Folsom shall not be applicable to this Amendment.
11. This Amendment shall sunset upon the termination of the State's COVID-19 State of Emergency, the Order of the Sacramento County Health Officer, and the Order of the Folsom City Manager, whichever comes first.

City of Folsom

Folsom Police Officers Association

Date: _____

Date: _____



Folsom City Council Staff Report

| | |
|------------------------|---|
| MEETING DATE: | 7/28/2020 |
| AGENDA SECTION: | Public Hearing |
| SUBJECT: | Resolution No. 10484- A Resolution of the City Council of the City of Folsom Approving and Confirming the Report of Delinquent Utilities Charges and Requesting Sacramento County to Collect such charges on the Tax Roll |
| FROM: | Finance Department |

RECOMMENDATION / CITY COUNCIL ACTION

Staff recommends, that the City Council review the attached Report of utilities delinquencies, hold a public hearing on the Report, accept any oral or written public comment, and adopt Resolution No. 10484 - A Resolution of the City Council of the City of Folsom Approving and Confirming the Report of Delinquent Utilities Charges and Requesting Sacramento County to Collect such Charges on the Tax Roll.

BACKGROUND / ISSUE

The City provides various utilities services to properties throughout the City, including sewer, water, and garbage services, for which the City charges a fee for service. While most accounts within the City are current, there are some delinquent utilities accounts. A Delinquent Utilities Charge Report (“Report”) specifying the delinquency by parcel number and type of property is attached showing delinquencies totaling approximately \$24,100.

Following notice and a public hearing, the City Council may pass a resolution, by at least a two-thirds vote, requesting that the County Auditor/Tax Collector transfer the City’s delinquent utilities charges to the property tax roll for collection with property taxes.

Despite some delinquencies, the City has had remarkable success in utility collections. Utility billing collections average \$47,650,000 annually. These collections include water, east area water surcharge, Folsom plan area water surcharge, city sewer, county sewer, solid waste

services, deposits, and penalties. The total utility delinquency amount is approximately \$219,200. This figure is different from the open account delinquency amount because it includes all open and closed accounts for Residential and Non-Residential delinquencies over the years. The City has a total of 26,579 open accounts. The total number of delinquent open accounts is 158. The delinquency dollar amount represents a 0.46% utility delinquency rate for the City. In 2004 the City's delinquency rate was at 16%. The current delinquency rate reflects the success of the City's collection efforts and delinquency program. The City only liens the Residential accounts. The lien process is only one of the many tools available to the City to collect delinquencies. Other tools available to the City include service disconnection or discontinuation, security deposits, voluntary compliance through payment request letters and, if appropriate, filing suit to collect amounts due.

POLICY / RULE

Folsom Municipal Code and state law provide that, following notice and a public hearing, the City Council may adopt a resolution transferring delinquent utilities charges to the County tax roll for collection with property taxes. (Cal. Gov't Code 25831, 38790.1; Cal. Health and Safety Code §§ 5470 et seq.; Folsom Municipal Code Chapters 3.20 (collection of municipal service charges generally) 13.12 (collection of sewer charges). The resolution authorizing the transfer must be passed by the City Council by a two-thirds vote. (Cal. Health & Safety Code § 5473).

ANALYSIS

The City provides sewer, water, and garbage services to properties within the City, for which it charges the users. While the vast majority of accounts throughout the City are current, there are some accounts that are more than 60 days delinquent in payment and appropriate for transfer to the County tax roll for collection. The total amount of these delinquent accounts is approximately \$24,100, as indicated on the attached Report. The Report captures delinquent accounts of \$500.00 or greater. While a single \$500.00 delinquency certainly does not make a significant financial impact on the City, when added together, the aggregate of all accounts greater than \$500.00 is a sizeable figure.

State law authorizes the City Council, by resolution adopted by at least a two-thirds vote, to request that the County Auditor/Tax Collector transfer these delinquent amounts to the property tax roll for collection with general property taxes. Prior notice of the hearing is to be mailed to the property owners not less than ten days before the hearing. (Cal. Gov't Code §§ 38790.1, 25831). Notice is also to be published in a newspaper of general circulation for two consecutive weeks prior to the hearing. (Cal. Health & Safety Code § 5473.1; Cal. Gov't Code § 6066). City staff has satisfied these notice requirements by mailing notice to affected property owners on June 10, 2020 and June 29, 2020. A public hearing notice was published in the Folsom Telegraph on July 9, 2020 and July 16, 2020.

Following a public hearing, the City Council has discretion to adopt the Report as presented, modify the Report, or decline to adopt the Report. However, if the City Council finds that valid protests are made by the owners of a majority of separate parcels of property described in the Report, the Council may not adopt the Report and may not transfer the delinquencies to the tax roll. (Cal. Health & Safety Code § 5473.2). Upon passage of the resolution confirming the Report of delinquencies, as presented, or modified, the Finance Department will transmit the Report to the Auditor/Tax Collector for placement of the charges on the tax rolls for collection with property taxes. County staff has advised City staff that in order to have the matters placed on the tax roll for this year, the Report must be transmitted to the County no later than **August 3, 2020**.

The County participates in the “Teeter” plan. Under the Teeter plan, the County has the option of “purchasing” the City’s delinquent accounts from the City. The County would then collect the delinquencies through the tax roll, along with any interest and/or penalties. Based on discussion with County staff, City staff expects that the County will purchase these delinquent accounts at this time, thereby expediting payment to the City. However, the decision to purchase the accounts is made following submission of the data to the County. If the County chooses to purchase these accounts under the Teeter plan, the County will advance the funds for the delinquencies to the City now, less an administrative flat fee of approximately \$50.00 plus a \$.60 per item fee. The total charge for this service will amount to an estimated \$200.00. Should the County decline to purchase the delinquent accounts, in whole or in part, the City would be paid after payment is made by the taxpayer through the property tax rolls. After the City’s Report of delinquencies is transferred to the County, the County will advise the City whether it will purchase the accounts and submit payment to the City now. In either event, transferring the delinquencies to the tax rolls increases the likelihood of the City receiving payment on the delinquent accounts. A comparison of the last three years is as follows:

| | June 30 2017 | June 30 2018 | June 30 2019 | June 30 2020 |
|-------------------------------------|-----------------|-----------------|-----------------|-----------------|
| Active Accounts | 23,866 | 23,976 | 24,882 | 26,579 |
| Delinquent Accounts | 245 | 469 | 422 | 158 |
| Percent | 1.03% | 1.96% | 1.70% | 0.59% |
| Total Amount of Delinquencies | \$329,392 | \$342,000 | \$345,000 | \$219,200 |
| Total Percent | 0.72% | 0.72% | 0.72% | 0.46% |

| | | | | |
|--|----------|----------|----------|----------|
| Total Amount of Open Delinquent Accounts to Lien | \$73,300 | \$63,033 | \$29,000 | \$24,100 |
| Total Open Account Percent | 0.16% | 0.13% | 0.06% | 0.05% |

FINANCIAL IMPACT

The City currently has approximately \$24,100 in delinquent charges that are appropriate for transfer to the tax rolls. Approving this item and authorizing the transfer will help toward collection of these amounts. Should the County accept these amounts under the “Teeter” plan, the City will receive payment directly from the County for these amounts and the County will pursue collection through the tax rolls.

ENVIRONMENTAL REVIEW

This action does not constitute a “project” under the California Environmental Quality Act (“CEQA”) and does not require environmental review.

ATTACHMENTS

1. Resolution No. 10484- A Resolution of the City Council of the City of Folsom Approving and Confirming the Report of Delinquent Utilities Charges and Requesting Sacramento County to Collect such Charges on the Tax Roll

Submitted,

Stacey Tamagni, CPA
 Director of Finance

RESOLUTION NO. 10484**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF FOLSOM APPROVING AND CONFIRMING THE REPORT OF DELINQUENT UTILITIES CHARGES AND REQUESTING SACRAMENTO COUNTY TO COLLECT SUCH CHARGES ON THE TAX ROLL**

WHEREAS, the City of Folsom (the “City”) provides certain solid waste, water, and sewer services to its residents and occupants; and

WHEREAS, Government Code sections 25831 and 38790.1, California Health and Safety Code sections 5473 *et seq.* and Chapters 3.20 and 13.12 of the Folsom Municipal Code authorize the City to have the delinquent charges for the above services (the “Charges”) collected on the tax roll by Sacramento County on the relevant parcels; and

WHEREAS, City staff has prepared a Delinquent Utilities Charge Report (the “Report”) identifying the delinquent charges by Assessor’s Parcel Number; and

WHEREAS, a hearing was held on July 28, 2020, at which the City Council reviewed and considered the Report and any protests related thereto, with prior notice of the hearing being provided as required by law;

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

1. Findings. In reviewing and considering the delinquent Charges and the Report, the City Council hereby makes the following findings:

a. Notice of the public hearing before the City Council was published in a newspaper of general circulation at least once a week for two consecutive weeks prior to the City Council public hearing, and notice was mailed at least ten (10) days prior to the hearing to each affected property owners at addresses as shown on the latest equalized assessment roll or as known to the City; and,

b. Notice of the public hearing before the City Council included the date, time, and place of the public hearing, the identity of the hearing body, and a general explanation of the matter to be considered; and,

c. Upon considering all objections and protests received at the time of the hearing on this matter, the City Council finds that protest by owners of a majority of the parcels of property described in the Report does not exist.

2. Confirming the Report. The City Council hereby approves, confirms, and adopts the Report, as directed, and attached hereto and incorporated herein by reference, and determines that the Charges are proper and correct. The City Council directs the Finance Director to make any amendments to the Report as were directed by the City Council and as necessary to remove

parcels from the Report for which payment has been made before transfer of the amounts to Sacramento County for collection on the tax roll, subject to the same penalties, procedure, and sale in case of delinquency as provided for those taxes.

3. Authorization. The City Council hereby authorizes and directs the Finance Department to deliver a certified copy of the finalized Report to the Sacramento County Department of Finance - Auditor Division and to submit a certified copy of this Resolution and Report to the County Recorder for recordation.

4. Services of Sacramento County. The Offices of the Sacramento County Department of Finance - Auditor Division is requested for the placement of the Charges on the Annual Secured property tax roll with the Ad Valorem taxes.

5. General Authorization. The City Manager, City Finance Director, City Clerk, City Attorney and the other officers and agents of the City are hereby authorized and directed, individually and collectively, to do any and all things and to execute, deliver, and perform any and all agreements and documents that they deem necessary or advisable in order to effectuate the purposes of this Resolution. All actions heretofore taken by the officers and agents of the City that are in conformity with the purposes and intent of this Resolution are hereby ratified, confirmed, and approved in all respects.

6. Effective Date. This resolution shall take effect immediately upon its passage.

PASSED AND ADOPTED this 28th day of July 2020, by the following roll-call vote:

AYES: Council Member(s):

NOES: Council Member(s):

ABSENT: Council Member(s):

ABSTAIN: Council Member(s):

Sarah Aquino, MAYOR

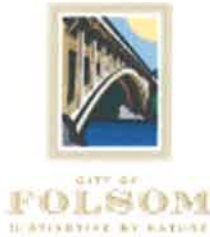
ATTEST:

Christa Freemantle, CITY CLERK

**City of Folsom Delinquent Utility Charges
as of 6/30/2020**

| | Parcel Number | | | | Amount |
|-----|---------------|-----|------|------------|--------|
| 071 | 0122 | 013 | 0000 | \$1,251.91 | |
| 071 | 0350 | 009 | 0000 | \$1,683.26 | |
| 071 | 0350 | 014 | 0000 | \$3,726.83 | |
| 071 | 0770 | 025 | 0000 | \$2,092.57 | |
| 071 | 0810 | 057 | 0000 | \$1,258.86 | |
| 071 | 1520 | 076 | 0000 | \$1,865.33 | |
| 071 | 1990 | 004 | 0000 | \$340.54 | |
| 072 | 0940 | 046 | 0000 | \$1,525.92 | |
| 072 | 1300 | 004 | 0000 | \$1,617.22 | |
| 072 | 1330 | 011 | 0000 | \$2,537.89 | |
| 072 | 2340 | 025 | 0000 | \$2,452.47 | |
| 072 | 2710 | 056 | 0000 | \$2,715.46 | |
| 227 | 0230 | 014 | 0000 | \$1,388.42 | |

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Folsom City Council Staff Report



| | |
|------------------------|--|
| MEETING DATE: | 7/28/2020 |
| AGENDA SECTION: | Public Hearing |
| SUBJECT: | <p>Final Engineers Report for Landscaping and Lighting Districts 2020-21</p> <p>Resolution No. 10498 – A Resolution Approving the Final Engineer’s Report for the following Landscaping and Lighting Districts for Fiscal Year 2020-21 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, 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</p> |
| FROM: | Parks and Recreation Department |

RECOMMENDATION / CITY COUNCIL ACTION

Staff recommends the City Council adopt Resolution No. 10498 – A Resolution Approving the Final Engineer’s Report for the following Landscaping and Lighting Districts for Fiscal Year 2020-21 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, 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.

BACKGROUND / ISSUE

On May 12, 2020, the City Council adopted Resolution No. 10434 – A Resolution Approving the Preliminary Engineer’s Report, Declaring the Intention to Continue to Levy and Collect Fiscal Year 2020-21 Annual Assessments in the City of Folsom Landscaping and Lighting Assessment Districts and setting the 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, Prospect Ridge, The Residences at American River Canyon, The Residences at American River Canyon II, Sierra Estates, Silverbrook, Steeplechase, Willow Creek Estates East, Willow Creek Estates East No. 2, Willow Creek Estates South, and Willow Springs. The Engineer’s Report for the City of Folsom Landscaping and Lighting (L&L) Districts addresses the annual assessment for each of the City’s 29 existing Landscaping and Lighting Districts.

As was the case in Fiscal Year 2019-20, Natoma Station-Union Square L&L will not be assessed for Fiscal Year 2020-21 since the Homeowners’ Association has elected to cover maintenance costs at this time. In addition, Silverbrook L&L is receiving a credit as was the case last year due to available funds in the fund balance.

POLICY / RULE

Pursuant to Streets and Highways Code Section 22586, an annual Engineer’s Report shall be filed with the City Clerk. The City Council is also required to adopt a resolution confirming the diagram and assessment pursuant to Section 22631 of the Streets and Highway Code.

ANALYSIS

The Preliminary Engineer’s Report approved by Resolution No. 10434 described the maintenance and servicing to be performed in the City’s 29 Landscaping and Lighting Districts for Fiscal Year 2020-21. The establishment of annual assessments for each of the L&L Districts requires a resolution confirming the diagram and assessment. The Engineer’s Report is in compliance with the Landscaping and Lighting Act of 1972; including but not limited to Sections 22565 et seq (preparing a report that complies with the article); and Sections 22660 and 22662 (regarding annual installments procedures/process).

Assessment to Properties

Assessments to properties within each district are the same as Fiscal Year 2019-20, except for two districts. Willow Creek Estates East No. 2, and Broadstone 4; both have assessment

reductions built into them that are effective this year and therefore will reduce their assessment rate as follows. Broadstone 4 has four zones, Zone A is going from \$130.39 to \$38.05, Zone B is going from \$124.20 to \$36.24, Zone C is going from \$122.40 to \$35.72 and Zone D is going from 120.08 to \$35.04. Willow Creek Estates No. 2 has three zones, Zone A is going from \$130.63 to \$97.58, Zone B is going from \$130.63 to \$97.58, and Zone C is going from \$120.08 to \$89.70. All these reductions are reflected in the attached assessment matrix in the Financial Impact section of this report. There are another nine districts that have escalators and are eligible for CPI increases that will not be utilized this year. Those districts are American River Canyon North No. 3, Blue Ravine Oaks No. 2, Cobble Ridge, Folsom Heights No.2, Natoma Valley, Prospect Ridge, The Residences, The Residences II, and Sierra Estates.

Installment Summary

The installment summaries describe short-term installments collected pursuant to Section 22660 of the Streets and Highways Code to meet the districts' future repair and replacement needs anticipated to occur within an approximate five-year time frame, as well as long-term installments collected to meet those future needs anticipated to occur within 5 to 30-year time frames.

Comparison to Last Year

District budgets for this upcoming year will continue focusing on improvements and restorations that enhance each district's commitment to water conservation, prolonging assets life, and drought tolerant landscape improvements. As such, some districts will be retrofitting centralizing irrigation controllers, changing out plant materials to water wise varieties, and converting over to LED streetlights. American River Canyon North will be having its waterfall's upper basin resealed this year in efforts to prevent water loss, create proper drainage, and prolong the life of the feature. Willow Creek Estates South will be having several of its broken and degraded entry monument signs replaced. Many of the City's districts are over 20 years old and do not have escalators built into their rates to track with cost of living increases and economic changes. As such, districts being monitored for future outreach regarding a new assessment overlay district are Briggs Ranch (31 years old), Natoma Station (30 years old), and Prairie Oaks (25 years old). The City started the first stages of outreach for an increase in Natoma Station and Prairie Oaks in the 2019-20 Fiscal Year and will continue in the 2020-21 Fiscal Year.

FINANCIAL IMPACT

Each Landscaping and Lighting District levies and collects funds to cover operating and maintenance costs. There is no fiscal impact to the City of Folsom General Fund. Below is a summary of the proposed assessments for FY 2020-21. There are twenty-seven (27) districts in which the assessments remain the same, two (2) districts with decreased assessments, and two (2) districts that are being removed from the tax roll (Union Square because it has an HOA that manages the landscape areas and Silverbrook because there is capacity in the fund balance).

| District | Annual Assessment per unit | Credit or increase* | Annual Net Assessment |
|--------------------------------------|----------------------------|-----------------------|-----------------------|
| American River Canyon North | \$102.94 | 0 | \$102.94 |
| American River Canyon North No. 2 | \$77.70 | 0 | \$77.70 |
| American River Canyon North No. 3 | \$269.86 | 0 | \$269.86 |
| Blue Ravine Oaks | \$218.60 | 0 | \$218.60 |
| Blue Ravine Oaks No. 2 | \$213.26 | 0 | \$213.26 |
| Briggs Ranch | \$122.28 | 0 | \$122.28 |
| Broadstone | \$164.99 | 0 | \$164.99 |
| Broadstone Unit No. 3 | \$28.07 | 0 | \$28.07 |
| Broadstone No. 4 | | | |
| • Zone A | \$130.39 | (\$92.34) | \$38.05 |
| • Zone B | \$124.20 | (\$87.96) | \$36.24 |
| • Zone C | \$122.40 | (\$86.68) | \$35.72 |
| • Zone D | \$120.08 | (\$85.04) | \$35.04 |
| Cobble Ridge | \$139.64 | 0 | \$139.64 |
| Cobble Hills Ridge II/Reflections II | \$113.14 | 0 | \$113.14 |
| Folsom Heights | \$70.88 | 0 | \$70.88 |
| Folsom Heights No. 2 | | | |
| • California Hills | \$196.42 | 0 | \$196.42 |
| • Folsom Heights No. 2 (Enclave) | \$208.38 | 0 | \$208.38 |
| Hannaford Cross | \$195.78 | 0 | \$195.78 |
| Lake Natoma Shores | \$183.58 | 0 | \$183.58 |
| Los Cerros | \$121.18 | 0 | \$121.18 |
| Natoma Station | | | |
| • Natoma Station | \$91.71 | 0 | \$91.71 |
| • Union Square | \$228.88 | (taking off tax roll) | \$0.00 |
| Natoma Valley | \$856.37 | 0 | \$856.37 |
| Prairie Oaks Ranch | \$213.60 | 0 | \$213.60 |
| Prospect Ridge | \$1,074.97 | 0 | \$1,074.97 |
| The Residences at ARC | | | |
| • The Residences at ARC | \$536.67 | 0 | \$536.67 |
| • The Residences at ARC II | \$1169.97 | 0 | \$1169.97 |
| Sierra Estates | \$363.68 | 0 | \$363.68 |
| Silverbrook | \$138.32 | (taking off tax roll) | 0.00 |
| Steeplechase | \$157.68 | 0 | \$157.68 |
| Willow Creek Estates East | \$80.40 | 0 | \$80.40 |
| Willow Creek Estates East No. 2 | | | |
| • Zone A | \$130.63 | (\$33.05) | \$97.58 |
| • Zone B | \$130.63 | (\$33.05) | \$97.58 |
| • Zone C | \$120.08 | (\$30.38) | \$89.70 |
| Willow Creek Estates South | \$109.88 | 0 | \$109.88 |

| | | | | |
|----------------|---------|---|---------|--|
| Willow Springs | \$28.14 | 0 | \$28.14 | |
| | | | | |

ENVIRONMENTAL REVIEW

N/A (This does not apply as there is no environmental review aspect to the engineer's report.)

ATTACHMENTS

1. Resolution No. 10498 – A Resolution Approving the Final Engineer's Report for the following Landscaping and Lighting Districts for Fiscal Year 2020-21 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, 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
2. Final Engineer's Report – The City of Folsom Landscaping and Lighting Districts, July 2020

Submitted,

Lorraine Poggione, Parks & Recreation Director

ATTACHMENT NO. 1

Resolution No. 10498

RESOLUTION NO. 10498

A RESOLUTION APPROVING THE FINAL ENGINEER'S REPORT, CONFIRMING THE DIAGRAMS AND ASSESSMENTS, AND ORDERING THE CONTINUED LEVYING OF ASSESSMENTS FOR MAINTENANCE AND SERVICING OF IMPROVEMENTS WITHIN THE CITY OF FOLSOM LANDSCAPING AND LIGHTING DISTRICTS FOR FISCAL YEAR 2020-21 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, PROSPECT RIDGE, THE RESIDENCES AT AMERICAN RIVER CANYON, THE RESIDENCES AT AMERICAN RIVER CANYON II, SIERRA ESTATES, SILVERBROOK, STEEPLECHASE, WILLOW CREEK ESTATES EAST, WILLOW CREEK ESTATES EAST NO. 2, WILLOW CREEK ESTATES SOUTH, AND WILLOW SPRINGS

WHEREAS, on May 12, 2020, the City Council adopted Resolution No. 10434, A Resolution Approving the Preliminary Engineer's Report, Declaring the Intention to Continue to Levy and Collect Fiscal Year 2020-21 Annual Assessments in the City of Folsom Landscaping and Lighting Assessment Districts 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, Prospect Ridge, The Residences at American River Canyon, The Residences at American River Canyon II, Sierra Estates, Silverbrook, Steeplechase, Willow Creek Estates East, Willow Creek Estates East No. 2, Willow Creek Estates South, and Willow Springs; and

WHEREAS, July 28, 2020 at 6:30 p.m. is the day and time set for hearing objections to the levying of said assessments as identified in Exhibit A attached to this resolution; and

WHEREAS, the Final Engineer's Report for the Assessment Districts has been made, filed with the City Clerk and considered by the City Council and is deemed sufficient and approved. The Final Engineer's Report shall stand as the Engineer's Report for all subsequent proceedings under and pursuant to this resolution, Section 22500, *et. seq.*, of the California Streets and Highways Code and Article XIID of the California Constitution.

NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF FOLSOM DOES HEREBY RESOLVE AS FOLLOWS:

The City Council finds that the Final Engineer’s Report for the Landscaping and Lighting Districts in full compliance with the Landscaping and Lighting Act of 1972 and, based on said Report, adopt and approve the following actions:

1. Approve as submitted, the Final Engineer’s Report filed with this City Clerk for the City of Folsom Landscaping and Lighting Districts for Fiscal Year 2020-21.
2. Confirm and approve the diagrams and assessments as set forth in the City of Folsom Landscaping and Lighting Districts Final Engineer’s Report for Fiscal Year 20-21
3. Continue to order the levy of assessments as set forth in the City of Folsom Landscaping and Lighting Districts Final Engineer’s Report for Fiscal Year 20-21.
4. Order the maintenance and servicing of improvements as set forth in the City of Folsom Landscaping and Lighting Districts Final Engineer’s Report for Fiscal Year 20-21.
5. Declare that the assessments set forth in the Final Engineer’s Report now constitute liens upon the lots or parcels of land described in said report.
6. Direct the City Clerk to file a certified copy of said diagrams and assessments with the Auditor of Sacramento County no later than the third Monday in August 2020.
7. Request that the Auditor of Sacramento County enter on the Sacramento County Assessment Roll the assessment for each lot or parcel of land in the amount indicated in the Final Engineer’s Report.

PASSED AND ADOPTED this 28th day of July 2020 by the following vote:

AYES: Council Members:
NOES: Council Members:
ABSENT: Council Members:
ABSTAIN: Council Members:

Sarah Aquino, MAYOR

ATTEST:

Christa Freemantle, CITY CLERK

Exhibit A

**RESOLUTION NO. 10498
CITY OF FOLSOM
LANDSCAING AND LIGHTING DISTRICTS
FISCAL YEAR 2020-21**

ANNUAL ASSESSMENTS

| District | Annual Assessment per unit | Credit or increase* | Annual Net Assessment |
|---|----------------------------------|------------------------|-----------------------------|
| American River Canyon North | \$102.94 | 0 | \$102.94 |
| American River Canyon North No. 2 | \$77.70 | 0 | \$77.70 |
| American River Canyon North No. 3 | \$269.86 | 0 | \$269.86 |
| Blue Ravine Oaks | \$218.60 | 0 | \$218.60 |
| Blue Ravine Oaks No. 2 | \$213.26 | 0 | \$213.26 |
| Briggs Ranch | \$122.28 | 0 | \$122.28 |
| Broadstone | \$164.99 | 0 | \$164.99 |
| Broadstone Unit No. 3 | \$28.07 | 0 | \$28.07 |
| Broadstone No. 4 | | | |
| • Zone A | \$130.39 | (\$92.34) | \$38.05 |
| • Zone B | \$124.20 | (\$87.96) | \$36.24 |
| • Zone C | \$122.40 | (\$86.68) | \$35.72 |
| • Zone D | \$120.08 | (\$85.04) | \$35.04 |
| Cobble Ridge | \$139.64 | 0 | \$139.64 |
| Cobble Hills Ridge II/Reflections II | \$113.14 | 0 | \$113.14 |
| Folsom Heights | \$70.88 | 0 | \$70.88 |
| Folsom Heights No. 2 | | | |
| • California Hills | \$196.42 | 0 | \$196.42 |
| • Folsom Heights No. 2 (Enclave) | \$208.38 | 0 | \$208.38 |
| Hannaford Cross | \$195.78 | 0 | \$195.78 |
| Lake Natoma Shores | \$183.58 | 0 | \$183.58 |
| Los Cerros | \$121.18 | 0 | \$121.18 |
| Natoma Station | | | |
| • Natoma Station | \$91.71 | 0 | \$91.71 |
| • Union Square | \$228.88 | (taking off tax roll) | \$0.00 |
| Natoma Valley | \$856.37 | 0 | \$856.37 |
| Prairie Oaks Ranch | \$213.60 | 0 | \$213.60 |
| Prospect Ridge | \$1,074.97 | 0 | \$1,074.97 |
| The Residences at ARC | | | |
| • The Residences at ARC | \$536.67 | 0 | \$536.67 |
| • The Residences at ARC II | \$1169.97 | 0 | \$1169.97 |

| | | | |
|---------------------------------|----------|-----------------------|----------|
| Sierra Estates | \$363.68 | 0 | \$363.68 |
| Silverbrook | \$138.32 | (taking off tax roll) | 0.00 |
| Steeplechase | \$157.68 | 0 | \$157.68 |
| Willow Creek Estates East | \$80.40 | 0 | \$80.40 |
| Willow Creek Estates East No. 2 | | | |
| • Zone A | \$130.63 | (\$33.05) | \$97.58 |
| • Zone B | \$130.63 | (\$33.05) | \$97.58 |
| • Zone C | \$120.08 | (\$30.38) | \$89.70 |
| Willow Creek Estates South | \$109.88 | 0 | \$109.88 |
| Willow Springs | \$28.14 | 0 | \$28.14 |
| | | | |

ATTACHMENT NO. 2

Final Engineer's Report

CITY OF FOLSOM

AMERICAN RIVER CANYON NORTH
AMERICAN RIVER CANYON NORTH 2
AMERICAN RIVER CANYON NORTH 3
BLUE RAVINE OAKS
BLUE RAVINE OAKS No. 2
BRIGGS RANCH
BROADSTONE
BROADSTONE UNIT NO.3
BROADSTONE No. 4
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
PROSPECT RIDGE
THE RESIDENCES AT AMERICAN RIVER
CANYON
THE RESIDENCES AT AMERICAN RIVER
CANYON II SIERRA ESTATES
SILVERBROOK
STEEPLECHASE
WILLOW CREEK ESTATES EAST
WILLOW CREEK ESTATES EAST No 2
WILLOW CREEK ESTATES SOUTH
WILLOW SPRINGS

LANDSCAPING AND LIGHTING DISTRICTS

FINAL ENGINEER'S REPORT

JULY 2020

PURSUANT TO THE LANDSCAPING AND LIGHTING ACT OF 1972 AND
ARTICLE XIID OF THE CALIFORNIA CONSTITUTION

ENGINEER OF WORK:

SCIConsultingGroup

4745 MANGELS BOULEVARD

FAIRFIELD, CALIFORNIA 94534

PHONE 707.430.4300

FAX 707.430.4319

WWW.SCI-CG.COM

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CITY OF FOLSOM

CITY COUNCIL

Sarah Aquino, Mayor
Ernie Sheldon, Vice Mayor
Roger Gaylord, Member
Kerri Howell, Member
Mike Koslowski, Member

CITY MANAGER

Elaine Andersen, City Manager

CITY ATTORNEY

Steve Wang, City Attorney

FOLSOM PARKS & RECREATION DIRECTOR

Lorraine Poggione

MUNICIPAL LANDSCAPE SERVICES MANAGER

Zachary Perras

ENGINEER OF WORK

SCI Consulting Group

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INTRODUCTION

OVERVIEW

The City of Folsom Landscaping and Lighting Districts (the "Districts") provide funding for the installation, maintenance and servicing of landscaping, sidewalks, fences, walls, parks, open space, signage, soundwalls, street lighting, and other public improvements in the City of Folsom. Twenty-nine such districts exist as follows:

The 29 City of Folsom Landscaping and Lighting Districts are:

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 Unit No.3
 Broadstone No. 4
 Cobble Ridge
 Cobble Hills Ridge II/Reflections II
 Folsom Heights
 Folsom Heights No. 2
 Hannaford Cross
 Lake Natoma Shores
 Los Cerros
 Natoma Station (Including Union Square Annexation)
 Natoma Valley (Formerly Lakeridge Estates)
 Prairie Oaks Ranch
 Prospect Ridge
 Sierra Estates
 Silverbrook
 The Residences at American River Canyon
 The Residences at American River Canyon II
 Steeplechase
 Willow Creek Estates East
 Willow Creek Estates East No. 2
 Willow Creek Estates South
 Willow Springs

These assessments were established in previous fiscal years. In each subsequent year for which the assessments will be continued, the City Council ("Council") must direct the preparation of an Engineer's Report, budgets and proposed assessments for the upcoming fiscal year. The Engineer's Report also identifies future planned projects. After the

Engineer's Report is completed, the Council may preliminarily approve the Engineer's Report and proposed assessments and establish the date for a public hearing on the continuation of the assessments. This Engineer's Report ("Report") was prepared pursuant to the direction of the Council.

This Report was prepared to establish the budget for the improvements that would be funded by the proposed 2020-21 assessments and to define the benefits received from the improvements by property within the Districts and the method of assessment apportionment to lots and parcels. This Report and the proposed assessments have been made pursuant to the Landscaping and Lighting Act of 1972, Part 2 of Division 15 of the California Streets and Highways Code (the "Act") and Article XIID of the California Constitution (the "Article").

If the Council approves this Engineer's Report and the proposed assessments by resolution, a notice of the proposed assessment levies must be published in a local paper at least 10 days prior to the date of the public hearing. The resolution preliminarily approving the Engineer's Report and establishing the date for a public hearing typically directs that this notice be published.

Following the minimum 10-day time period after publishing the notice, a public hearing is held for the purpose of allowing public testimony about the proposed continuation of the assessments. This hearing is currently scheduled for July 14, 2020. At this hearing, the Council would consider approval of a resolution confirming the assessments for fiscal year 2020-21. If so confirmed and approved, the assessments would be submitted to the County Auditor/Controller for inclusion on the property tax rolls for Fiscal Year 2020-21.

Included is a separate but integral tool: the City of Folsom Landscaping and Lighting District Improvement Plan ("Improvement Plan"). It is a separate planning document that identifies the type of upcoming improvement (e.g. re-landscaping a corridor or painting a wall); the estimated cost; any installments required for short-term (less than five years) and/or long term (not greater than 30 years) improvements, and the approximate schedule for completion of the improvement. The City intends to continually update and revise the Improvement Plan throughout each year to reflect the current status of improvement projects, budget updates and/or changes in priorities.

The concept of the Improvement Plan arose from the City's commitment to comply with the requirements of the Act as well as produce a valuable instrument that enables the City to schedule, prioritize, and plan for needed maintenance and servicing improvements in the districts. It also serves as a user-friendly means for members of the public to review and understand the use of the assessment revenues generated from each district.

LEGAL ANALYSIS

SILICON VALLEY TAXPAYERS ASSOCIATION, INC. V SANTA CLARA COUNTY OPEN SPACE AUTHORITY

In July of 2008, the California Supreme Court issued its ruling on the Silicon Valley Taxpayers Association, Inc. v. Santa Clara County Open Space Authority ("SVTA vs. SCCOSA"). This ruling is the most significant court case in further legally clarifying the substantive assessment requirements of Proposition 218 which was approved by California voters in 1996. Several of the most important elements of the ruling included further emphasis that:

- Benefit assessments are for special, not general, benefit
- The services and/or improvements funded by assessments must be clearly defined
- Special benefits are directly received by and provide a direct advantage to property in each district

This Engineer's Report is consistent with the SVTA vs. SCCOSA decision and with the requirements of Article XIII C and XIII D of the California Constitution based on the following factors:

1. Most of the Districts were formed prior to the passage of Proposition 218 and/or with unanimous approval of property owners. Although these assessments are consistent with Proposition 218, the California judiciary has generally referred to pre-Proposition 218 assessments as "grandfathered assessments" and held them to a different standard than post Proposition 218 assessments.
2. The Districts are narrowly drawn to only include the specially benefiting parcels, and the assessment revenue derived from real property in each District is expended only on specifically identified improvements and/or maintenance and servicing of those improvements in that District that confer special benefits to property in that District.
3. The use of unique and narrowly drawn Districts ensures that the improvements constructed and maintained with assessment proceeds are located in close proximity to the real property subject to the assessment, and that such improvements provide direct and special benefit to the property in that District.
4. Due to their proximity to the assessed parcels, the improvements and maintenance thereof financed with assessment revenues in the District provide a direct advantage to properties in that District, and the benefits conferred on such property in each District are more extensive and direct than a general increase in property values.
5. The assessments paid in each District are proportional to the special benefit that each parcel within that District receives from such improvements and the maintenance thereof because:
 - a. The specific improvements and maintenance and utility costs thereof in each District and their respective costs are specified in this Engineer's Report; and

- b. Such improvement and maintenance costs in each District are allocated among different types of property located within each District, and equally among those properties which have similar characteristics and receive similar special benefits.

Therefore, given the factors highlighted above, this Engineer's Report is consistent with the SVTA vs. SCCOSA decision and with the requirements of Article XIIC & XIID of the California Constitution.

DAHMS V. DOWNTOWN POMONA PROPERTY

On June 8, 2009, the 4th District Court of Appeal upheld a benefit assessment for property in the downtown area of the City of Pomona. On July 22, 2009, the California Supreme Court denied review. In Dahms the court upheld an assessment that was 100% special benefit (i.e. 0% general benefit) on the rationale that the services and improvements funded by the assessments were directly provided to property in the assessment district. The Court also upheld discounts and exemptions from the assessment for certain properties.

BONANDER V. TOWN OF TIBURON

On December 31, 2009, the 1st District Court of Appeal overturned a benefit assessment approved by property owners to pay for placing overhead utility lines underground in an area of the Town of Tiburon. The Court invalidated the assessments on the grounds that the assessments had been apportioned to assessed property based in part on relative costs within sub-areas of the assessment district instead of proportional special benefits.

BEUTZ V. COUNTY OF RIVERSIDE

On May 26, 2010 the 4th District Court of Appeals issued a decision on the Steven Beutz v. County of Riverside ("Beutz") appeal. This decision overturned an assessment for park maintenance in Wildomar, California, primarily because the general benefit associated with improvements and services were not explicitly calculated and quantified and separated from the special benefits.

GOLDEN HILL NEIGHBORHOOD ASSOCIATION V. CITY OF SAN DIEGO

On September 22, 2011, the San Diego Court of Appeal issued a decision on the Golden Hill Neighborhood Association V. City of San Diego appeal. This decision overturned an assessment for street and landscaping maintenance in the Greater Golden Hill neighborhood of San Diego, California. The court described two primary reasons for its decision. First, like in Beutz, the court found the general benefits associated with services were not explicitly calculated, quantified and separated from the special benefits. Second, the court found that the City had failed to record the basis for the assessment on its own parcels.

COMPLIANCE WITH CURRENT LAW

This Engineer's Report is consistent with the requirements of Article XIIC and XIID of the California Constitution and with the SVTA decision because the Improvements to be funded are clearly defined; the Improvements are directly available to and will directly benefit property in the Assessment Districts; and the Improvements provide a direct advantage to property in each of the Assessment Districts that would not be received in absence of the Assessments.

This Engineer's Report is consistent with *Beutz, Dahms and Greater Golden Hill* because the Improvements will directly benefit property in each of the Assessment Districts and the general benefits have been explicitly calculated and quantified and excluded from the Assessments. The Engineer's Report is consistent with *Bonander* because the Assessments have been apportioned based on the overall cost of the Improvements and proportional special benefit to each property.

IMPACT OF RECENT PROPOSITION 218 DECISIONS

This Engineer's Report is consistent with the SVTA vs. SCCOSA, Dahms, Bonander – Beutz and Greater Golden Hill decisions and with the requirements of Article XIIC and XIID of the California Constitution based on the following factors:

1. The assessment revenue derived from real property in each assessment District within the City of Folsom is extended only on specific landscaping and other improvements and/or maintenance and servicing of those improvements in that assessment district
2. The use of various assessment districts ensures that the landscaping and other improvements constructed and maintained with assessment proceeds are located in close proximity to the real property subject to the assessment, and that such improvements provide a direct advantage to the property in the assessment district.
3. Due to their proximity to the assessed parcels, the improvements and maintenance thereof financed with assessment revenues in each assessment district benefits the properties in that assessment district in a manner different in kind from the benefit that other parcels of real property in the City of Folsom derive from such improvements, and the benefits conferred on such property in each assessment district are more extensive and direct than a general increase in property values.
4. The assessments paid in each assessment district are proportional to the special benefit that each parcel within that assessment district receives from such improvements and the maintenance thereof because:
 - a. The specific landscaping and other improvements and maintenance and utility costs thereof in each assessment district and the costs thereof are specified in this Engineer's Report; and
 - b. Such improvement and maintenance costs in each assessment district are allocated among different types of property located within each

assessment district, and equally among those properties which have similar characteristics and receive similar special benefits.

There have been a number of clarifications made to the analysis, findings and supporting text in this Report to ensure that this consistency is well communicated.

PLANS & SPECIFICATION

The work and improvements proposed to be undertaken by the City of Folsom Landscaping and Lighting Districts (the "Districts") and the cost thereof paid from the continuation of the annual assessment provide special benefit to parcels within the Districts defined in the Method of Assessment herein. Consistent with the Landscaping and Lighting Act of 1972, (the "Act") the work and improvements (the "Improvements") are generally described as follows:

Within these districts, the existing and proposed improvements are generally described as the installation, maintenance and servicing of turf, ground cover, shrubs and trees, irrigation systems, drainage systems, street lighting, fencing, soundwalls, sidewalks, monuments, statuary, fountains, water quality ponds, park facilities, open space, bike trails, walkways, drainage swales and other ornamental structures and facilities, entry signage, street pavers, art work, and monuments and all necessary appurtenances, and labor, materials, supplies, utilities and equipment, as applicable, for property owned or maintained by the City of Folsom. Any plans and specifications for these improvements have been filed with the City of Folsom and are incorporated herein by reference.

"Maintain" or "maintenance" means the furnishing of services and materials for the ordinary and usual maintenance, operation, and servicing of any improvement, including:

(a) Repair, removal, or replacement of all or any part of any improvement.

(b) Providing for the life, growth, health, and beauty of landscaping, including cultivation, irrigation, trimming, spraying, fertilizing, or treating for disease or injury.

(c) The removal of trimmings, rubbish, debris, and other solid waste.

(d) The cleaning, sandblasting, and painting of walls and other improvements to remove or cover graffiti.

"Service" or "servicing" means the furnishing of:

(a) Electric current or energy, gas, or other illuminating agent for any public lighting facilities or for the lighting or operation of any other improvements.

(b) Water for the irrigation of any landscaping, the operation of any fountains, or the maintenance of any other improvements.

The assessment proceeds from each District will be exclusively used for Improvements within that District plus Incidental expenses. Reference is made to the Estimate of Cost and Budget, Appendix A and to the additional plans and specifications, including specific expenditure and improvement plans by District, which are on file with the City.

ESTIMATE OF COST AND BUDGET

DESCRIPTION OF IMPROVEMENTS

Following are descriptions of improvements for the various City of Folsom Landscaping and Lighting Districts.

AMERICAN RIVER CANYON NORTH

- Maintenance of lawns and trees within landscape medians and corridors.
- Purchase of irrigation water from San Juan Suburban Water District.
- Maintenance of Irrigation system, entry fountain, plantings, sidewalks and streetlights.
- Purchase of electric power.
- Maintenance of street lighting fixtures.

Planned Improvement Projects for 2020-21:

- Waterfall upper basin rehab.

Future Improvement Projects:

- No planned projects.

AMERICAN RIVER CANYON NORTH NO. 2

- Purchase of electric power.
- Maintenance of street lighting fixtures.

Planned Improvement Projects for 2020-21:

- LED change-out.

Future Improvement Projects:

- Paint and replace streetlight poles.

AMERICAN RIVER CANYON NORTH NO. 3

- Purchase of electric power.
- Purchase of irrigation water from San Juan Suburban Water District.
- Maintenance of landscaping, lighting, signs, sidewalk and walls, waterfalls, including turf, ground cover, shrubs and trees, irrigation systems, drainage systems, street lighting, walls, signs.

Planned Improvement Projects for 2020-21:

- Irrigation controller upgrade.
- Tree and Landscape Improvements.

Future Improvement Projects:

- Tree and Landscape Improvements (or replacements).

- Signage replacement.
- Baldwin Dam path repair.
- Landscape/Irrigation removal and replacement – Mystic Hills, ARC Drive/Canyon Falls.
- Main Walking Trail – landscaping, irrigation, step areas
- Waterfall –rock repair.

BLUE RAVINE OAKS

- Maintenance of lawns and trees within landscape medians and corridors.
- Purchase of irrigation water from City of Folsom.
- Maintenance of irrigation system, plantings, sidewalks, fences, walls and streetlights.
- Purchase of electric power.
- Maintenance of street lighting fixtures.

Planned Improvement Projects for 2020-21:

- No planned projects.

Future Improvement Projects:

- No planned projects.

BLUE RAVINE OAKS No. 2

- Maintenance of lawns and trees within landscape medians and corridors.
- Purchase of irrigation water from City of Folsom.
- Maintenance of irrigation system, plantings, sidewalks, fences, walls and streetlights.
- Purchase of electric power.
- Maintenance of street lighting fixtures.

Planned Improvement Projects for 2020-21:

- Riley fence replacement.

Future Improvement Projects:

- Riley Street Fence/Replacement.
- Tree removal/replacement.
- Blue Ravine Wall repair.
- Signage improvement/replacement.

BRIGGS RANCH

- Maintenance of lawns and trees within landscape medians and corridors.
- Purchase of irrigation water from City of Folsom.
- Maintenance of irrigation system, plantings, sidewalks, walls, fences, open space area, signage and streetlights.
- Purchase of electric power.

- Maintenance of street lighting fixtures.

Planned Improvement Projects for 2020-21:

- No planned projects.

Future Improvement Projects:

- Fence/Wall repair/replacement (Blue Ravine/E Natoma)
- Signage improvement/replacement.
- Tree and Landscape Improvements (or replacements).
- Irrigation upgrades/replacement (3 controllers).
- Shrub and tree upgrades – Blue Ravine/E. Natoma.
- Bollard repair/replacement.
- Pet station repair/replacement.
- Landscape lighting upgrades/replacement.

BROADSTONE

- Maintenance of lawns and trees within landscape medians and corridors.
- Purchase of irrigation water from City of Folsom.
- Maintenance of irrigation system, plantings, sidewalks, sound walls, water quality ponds and streetlights.
- Purchase of electric power.
- Maintenance of street lighting fixtures.

Planned Improvement Projects for 2020-21:

- No planned projects.

Future Improvement Projects:

- Repair irrigation/replace shrubs – Iron Point median, Rathbone, Knofler, other interior areas. Signage improvement/replacement.
- Tree and Landscape Improvements (or replacements).
- Irrigation repair/retrofit.
- Bollard repair/replacement.
- Pet station repair/replacement.
- Street lights fixture replacement.
- Signage improvement/replacement.
- Turf removal/irrigation retrofit.
- Landscape light maintenance.
- Shrub replacement (throughout District).

BROADSTONE UNIT NO. 3

- No planned projects.

Planned Improvement Projects for 2020-21:

- LED retrofit (partial).

Future Improvement Projects:

- Paint streetlight poles.

BROADSTONE NO. 4

- Maintenance of lawns and trees within landscape medians and corridors.
- Purchase of irrigation water from City of Folsom.
- Maintenance of irrigation system, plantings, sidewalks, sound walls, water quality ponds and streetlights.
- Purchase of electric power.
- Maintenance of street lighting fixtures.

Planned Improvement Projects for 2020-21:

- Streetscape median.

Future Improvement Projects:

- No planned projects.

COBBLE HILLS RIDGE II/REFLECTIONS II

- Maintenance of lawns and trees within landscape medians and corridors.
- Purchase of irrigation water from the City of Folsom.
- Maintenance of Irrigation system, plantings, sidewalks, soundwalls, signage, parks, park facilities, open space and streetlights.
- Purchase of Electric Power from SMUD.
- Maintenance of public lighting fixtures.

Planned Improvement Projects for 2020-21:

- Fence replacement.

Future Improvement Projects:

- Soundwall/fence replacement/repair/painting.
- Signage improvement/replacement.
- Tree and Landscape Improvements (or replacements).
- Shrub replacement – Sibley/Corner, Glenn/Oxborough.
- Mini Park and Path – turf and shrub repair/replacement

COBBLE RIDGE

- Maintenance of shrubs and trees within landscape medians and corridors.
- Purchase of irrigation water from the City of Folsom.
- Maintenance of irrigation system, plantings, open space areas, soundwalls, sidewalks and streetlights.
- Purchase of electric power.
- Maintenance of street lighting fixtures.

Planned Improvement Projects for 2020-21:

- Tree work in cul-de-sac.

Future Improvement Projects:

- Paint/replace fence/tabular fence.
- Fence repair/replacement.
- Shrub, bark, DG replacement.
- Tree and Landscape Improvements (or replacements).
- Tree work in Cul de Sac.

FOLSOM HEIGHTS

- Maintenance of shrubs and trees within landscape medians and corridors, corridors, bike trails, walkways, and open space areas.
- Purchase of irrigation water from the City of Folsom.
- Maintenance of irrigation system, plantings, fences, walls, sidewalks and streetlights.
- Purchase of Electric Power.
- Maintenance of street lighting fixtures.

Planned Improvement Projects for 2020-21:

- Tree care in open space.

Future Improvement Projects:

- Bike path repair.
- Wall paint/repair.
- Open Space management/tree removal.
- Tree and Landscape Improvements (or replacements).

FOLSOM HEIGHTS NO. 2

- Maintenance of lawns and trees within landscape medians and corridors, corridors, bike trails, walkways, and open space areas.
- Purchase of irrigation water from the City of Folsom.
- Maintenance of irrigation system, plantings, fences, walls, sidewalks and streetlights.
- Purchase of Electric Power.
- Maintenance of street lighting fixtures.

Planned Improvement Projects for 2020-21:

- Tree Care & Ladder Fuel in Open Space.

Future Improvement Projects (if funded with new District):

- Glenn wall repair.
- Tree and landscape improvements (Vierra Cir)
- New landscape (Glenn)

HANNAFORD CROSS

- Maintenance of lawns and trees within landscape medians and corridors.
- Purchase of irrigation water and electric power for the two mini parks in a 70%/30%: City/District contribution. (based on maintenance assignments)
- Maintenance of Irrigation system, bike trails, walkways, fences, walls, drainage swale, plantings, sidewalks and streetlights.
- Purchase of electric power.
- Maintenance of street lighting fixtures.

Planned Improvement Projects for 2020-21:

- Fence along Lakeside.

Future Improvement Projects:

- Fence repair/replacement – Lakeside Dr.
- Landscape/irrigation – Lakeside Dr.
- Tree and Landscape Improvements (or replacements).
- Entry and trellis – Inwood replanting.

LAKE NATOMA SHORES

- Maintenance of lawns and trees within landscape medians and corridors.
- Maintenance of Irrigation system, soundwalls, signage, street pavers, plantings, sidewalks and streetlights.
- Purchase of Irrigation water from the City of Folsom.
- Purchase of electric power.
- Maintenance of street lighting fixtures.

Planned Improvement Projects for 2020-21:

- Relandscape Forrest Street/Muerer relandscape.

Future Improvement Projects:

- Signage improvement/replacement.
- Turf repair/irrigation upgrades
- Tree and Landscape Improvements (or replacements).

LOS CERROS

- Maintenance of landscape medians and corridors.
- Purchase of irrigation water from the City of Folsom.
- Maintenance of Irrigation system, walls, plantings, sidewalks and streetlights.
- Purchase of electric power.
- Maintenance of street lighting fixtures.

Planned Improvement Projects for 2020-21:

- Irrigation upgrade.
- LED light retrofit.

Future Improvement Projects:

- Open Space parcels management.
- Wall Paint/Repair.
- Landscape light repair/maintain.
- Tree and Landscape Improvements (or replacements).
- Tree/shrub replacement – Riley Street.
- Signage improvement/replacement.
- Cruickshank/Woodsmoke plant/bark.
- Median Island plant replacement.

NATOMA STATION

- Maintenance of Irrigation system, walls, signage, art work, open space areas, parks, plantings and streetlights.
- Purchase of irrigation water from the City of Folsom.
- Purchase of electric power.
- Maintenance of street lighting fixtures.

Planned Improvement Projects for 2020-21:

- No planned projects.

Future Improvement Projects:

- Shrub/tree replacement Blue Ravine/Turnpike/Iron Point
- Tree and Landscape Improvements (or replacements).
- Sidewalk repair.
- Paver repairs/replacements.
- Mini Park replanting/bark.
- Wetland area maintenance.
- Sign repair/replacement.
- Wall repair/painting.
- Irrigation upgrades (water conservation)

NATOMA STATION-UNION SQUARE

Note: Union Square which is a Benefit zone of Natoma Station will be providing its own landscaping and lighting maintenance via an existing homeowner's association and servicing for 2020-21.

NATOMA VALLEY

- Installation, maintenance and servicing of turf, ground cover, shrubs and trees, irrigation systems, drainage systems, street lighting, soundwalls, retaining walls, fencing and all necessary appurtenances, and labor, materials, supplies, utilities and equipment

Planned Improvement Projects for 2020-21:

- LED retrofit.

Future Improvement Projects:

- Wall repair/replacement.

PROSPECT RIDGE

- Maintenance of Irrigation system, walls, signage, open space areas, parks, plantings and streetlights.
- Purchase of irrigation water from the City of Folsom.
- Purchase of electric power.
- Maintenance of street lighting fixtures.
- Maintenance of landscape corridors.

Planned Improvement Projects for 2020-21:

- No planned projects.

Future Improvement Projects:

- No planned projects.

PRAIRIE OAKS RANCH

- Maintenance and servicing of lawns and trees within landscape medians and corridors.
- Purchase of irrigation water from the City of Folsom.
- Maintenance of Irrigation system, walls, signage, fences, open space areas, trellises, and streetlights along Grover Road, Russi Road, Willard Drive, Stewart Street and the interior public roadways within the subdivisions.
- Purchase of electric power.
- Maintenance of street lighting fixtures.

Planned Improvement Projects for 2020-21:

- No planned projects.

Future Improvement Projects:

- Fence/Wall paint/repair/replace.
- Riley Street landscaping.
- Sign Repair/Replacement.
- Replace Landscaping – Grover/Russi/Iron Point/Blue Ravine
- Tree and Landscape Improvements (or replacements).
- Open Space Weed Maintenance Abatement.

SIERRA ESTATES

- Maintenance of landscaping, lighting and soundwalls along Rowland Court, Dolan Court and Riley Street including turf, ground cover, shrubs and trees, irrigation systems, drainage systems, street lighting, fencing, soundwalls, monuments,

statuary, fountains, and other ornamental structures and facilities, entry monuments and all necessary appurtenances

- Purchase of water from the City of Folsom
- Purchase of electric power.
- Maintenance of street lighting fixtures.

Planned Improvement Projects for 2020-21:

- Streetlight retrofit.

Future Improvement Projects:

- Tree and Landscape Improvements (or replacements).
- Signage improvement/replacement.
- Shrubs and irrigation replacements.

SILVERBROOK

- Note: Silverbrook will not be levied for fiscal year 2020-21, due to a surplus in revenue.
- Maintenance of lawns and trees within landscape median.
- Purchase of irrigation water from City of Folsom.
- Maintenance of Irrigation system, entry median, plantings, sidewalks and streetlights.
- Purchase of electric power.
- Maintenance of street lighting fixtures.

Planned Improvement Projects for 2020-21:

- LED Streetlight Retrofit.

Future Improvement Projects:

- Relandscape median.

STEEPLECHASE

- Maintenance of lawns and trees within landscape medians and corridors.
- Purchase of irrigation water from the City of Folsom.
- Maintenance of Irrigation system, plantings, sidewalks and streetlights.
- Purchase of electric power.
- Maintenance of street lighting fixtures.

Planned Improvement Projects for 2020-21:

- No planned projects.

Future Improvement Projects:

- Riley Street fence replacement.
- Park fence replacement
- Signage improvement/replacement.
- Tree and Landscape Improvements (or replacements).

- Renovation of turf in mini-park.
- Repair and/or replace bollards.
- Landscape replacement along Riley Street.
- Landscape median and park.
- Remove roots in park/replace turf.

THE RESIDENCES AT AMERICAN RIVER CANYON

- Maintenance landscaping, lighting and soundwalls along American River Canyon Drive and Oak Avenue including turf, ground cover, shrubs and trees, irrigation systems, drainage systems, street lighting, sound-walls, and all necessary appurtenances.
- Purchase of water from San Juan Water District.
- Purchase of electric power.
- Maintenance of street lighting fixtures.

Planned Improvement Projects for 2020-21:

- Landscape replacement.

Future Improvement Projects:

- Landscape and irrigation repairs and replacements.
- Wall repair/replacement.
- Drainage Swale repair.

THE RESIDENCES AT AMERICAN RIVER CANYON II

- Installation, maintenance and servicing of turf, ground cover, shrubs, and trees, irrigation systems, drainage systems, street lighting, walls, signage and all necessary appurtenances, and labor, materials, supplies, utilities, and equipment

Planned Improvement Projects for 2020-21:

- Landscape replacement.

Future Improvement Projects:

- Landscape and irrigation repairs and replacements.
- Wall repair/replacement.
- Drainage Swale repair.

WILLOW CREEK ESTATES EAST

- Maintenance of lawns and trees within landscape medians and corridors.
- Purchase of irrigation water from the City of Folsom.
- Maintenance of irrigation system, walls, plantings, sidewalks and streetlights, as well as weed abatement.
- Purchase of electric power.
- Maintenance of street lighting fixtures.

Planned Improvement Projects for 2020-21:

- No planned projects.

Future Improvement Projects: (if funding available)

- Planting Removal/Replacement.
- Signage improvement/replacement.
- Tree and Landscape Improvements (or replacements).
- Irrigation repairs/upgrades.
- Landscape/irrigation replacement – Oak Ave median/Blue Ravine.

WILLOW CREEK ESTATES EAST NO. 2

- Maintenance of irrigation system, walls, plantings, sidewalks and streetlights, as well as weed abatement.
- Purchase of irrigation water from the City of Folsom.
- Purchase of electric power.
- Maintenance of street lighting fixtures.
- Maintenance of lawns and trees within landscape medians and corridors.

Planned Improvement Projects for 2020-21:

- Frontage landscape along Blue Ravine.
- Monument signs.

Future Improvement Projects:

- Landscape & Irrigation retrofit along Blue Ravine & Oak Ave.

WILLOW CREEK ESTATES SOUTH

- Purchase of irrigation water from the City of Folsom.
- Maintenance of Irrigation system, walls, entry signage, drainage way, parks, sidewalks and streetlights, as well as weed abatement.
- Purchase of electric power.
- Maintenance of street lighting fixtures.

Planned Improvement Projects for 2020-21:

- Sign retrofit/replacement.

Future Improvement Projects:

- Wall Paint/Power Wash.
- Entry signage retrofit/replacement.
- Prewett tree open space.
- Street paver replacement.
- Oak Avenue - shrub retrofit.
- Tree and Landscape Improvements (or replacements)
- Silberhorn relandscaping.
- Turf removal/irrigation upgrades.

WILLOW SPRINGS

- Purchase of electric power.
- Maintenance of street lighting fixtures.

Planned Improvement Projects for 2020-21:

- LED streetlights & retrofit.

Future Improvement Projects:

- Paint/repair Lamp Posts.

BUDGETS

Below is a summary of the Budgets for the various districts. Refer to Appendix A - Budgets, for detailed budgets for each district.

| District | Improvement Costs | Incidental Costs | Total Improvement Costs | Current Projects | Benefit Units (SFEs) | Rate | Total Assessment |
|------------------------------------|-----------------------|---------------------|----------------------------|---------------------|-------------------------|--------------|-----------------------|
| American River Canyon North | \$127,800.00 | \$2,748.54 | \$130,548.54 | \$55,000.00 | 1,022 | \$102.94 | \$105,204.68 |
| American River Canyon North 2 | \$15,781.00 | \$380.40 | \$16,161.40 | \$10,000.00 | 160 | \$77.70 | \$12,432.00 |
| American River Canyon North 3 | \$158,883.00 | \$541.36 | \$159,424.36 | \$61,000.00 | 918 | \$269.86 * | \$247,612.74 |
| Blue Ravine Oaks | \$20,275.00 | \$5,347.35 | \$25,622.35 | \$0.00 | 165 | \$218.60 | \$36,089.00 |
| Blue Ravine Oaks No. 2 | \$66,758.00 | \$4,320.35 | \$71,078.35 | \$40,000.00 | 165 | \$213.26 | \$35,187.90 |
| Briggs Ranch | \$84,074.00 | \$18,668.41 | \$102,742.41 | \$0.00 | 660 | \$122.28 | \$80,706.02 |
| Broadstone | \$130,000.00 | \$64,976.03 | \$194,976.03 | \$0.00 | 2,351 | \$164.99 | \$387,873.34 |
| Broadstone Unit No.3 | \$35,000.00 | \$1,444.38 | \$36,444.38 | \$25,000.00 | 741 | \$28.07 * | \$20,798.47 |
| Broadstone No. 4 | \$275,776.00 | \$19,751.00 | \$295,527.00 | \$30,000.00 | 2,371 | \$38.05 * | \$90,209.62 |
| Cobble Hills III/Reflections II | \$97,726.00 | \$14,639.51 | \$112,365.51 | \$10,000.00 | 389 | \$113.14 | \$44,011.46 |
| Cobble Ridge | \$20,156.00 | \$6,050.82 | \$26,206.82 | \$5,000.00 | 98 | \$144.26 * | \$14,137.48 |
| Folsom Heights | \$14,800.00 | \$5,025.72 | \$19,825.72 | \$3,000.00 | 308 | \$70.88 | \$21,831.04 |
| Folsom Heights No. 2 | \$47,394.00 | \$5,211.00 | \$52,605.00 | \$25,000.00 | 306 | \$208.38 | \$63,660.09 |
| Hannaford Cross | \$33,586.00 | \$8,457.77 | \$42,043.77 | \$10,000.00 | 103 | \$195.78 | \$20,165.34 |
| Lake Natoma Shores | \$34,034.00 | \$7,997.67 | \$42,031.67 | \$15,000.00 | 113 | \$183.58 | \$20,744.54 |
| Natoma Valley (formerly) Lakeridge | \$50,305.00 | \$12,248.61 | \$62,553.61 | \$5,000.00 | 79 | \$656.37 * | \$67,653.23 |
| Los Cerros | \$41,511.00 | \$9,831.83 | \$51,342.83 | \$5,000.00 | 337 | \$121.18 | \$40,837.66 |
| Natoma Station | \$177,910.00 | \$39,059.37 | \$216,969.37 | \$0.00 | 1,897 | \$91.70 | \$173,976.36 |
| Prospect Ridge | \$14,315.00 | \$2,886.65 | \$17,201.65 | \$0.00 | 9 | \$1,074.97 | \$9,405.99 |
| Prairie Oaks Ranch | \$214,529.00 | \$64,145.99 | \$278,674.99 | \$0.00 | 919 | \$213.61 | \$196,226.42 |
| The Residences at ARC | \$22,546.00 | \$4,215.03 | \$26,761.03 | \$2,000.00 | 17 | \$536.67 * | \$9,123.39 |
| The Residences at ARC II | \$22,546.00 | \$0.00 | \$22,546.00 | \$2,000.00 | 10 | \$1,169.97 * | \$11,699.70 |
| Sierra Estates | \$16,745.00 | \$5,593.75 | \$22,338.75 | \$1,000.00 | 25 | \$363.68 * | \$9,092.00 |
| Silverbrook | \$22,041.17 | \$5,726.17 | \$27,767.33 | \$10,000.00 | 114 | \$0.00 | \$0.00 |
| Steeplechase | \$22,765.00 | \$9,419.00 | \$32,184.00 | \$0.00 | 154 | \$157.68 | \$24,282.72 |
| Willow Creek East | \$50,548.00 | \$0.00 | \$50,548.00 | \$0.00 | 747 | \$80.40 | \$60,058.80 |
| Willow Creek East Estates No 2 | \$89,300.00 | \$19,675.00 | \$108,975.00 | \$71,000.00 | 741 | \$130.63 | \$96,856.29 |
| Willow Creek South | \$148,529.00 | \$15,689.57 | \$164,218.57 | \$40,000.00 | 1462 | \$109.88 | \$160,642.36 |
| Willow Springs | \$40,796.00 | \$611.03 | \$41,407.03 | \$32,000.00 | 517 | \$28.14 | \$14,548.38 |
| TOTALS | \$2,096,429.17 | \$354,862.29 | \$2,451,091.45 | \$457,000.00 | | | \$2,075,047.03 |

METHOD OF APPORTIONMENT

This section of the Engineer's Report includes an explanation of the benefits to be derived from the installation, maintenance and servicing of the Improvements throughout the Districts, and the methodology used to apportion the total assessment to properties within the City of Folsom Landscaping and Lighting Districts.

The City of Folsom Landscaping and Lighting Districts consist of all Assessor Parcels within the boundaries of each District defined as defined by Assessment Diagram included within this report and the Assessor Parcel Numbers listed within the included Levy roll. The parcels include all privately or publicly owned parcels within said boundaries. The method used for apportioning the assessment is based upon the proportional special benefits to be derived by the properties in the City of Folsom Landscaping and Lighting Districts over and above general benefits conferred on real property or to the public at large. The apportionment of special benefit is a two-step process: the first step is to identify the types of special benefit arising from the improvements, and the second step is to allocate the assessments to property based on the estimated relative special benefit for each type of property.

DISCUSSION OF BENEFIT

In summary, the assessments can only be levied based on the special benefit to property. This benefit is received by property over and above any general benefits. With reference to the requirements for assessments, Section 22573 of the Landscaping and Lighting Act of 1972 states:

"The net amount to be assessed upon lands within an assessment district may be apportioned by any formula or method which fairly distributes the net amount among all assessable lots or parcels in proportion to the estimated benefits to be received by each such lot or parcel from the improvements."

Proposition 218, as codified in Article XIID of the California Constitution, has confirmed that assessments must be based on the special benefit to property and the assessment must not exceed the reasonable cost of the proportional benefit upon the assessed parcel:

"No assessment shall be imposed on any parcel which exceeds the reasonable cost of the proportional special benefit conferred on that parcel."

The following benefit categories summarize the types of special benefit to residential, commercial, industrial and other lots and parcels resulting from the Improvements to be provided with the assessment proceeds. These categories of special benefit are supported by various California legislation and supporting studies which describe the types of special benefit received by property from Improvements such as those proposed by the

City of Folsom Landscaping and Lighting Districts. These types of special benefit are summarized as follows:

- Proximity to improved landscaped areas within each District.
- Access to improved landscaped areas within each District.
- Improved Views within each District.
- Extension of a property's outdoor areas and green spaces for properties within close proximity to the Improvements.
- Creation of individual lots for residential and commercial use that, in absence of the District and the services provided by the District, would not have been created.

In this regard, the recent the SVTA v. SCCOSA decision provides enhanced clarity to the definitions of special benefits to properties in three distinct areas:

- Proximity
- Expanded or improved access
- Views

The SVTA v. SCCOSA decision also clarifies that a special benefit is a service or improvement that provides a direct advantage to a parcel, and that indirect or derivative advantages resulting from the overall public benefits from a service or improvement are general benefits. The SVTA v. SCCOSA decision also provides specific guidance that park improvements are a direct advantage and special benefit to property that is proximate to a park improved by an assessment:

The characterization of a benefit may depend on whether the parcel receives a direct advantage from the improvement (e.g. proximity to a park) or receives an indirect, derivative advantage resulting from the overall public benefits of the improvement (e.g. general enhancement of the district's property values).

Proximity, improved access and views, in addition to the other special benefits listed above further strengthen the basis of these assessments.

BENEFIT FACTORS

The special benefits from the Improvements are further detailed below:

PROXIMITY TO IMPROVED LANDSCAPED AREAS WITHIN THE DISTRICT

Only the specific properties within close proximity to the Improvements are included in each District. Therefore, property in the Districts enjoys unique and valuable proximity and access to the Improvements that the public at large and property outside the Districts do not share.

In absence of the assessments, the Improvements would not be provided and the landscaping areas in the Districts would be degraded due to insufficient funding for

maintenance, upkeep and repair. Therefore, the assessments provide Improvements that are over and above what otherwise would be provided. Improvements that are over and above what otherwise would be provided do not by themselves translate into special benefits but when combined with the unique proximity and access enjoyed by parcels in the Districts, they provide a direct advantage and special benefit to property in the Districts.

ACCESS TO IMPROVED LANDSCAPED AREAS WITHIN THE DISTRICT

Since the parcels in each District are the only parcels that enjoy close access to the Improvements, they directly benefit from the unique close access to improved landscaping areas that are provided by the Assessments. This is a direct advantage and special benefit to property in that District.

IMPROVED VIEWS WITHIN THE DISTRICT

The District, by maintaining these landscaped areas, provides improved views to properties in each District. The properties in a District enjoy close and unique proximity, access and views of the Improvements; therefore, the improved and protected views provided by the Assessments are another direct and tangible advantage that is uniquely conferred upon property in a District.

EXTENSION OF A PROPERTY'S OUTDOOR AREAS AND GREEN SPACES FOR PROPERTIES WITHIN CLOSE PROXIMITY TO THE IMPROVEMENTS

In large part because it is generally cost prohibitive to provide large open land areas in development projects, the residential, commercial and other benefiting properties in each District do not have large outdoor areas and green spaces. The landscaped areas within each District provide additional outdoor areas that serve as an effective extension of the land area for properties that are in close proximity to the Improvements. The Improvements, therefore, provide an important, valuable and desirable extension of usable land area, which confers a direct advantage and special benefit to properties in close proximity to the Improvements.

CREATION OF INDIVIDUAL LOTS FOR RESIDENTIAL AND COMMERCIAL USE THAT, IN ABSENCE OF THE ASSESSMENTS, WOULD NOT HAVE BEEN CREATED

Typically, the original owner/developer of the property within the Districts can petition the City to establish the assessment districts. As parcels were sold, new owners were informed of the assessments through the title reports, and in some cases, through Department of Real Estate "White Paper" reports that the parcels were subject to assessment. Purchase of property was also an "agreement" to pay the assessment. In absence of the assessments, the lots within the Districts would probably not have been subdivided and created. These lots, and the improvements they support, are a special benefit to the property owners.

GENERAL VERSUS SPECIAL BENEFIT

The assessments from the City of Folsom Landscaping and Lighting Districts are used to fund improvements and increased levels of maintenance to the grounds adjoining the properties in the Districts. In absence of those Districts, such Improvements would not be provided and the properties would not have been subdivided and improved to the same extent. The Districts were specifically proposed for formation to provide additional and improved improvements, and services in the Districts. In absence of the assessments, these public resources could not be created and revenues would not be available for their continued maintenance and improvement. Therefore, the assessments solely provide special benefit to property in the Districts over and above the general benefits conferred by the general facilities of the City.

Although these Improvements may be available to the general public at large because the Districts are accessible by members of the public, the Improvements within each District were specifically designed, located and created to provide additional and improved public resources for property inside the Districts, and not the public at large. Other properties that are either outside the Districts or within the Districts and not assessed, do not enjoy the unique proximity, access, views and other special benefit factors described previously. These Improvements are of special benefit to properties located within the Districts because they provide a direct advantage to properties in the Districts that would not be provided in absence of the assessments.

Although the analysis used to support these assessments concludes that the benefits are solely special, as described above, consideration is made for the suggestion that a portion of the benefits are general. General benefits cannot be funded by these assessments - the funding must come from other sources.

The maintenance and servicing of these improvements is also partially funded, directly and indirectly from other sources including City of Folsom, the County of Sacramento and the State of California. This funding comes in the form of grants, development fees, special programs, and general funds, as well as direct maintenance and servicing of facilities (e.g. curbs, gutters, streets, drainage systems, and other infrastructure maintenance items such as pond clean outs and street sweeping, etc.) This funding from other sources more than compensates for general benefits, if any, received by the properties within the districts.

In the 2009 Dahms case, the court upheld an assessment that was 100% special benefit on the rationale that the services funded by the assessments were directly provided within the assessment district over and above the services already provided by the City within the boundaries of the assessment district. It is also important to note that certain services funded by the assessments in Pomona are similar to the services funded by the Assessments described in this Engineer's Report and the Court found these services to be 100% special benefit. Similar to the assessments in Pomona, the Assessments described in this Engineer's Report fund improvements and services directly provided within the Assessment District to benefit properties within the assessment district and not to the public at large, and these properties enjoy close proximity and access to the

Improvements. Therefore, Dahms establishes a basis for minimal or zero general benefits from the Assessments.

Step 1: Calculation of the General Benefit

The general benefits from this assessment may be quantified as illustrated in the following table.

| Benefit Factor | Relative Weight | General Benefit Contribution | Relative General Benefit |
|--|------------------------|-------------------------------------|---------------------------------|
| Creation of parcels | 90 | 0% | 0 |
| Improved views | 5 | 10% | 0.5 |
| Improved nighttime visibility and safety from streetlights | 5 | 20% | 1 |
| | 100 | | 1.5 |
| Total Calculated General Benefit = | | | 1.5% |

As a result, the City of Folsom will contribute at least 1.5% of the total budget from sources other than the assessment. The contribution offsets any general benefits from the Assessment Services.

Step 2: Calculation of Current General Benefit Contribution from City

The general benefit contribution is satisfied from the sum of the following components:

The City of Folsom owns, maintains, rehabilitates and replaces curb and gutter along the border of the Assessment Districts improvements. This curb and gutter serves to support, contain, retain, manage irrigation flow and growth, and provide a boundary for the improvements. The contribution from the City of Folsom toward general benefit from the maintenance, rehabilitation and replacement of the curb gutter is conservatively estimated to be 1%.

The City of Folsom owns and maintains storm drainage systems along the border of the Assessment Districts improvements. This system serves to prevent flooding and associated damage to the improvements, and manage urban runoff including local pollutants loading from the improvements. The contribution from the City of Folsom towards general benefit from the maintenance, and operation of the local storm drainage systems are conservatively estimated to be 1%.

The City of Folsom owns and maintains local public streets along the border of the Assessment District improvements. These public streets proved access to the improvements for its enjoyment as well as efficient maintenance. The contribution from the City of Folsom towards general benefit from the maintenance of local public streets is conservatively estimated to contribute 1%.

The Improvements were constructed by the original owner/developer(s) as a condition of development. The value of the construction of the improvements can be quantified and monetized as an annuity. Since this construction was performed and paid by non-assessment funds, this "annuity" can be used to offset general benefit costs, and is conservatively estimated to contribute 25%.

Therefore, the total General Benefit that is conservatively quantified at 1.5% is more than offset by the total non-assessment contribution towards general benefit of 28%.

METHOD OF ASSESSMENT

The second step in apportioning assessments is to determine the relative special benefit for each property. This process involves determining the relative benefit received by each property in relation to a single family home, or, in other words, on the basis of Single Family Equivalents (SFE). This SFE methodology is commonly used to distribute assessments in proportion to estimated special benefit and is generally recognized as providing the basis for a fair and appropriate distribution of assessments. For the purposes of this Engineer's Report, all properties are designated a SFE value, which is each property's relative benefit in relation to a single family home on one parcel. In this case, the "benchmark" property is the single family detached dwelling which is one Single Family Equivalent or one SFE.

ASSESSMENT APPORTIONMENT

The improved properties within the Districts consist of primarily of single family, multi-family, commercial and non-assessed parcels, with the vast majority being single family. Since all single family residential parcels in the Districts are deemed to have good proximity to the improvements, such single family properties receive similar benefit from the proposed improvements and are assigned 1.0 SFE units. The benefits for other types of properties are further defined as follows.

GENERAL CASE

Many of the City of Folsom Districts contain only single family residences and non-assessed properties such as parks and green spaces. These districts are:

| | |
|--|----------------------|
| Blue Ravine Oaks | 165 residential lots |
| Blue Ravine Oaks No. 2 | 165 residential lots |
| Cobble Ridge | 98 residential lots |
| Cobble Hills Ridge II/Reflections II | 389 residential lots |
| Hannaford Cross | 103 residential lots |
| Lake Natoma Shores | 113 residential lots |
| Los Cerros | 337 residential lots |
| Natoma Station – (Union Square Annexation) | 116 residential lots |
| Natoma Valley | 72 residential lots |
| Sierra Estates | 25 residential lots |

| | |
|---|-----------------------------|
| Silverbrook | 122 residential lots |
| Steeplechase | 154 residential lots |
| The Residences at American River Canyon | 17 residential lots |
| The Residences at ARC II Annexation | 10 residential lots |
| Willow Creek East | 747 residential lots |
| Willow Springs | <u>517 residential lots</u> |
| Total | 3,150 |

These Districts are assessed per Assessment Table 1, next page.

ASSESSMENT TABLE 1

| Description | SFEs |
|--|------|
| Single Family Parcel | 1.00 |
| Non Assessed (e.g. open space, park land etc.) | 0.00 |

Note: In 2006-07, a general case SFE rate was established for condominiums in districts in which the original Engineer's Report did not anticipate condominium development. This rate is 0.67 SFEs.

AMERICAN RIVER CANYON NORTH

There are 410.124 acres in American River Canyon North. There are 1006 residential lots and each one is assigned 1 benefit unit (SFE.) The 2.00 acres of currently undeveloped property is assigned 2.63 SFEs per acre from a rate determined at the time of formation of this district:

American River Canyon North properties are assessed per Assessment Table 2, below, as per the original formation documents:

ASSESSMENT TABLE 2

| Description | SFEs |
|--|------|
| Single Family Parcel | 1.00 |
| Undeveloped Property, per acre | 2.63 |
| Non Assessed (e.g. open space, park land etc.) | 0.00 |

AMERICAN RIVER CANYON NORTH No. 2

There are 130.805 acres in American River Canyon North No. 2. American River Canyon No. 2 lies completely within American River Canyon North. There are 161 residential lots and each one is assigned 1 benefit unit (SFE).

American River Canyon North No. 2 properties are assessed per Assessment Table 3, below, as per the original formation documents:

ASSESSMENT TABLE 3

| Description | SFEs |
|----------------------|--------|
| Single Family Parcel | 1.0000 |

| | |
|--|--------|
| Undeveloped Residential Property, per lot | 0.3273 |
| Non Assessed (e.g. open space, park land etc.) | 0.0000 |

AMERICAN RIVER CANYON NORTH NO 3

There are 410.124 acres in American River Canyon North. There are 1006 residential lots. Each assessable parcel in the Assessment District receives a special and direct benefit from the improvements in the Assessment District. Since the Assessment District is comprised of residential single family improved properties and all properties have good proximity to the improvements, all assessable parcels within the Assessment District are estimated to benefit equally from the improvements associated with the Assessment District, and the costs associated with the improvements are apportioned equally to all parcels on the basis of current or proposed dwelling units. Each parcel is assigned SFE units relative to the number of current or proposed dwelling units on the parcel.

The procedure used to arrive at each parcel's annual levy amount is:

BALANCE TO LEVY / TOTAL SFE BENEFIT UNITS IN DISTRICT = ASSESSMENT AMOUNT PER BENEFIT UNIT

There are three Zones of Benefit. In Zone A each parcel is assigned 1 benefit unit (SFE), in Zone B, each parcel is assigned 0.83 benefit unit (SFE) and Zone C each parcel is assigned 0.50 benefit unit (SFE.) Properties in Zone B and Zone C receive lower benefit units because they currently pay for common open space areas within their zone. In 2007, when the American River Canyon North District No. 3 was formed, an analysis of the associated landscaping improvements was performed to determine the relative benefit to each zone from this new assessment. It was estimated that Zone B receives 17% of the special benefit, and Zone C receives 50% of the special benefit. Therefore, the SFE units for Zone B and Zone C have been adjusted accordingly.

American River Canyon North properties are assessed per Assessment Table 4, below:

ASSESSMENT TABLE 4

| Description | SFEs |
|------------------------------------|--------|
| Zone A – Original ARCN Area | 1.0000 |
| Zone B – Canyon Falls Village Area | 0.8300 |
| Zone C – ARCN No. 2 Area | 0.5000 |

BROADSTONE

According to the Broadstone Landscaping and Lighting "Method of Spread," there are 895.301 assessable acres in Broadstone. Of these, 416.1455 acres are divided into 1,682 single family residential lots (4.2 lots per acre average) and 479.156 acres are divided into multi-family and commercial lots. The multi-family parcels are APN 0721070002 through APN 0721070100 are known as Bentley Square West (99 units); and APN 0721610001 through APN 072161053 are known as Bentley Square East (53 units). [In addition to

these properties listed in the "Method of Spread," other multi-family complexes are also assessed, including Vessona, Sherwood, Haildon.] Although these projects were designed as single family small lot divisions, the density is consistent with the multi-family land use designation. These projects are consistent with both the Multi-Family Low Density General Plan Land Use Designation (MLD) and the Multi-Family zoning (R-M_PD) of the project site. There are 1530 single family residential lots and each one is assigned 1 SFEs. There are 312.555 developed, non-single family acres and each is assigned 2.1 SFEs per acre [This is the rate applied to commercial properties, as implicitly indicated in the Method of Spread]. (4.2 units * 0.5). Unrecorded single family residential lots are assigned .65 SFEs.

There are 134.387undeveloped, non-single family residential acres and each one with be assigned 0.704 SFEs per acre. (4.2 units *.05 * 0.335). There are 152 lots with Bentley Square East and West and each is assigned .0962 SFEs per lot.

Broadstone properties are assessed per Assessment Table 4, below, as per the original formation documents:

ASSESSMENT TABLE 4

| Description | SFEs |
|--|--------|
| Single Family Parcel | 1.0000 |
| Multi-Family Parcels, per unit | 0.0962 |
| Developed Non-Single Family, per acre | 2.1000 |
| Undeveloped Non-Single Family, per acre | 0.7040 |
| Non Assessed (e.g. open space, park land etc.) | 0.0000 |

BROADSTONE NO. 3

There are 559.36 acres in Broadstone No. 3. Of these, 325 acres are single family residential lots (2.034 lots per acre average) and 11.48 acres are divided into multi-family residential and 26.93 acres are non-assessed for use as parks, open space, etc. There are 382 single family residential lots and each one is assigned 1 SFE. There are 28.09 developed, non-single family residential acres and each one is assigned 2.034 SFEs per acre. There are 283 undeveloped, single family lots and each one is assigned 0.326 SFEs. There are 171.71 undeveloped, non-single family residential acres and each one is assigned 0.326 x 2.034 SFEs.

Broadstone No.3 properties are assessed per Assessment Table 5, below, as per the original formation documents:

ASSESSMENT TABLE 5

| Description | SFEs |
|---|--------|
| Single Family Parcel | 1.0000 |
| Undeveloped Single Family Parcel | 0.3260 |
| Developed Non-Single Family, per acre | 2.0340 |
| Undeveloped Non-Single Family, per acre | 0.6630 |

| | |
|--|--------|
| Non Assessed (e.g. open space, park land etc.) | 0.0000 |
|--|--------|

BROADSTONE NO. 4

Residential

Certain residential properties in the Assessment District that contain a single residential dwelling unit are assigned one Single Family Equivalent or 1.0 SFE. Detached or attached houses, zero-lot line houses and town homes are included in this category of single family residential property. If there is more than one single family detached dwelling on a parcel, it will be charged one SFE per single family detached dwelling.

Properties with more than one residential unit (other than parcels with more than one detached single family dwelling as described above) are designated as multi-family residential properties. These properties benefit from the Improvements in proportion to the number of dwelling units that occupy each property, the average number of people who reside in multi-family residential units versus the average number of people who reside in a single family home and the relative size of each type of residential dwelling unit. The population density factors for the area in Sacramento County encompassing the Assessment District, as depicted in the following table, provide the basis for determining the SFE factors for residential properties. Using the total population in a certain property type in the area from the 2010 Census and dividing it by the total number of such households, finds that approximately 2.91 persons occupy each single family residence, whereas an average of 2.12 persons occupy each condominium. The ratio of 2.91 people on average for a single family residence and 2.12 people per dwelling unit in a condominium unit results in a population density equivalent of 0.73 for condominiums. Next, the relative building areas are factored into the analysis because special benefits are related to the average size of a property, in addition to average population densities. For a condominium, this calculation results in an SFE factor of 0.40 per dwelling unit. A similar calculation is used for the SFE Rates for other residential property types.

Commercial

SFE values for commercial and industrial land uses are based on the equivalence of special benefit on a land area basis between single family residential property and the average commercial/industrial property. The SFE values for various commercial and industrial land uses are further defined by using average employee densities because the special benefit factors described previously can be measured by the average number of people who work at commercial/industrial properties.

In order to determine employee density factors, the findings from the San Diego Association of Governments Traffic Generators Study (the "SANDAG Study") are used because these findings were approved by the State Legislature as being a good representation of the average number of employees per acre of land area for commercial and industrial properties. As determined by the SANDAG Study, the average number of employees per acre for commercial and industrial property is 24.

In comparison, the average number of people residing in a single family home in the area is 2.91. Since the average lot size for a single family home in the Assessment District is approximately 0.20 acres, the average number of residents per acre of residential property is 14.55.

The employee density per acre is generally 1.65 times the population density of single family residential property per acre (24 employees per acre / 14.55 residents per acre). Therefore, the average employee density can be used as the basis for allocating benefit to commercial or industrial property since a commercial/industrial property with 4.8 employees receives generally similar special benefit to a residential property with 1 resident. This factor of equivalence of benefit between 1 resident to 4.8 employees is the basis for allocating commercial/industrial benefit. Table 2 below shows the average employees per acre of land area or portion thereof for commercial and industrial properties and lists the relative SFE factors per quarter acre for properties in each land use category.

Commercial and industrial properties in excess of 5 acres generally involve uses that are more land intensive relative to building areas and number of employees (lower coverage ratios). As a result, the benefit factors for commercial and industrial property land area in excess of 5 acres is determined to be the SFE rate per quarter acre for the first 5 acres and the relevant SFE rate per each additional acre over 5 acres.

Institutional properties that are used for residential, commercial or industrial purposes are also assessed at the appropriate residential, commercial or industrial rate.

Vacant

The benefit to vacant properties is determined to be proportional to the corresponding benefits for similar type developed properties; however, at a lower rate due to the lack of improvements on the property. A measure of the benefits accruing to the underlying land is the average value of land in relation to improvements for developed property. The SFE factor for vacant/undeveloped parcels is 0.25 per parcel.

The benefit to undeveloped properties is determined to be proportional to the corresponding benefits for similar type developed properties, but at a lower rate due to the lack of improvements on the property. A measure of the benefits accruing to the underlying land is the average value of land in relation to improvements for developed property. An analysis of the assessed valuation data from the County of Sacramento found that approximately 25% of the assessed value of improved properties is classified as the land value. It is reasonable to assume, therefore, that approximately 25% of the benefits are related to the underlying land and 75% are related to the improvements and the day-to-day use of the property. Using this ratio, the SFE factor for vacant/undeveloped parcels is 0.25 per parcel.

Other Properties

Article XIID stipulates that publicly owned properties must be assessed unless there is clear and convincing evidence that those properties receive no special benefit from the assessment.

All properties that are specially benefited are assessed. Other publicly owned property that is used for purposes similar to private residential, commercial, industrial or institutional uses is benefited and assessed at the same rate as such privately owned property.

Miscellaneous, public right-of-way parcels, well, reservoir or other water rights parcels, limited access open space parcels, watershed parcels and common area parcels typically do not generate employees, residents, customers or guests. Moreover, many of these parcels have limited economic value and, therefore, do not benefit from specific enhancement of property value. Such parcels are, therefore, not specially benefited and are not assessed.

In 2015, when the Broadstone No. 4 was formed, an analysis was performed of the associated lighting and landscaping improvements to determine the relative benefit to each zone from this new assessment. As a result, four Zones of Benefit were created within Broadstone No. 4. Parcels in Zone B are determined to receive 95.25% of the level of special benefit of those within Zone A, parcels in Zone C are determined to receive 93.87% of the level of special benefit of those within Zone A, and parcels in Zone D are determined to receive 92.23% of the level of special benefit of those within Zone A.

Broadstone No. 4 properties are assessed per Assessment Table 4, below:

ASSESSMENT TABLE 4

| Description | SFEs |
|---|------|
| Single Family Parcel | 1.00 |
| Multi-Family Parcels, per unit (2 to 4 units) | 0.27 |
| Multi-Family Parcels, per unit (5+ units) | 0.22 |
| Condo | 0.40 |
| Mobile Home (separate lot) | 0.20 |
| Commercial, shopping center | 0.50 |
| Office | 1.42 |
| Vacant | 0.25 |

BRIGGS RANCH

There are 642 residential lots and each one is assigned 1 benefit unit (SFE). Undeveloped residential parcels APN: 071-1190-007, 008, 010, 011 and 012 are assessed based on 2.2 SFEs per acre.

Briggs Ranch properties are assessed per Assessment Table 6, below, as per the original formation documents:

ASSESSMENT TABLE 6

| Description | SFEs |
|--|--------|
| Single Family Parcel | 1.0000 |
| Undeveloped Single Family, per acre | 2.2000 |
| Non Assessed (e.g. open space, park land etc.) | 0.0000 |

FOLSOM HEIGHTS

There are 288 residential lots and each one is assigned 1 benefit unit (SFE.) APN 071-1050-050 is assessed 4.1 SFEs per acre.

Folsom Heights properties are assessed per Assessment Table 7, below, as per the original formation documents:

ASSESSMENT TABLE 7

| Description | SFEs |
|--|--------|
| Single Family Parcel | 1.0000 |
| Undeveloped Single Family, per acre | 4.1000 |
| Multi Family, per unit | 0.5000 |
| Non Assessed (e.g. open space, park land etc.) | 0.0000 |

NATOMA STATION

There are 1272 single family residential lots and each one is assigned 1 SFEs. There are 94.99 acres of Commercial and each one is assigned .6299 SFEs per acre. There are 21.03 acres of Multi Family and each one is assigned 3.2337 SFEs per acre.

Natoma Station properties are assessed per Assessment Table 8, below, as per the original formation documents:

ASSESSMENT TABLE 8

| Description | SFEs |
|--|--------|
| Single Family Parcel | 1.0000 |
| Commercial outside of Lot X, per acre | 0.6299 |
| Commercial inside of Lot X, per acre | 4.2487 |
| Multi Family, per acre | 3.2337 |
| Non Assessed (e.g. open space, park land etc.) | 0.0000 |

PROSPECT RIDGE**Residential**

Certain residential properties in the Assessment District that contain a single residential dwelling unit are assigned one Single Family Equivalent or 1.0 SFE. Detached or attached houses, zero-lot line houses and town homes are included in this category of single family residential property. If there is more than one single family detached dwelling on a parcel, it will be charged one SFE per single family detached dwelling.

Properties with more than one residential unit (other than parcels with more than one detached single family dwelling as described above) are designated as multi-family residential properties. These properties benefit from the Improvements in proportion to the number of dwelling units that occupy each property, the average number of people who reside in multi-family residential units versus the average number of people who reside in a single family home and the relative size of each type of residential dwelling unit. The population density factors for the area in Sacramento County encompassing the Assessment District, as depicted in the following table, provide the basis for determining the SFE factors for residential properties. Using the total population in a certain property type in the area from the 2010 Census and dividing it by the total number of such households, finds that approximately 2.91 persons occupy each single family residence, whereas an average of 2.12 persons occupy each condominium. The ratio of 2.91 people on average for a single family residence and 2.12 people per dwelling unit in a condominium unit results in a population density equivalent of 0.73 for condominiums. Next, the relative building areas are factored into the analysis because special benefits are related to the average size of a property, in addition to average population densities. For a condominium, this calculation results in an SFE factor of 0.40 per dwelling unit. A similar calculation is used for the SFE Rates for other residential property types.

The single family equivalency factor of 0.22 per dwelling unit for multifamily residential properties of 5 or more units applies to such properties with 20 or fewer units. Properties in excess of 20 units typically offer on-site recreational amenities and other facilities that tend to offset some of the benefits provided by the improvements. Therefore the benefit for properties in excess of 20 units is determined to be 0.22 SFE per unit for the first 20 units and 0.10 SFE per each additional unit in excess of 20 dwelling units.

COMMERCIAL/INDUSTRIAL PROPERTIES

SFE values for commercial and industrial land uses are based on the equivalence of special benefit on a land area basis between single family residential property and the average commercial/industrial property. The SFE values for various commercial and industrial land uses are further defined by using average employee densities because the special benefit factors described previously can be measured by the average number of people who work at commercial/industrial properties.

In order to determine employee density factors, the findings from the San Diego Association of Governments Traffic Generators Study (the "SANDAG Study") are used because these findings were approved by the State Legislature as being a good representation of the average number of employees per acre of land area for commercial and industrial properties. As determined by the SANDAG Study, the average number of employees per acre for commercial and industrial property is 24.

In comparison, the average number of people residing in a single family home in the area is 2.91. Since the average lot size for a single family home in the Assessment District is approximately 0.20 acres, the average number of residents per acre of residential property is 14.55.

The employee density per acre is generally 1.65 times the population density of single family residential property per acre (24 employees per acre / 14.55 residents per acre). Therefore, the average employee density can be used as the basis for allocating benefit to commercial or industrial property since a commercial/industrial property with 4.8 employees receives generally similar special benefit to a residential property with 1 resident. This factor of equivalence of benefit between 1 resident to 4.8 employees is the basis for allocating commercial/industrial benefit. Table 2 below shows the average employees per acre of land area or portion thereof for commercial and industrial properties and lists the relative SFE factors per quarter acre for properties in each land use category.

Commercial and industrial properties in excess of 5 acres generally involve uses that are more land intensive relative to building areas and number of employees (lower coverage ratios). As a result, the benefit factors for commercial and industrial property land area in excess of 5 acres is determined to be the SFE rate per quarter acre for the first 5 acres and the relevant SFE rate per each additional acre over 5 acres.

Institutional properties that are used for residential, commercial or industrial purposes are also assessed at the appropriate residential, commercial or industrial rate.

VACANT PROPERTIES

The benefit to vacant properties is determined to be proportional to the corresponding benefits for similar type developed properties; however, at a lower rate due to the lack of improvements on the property. A measure of the benefits accruing to the underlying land is the average value of land in relation to Improvements for developed property. The SFE factor for vacant/undeveloped parcels is 0.25 per parcel.

The benefit to undeveloped properties is determined to be proportional to the corresponding benefits for similar type developed properties, but at a lower rate due to the lack of improvements on the property. A measure of the benefits accruing to the underlying land is the average value of land in relation to Improvements for developed property. An analysis of the assessed valuation data from the County of Sacramento found that approximately 25% of the assessed value of improved properties is classified as the land value. It is reasonable to assume, therefore, that approximately 25% of the benefits are related to the underlying land and 75% are related to the improvements and the day-to-day use of the property. Using this ratio, the SFE factor for vacant/undeveloped parcels is 0.25 per parcel.

OTHER PROPERTIES

Article XIID stipulates that publicly owned properties must be assessed unless there is clear and convincing evidence that those properties receive no special benefit from the assessment.

All properties that are specially benefited are assessed. Other publicly owned property that is used for purposes similar to private residential, commercial, industrial or institutional uses is benefited and assessed at the same rate as such privately owned property.

Miscellaneous, public right-of-way parcels, well, reservoir or other water rights parcels, limited access open space parcels, watershed parcels and common area parcels typically do not generate employees, residents, customers or guests. Moreover, many of these parcels have limited economic value and, therefore, do not benefit from specific enhancement of property value. Such parcels are, therefore, not specially benefited and are not assessed.

PRAIRIE OAKS RANCH

There are 856 residential lots and each one is assigned 1 benefit unit (SFE). There is one multi-family parcel and it is being assessed 57 SFEs. There is one proposed school site and it is being assessed 5.62 SFEs, or the cost of maintaining its' frontage.

Prairie Oaks Ranch properties are assessed per Assessment Table 9, below, as per the original formation documents:

ASSESSMENT TABLE 9

| Description | SFEs |
|--|--------|
| Single Family Parcel | 1.0000 |
| Proposed School Site, per parcel | 5.6300 |
| Multi Family, per unit | 1.0000 |
| Non Assessed (e.g. open space, park land etc.) | 0.0000 |

WILLOW CREEK ESTATES EAST NO. 2

Zones of Benefit

As part of the engineering work for this assessment, an analysis was conducted on the relationship (including proximity, level of service, etc.), between properties and the primary improvements located throughout the Assessment District. Parcels in Zone A (on Garrett Drive, Ferrera Drive and Whitmer Drive) receive direct special benefit from the proximate landscaping and trees adjacent to the properties as well as less proximate streetlighting. Parcels in Zone B receive direct special benefit from the proximate streetlighting as well as landscaping particularly along the street entrances into the neighborhood. Zone C receive direct special benefit from the proximate streetlighting but less benefit from the landscaping because they are less proximate to the landscaped areas.

Thus, three zones (A, B, and C) were created as shown on the assessment diagram. Parcels in Zone A are determined to receive same level of the level of special benefit of those within Zone B and parcels in Zone C are determined to receive 92.08% of the level of special benefit of those within Zone A and Zone B.

The SVTA decision indicates:

In a well-drawn district — limited to only parcels receiving special benefits from the improvement — every parcel within that district receives a shared special benefit. Under section 2, subdivision (i), these benefits can be construed as being general benefits since they are not “particular and distinct” and are not “over and above” the benefits received by other properties “located in the district.”

We do not believe that the voters intended to invalidate an assessment district that is narrowly drawn to include only properties directly benefiting from an improvement. Indeed, the ballot materials reflect otherwise. Thus, if an assessment district is narrowly drawn, the fact that a benefit is conferred throughout the district does not make it general rather than special. In that circumstance, the characterization of a benefit may depend on whether the parcel receives a direct advantage from the improvement (e.g., proximity to park) or receives an indirect, derivative advantage resulting from the overall public benefits of the improvement (e.g., general enhancement of the district’s property values).

In the Assessment District, the advantage that each parcel receives from the Improvements is direct, and the boundaries are narrowly drawn to include only parcels that benefit from the assessment. Therefore, the even spread of assessment throughout each narrowly drawn Zone of Benefit is indeed consistent with the SVTA decision and satisfies the “direct relationship to the “locality of the improvement” standard.

Residential Properties

ASSESSMENT TABLE 11

| Type of Residential Property | Pop. Density Equivalent | SqFt Factor | Proposed Rate |
|-------------------------------------|--------------------------------|--------------------|----------------------|
| Single Family Residential | 1.00 | 1.00 | 1.00 |
| Condominium | 0.73 | 0.55 | 0.40 |
| Duplex Triplex Fourplex | 0.64 | 0.42 | 0.27 |
| Multi-Family Residential (5+ Units) | 0.64 | 0.34 | 0.22 |
| Mobile Home on Separate Lot | 0.45 | 0.45 | 0.20 |

Commercial/Industrial Properties

ASSESSMENT TABLE 12

| Type of Commercial/Industrial Land Use | Average Employees Per Acre ¹ | SFE Units per Quarter Acre ² | SFE Units per Acre After 5 |
|---|--|--|-----------------------------------|
| Commercial | 24 | 0.500 | 0.500 |
| Office | 68 | 1.420 | 1.420 |
| Shopping Center | 24 | 0.500 | 0.500 |
| Office | 24 | 0.500 | 0.500 |
| Self Storage or Parking Lot | 1 | 0.021 | |
| Golf Course | 0.80 | 0.033 | |
| Cemeteries | 0.10 | 0.004 | |
| Agriculture | 0.05 | 0.002 | |

Vacant Properties

The benefit to vacant properties is determined to be proportional to the corresponding benefits for similar type developed properties; however, at a lower rate due to the lack of improvements on the property. A measure of the benefits accruing to the underlying land is the average value of land in relation to Improvements for developed property. The SFE factor for vacant/undeveloped parcels is 0.25 per parcel.

The benefit to undeveloped properties is determined to be proportional to the corresponding benefits for similar type developed properties, but at a lower rate due to the lack of improvements on the property. A measure of the benefits accruing to the underlying land is the average value of land in relation to Improvements for developed property. An analysis of the assessed valuation data from the County of Sacramento found that approximately 25% of the assessed value of improved properties is classified as the land value. It is reasonable to assume, therefore, that approximately 25% of the benefits are related to the underlying land and 75% are related to the improvements and the day-to-day use of the property. Using this ratio, the SFE factor for vacant/undeveloped parcels is 0.25 per parcel.

Other Properties

Article XIIID stipulates that publicly owned properties must be assessed unless there is clear and convincing evidence that those properties receive no special benefit from the assessment.

All properties that are specially benefited are assessed. Other publicly owned property that is used for purposes similar to private residential, commercial, industrial or institutional uses is benefited and assessed at the same rate as such privately owned property.

Miscellaneous, public right-of-way parcels, well, reservoir or other water rights parcels, limited access open space parcels, watershed parcels and common area parcels typically do not generate employees, residents, customers or guests. Moreover, many of these parcels have limited economic value and, therefore, do not benefit from specific

enhancement of property value. Such parcels are, therefore, not specially benefited and are not assessed.

WILLOW CREEK ESTATES SOUTH

There are 1102 residential lots in Village 1, 2, 3 (lots 41-93 and 155-165), 4-7 and 9A and each one is assigned 1 benefit unit (SFE.) There are 243 residential lots in Village 8 and 9b and each one is assigned 1.086 benefit unit (SFE). There are 64 residential lots in Village 3 (lots 41-93 and 155-165), and each one is assigned 1.256 benefit unit (SFE). There are 10 Lexington Business Park parcels and they are assessed at 0.618 SFEs per parcel. There are 3 Lexington Square parcels and they are assessed at 2.4710 SFEs per parcel.

Willow Creek Estates South properties are assessed per Assessment Table 10, below, as per the original formation documents:

ASSESSMENT TABLE 13

| Description | SFEs |
|--|--------|
| Single Family Parcel Village 1,2,3 (lots 41-93 and 155-165),4-7 and 9A | 1.0000 |
| Single Family Parcel Village 8 and 9b | 1.0870 |
| Single Family Parcel Village 3 (lots 41-93 and 155-165) | 1.2560 |
| Business Park Parcel | 0.6180 |
| Commercial Parcel | 2.4710 |
| Non Assessed (e.g. open space, park land etc.) | 0.0000 |

OTHER PROPERTY TYPES

Public right-of-way parcels, well, reservoir or other water rights parcels, limited access open space parcels, watershed parcels and common area parcels typically do not generate employees, residents, customers or guests. Moreover, many of these parcels have limited economic value and, therefore, do not benefit from specific Improvement of property value. Such parcels are, therefore, not specially benefited and are not assessed.

ASSESSMENT

WHEREAS, the City of Folsom, County of Sacramento, California, pursuant to the provisions of the Landscaping and Lighting Act of 1972 and Article XIID of the California Constitution (collectively "the Act"), initiated the preparation of an Engineer's Report for the City of Folsom Landscaping and Lighting Districts;

WHEREAS, the City of Folsom directed the undersigned Engineer of Work to prepare and file a report presenting an estimate of costs, a diagram for the Districts and an assessment of the estimated costs of the improvements upon all assessable parcels within the Districts, to which the description of said proposed improvements therein contained;

NOW, THEREFORE, the undersigned, by virtue of the power vested in me under said Act and the order of the City Council of said City of Folsom, hereby make the following assessment to cover the portion of the estimated cost of said improvements, and the costs and expenses incidental thereto to be paid by the Districts.

The amount to be paid for said improvements and the expense incidental thereto, to be paid by the City of Folsom Landscaping and Lighting Districts for the fiscal year 2020-21 is generally as follows:

| Summary Cost Estimates | |
|--------------------------------|-----------------------|
| Improvement Costs | \$2,096,429.17 |
| Incidental Costs | \$354,662.29 |
| Other Costs | \$457,000.00 |
| Total Improvement Costs | \$2,908,091.45 |

As required by the Act, an Assessment Diagram is hereto attached and made a part hereof showing the exterior boundaries of said City of Folsom Landscaping and Lighting Districts. The distinctive number of each parcel or lot of land in the said City of Folsom Landscaping and Lighting Districts is its Assessor Parcel Number appearing on the Assessment Roll.

And I do hereby assess and apportion said net amount of the cost and expenses of said improvements, including the costs and expenses incident thereto, upon the parcels and lots of land within said City of Folsom Landscaping and Lighting Districts, in accordance with the special benefits to be received by each parcel or lot, from the improvements, and more particularly set forth in the Cost Estimate and Method of Assessment hereto attached and by reference made a part hereof.

The assessments are made upon the parcels or lots of land within the City of Folsom Landscaping and Lighting Districts in proportion to the special benefits to be received by the parcels or lots of land, from said improvements.

The Sierra Estates, The Residences at American River Canyon, The Residences at American Canyon II Annexation to the Residences at American River Canyon, Cobble Ridge, Broadstone 3, and Natoma Valley, Willow Creek Estates East No. 2, Prospect Ridge are subject to an annual adjustment tied to the Consumer Price Index for the San Francisco Area, with a maximum annual adjustment not to exceed 4% and American River Canyon North 3, Blue Ravine No. 2 and Folsom Heights No. 2 are subject a maximum annual adjustment not to exceed 3%.

Any change in the CPI in excess of the maximum annual increase shall be cumulatively reserved as the "Unused CPI" and shall be used to increase the maximum authorized assessment rate in years in which the CPI is less than 4% for Sierra Estates, The Residences at American River Canyon, The Residences at American Canyon II Annexation to the Residences at American River Canyon, Cobble Ridge, Broadstone 3, and Natoma Valley, Willow Creek Estates East No. 2, Prospect Ridge; and is less than 3% for American River Canyon North 3, Blue Ravine No. 2 and Folsom Heights No. 2.

The proposed assessments for the Districts that are eligible for the CPI increase will be assessed at the rate used in fiscal year 2019-2020 but are less than the maximum authorized rates. Broadstone No.4 and Willow Creek East Estates No. 2 will be assessed at their new lower rate starting this year, 2020-21.

| District | Maximum Authorized Rate | Proposed Rate 20-21 |
|--|-------------------------|---------------------|
| American River Canyon North No. 3 | \$277.97 | \$269.86 |
| Blue Ravine Oaks No. 2 | \$219.55 | \$213.26 |
| Broadstone 3 | \$36.60 | \$28.07 |
| Broadstone No. 4-Zone A | \$38.05 | \$38.05 |
| Broadstone No. 4-Zone B | \$36.24 | \$36.24 |
| Broadstone No. 4-Zone C | \$35.72 | \$35.72 |
| Broadstone No. 4-Zone D | \$35.04 | \$35.04 |
| Cobble Ridge | \$214.68 | \$139.64 |
| Folsom Heights No.2 | \$214.63 | \$208.38 |
| Natoma Valley | \$916.81 | \$856.37 |
| Prospect Ridge | \$1,150.84 | \$1,074.97 |
| The Residences | \$681.21 | \$536.67 |
| The Residences II | \$1,413.96 | \$1,169.97 |
| Sierra Estates | \$389.34 | \$363.68 |
| Willow Creek East Eastates No 2-Zone A&B | \$97.58 | \$97.58 |
| Willow Creek East Eastates No 2-Zone C | \$89.70 | \$89.70 |

Silverbrook is subject to an annual assessment for \$132.32. However, there will be a credit in 2020-21 due to sufficiency of fund balance for current maintenance needs.

On April 9, 2013 by Resolution No. 9137, the Fieldstone Meadows Landscaping and Lighting District was dissolved. The City will no longer be responsible for maintain the improvements nor providing services within the Fieldstone Meadows Landscaping and Lighting District.

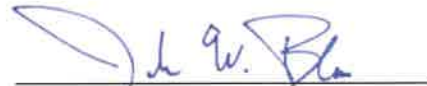
Union Square a benefit zone of Natoma Station will be maintained and serviced by their Home Owner's Association and has not been levied since fiscal year 2009-10.

Each parcel or lot of land is described in the Assessment Roll by reference to its parcel number as shown on the Assessor's Maps of the County of Sacramento for the fiscal year 2020-21. For a more particular description of said property, reference is hereby made to the deeds and maps on file and of record in the office of the County Recorder of said County.

I hereby place opposite the Assessor Parcel Number for each parcel or lot within the Assessment Roll, the amount of the assessment for the fiscal year 2020-21 for each parcel or lot of land within the said City of Folsom Landscaping and Lighting Districts.

Dated: 6/15/2020



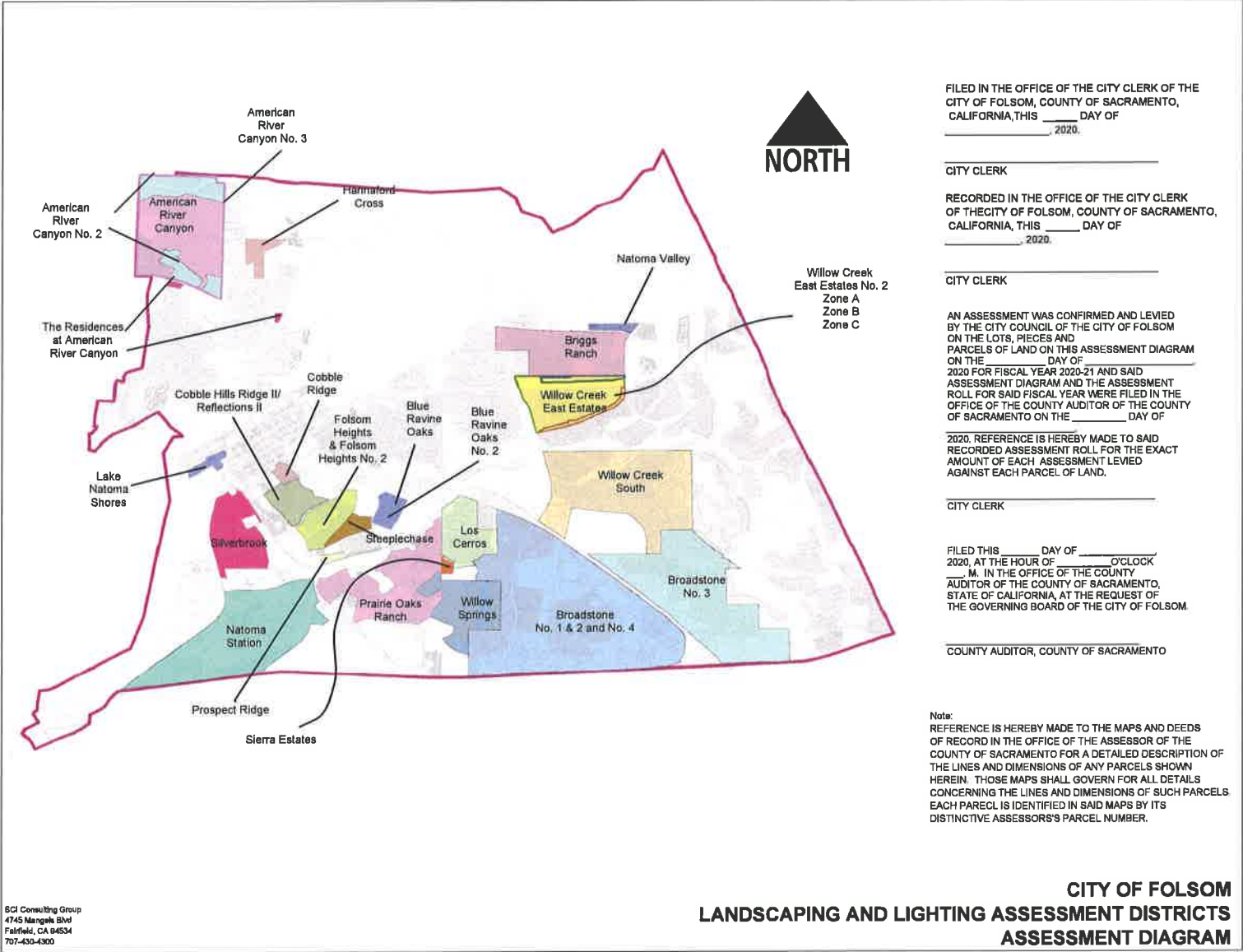


Engineer of Work
John W. Bliss, License No. C52091

ASSESSMENT DIAGRAM

The boundaries of the City of Folsom Landscaping and Lighting Districts are displayed on the following Assessment Diagram.

The specific lines and dimensions of each lot or parcel are on file at the City.



FILED IN THE OFFICE OF THE CITY CLERK OF THE CITY OF FOLSOM, COUNTY OF SACRAMENTO, CALIFORNIA, THIS ____ DAY OF _____, 2020.

CITY CLERK _____

RECORDED IN THE OFFICE OF THE CITY CLERK OF THE CITY OF FOLSOM, COUNTY OF SACRAMENTO, CALIFORNIA, THIS ____ DAY OF _____, 2020.

CITY CLERK _____

AN ASSESSMENT WAS CONFIRMED AND LEVIED BY THE CITY COUNCIL OF THE CITY OF FOLSOM ON THE LOTS, PIECES AND PARCELS OF LAND ON THIS ASSESSMENT DIAGRAM ON THE ____ DAY OF _____ 2020 FOR FISCAL YEAR 2020-21 AND SAID ASSESSMENT DIAGRAM AND THE ASSESSMENT ROLL FOR SAID FISCAL YEAR WERE FILED IN THE OFFICE OF THE COUNTY AUDITOR OF THE COUNTY OF SACRAMENTO ON THE ____ DAY OF _____

2020. REFERENCE IS HEREBY MADE TO SAID RECORDED ASSESSMENT ROLL FOR THE EXACT AMOUNT OF EACH ASSESSMENT LEVIED AGAINST EACH PARCEL OF LAND.

CITY CLERK _____

FILED THIS ____ DAY OF _____ 2020, AT THE HOUR OF ____ O'CLOCK ____ M. IN THE OFFICE OF THE COUNTY AUDITOR OF THE COUNTY OF SACRAMENTO, STATE OF CALIFORNIA, AT THE REQUEST OF THE GOVERNING BOARD OF THE CITY OF FOLSOM

COUNTY AUDITOR, COUNTY OF SACRAMENTO

Note: REFERENCE IS HEREBY MADE TO THE MAPS AND DEEDS OF RECORD IN THE OFFICE OF THE ASSESSOR OF THE COUNTY OF SACRAMENTO FOR A DETAILED DESCRIPTION OF THE LINES AND DIMENSIONS OF ANY PARCELS SHOWN HEREIN. THOSE MAPS SHALL GOVERN FOR ALL DETAILS CONCERNING THE LINES AND DIMENSIONS OF SUCH PARCELS. EACH PARCEL IS IDENTIFIED IN SAID MAPS BY ITS DISTINCTIVE ASSESSOR'S PARCEL NUMBER.

**CITY OF FOLSOM
LANDSCAPING AND LIGHTING ASSESSMENT DISTRICTS
ASSESSMENT DIAGRAM**

SCI Consulting Group
4745 Mangrove Blvd
Fairfield, CA 94534
707-430-4300

APPENDIX A -- BUDGETS

The attached budgets for Fiscal Year 2020-21 are included for each of the Districts.

CATEGORY DESCRIPTIONS

FUND BALANCE CALCULATION:

This calculation determines funds available in a district. This calculation includes the included funds remaining after being allocated to the estimated reserve.

ESTIMATED RESERVES

Estimated Reserve to finance approximately 6 months of the following year: This is approximately 45% of the operating and incidental costs of a Landscaping and Lighting District to fund the operations until collected revenue is received from the County.

SHORT-TERM INSTALLMENTS

Funds listed here are monies collected in prior years and set aside for future proposed improvements projected to be completed within the next five years.

LONG-TERM INSTALLMENTS

Funds listed here are monies collected in prior years and set aside for future proposed improvements projected to be completed within five to thirty years.

IMPROVEMENT COSTS

GENERAL MAINTENANCE COSTS

- Scheduled: monthly landscape maintenance and service
- Unscheduled: unscheduled but potential costs for repairs (i.e. broken sprinklers and irrigation systems), replacements (i.e. remove and replace dead tree or irrigation controller), and other services (i.e. repair fence post or treat for a specific pest) not included in monthly maintenance and service costs
- Streetlights: repair and replace bulbs and ballasts in streetlights

SERVICE COSTS

- Electrical: electric costs for streetlight maintenance and power to irrigation controllers
- Water: water costs to irrigate landscaping

CURRENT YEAR IMPROVEMENT PROJECTS

Funded improvements planned to occur in the upcoming fiscal year

INCIDENTAL COSTS

- Professional Services: consultant cost for Engineer's Report and Improvement Plan

- Contract Services: other contracts or professional services such as backflow testing (yearly tests), vector control, graffiti removal, and streetlight pole replacement
- Publications/Mailings/Communications: yearly notices in public hearings, mailings to Advisory Committee Members, and telephone expenses
- Staff: Landscaping and Lighting District Manager and/or inspector, clerical support, and/or other city staff.
- Overhead: General overhead (Landscaping and Lighting Districts' share of general overhead categories such as City Clerk, City Attorney, City Manager, etc.) and Department overhead (Landscaping and Lighting Districts' share of department overhead categories such as City Attorney, City Clerk and Finance Dept. Costs).
- County Auditor Fee: Per Parcel Fee charged by County to put levy on tax bills

TOTAL IMPROVEMENT COSTS

This is the total of all improvement costs budgeted for the upcoming year. This cost includes current improvements that are funded by fund balance monies. Fund balance monies are monies that have been collected in prior years in anticipation of being used for specific improvements and/or intended for replacement or improvement of capital items within a district.

ASSESSMENT TO PROPERTY (CURRENT)

This calculation takes the number of single-family equivalent benefit units and multiplies it by the amount that each property within a district is will be assessed for the upcoming year. This is the total assessment amount that will be generated by the properties within the District.

DISTRICT BALANCE

The purpose of this calculation is to describe all costs expected to occur in the upcoming year, any installments being collected as part of the upcoming year's assessment and contributions from other sources. The outcome of the calculation is the total assessment for the district. A surplus would be applied and/or credited to the upcoming year's assessment. If there are insufficient funds in the fund balance to cover the 6-month reserve, or the current and/or proposed improvements, then a deficit would exist. A deficit generally indicates that an increase in assessment may be necessary (requiring voter approval with a simple majority), however there may be a one-time reason for the deficit and an increase may not be necessary. Deficit situations are reviewed and analyzed on a case-by-case basis.

NET ASSESSMENT CALCULATION

This calculation determines the net assessment after the surplus or deficit is factored into the calculation. If a deficit exists, the net assessment will indicate that the assessment for the district might be too low. If a surplus exists, the net assessment will indicate that the assessment for the district might be too high. Any increased adjustments require voter approval (simple majority).

ALLOCATED NET ASSESSMENT TO PROPERTY

This calculation takes the net assessment for the district that was calculated above (i.e. factoring in a surplus or deficit) and divides it by the number of single-family equivalent benefit units. The outcome of the calculation is the total allocated net assessment per single-family equivalent benefit unit. This calculation is generally the same as the allocated assessment however if there is a deficit it will indicate the revised amount that would be required to eliminate the deficit. Conversely if there is a surplus the calculation would show the amount that the assessment could be reduced by and still cover the anticipated costs for current and future years.

COMPARISON OF NET ASSESSMENT AND ASSESSMENT

Shows a comparison of the net assessment and the current assessment and indicates a per parcel deficit or surplus.

| City of Folsom American River North Landscaping and Lighting District Fund 253 2020-21 | | Total Budget |
|---|--|---------------------|
| Fund Balance Calculation | | |
| Starting Fund Balance (as of April 2020) | \$81,383.88 | |
| Estimated Reserve to finance approx. first 6 months of 20-21 | (\$46,981.82) | |
| Available Funds | | \$34,402.06 |
| Improvement Costs | | |
| <u>General Maintenance Costs</u> | | |
| 1. Scheduled | \$0.00 | |
| 2. Unscheduled* | \$0.00 | |
| 3. Streetlight* | \$5,400.00 | |
| 4. Irrigation | \$6,750.00 | |
| <u>Service Costs</u> | | |
| 5. Electrical* | \$25,000.00 | |
| 6. Water* | \$35,650.00 | |
| <u>Current Year Improvement Projects</u> | | |
| 7. Waterfall upper basin rehab | \$55,000.00 | |
| Subtotal | <i>Subtotal of Item 7</i> \$55,000.00 | \$127,800.00 |
| <u>Incidental Costs</u> | | |
| 8. Professional Services (Engineer's Report and IP) | \$0.00 | |
| 9. Contract Services (all other contracts and services)* | \$0.00 | |
| 10. Publications/Mailings/Communications | \$0.00 | |
| 11. Staff | \$0.00 | |
| 12. Overhead | \$2,155.00 | |
| 13. County Auditor Fee | \$593.54 | |
| Subtotal | | \$2,748.54 |
| Total Improvement Costs | | \$130,548.54 |
| Assessment to Property (Current) | | |
| Assessment per Single Family Equivalent | \$102.94 | |
| Single Family Equivalent Benefit Units | 1,022 | |
| Total Assessment | | \$105,204.68 |
| Installment Costs (see installment Plan and Summary next page) | | |
| Short-Term Installment Plan (previously collected) | \$0.00 | |
| Long-Term Installment Plan (previously collected) | \$14,695.00 | |
| Short-Term Installment Plan (collected this year) | \$0.00 | |
| Long-Term Installment Plan (collected this year) | \$0.00 | |
| Total Installment Costs | | \$14,695.00 |
| District Balance | | |
| Total Assessment to property | \$105,204.68 | |
| Total Improvement Costs | (\$130,548.54) | |
| Subtotal | (\$25,343.86) | |
| Total Available Funds | \$34,402.06 | |
| Total Funds | \$9,058.20 | |
| Total Installment Costs | (\$14,695.00) | |
| Contributions from other sources | \$0.00 | |
| Net Balance | (\$5,636.80) | |
| District Balance (surplus is +; deficit is 0) | | (\$5,636.80) |
| Net Assessment Calculation | | |
| Assessment | \$105,204.68 | |
| Surplus or Deficit (surplus is subtracted; deficit is added) | \$5,636.80 | |
| Net Assessment | | \$110,841.48 |
| Allocated Net Assessment to Property | | |
| Net Assessment | \$110,841.48 | |
| Single Family Equivalent Benefit Units | 1022 | |
| Allocated Net Assessment to Property | | \$108.48 |
| Comparison of Net Assessment and Assessment | | |
| Allocated Net Assessment to Property | | (\$108.48) |
| Allocated Assessment to Property | | \$102.94 |
| Per Parcel Surplus (+) or Deficit (-) | | (\$5.52) |

*Funds from Fund Balance

AMERICAN RIVER CANYON NORTH - INSTALLMENT SUMMARY

| | | | | | | | | |
|--|------------------------------------|--------------------------------|--------------------|-----------------------|------------------------|-------------------------|-------------------------|------------------|
| District: | American River Canyon North | | | | | | | |
| Fiscal Year: | 2020-21 | | | | | | | |
| Fund Balance (2020) | \$81,384 | | | | | | | |
| Short Term Installment Summary | | | | | | | | |
| | | | | | | | | Approx. Total |
| Project | Yearly Installment | Prior Years Collections | Year 1 2015 | Year 2 2016 | Year 3 2017 | Year 4 2018 | Year 5 2019 | Required |
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| | | | | | | | | |
| Totals: | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Long Term Installment Summary | | | | | | | | |
| | | | | | | | | Approx. Total |
| Project | Yearly Installment | Prior Years Collections | Year 1 2015 | Years 2-5 2016 | Years 5-10 2017 | Years 10-20 2018 | Years 20-30 2019 | Required |
| | | | | | | | | |
| Waterfall Pond Liner (concrete and other) | \$1,200 | \$14,695 | \$0 | \$0 | \$0 | 0 | 0 | \$100,000 |
| | | | | | | | | |
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| | | | | | | | | |
| Totals: | \$1,200 | \$14,695 | \$0 | \$0 | \$0 | 0 | 0 | \$100,000 |

| City of Folsom | | Total Budget |
|--|----------------|----------------------|
| American River Canyon North No. 2 Landscaping and Lighting District | | |
| Fund 270 - Lights Only | | |
| 2020-21 | | |
| Fund Balance Calculation | | |
| Starting Fund Balance (as of April 2020) | \$165,778.00 | |
| Estimated Reserve to finance approx. first 6 months of 20-21 | (\$5,551.82) | |
| Available Funds | | \$160,226.18 |
| Improvement Costs | | |
| General Maintenance Costs | | |
| 1. Scheduled | \$0.00 | |
| 2. Unscheduled | \$2,500.00 | |
| 3. Streetlights | \$1,781.00 | |
| Service Costs | | |
| 4. Electrical | \$1,500.00 | |
| 5. Water | \$0.00 | |
| Current Year Improvement Projects | | |
| 6. LED change-out | \$10,000.00 | |
| Subtotal of Item 6 | \$10,000.00 | |
| Subtotal | | \$15,781.00 |
| Incidental Costs | | |
| 7. Professional Services (Engineer's Report and IP) | \$0.00 | |
| 8. Contract Services (all other contracts and services) | \$0.00 | |
| 9. Publications/Mailings/Communications | \$0.00 | |
| 10. Staff | \$0.00 | |
| 11. Overhead | \$286.00 | |
| 12. County Auditor Fee | \$94.40 | |
| Subtotal | | \$380.40 |
| Total Improvement Costs | | \$16,161.40 |
| Assessment to Property (Current) | | |
| Assessment per Single Family Equivalent | \$77.70 | |
| Single Family Equivalent Benefit Units | 160 | |
| Total Assessment | | \$12,432.00 |
| Installation Costs (see installation Plan and Summary next page) | | |
| Short-Term Installation Plan (previously collected) | \$0.00 | |
| Long-Term Installation Plan (previously collected) | \$155,688.00 | |
| Short-Term Installation Plan (collected this year) | \$0.00 | |
| Long-Term Installation Plan (collected this year) | \$16,000.00 | |
| Total Installation Costs | | \$171,688.00 |
| District Balance | | |
| Total Assessment | \$12,432.00 | |
| Total Improvement Costs | (\$16,161.40) | |
| Subtotal | (\$3,729.40) | |
| Total Available Funds | \$160,226.18 | |
| Total Funds | \$156,496.78 | |
| Total Installation Costs | (\$171,688.00) | |
| Contributions from other sources | \$0.00 | |
| Net Balance | (\$15,191.22) | |
| District Balance (surplus is +; deficit is 0) | | (\$15,191.22) |
| Net Assessment Calculation | | |
| Assessment | \$12,432.00 | |
| Surplus or Deficit (surplus is subtracted; deficit is added) | \$15,191.22 | |
| Net Assessment | | \$27,623.22 |
| Allocated Net Assessment to Property | | |
| Net Assessment | \$27,623.22 | |
| Single Family Equivalent Benefit Units | 180 | |
| Allocated Net Assessment to Property | | \$172.85 |
| Comparison of Net Assessment and Assessment | | |
| Allocated Net Assessment to Property | (\$172.85) | |
| Allocated Assessment to Property | \$77.70 | |
| Per Parcel Surplus (+) or Deficit (-) | | (\$94.95) |

*Funds from Land Sale

AMERICAN RIVER CANYON NORTH NO. 2 - INSTALLMENT SUMMARY

| | | | | | | | | |
|--|---------------------------------------|--------------------------------|--------------------|-----------------------|------------------------|-------------------------|-------------------------|------------------------|
| District: | American River Canyon North #2 | | (lights) | | | | | |
| Fiscal Year: | 2020-21 | | | | | | | |
| Fund Balance (2020) | \$165,778 | | | | | | | |
| Short Term Installment Summary | | | | | | | | |
| | | | | | | | | Approx. Total Required |
| Project | Yearly Installment | Prior Years Collections | Year 1 2015 | Year 2 2016 | Year 3 2017 | Year 4 2018 | Year 5 2019 | |
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| Totals: | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Long Term Installment Summary | | | | | | | | |
| | | | | | | | | Approx. Total Required |
| Project | Yearly Installment | Prior Years Collections | Year 1 2015 | Years 2-5 2016 | Years 5-10 2017 | Years 10-20 2018 | Years 20-30 2019 | |
| | | | | | | | | |
| Paint light poles (approx. 250 poles) | \$4,000 | \$49,587 | \$4,000 | \$4,000 | \$4,000 | \$4,000 | \$4,000 | \$60,000 |
| Pole Replacement | \$12,000 | \$42,101 | \$12,000 | \$12,000 | \$12,000 | \$12,000 | \$12,000 | \$240,000 |
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| | | | | | | | | |
| Totals: | \$16,000 | \$91,688 | \$16,000 | \$16,000 | \$16,000 | \$16,000 | \$16,000 | \$300,000 |

| City of Folsom | | Total Budget |
|---|-----------------|---------------------|
| American River Canyon North No. 3 Landscaping and Lighting District | | |
| Fund 275 | | |
| 2020-21 | | |
| Fund Balance Calculation | | |
| Starting Fund Balance (as of April 2020) | \$899,682.91 | |
| Estimated Reserve to finance approx. first 6 months of 20-21 | (\$110,577.74) | |
| Available Funds | | \$789,105.17 |
| Improvement Costs | | |
| <u>General Maintenance Costs</u> | | |
| 1. Scheduled | \$54,183.00 | |
| 2. Unscheduled | \$35,000.00 | |
| 3. Streetlights | \$5,400.00 | |
| 4. Irrigation Parts | \$3,300.00 | |
| <u>Service Costs</u> | | |
| 5. Electrical | \$0.00 | |
| 6. Water | \$0.00 | |
| <u>Current Year Improvement Projects</u> | | |
| 7. Irrigation controller upgrade, tree/landscape improvements | \$61,000.00 | |
| Subtotal | <i>Subtotal</i> | \$158,883.00 |
| <u>Incidental Costs</u> | | |
| 8. Professional Services (Engineer's Report and IP) | \$1,000.00 | |
| 9. Contract Services (all other contracts and services) | \$3,100.00 | |
| 10. Publications/Mailings/Communications | \$250.00 | |
| 11. Staff | \$14,157.00 | |
| 12. Overhead | \$5,173.00 | |
| 13. County Auditor Fee | \$541.36 | |
| Subtotal | | \$24,221.36 |
| Total Improvement Costs | | \$183,104.36 |
| <u>Assessment to Property (Current)</u> | | |
| Assessment per Single Family Equivalent | \$269.86 | |
| Single Family Equivalent Benefit Units | 917.56 | |
| Total Assessment | | \$247,612.74 |
| <u>Installment Costs (see Installment Plan and Summary next page)</u> | | |
| Short-Term Installment Plan (previously collected) | \$92,000.00 | |
| Long-Term Installment Plan (previously collected) | \$466,000.00 | |
| Short-Term Installment Plan (collected this year) | \$12,000.00 | |
| Long-Term Installment Plan (collected this year) | \$32,000.00 | |
| Total Installment Costs | | \$602,000.00 |
| <u>District Balance</u> | | |
| Total Assessment | \$247,612.74 | |
| Total Improvement Costs | (\$183,104.36) | |
| Subtotal | \$64,508.38 | |
| Total Available Funds | \$789,105.17 | |
| Total Funds | \$853,613.55 | |
| Annual Installment (collected this year) | (\$602,000.00) | |
| Contributions from other sources | \$0.00 | |
| Net Balance | \$251,613.55 | |
| District Balance (surplus is +; deficit is 0) | | \$251,613.55 |
| <u>Net Assessment Calculation</u> | | |
| Assessment | \$247,612.74 | |
| Surplus or Deficit (surplus is subtracted; deficit is added) | (\$251,613.55) | |
| Net Assessment | | (\$4,000.80) |
| <u>Allocated Net Assessment to Property</u> | | |
| Net Assessment | (\$4,000.80) | |
| Single Family Equivalent Benefit Units | 918 | |
| Allocated Net Assessment to Property | | (\$4.36) |
| <u>Comparison of Net Assessment and Assessment</u> | | |
| Allocated Net Assessment to Property | \$4.36 | |
| Allocated Assessment to Property | \$269.86 | |
| Per Parcel Surplus (+) or Deficit (-) | | \$274.22 |

AMERICAN RIVER CANYON NORTH NO. 3 - INSTALLMENT SUMMARY

| | | | | | | | | |
|---|---------------------------------------|--------------------------------|--------------------|-----------------------|------------------------|-------------------------|-------------------------|------------------|
| District: | American River Canyon North #3 | | | | | | | |
| Fiscal Year: | 2020-21 | | | | | | | |
| Fund Balance (2020) | \$899,683 | | | | | | | |
| Short Term Installment Summary | | | | | | | | |
| | | | | | | | | Approx. Total |
| Project | Yearly Installment | Prior Years Collections | Year 1 2015 | Year 2 2016 | Year 3 2017 | Year 4 2018 | Year 5 2019 | Required |
| Irrigation Controller Upgrade-centralize (1 controller) | \$4,000 | \$14,000 | 4000 | 4000 | 4000 | 4000 | 4000 | \$2,000 |
| Tree & landscape improvements (or replacement) | \$5,000 | \$15,000 | 5000 | 5000 | 5000 | 5000 | 5000 | \$25,000 |
| Signage Replacement | \$2,000 | \$7,000 | 3000 | 3000 | 3000 | 3000 | 3000 | \$60,000 |
| Mystic Hills replace missing landscape | \$4,000 | \$8,000 | 0 | 0 | 0 | 0 | 0 | \$20,000 |
| Totals: | \$15,000 | \$44,000 | \$12,000 | \$12,000 | \$12,000 | \$12,000 | \$12,000 | \$107,000 |
| Long Term Installment Summary | | | | | | | | |
| | | | | | | | | Approx. Total |
| Project | Yearly Installment | Prior Years Collections | Year 1 2015 | Years 2-5 2016 | Years 5-10 2017 | Years 10-20 2018 | Years 20-30 2019 | Required |
| Waterfall Rock Repair | \$1,000 | \$8,000 | 2000 | 2000 | 2000 | 2000 | 2000 | \$10,000 |
| Baldwin Dam Path Repair | \$5,000 | \$40,000 | 10000 | 10000 | 10000 | 10000 | 10000 | \$50,000 |
| Landscape removal/replacement (throughout district) | \$5,000 | \$40,000 | 10000 | 10000 | 10000 | 10000 | 10000 | \$150,000 |
| ARC Drive/Canyon Falls (Cascade perimeter), landscape, remove/replace trees,mow strip | \$20,000 | \$130,000 | 30000 | 5000 | 5000 | 5000 | 5000 | \$135,000 |
| Main Walking Trail landscaping, irrigation, stairs, clean-up | \$10,000 | \$80,000 | 20000 | 5000 | 5000 | 5000 | 5000 | \$150,000 |
| Totals: | \$41,000 | \$298,000 | \$72,000 | \$32,000 | \$32,000 | \$32,000 | \$32,000 | \$495,000 |
| ¹ Fence will not be funded through L&L District | | | | | | | | |
| ² Project Completed | | | | | | | | |

| City of Folsom Blue Ravine Oaks Landscaping and Lighting District Fund 250 2020-21 | | |
|---|--------------------|----------------------|
| | | Total Budget |
| Fund Balance Calculation | | |
| Starting Fund Balance (as of April 2020) | \$98,862.00 | |
| Estimated Reserve to finance approx. first 6 months of 20-21 | (\$16,107.53) | |
| Available Funds | | \$83,754.47 |
| Improvement Costs | | |
| General Maintenance Costs | | |
| 1. Scheduled | \$0.00 | |
| 2. Unscheduled | \$5,000.00 | |
| 3. Streetlights | \$1,000.00 | |
| Service Costs | | |
| 4. Electrical | \$4,500.00 | |
| 5. Water | \$9,775.00 | |
| Current Year Improvement Projects | | |
| 6. No Planned Projects | \$0.00 | |
| Subtotal | Subtotal of Item 6 | \$0.00 |
| Subtotal | | \$20,275.00 |
| Incidental Costs | | |
| 7. Professional Services (Engineer's Report and IP) | \$1,000.00 | |
| 8. Contract Services (all other contracts and services) | \$3,100.00 | |
| 9. Publications/Mailings/Communications | \$250.00 | |
| 10. Staff | \$0.00 | |
| 11. Overhead | \$900.00 | |
| 12. County Auditor Fee | \$97.35 | |
| Subtotal | | \$5,347.35 |
| Total Improvement Costs | | \$25,622.35 |
| Assessment to Property (Current) | | |
| Assessment per Single Family Equivalent | \$218.60 | |
| Single Family Equivalent Benefit Units | 165 | |
| Total Assessment | | \$36,069.00 |
| Installment Costs (see Installment Plan and Summary next page) | | |
| Short-Term Installment Plan (previously collected) | \$9,000.00 | |
| Long-Term Installment Plan (previously collected) | \$0.00 | |
| Short-Term Installment Plan (collected this year) | \$1,000.00 | |
| Long-Term Installment Plan (collected this year) | \$0.00 | |
| Total Installment Costs | | \$10,000.00 |
| District Balance | | |
| Total Assessment | \$36,069.00 | |
| Total Improvement Costs | (\$25,622.35) | |
| Subtotal | \$10,446.65 | |
| Total Available Funds | \$83,754.47 | |
| Total Funds | \$94,201.12 | |
| Total Installment Cost | (\$10,000.00) | |
| Contributions from other sources | \$0.00 | |
| Net Balance | \$84,201.12 | |
| District Balance (surplus is +; deficit is 0) | | \$84,201.12 |
| Net Assessment Calculation | | |
| Assessment | \$36,069.00 | |
| Surplus or Deficit (surplus is subtracted; deficit is added) | (\$84,201.12) | |
| Net Assessment | | (\$48,132.12) |
| Allocated Net Assessment to Property | | |
| Net Assessment | (\$48,132.12) | |
| Single Family Equivalent Benefit Units | 165 | |
| Allocated Net Assessment to Property | | (\$291.71) |
| Comparison of Net Assessment and Assessment | | |
| Allocated Net Assessment to Property | \$291.71 | |
| Allocated Assessment to Property | \$218.60 | |
| Per Parcel Surplus (+) or Deficit (-) | | \$510.31 |

*Unless itemized balance

BLUE RAVINE OAKS - INSTALLMENT SUMMARY

| | | | | | | | | |
|---|--------------------------------------|--------------------------------|--------------------|-----------------------|------------------------|-------------------------|-------------------------|-------------------------------|
| District: | Blue Ravine Oaks (The Shores) | | | | | | | |
| Fiscal Year: | 2020-21 | | | | | | | |
| Fund Balance (2020) | \$99,862 | | | | | | | |
| Short Term Installment Summary | | | | | | | | |
| | | | | | | | | Approx. Total Required |
| Project | Yearly Installment | Prior Years Collections | Year 1 2016 | Year 2 2017 | Year 3 2018 | Year 4 2019 | Year 5 2020 | |
| Tree Removal/Replacement (Blue Ravine Road) | \$1,000 | \$5,000 | \$1,000 | \$1,000 | \$1,000 | \$1,000 | \$1,000 | \$35,000 |
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| Totals: | \$1,000 | \$5,000 | \$1,000 | \$1,000 | \$1,000 | \$1,000 | \$1,000 | \$35,000 |
| Long Term Installment Summary | | | | | | | | |
| | | | | | | | | Approx. Total Required |
| Project | Yearly Installment | Prior Years Collections | Year 1 2016 | Years 2-5 2017 | Years 5-10 2018 | Years 10-20 2019 | Years 20-30 2020 | |
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| Totals: | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |

| City of Folsom | | |
|---|---------------------------|----------------------|
| Blue Ravine Oaks No. 2 Landscaping and Lighting District | | |
| Fund 278 | | |
| 2020-21 | | |
| | | Total Budget |
| Fund Balance Calculation | | |
| Starting Fund Balance (as of April 2020) | \$183,756.06 | |
| Estimated Reserve to finance approx. first 6 months of 20-21 | (\$15,714.05) | |
| Available Funds | | \$168,042.01 |
| Improvement Costs | | |
| <u>General Maintenance Costs</u> | | |
| 1. Scheduled | \$10,956.00 | |
| 2. Unscheduled | \$15,000.00 | |
| 3. Streetlights | \$0.00 | |
| 4. Irrigation | \$800.00 | |
| <u>Service Costs</u> | | |
| 5. Electrical | \$0.00 | |
| 6. Water | \$0.00 | |
| <u>Current Year Improvement Projects</u> | | |
| 7. Fence Replacement (Riley) | \$40,000.00 | |
| | <i>Subtotal of Item 9</i> | \$40,000.00 |
| Subtotal | | \$86,756.00 |
| <u>Incidental Costs</u> | | |
| 9. Professional Services (Engineer's Report and IP) | \$0.00 | |
| 10. Contract Services (all other contracts and services) | \$0.00 | |
| 11. Publications/Mailings/Communications | \$0.00 | |
| 12. Staff | \$3,763.00 | |
| 13. Overhead | \$460.00 | |
| 14. County Auditor Fee | \$97.35 | |
| Subtotal | | \$4,320.35 |
| Total Improvement Costs | | \$71,076.35 |
| Assessment to Property (Current) | | |
| Assessment per Single Family Equivalent | \$213.26 | |
| Single Family Equivalent Benefit Units | 165 | |
| Total Assessment | | \$35,187.90 |
| Installment Costs (see Installment Plan and Summary next page) | | |
| Short-Term Installment Plan (previously collected) | \$1,000.00 | |
| Long-Term Installment Plan (previously collected) | \$55,200.00 | |
| Short-Term Installment Plan (collected this year) | \$0.00 | |
| Long-Term Installment Plan (collected this year) | \$9,200.00 | |
| Total Installment Costs | | \$65,400.00 |
| District Balance | | |
| Total Assessment | \$35,187.90 | |
| Total Improvement Costs | (\$71,076.35) | |
| Subtotal | (\$35,888.45) | |
| Total Available Funds | \$168,042.01 | |
| Total Funds | \$132,153.56 | |
| Total Installment Cost | (\$65,400.00) | |
| Contributions from other sources | \$0.00 | |
| Net Balance | | \$66,753.56 |
| District Balance (surplus is +; deficit is 0) | | \$66,753.56 |
| Net Assessment Calculation | | |
| Assessment | \$35,187.90 | |
| Surplus or Deficit (surplus is subtracted; deficit is added) | (\$66,753.56) | |
| Net Assessment | | (\$31,565.66) |
| Allocated Net Assessment to Property | | |
| Net Assessment | (\$31,565.66) | |
| Single Family Equivalent Benefit Units | 165 | |
| Allocated Net Assessment to Property | | (\$191.31) |
| Comparison of Net Assessment and Assessment | | |
| Allocated Net Assessment to Property | \$191.31 | |
| Allocated Assessment to Property | \$213.26 | |
| Per Parcel Surplus (+) or Deficit (-) | | \$404.57 |

BLUE RAVINE OAKS NO. 2 - INSTALLMENT SUMMARY

| | | | | | | | | |
|---|-------------------------------|--------------------------------|--------------------|-----------------------|------------------------|-------------------------|-------------------------|------------------|
| District: | Blue Ravine Oaks No. 2 | | | | | | | |
| Fiscal Year: | 2020-21 | | | | | | | |
| Fund Balance (2020) | \$183,756 | | | | | | | |
| Short Term Installment Summary | | | | | | | | |
| | | | | | | | | Approx. Total |
| Project | Yearly Installment | Prior Years Collections | Year 1 2015 | Year 2 2016 | Year 3 2017 | Year 4 2018 | Year 5 2019 | Required |
| Tree Removal/Replacement (Blue Ravine Road) | \$1,000 | \$1,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$35,000 |
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| Totals: | \$1,000 | \$1,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$35,000 |
| Long Term Installment Summary | | | | | | | | |
| | | | | | | | | Approx. Total |
| Project | Yearly Installment | Prior Years Collections | Year 1 2015 | Years 2-5 2016 | Years 5-10 2017 | Years 10-20 2018 | Years 20-30 2019 | Required |
| Fence Replacement on Riley or Fence Upgrade | \$1,200 | \$1,200 | \$1,200 | \$1,200 | \$1,200 | \$1,200 | \$1,200 | \$65,000 |
| Tree Removal/Replacement | \$2,500 | \$2,500 | \$2,500 | \$2,500 | \$2,500 | \$2,500 | \$2,500 | \$80,000 |
| Blue Ravine Wall Repair | \$5,000 | \$5,000 | \$5,000 | \$5,000 | \$5,000 | \$5,000 | \$5,000 | \$130,000 |
| Signage Replacement | \$500 | \$500 | \$500 | \$500 | \$500 | \$500 | \$500 | \$4,000 |
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| Totals: | \$9,200 | \$9,200 | \$9,200 | \$9,200 | \$9,200 | \$9,200 | \$9,200 | \$279,000 |

| City of Folsom Briggs Ranch Landscaping and Lighting District Fund 205 2020-21 | | Total Budget |
|---|------------------------------|----------------|
| Fund Balance Calculation | | |
| Starting Fund Balance (as of April 2020) | \$4,655.00 | |
| Estimated Reserve to finance approx. first 6 months of 20-21 | (\$36,041.32) | |
| Available Funds | | (\$31,386.32) |
| Improvement Costs | | |
| <u>General Maintenance Costs</u> | | |
| 1. Scheduled | \$41,868.00 | |
| 2. Unscheduled | \$25,000.00 | |
| 3. Streetlights | \$4,000.00 | |
| 4. Irrigation | \$1,300.00 | |
| <u>Service Costs</u> | | |
| 5. Electrical | \$9,078.00 | |
| 6. Water | \$7,928.00 | |
| <u>Current Year Improvement Projects</u> | | |
| 7. No planned projects | \$0.00 | |
| Subtotal | Subtotal of Item 7 \$0.00 | \$89,074.00 |
| <u>Incidental Costs</u> | | |
| 7. Professional Services (Engineer's Report and IP) | \$1,000.00 | |
| 8. Contract Services (all other contracts and services) | \$3,100.00 | |
| 9. Publications/Mailings/Communications | \$250.00 | |
| 10. Staff | \$12,660.00 | |
| 11. Overhead | \$1,269.00 | |
| 12. County Auditor Fee | \$389.41 | |
| Subtotal | | \$18,668.41 |
| Total Improvement Costs | | \$107,742.41 |
| Assessment to Property (Current) | | |
| Assessment per Single Family Equivalent | \$122.28 | |
| Single Family Equivalent Benefit Units | 660.01 | |
| Total Assessment | | \$80,706.02 |
| Installment Costs (see Installment Plan and Summary next page) | | |
| Short-Term Installment Plan (previously collected) | \$55,000.00 | |
| Long-Term Installment Plan (previously collected) | \$95,070.00 | |
| Short-Term Installment Plan (collected this year) | \$2,000.00 | |
| Long-Term Installment Plan (collected this year) | \$3,410.00 | |
| Total Installment Costs | | \$155,480.00 |
| District Balance | | |
| Total Assessment | \$80,706.02 | |
| Total Improvement Costs | (\$107,742.41) | |
| Subtotal | (\$27,036.38) | |
| Total Available Funds | (\$31,386.32) | |
| Total Funds | (\$58,422.70) | |
| Total Installment Cost | (\$155,480.00) | |
| Contributions from other sources | \$0.00 | |
| Net Balance | (\$213,902.70) | |
| District Balance (surplus is +; deficit is -) | | (\$213,902.70) |
| Net Assessment Calculation | | |
| Assessment | \$80,706.02 | |
| Surplus or Deficit (surplus is subtracted; deficit is added) | \$213,902.70 | |
| Net Assessment | | \$294,608.73 |
| Allocated Net Assessment to Property | | |
| Net Assessment | \$294,608.73 | |
| Single Family Equivalent Benefit Units | 660 | |
| Allocated Net Assessment to Property | | \$448.37 |
| Comparison of Net Assessment and Assessment | | |
| Allocated Net Assessment to Property | | (\$448.37) |
| Allocated Assessment to Property | | \$122.28 |
| Per Parcel Surplus (+) or Deficit (-) | | (\$324.09) |

BRIGGS RANCH - INSTALLMENT SUMMARY

| | | | | | | | | |
|---|---------------------------|--------------------------------|--------------------|-----------------------|------------------------|-------------------------|-------------------------|------------------|
| District: | Briggs Ranch | | | | | | | |
| Fiscal Year: | 2020-21 | | | | | | | |
| Fund Balance (2020) | \$4,655 | | | | | | | |
| Short Term Installment Summary | | | | | | | | |
| | | | | | | | | Approx. Total |
| Project | Yearly Installment | Prior Years Collections | Year 1 2015 | Year 2 2016 | Year 3 2017 | Year 4 2018 | Year 5 2019 | Required |
| Shrub and Tree Upgrades (E. Naboma/Blue Ravine) | \$10,000 | \$17,000 | \$500 | \$500 | \$500 | \$500 | \$500 | \$50,000 |
| Fence/Wall Repair/Replacement (Blue Ravine)-partial | \$10,000 | \$17,000 | \$500 | \$500 | \$500 | \$500 | \$500 | \$50,000 |
| Fence Repair/Replacement (E. Naboma)-partial | \$2,000 | \$5,000 | \$500 | \$500 | \$500 | \$500 | \$500 | \$50,000 |
| Pet Station-repair/replacement | \$2,000 | \$6,000 | \$500 | \$500 | \$500 | \$500 | \$500 | \$6,000 |
| Totals: | \$24,000 | \$45,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$156,000 |
| Long Term Installment Summary | | | | | | | | |
| | | | | | | | | Approx. Total |
| Project | Yearly Installment | Prior Years Collections | Year 1 2015 | Years 2-5 2016 | Years 5-10 2017 | Years 10-20 2018 | Years 20-30 2019 | Required |
| Bollard Repair/Replacement (67 bollards) | \$2,000 | \$39,020 | \$410 | \$410 | \$410 | \$410 | \$410 | \$60,000 |
| Fence Repair/Replacement (Blue Ravine)-partial | \$4,000 | \$8,000 | \$500 | \$500 | \$500 | \$500 | \$500 | \$60,000 |
| Fence Repair/Replacement (E. Naboma)-partial | \$4,000 | \$8,000 | \$500 | \$500 | \$500 | \$500 | \$500 | \$60,000 |
| Entry Sign Replacement (brass letters) | \$1,000 | \$3,500 | \$500 | \$500 | \$500 | \$500 | \$500 | \$10,000 |
| Irrigation Upgrades/replacements (3 controllers) | \$2,000 | \$5,000 | \$500 | \$500 | \$500 | \$500 | \$500 | \$10,000 |
| Landscape Lighting Upgrades or Replacement | \$5,000 | \$9,500 | \$500 | \$500 | \$500 | \$500 | \$500 | \$75,000 |
| Tree & landscape improvements (partial collection) | \$2,000 | \$5,000 | \$500 | \$500 | \$500 | \$500 | \$500 | \$10,000 |
| Totals: | \$20,000 | \$78,020 | \$3,410 | \$3,410 | \$3,410 | \$3,410 | \$3,410 | \$285,000 |

| City of Folsom Broadstone Landscaping and Lighting District Fund 210 2020-21 | | | Total Budget |
|---|--------------------|------|----------------|
| Fund Balance Calculation | | | |
| Starting Fund Balance (as of April 2020) | (\$347,011.73) | | |
| Estimated Reserve to finance approx. first 6 months of 20-21 | (\$173,214.67) | | |
| Available Funds | | | (\$520,226.40) |
| Improvement Costs | | | |
| General Maintenance Costs | | | |
| 1. Scheduled | \$0.00 | | |
| 2. Unscheduled | \$0.00 | | |
| 3. Streetlights | \$0.00 | | |
| Service Costs | | | |
| 4. Electrical | \$45,000.00 | | |
| 5. Water | \$65,000.00 | | |
| Current Year Improvement Projects | | | |
| 6. No Planned Projects | \$0.00 | | |
| | Subtotal of Item 6 | 0.00 | |
| Subtotal | | | \$130,000.00 |
| Incidental Costs | | | |
| 7. Professional Services (Engineer's Report and IP) | \$1,000.00 | | |
| 8. Contract Services (all other contracts and services) | \$3,100.00 | | |
| 9. Publications/Mailing/Communications | \$250.00 | | |
| 10. Staff | \$50,639.00 | | |
| 11. Overhead | \$6,600.00 | | |
| 12. County Auditor Fee | \$1,387.03 | | |
| Subtotal | | | \$64,976.03 |
| Total Improvement Costs | | | \$194,976.03 |
| Assessment to Property (Current) | | | |
| Assessment per Single Family Equivalent | \$164.99 | | |
| Single Family Equivalent Benefit Units | 2,350.69 | | |
| Total Assessment | | | \$387,873.34 |
| Installment Costs (see installment Plan and Summary next page) | | | |
| Short-Term Installment Plan (previously collected) | \$0.00 | | |
| Long-Term Installment Plan (previously collected) | \$2,745.00 | | |
| Short-Term Installment Plan (collected this year) | \$0.00 | | |
| Long-Term Installment Plan (collected this year) | \$0.00 | | |
| Total Installment Costs | | | \$2,745.00 |
| District Balance | | | |
| Total Assessment | \$387,873.34 | | |
| Total Improvement Costs | (\$194,976.03) | | |
| Subtotal | \$192,897.32 | | |
| Total Available Funds | (\$520,226.40) | | |
| Total Funds | (\$327,329.08) | | |
| Total Installment Cost | (\$2,745.00) | | |
| Contributions from other sources | \$0.00 | | |
| Net Balance | (\$330,074.08) | | |
| District Balance (surplus is +; deficit is 0) | | | (\$330,074.08) |
| Net Assessment Calculation | | | |
| Assessment | \$387,873.34 | | |
| Surplus or Deficit (surplus is subtracted; deficit is added) | (\$330,074.08) | | |
| Net Assessment | | | \$717,947.43 |
| Allocated Net Assessment to Property | | | |
| Net Assessment | \$717,947.43 | | |
| Single Family Equivalent Benefit Units | 2351 | | |
| Allocated Net Assessment to Property | | | \$305.39 |
| Comparison of Net Assessment and Assessment | | | |
| Allocated Net Assessment to Property | | | (\$305.39) |
| Allocated Assessment to Property | | | \$184.69 |
| Per Parcel Surplus (+) or Deficit (-) | | | (\$140.40) |

*Transfer from fund balance

BROADSTONE 1 AND 2 - INSTALLMENT SUMMARY

| | | | | | | | | |
|--|---------------------------|--------------------------------|--------------------|-----------------------|------------------------|-------------------------|-------------------------|------------------------|
| District: | Broadstone | | | | | | | |
| Fiscal Year: | 2020-21 | | | | | | | |
| Fund Balance (2020) | (\$347,012) | | | | | | | |
| Short Term Installment Summary | | | | | | | | |
| | | | | | | | | Approx. Total Required |
| Project | Yearly Installment | Prior Years Collections | Year 1 2015 | Year 2 2016 | Year 3 2017 | Year 4 2018 | Year 5 2019 | |
| Tree & landscape improvements (partial fund collection) | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$25,000 |
| Repair Irrigation/Replace Shrubs-Rathbone, Knoller, other interior areas | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$50,000 |
| Landscape Light repair/replacement (60 lights) | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$6,000 |
| Bollard Repair/Replacement (40) | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$15,000 |
| Light Pole/fixture replacement of KW | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$10,000 |
| Totals: | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$106,000 |
| Long Term Installment Summary | | | | | | | | |
| | | | | | | | | Approx. Total Required |
| Project | Yearly Installment | Prior Years Collections | Year 1 2015 | Years 2-5 2016 | Years 5-10 2017 | Years 10-20 2018 | Years 20-30 2019 | |
| Repair Irrigation/Replace Shrubs-Iron Point median | \$0 | \$2,745 | \$0 | \$0 | \$0 | \$0 | \$0 | \$50,000 |
| Tree & landscape improvements (or replacement) | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$160,000 |
| Shrub Replacement-through out (some irrigation repair)-28 acres | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,000,000 |
| Landscape Light replacement | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$10,000 |
| Pet Station replacement (7) | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$11,000 |
| Signage Repair/Replacement | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$40,000 |
| Turf Removal/Irrigation retrofit | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$200,000 |
| Irrigation Upgrades and flow (15) | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$45,000 |
| Totals: | \$0 | \$2,745 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,516,000 |

| City of Folsom Broadstone 3 Landscaping and Lighting District Fund 209 - Streetlights Only 2020-21 | | |
|---|---------------------------|---------------------|
| | | Total Budget |
| Fund Balance Calculation | | |
| Starting Fund Balance (as of April 2020) | \$87,414.50 | |
| Estimated Revenue to finance approx. first 6 months of 20-21 | (\$9,288.08) | |
| Available Funds | | \$78,126.42 |
| Improvement Costs | | |
| General Maintenance Costs | | |
| 1. Scheduled | \$0.00 | |
| 2. Unscheduled | \$0.00 | |
| 3. Streetlights | \$8,000.00 | |
| Service Costs | | |
| 4. Electrical | \$2,000.00 | |
| 5. Water | \$0.00 | |
| Current Year Improvement Projects | | |
| 6. LED Retrofit (Partial-Tall Pole) | \$25,000.00 | |
| | <i>Subtotal of Item 6</i> | \$25,000.00 |
| Subtotal | | \$35,000.00 |
| Incidental Costs | | |
| 7. Professional Services (Engineer's Report and IP) | \$0.00 | |
| 8. Contract Services (all other contracts and services) | \$0.00 | |
| 9. Publications/Mailings/Communications | \$0.00 | |
| 10. Staff | \$0.00 | |
| 11. Overhead | \$324.00 | |
| 12. County Auditor Fee | \$696.00 | |
| | \$421.38 | |
| Subtotal | | \$1,444.38 |
| Total Improvement Costs | | \$36,444.38 |
| Assessment to Property (Current) | | |
| Assessment per Single Family Equivalent | \$28.07 | |
| Single Family Equivalent Benefit Units | 740.95 | |
| Total Assessment | | \$20,798.47 |
| Installation Costs (see Installation Plan and Summary next page) | | |
| Short-Term Installation Plan (previously collected) | \$0.00 | |
| Long-Term Installation Plan (previously collected) | \$5,000.00 | |
| Short-Term Installation Plan (collected this year) | \$0.00 | |
| Long-Term Installation Plan (collected this year) | \$0.00 | |
| Total Installation Costs | | \$5,000.00 |
| District Balance | | |
| Total Assessment | \$20,798.47 | |
| Total Improvement Costs | (\$36,444.38) | |
| Subtotal | (\$15,645.91) | |
| Total Available Funds | \$88,666.42 | |
| Total Funds | \$73,020.50 | |
| Total Installation Cost | (\$5,000.00) | |
| Contributions from other sources | \$0.00 | |
| Net Balance | \$68,020.50 | |
| District Balance (surplus is +; deficit is 0) | | \$68,020.50 |
| Net Assessment Calculation | | |
| Assessment | \$20,798.47 | |
| Surplus or Deficit (surplus is subtracted; deficit is added) | (\$68,020.50) | |
| Net Assessment | (\$47,222.04) | |
| Allocated Net Assessment to Property | | |
| Net Assessment | (\$47,222.04) | |
| Single Family Equivalent Benefit Units | 741 | |
| Allocated Net Assessment to Property | | (\$63.73) |
| Comparison of Net Assessment and Assessment | | |
| Allocated Net Assessment to Property | \$63.73 | |
| Allocated Assessment to Property | \$28.07 | |
| Per Parcel Surplus (+) or Deficit (-) | | \$81.80 |

BROADSTONE 3 - INSTALLMENT SUMMARY

| | | | | | | | | |
|--|---------------------------|--------------------------------|--------------------|-----------------------|------------------------|-------------------------|-------------------------|------------------------|
| District: | Broadstone #3 | | | | | | | |
| Fiscal Year: | 2020-21 | | | | | | | |
| Fund Balance (2020) | \$87,415 | | | | | | | |
| Short Term Installment Summary | | | | | | | | |
| | | | | | | | | Approx. Total Required |
| Project | Yearly Installment | Prior Years Collections | Year 1 2015 | Year 2 2016 | Year 3 2017 | Year 4 2018 | Year 5 2019 | |
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| Total | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Long Term Installment Summary | | | | | | | | |
| | | | | | | | | Approx. Total Required |
| Project | Yearly Installment | Prior Years Collections | Year 1 2015 | Years 2-5 2016 | Years 5-10 2017 | Years 10-20 2018 | Years 20-30 2019 | |
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| Paint Streetlight Poles (350 poles) | \$5,000 | \$5,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$50,000 |
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| Total | \$5,000 | \$5,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$50,000 |

| City of Folsom Broadstone No. 4 Landscaping and Lighting District Fund 282 2020-21 | | Total Budget |
|---|---------------------------|---------------------|
| Fund Balance Calculation | | |
| Starting Fund Balance (as of April 2020) | \$315,013.00 | |
| Estimated Reserve to finance approx. first 6 months of 20-21 | (\$40,285.39) | |
| Available Funds | | \$274,727.61 |
| Improvement Costs | | |
| <u>General Maintenance Costs</u> | | |
| 1. Scheduled | \$141,276.00 | |
| 2. Unscheduled | \$70,000.00 | |
| 3. Streetlights | \$17,500.00 | |
| 4. Irrigation | \$17,000.00 | |
| <u>Service Costs</u> | | |
| 5. Electrical | \$0.00 | |
| 6. Water | \$0.00 | |
| <u>Current Year Improvement Projects</u> | | |
| 7. Streetscape medians | \$30,000.00 | |
| Subtotal | \$30,000.00 | |
| | <i>Subtotal of Item 6</i> | \$275,776.00 |
| <u>Incidental Costs</u> | | |
| 8. Professional Services (Engineer's Report and IP) | \$0.00 | |
| 9. Contract Services (all other contracts and services) | \$0.00 | |
| 10. Publications/Mailings/Communications | \$0.00 | |
| 11. Staff | \$6,456.00 | |
| 12. Overhead | \$13,285.00 | |
| 13. County Auditor Fee | | |
| Subtotal | | \$19,751.00 |
| Total Improvement Costs | | \$295,527.00 |
| <u>Assessment to Property (Current)</u> | | |
| Assessment per Single Family Equivalent | \$38.05 | |
| Single Family Equivalent Benefit Units | 2,370.82 | |
| Total Assessment | | \$90,209.62 |
| <u>Installment Costs (see installment Plan and Summary next page)</u> | | |
| Short-Term Installment Plan (previously collected) | \$0.00 | |
| Long-Term Installment Plan (previously collected) | \$0.00 | |
| Short-Term Installment Plan (collected this year) | \$0.00 | |
| Long-Term Installment Plan (collected this year) | \$0.00 | |
| Total Installment Costs | | \$0.00 |
| <u>District Balance</u> | | |
| Total Assessment | \$90,209.62 | |
| Total Improvement Costs | (\$295,527.00) | |
| Subtotal | (\$205,317.38) | |
| Total Available Funds | \$274,727.61 | |
| Total Funds | \$69,410.23 | |
| Total Installment Cost | \$0.00 | |
| Contributions from other sources | \$0.00 | |
| Net Balance | \$69,410.23 | |
| District Balance (surplus is +; deficit is 0) | | \$69,410.23 |
| <u>Net Assessment Calculation</u> | | |
| Assessment | \$90,209.62 | |
| Surplus or Deficit (surplus is subtracted, deficit is added) | (\$69,410.23) | |
| Net Assessment | | \$20,799.39 |
| <u>Allocated Net Assessment to Property</u> | | |
| Net Assessment | \$20,799.39 | |
| Single Family Equivalent Benefit Units | 2371 | |
| Allocated Net Assessment to Property | | \$8.77 |
| <u>Comparison of Net Assessment and Assessment</u> | | |
| Allocated Net Assessment to Property | | (\$8.77) |
| Allocated Assessment to Property | | \$38.05 |
| Per Parcel Surplus (+) or Deficit (-) | | \$29.28 |

BROADSTONE 4 - INSTALLMENT SUMMARY

| | | | | | | | | |
|---------------------------------------|---------------------------|--------------------------------|--------------------|-----------------------|------------------------|-------------------------|-------------------------|------------------------|
| District: | Broadstone No. 4 | | | | | | | |
| Fiscal Year: | 2020-21 | | | | | | | |
| Fund Balance (2020) | \$315,013 | | | | | | | |
| Short Term Installment Summary | | | | | | | | |
| | | | | | | | | Approx. Total Required |
| Project | Yearly Installment | Prior Years Collections | Year 1 2015 | Year 2 2016 | Year 3 2017 | Year 4 2018 | Year 5 2019 | |
| | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
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| Total | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Long Term Installment Summary | | | | | | | | |
| | | | | | | | | Approx. Total Required |
| Project | Yearly Installment | Prior Years Collections | Year 1 2015 | Years 2-5 2016 | Years 5-10 2017 | Years 10-20 2018 | Years 20-30 2019 | |
| | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
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| Total | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |

| City of Folsom Cobble Hills II/Reflections II Landscaping and Lighting District Fund 214 2020-21 | | Total Budget |
|---|---------------------------|-----------------------|
| Fund Balance Calculation | | |
| Starting Fund Balance (as of April 2020) | (\$740 00) | |
| Estimated Reserve to finance approx. first 6 months of 20-21 | (\$19,654 43) | |
| Available Funds | | <u>(\$20,394 43)</u> |
| Improvement Costs | | |
| General Maintenance Costs | | |
| 1. Scheduled | \$66,276 00 | |
| 2. Unscheduled | \$10,000 00 | |
| 3. Streetlights | \$1,350 00 | |
| 4. Irrigation | \$1,600 00 | |
| Service Costs | | |
| 5. Electrical | \$2,000 00 | |
| 6. Water | \$6,500 00 | |
| Current Year Improvement Projects | | |
| 7. Fence replacement | \$10,000 00 | |
| | <i>Subtotal of Item 7</i> | <u>\$10,000 00</u> |
| Subtotal | | <u>\$97,726 00</u> |
| Incidental Costs | | |
| 8. Professional Services (Engineer's Report and IP) | \$1,000 00 | |
| 9. Contract Services (all other contracts and services) | \$3,100 00 | |
| 10. Publications/Mailing/Communications | \$250 00 | |
| 11. Staff | \$8,440 00 | |
| 12. Overhead | \$1,620 00 | |
| 13. County Auditor Fee | \$229 51 | |
| Subtotal | | <u>\$14,639 51</u> |
| Total Improvement Costs | | <u>\$112,365 51</u> |
| Assessment to Property (Current) | | |
| Assessment per Single Family Equivalent | \$113 14 | |
| Single Family Equivalent Benefit Units | 389 | |
| Total Assessment | | <u>\$44,011 46</u> |
| Installment Costs (see Installment Plan and Summary next page) | | |
| Short-Term Installment Plan (previously collected) | \$43,856 00 | |
| Long-Term Installment Plan (previously collected) | \$54,000 00 | |
| Short-Term Installment Plan (collected this year) | \$0 00 | |
| Long-Term Installment Plan (collected this year) | \$0 00 | |
| Total Installment Costs | | <u>\$97,856 00</u> |
| District Balance | | |
| Total Assessment | \$44,011 46 | |
| Total Improvement Costs | (\$112,365 51) | |
| Subtotal | <u>(\$68,354 05)</u> | |
| Total Available Funds | (\$20,394 43) | |
| Total Funds | <u>(\$88,748 48)</u> | |
| Total Installment Cost | (\$97,856 00) | |
| Contributions from other sources | \$5,000 00 | |
| Net Balance | <u>(\$181,604 48)</u> | |
| District Balance (surplus is +; deficit is 0) | | <u>(\$181,604 48)</u> |
| Net Assessment Calculation | | |
| Assessment | \$44,011 46 | |
| Surplus or Deficit (surplus is subtracted; deficit is added) | \$181,604 48 | |
| Net Assessment | <u>\$225,615 94</u> | |
| Allocated Net Assessment to Property | | |
| Net Assessment | \$225,615 94 | |
| Single Family Equivalent Benefit Units | 389 | |
| Allocated Net Assessment to Property | <u>\$579 99</u> | |
| Comparison of Net Assessment and Assessment | | |
| Allocated Net Assessment to Property | (\$579 99) | |
| Allocated Assessment to Property | \$113 14 | |
| Per Parcel Surplus (+) or Deficit (-) | <u>(\$466 85)</u> | |

COBBLE HILLS RIDGE - INSTALLMENT SUMMARY

| | | | | | | | | |
|---|---------------------------------------|--------------------------------|--------------------|-----------------------|------------------------|-------------------------|-------------------------|----------------------|
| District: | Cobble Hills II/Reflections II | | | | | | | |
| Fiscal Year: | 2020-21 | | | | | | | |
| Fund Balance (2020) | (\$740) | | | | | | | |
| Short Term Installment Summary | | | | | | | | Approx. Total |
| Project | Yearly Installment | Prior Years Collections | Year 1 2015 | Year 2 2016 | Year 3 2017 | Year 4 2018 | Year 5 2019 | Required |
| Tree & landscape improvements (or replacement) | \$5,000 | \$38,856 | \$0 | \$0 | \$0 | \$0 | \$0 | \$50,000 |
| Mini Park & Path to Lembi Turf and Shrub Repair/Replacement | \$10,000 | \$5,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$40,000 |
| Totals: | \$15,000 | \$43,856 | \$0 | \$0 | \$0 | \$0 | \$0 | \$90,000 |
| Long Term Installment Summary | | | | | | | | Approx. Total |
| Project | Yearly Installment | Prior Years Collections | Year 1 2015 | Years 2-5 2016 | Years 5-10 2017 | Years 10-20 2018 | Years 20-30 2019 | Required |
| Fence Repair/Replacement (225 ft) | \$1,000 | \$6,500 | \$0 | \$0 | \$0 | \$0 | \$0 | \$10,000 |
| Wall Repairs and Painting (628 ft) | \$1,000 | \$35,500 | \$0 | \$0 | \$0 | \$0 | \$0 | \$40,000 |
| Shrub Replacement-Glenn/Oxborough | \$5,000 | \$7,500 | \$0 | \$0 | \$0 | \$0 | \$0 | \$65,000 |
| Shrub Replacement-Sibley and Corner | \$1,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$15,000 |
| Signage Repair/Replacement | \$1,000 | \$1,500 | \$0 | \$0 | \$0 | \$0 | \$0 | \$8,000 |
| Tree & landscape improvements (or replacement) | \$2,000 | \$3,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$53,600 |
| Totals: | \$11,000 | \$54,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$191,600 |

| City of Folsom Cobble Ridge Landscaping and Lighting District Fund 234 2020-21 | | | Total Budget |
|---|--------------------|---------------|--------------|
| Fund Balance Calculation | | | |
| Starting Fund Balance (as of April 2020) | \$104,313.62 | | |
| Estimated Reserve to finance approx. first 6 months of 20-21 | (\$6,313.45) | | |
| Available Funds | | \$98,000.17 | |
| Improvement Costs | | | |
| General Maintenance Costs | | | |
| 1. Scheduled | \$10,656.00 | | |
| 2. Unscheduled | \$3,000.00 | | |
| 3. Streetlights | \$350.00 | | |
| 4. Irrigation | \$250.00 | | |
| Service Costs | | | |
| 5. Electrical | \$500.00 | | |
| 6. Water | \$650.00 | | |
| Current Year Improvement Projects | | | |
| 7. Tree work in Cul-de-Sac | \$5,000.00 | | |
| Subtotal | Subtotal of Item 6 | \$5,000.00 | \$20,408.00 |
| Incidental Costs | | | |
| 8. Professional Services (Engineer's Report and IP) | \$1,000.00 | | |
| 9. Contract Services (all other contracts and services) | \$3,100.00 | | |
| 10. Publications/Mailings/Communications | \$338.00 | | |
| 11. Staff | \$950.00 | | |
| 12. Overhead | \$605.00 | | |
| 13. County Auditor Fee | \$57.82 | | |
| Subtotal | | \$6,050.82 | |
| Total Improvement Costs | | \$26,458.82 | |
| Assessment to Property (Current) | | | |
| Assessment per Single Family Equivalent | \$144.26 | | |
| Single Family Equivalent Benefit Units | 98 | | |
| Total Assessment | | \$14,137.48 | |
| Installation Costs (see installation Plan and Summary next page) | | | |
| Short-Term Installation Plan (previously collected) | \$29,518.00 | | |
| Long-Term Installation Plan (previously collected) | \$26,325.00 | | |
| Short-Term Installation Plan (collected this year) | \$1,000.00 | | |
| Long-Term Installation Plan (collected this year) | \$1,000.00 | | |
| Total Installation Costs | | \$57,843.00 | |
| District Balance | | | |
| Total Assessment | \$14,137.48 | | |
| Total Improvement Costs | (\$26,456.82) | | |
| Subtotal | (\$12,319.34) | | |
| Total Available Funds | \$98,000.17 | | |
| Total Funds | \$85,680.83 | | |
| Total Installation Cost | (\$57,843.00) | | |
| Contributions from other sources | \$0.00 | | |
| Net Balance | | \$27,837.83 | |
| District Balance (surplus is +; deficit is 0) | | \$27,837.83 | |
| Net Assessment Calculation | | | |
| Assessment | \$14,137.48 | | |
| Surplus or Deficit (surplus is subtracted; deficit is added) | (\$27,837.83) | | |
| Net Assessment | | (\$13,700.35) | |
| Allocated Net Assessment to Property | | | |
| Net Assessment | (\$13,700.35) | | |
| Single Family Equivalent Benefit Units | 98 | | |
| Allocated Net Assessment to Property | | (\$139.80) | |
| Comparison of Net Assessment and Assessment | | | |
| Allocated Net Assessment to Property | \$139.80 | | |
| Allocated Assessment to Property | \$144.26 | | |
| Per Parcel Surplus (+) or Deficit (-) | | \$284.06 | |

COBBLE RIDGE – INSTALLMENT SUMMARY

| | | | | | | | | |
|---|---------------------------|--------------------------------|--------------------|-----------------------|------------------------|-------------------------|-------------------------|----------------------|
| District: | Cobble Ridge | | | | | | | |
| Fiscal Year: | 2020-21 | | | | | | | |
| Fund Balance (2020) | \$104,314 | | | | | | | |
| Short Term Installment Summary | | | | | | | | |
| | | | | | | | | Approx. Total |
| Project | Yearly Installment | Prior Years Collections | Year 1 2015 | Year 2 2016 | Year 3 2017 | Year 4 2018 | Year 5 2019 | Required |
| Shrub, bark, DG replacement | \$3,000 | \$21,018 | \$500 | \$500 | \$500 | \$500 | \$500 | \$20,000 |
| Tree work in Cul de Sac | \$1,000 | \$3,500 | \$500 | \$500 | \$500 | \$500 | \$500 | \$5,000 |
| | | | | | | | | |
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| | | | | | | | | |
| Totals: | \$4,000 | \$24,518 | \$1,000 | \$1,000 | \$1,000 | \$1,000 | \$1,000 | \$25,000 |
| Long Term Installment Summary | | | | | | | | |
| | | | | | | | | Approx. Total |
| Project | Yearly Installment | Prior Years Collections | Year 1 2015 | Years 2-5 2016 | Years 5-10 2017 | Years 10-20 2018 | Years 20-30 2019 | Required |
| Fence Repair/Replacement (340 ft) | \$2,000 | \$14,000 | \$250 | \$250 | \$250 | \$250 | \$250 | \$20,000 |
| Shrub Replacement | \$2,000 | \$4,000 | \$250 | \$250 | \$250 | \$250 | \$250 | \$20,000 |
| Tubular Fence repair/replacement | \$400 | \$1,575 | \$250 | \$250 | \$250 | \$250 | \$250 | \$4,000 |
| Tree & landscape improvements (or replacements) | \$500 | \$1,750 | \$250 | \$250 | \$250 | \$250 | \$250 | \$3,000 |
| | | | | | | | | |
| Totals: | \$4,900 | \$21,325 | \$1,000 | \$1,000 | \$1,000 | \$1,000 | \$1,000 | \$47,000 |

| City of Folsom Folsom Heights Landscaping and Lighting District Fund 208 2020-21 | | |
|---|----------------------------------|----------------------|
| | | Total Budget |
| Fund Balance Calculation | | |
| Starting Fund Balance (as of April 2020) | \$21,967.53 | |
| Estimated Reserve to finance approx. first 6 months of 20-21 | (\$9,749.20) | |
| Available Funds | | \$12,218.33 |
| Improvement Costs | | |
| <u>General Maintenance Costs</u> | | |
| 1. Scheduled** | \$0.00 | |
| 2. Unscheduled | \$0.00 | |
| 3. Streetlights | \$1,500.00 | |
| 4. Irrigation | \$1,300.00 | |
| <u>Service Costs</u> | | |
| 5. Electrical | \$3,500.00 | |
| 6. Water | \$5,500.00 | |
| <u>Current Year Improvement Projects</u> | | |
| 7. Tree canopy open space | \$3,000.00 | |
| Subtotal | Subtotal of Item 7 \$3,000.00 | \$14,800.00 |
| <u>Incidental Costs</u> | | |
| 8. Professional Services (Engineer's Report and IP) | \$1,000.00 | |
| 9. Contract Services (all other contracts and services) | \$3,100.00 | |
| 10. Publications/Mailings/Communications | \$250.00 | |
| 11. Staff | \$0.00 | |
| 12. Overhead | \$494.00 | |
| 13. County Auditor Fee | \$181.72 | |
| Subtotal | | \$5,025.72 |
| Total Improvement Costs | | \$16,825.72 |
| <u>Assessment to Property (Current)</u> | | |
| Assessment per Single Family Equivalent | \$70.88 | |
| Single Family Equivalent Benefit Units | 308 | |
| Total Assessment | | \$21,831.04 |
| <u>Installment Costs (see installment Plan and Summary next page)</u> | | |
| Short-Term Installment Plan (previously collected) | \$0.00 | |
| Long-Term Installment Plan (previously collected) | \$56,000.00 | |
| Short-Term Installment Plan (collected this year) | \$0.00 | |
| Long-Term Installment Plan (collected this year) | \$0.00 | |
| Total Installment Costs | | \$56,000.00 |
| <u>District Balance</u> | | |
| Total Assessment | \$21,831.04 | |
| Total Improvement Costs | (\$19,825.72) | |
| Subtotal | \$2,005.32 | |
| Total Available Funds | \$12,218.33 | |
| Total Funds | \$14,223.65 | |
| Total Installment Cost | (\$56,000.00) | |
| Contributions from other sources | \$0.00 | |
| Net Balance | (\$41,776.35) | |
| District Balance (surplus is +; deficit is 0) | | (\$41,776.35) |
| <u>Net Assessment Calculation</u> | | |
| Assessment | \$21,831.04 | |
| Surplus or Deficit (surplus is subtracted; deficit is added) | \$41,776.35 | |
| Net Assessment | | \$83,607.39 |
| <u>Allocated Net Assessment to Property</u> | | |
| Net Assessment | \$83,607.39 | |
| Single Family Equivalent Benefit Units | 308 | |
| Allocated Net Assessment to Property | | \$268.52 |
| <u>Comparison of Net Assessment and Assessment</u> | | |
| Allocated Net Assessment to Property | | (\$268.52) |
| Allocated Assessment to Property | | \$70.88 |
| Per Parcel Surplus (+) or Deficit (-) | | (\$135.64) |

**Funds from fund balance
**Regular Maintenance reduced by 10% to 2 hours per month

FOLSOM HEIGHTS - INSTALLMENT SUMMARY

| | | | | | | | | |
|---|---------------------------|--------------------------------|--------------------|-----------------------|------------------------|-------------------------|-------------------------|------------------------|
| District: | Folsom Heights | | | | | | | |
| Fiscal Year: | 2020-21 | | | | | | | |
| Fund Balance (2020) | \$21,968 | | | | | | | |
| Short Term Installment Summary | | | | | | | | |
| | | | | | | | | Approx. Total Required |
| Project | Yearly Installment | Prior Years Collections | Year 1 2015 | Year 2 2016 | Year 3 2017 | Year 4 2018 | Year 5 2019 | |
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| Totals: | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Long Term Installment Summary | | | | | | | | |
| | | | | | | | | Approx. Total Required |
| Project | Yearly Installment | Prior Years Collections | Year 1 2015 | Years 2-5 2016 | Years 5-10 2017 | Years 10-20 2018 | Years 20-30 2019 | |
| Wall Repair/Paint(3000 ft) | \$2,000 | \$16,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$25,000 |
| Bike Path repair | \$2,000 | \$17,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$35,000 |
| Open Space Management/tree removal | \$2,000 | \$22,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$40,000 |
| Tree & landscape improvements (or replacements) | \$1,000 | \$1,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$40,000 |
| | | | | | | | | |
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| | | | | | | | | |
| Totals: | \$7,000 | \$56,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$140,000 |

| City of Folsom Folsom Heights No. 2 Landscaping and Lighting District Fund 281 2020-21 | | |
|---|----------------|-----------------------|
| | | Total Budget |
| Fund Balance Calculation | | |
| Starting Fund Balance (as of April 2020) | \$25,649.62 | |
| Estimated Reserve to finance approx. first 6 months of 20-21 | (\$28,429.03) | |
| Available Funds | | \$197,220.59 |
| Improvement Costs | | |
| General Maintenance Costs | | |
| 1 Scheduled | \$12,894.00 | |
| 2 Unscheduled | \$9,500.00 | |
| 3 Streetlights | \$0.00 | |
| Service Costs | | |
| 4 Electrical | \$0.00 | |
| 5 Water | \$0.00 | |
| Current Year Improvement Projects | | |
| 6 Tree Care & Ladder Fuel Abatement in Open Space | \$25,000.00 | |
| Subtotal | \$25,000.00 | \$47,394.00 |
| Incidental Costs | | |
| 7 Professional Services (Engineer's Report and IP) | \$0.00 | |
| 8 Contract Services (all other contracts and services) | \$0.00 | |
| 9 Publications/Meetings/Communications | \$0.00 | |
| 10 Staff | \$4,709.00 | |
| 11 Overhead | \$502.00 | |
| 12 County Auditor Fee | \$0.00 | |
| Subtotal | | \$5,211.00 |
| Total Improvement Costs | | \$52,605.00 |
| Assessment to Property (Current) | | |
| Assessment per Single Family Equivalent | \$208.38 | |
| Single Family Equivalent Benefit Units | 305.50 | |
| Total Assessment | | \$63,660.09 |
| Installment Costs (see Installment Plan and Summary next page) | | |
| Short-Term Installment Plan (previously collected) | \$0.00 | |
| Long-Term Installment Plan (previously collected) | \$0.00 | |
| Short-Term Installment Plan (collected this year) | \$0.00 | |
| Long-Term Installment Plan (collected this year) | \$0.00 | |
| Total Installment Costs | | \$0.00 |
| District Balance | | |
| Total Assessment | \$63,660.09 | |
| Total Improvement Costs | (\$52,605.00) | |
| Subtotal | \$11,055.09 | |
| Total Available Funds | \$197,220.59 | |
| Total Funds | \$208,275.68 | |
| Total Installment Cost | \$0.00 | |
| Contributions from other sources | \$0.00 | |
| Net Balance | \$208,275.68 | |
| District Balance (surplus is +; deficit is -) | | \$208,275.68 |
| Net Assessment Calculation | | |
| Assessment | \$63,660.09 | |
| Surplus or Deficit (surplus is subtracted; deficit is added) | (\$208,275.68) | |
| Net Assessment | | (\$144,615.59) |
| Allocated Net Assessment to Property | | |
| Net Assessment | (\$144,615.59) | |
| Single Family Equivalent Benefit Units | 306 | |
| Allocated Net Assessment to Property | | (\$473.37) |
| Comparison of Net Assessment and Assessment | | |
| Allocated Net Assessment to Property | \$473.37 | |
| Allocated Assessment to Property | \$208.38 | |
| Per Parcel Surplus (+) or Deficit (-) | | \$681.75 |

FOLSOM HEIGHTS NO. 2 - INSTALLMENT SUMMARY

| | | | | | | | | |
|---------------------------------------|-----------------------------|--------------------------------|--------------------|-----------------------|------------------------|-------------------------|-------------------------|-----------------|
| District: | Folsom Heights No. 2 | | | | | | | |
| Fiscal Year: | 2020-21 | | | | | | | |
| Fund Balance (2020) | \$225,650 | | | | | | | |
| Short Term Installment Summary | | | | | | | | |
| | | | | | | | | Approx. Total |
| Project | Yearly Installment | Prior Years Collections | Year 1 2016 | Year 2 2017 | Year 3 2018 | Year 4 2019 | Year 5 2020 | Required |
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| Totals: | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Long Term Installment Summary | | | | | | | | |
| | | | | | | | | Approx. Total |
| Project | Yearly Installment | Prior Years Collections | Year 1 2016 | Years 2-5 2017 | Years 5-10 2018 | Years 10-20 2019 | Years 20-30 2020 | Required |
| Glenn wall repair | | | \$0 | \$0 | \$0 | \$0 | \$0 | |
| Tree and landscape imprv (Vierra Cir) | | | \$0 | \$0 | \$0 | \$0 | \$0 | |
| New landscape (Glenn) | | | \$0 | \$0 | \$0 | \$0 | \$0 | |
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| Totals: | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |

| City of Folsom Hannaford Cross Landscaping and Lighting District Fund 212 2020-21 | | |
|--|--|----------------------|
| | | Total Budget |
| Fund Balance Calculation | | |
| Starting Fund Balance (as of April 2020) | \$22,394.06 | |
| Estimated Reserve to finance approx. first 6 months of 20-21 | (\$9,005.34) | |
| Available Funds | | \$13,388.72 |
| Improvement Costs | | |
| General Maintenance Costs | | |
| 1. Scheduled | \$11,136.00 | |
| 2. Unscheduled | \$6,500.00 | |
| 3. Streetlights | \$650.00 | |
| 4. Irrigation | \$500.00 | |
| Service Costs | | |
| 5. Electrical | \$2,500.00 | |
| 6. Water | \$2,300.00 | |
| Current Year Improvement Projects | | |
| 7. Lakeside fences | \$10,000.00 | |
| Subtotal | <i>Subtotal of Item 8</i> \$10,000.00 | \$33,588.00 |
| Incidental Costs | | |
| 8. Professional Services (Engineer's Report and IP) | \$1,000.00 | |
| 9. Contract Services (all other contracts and services) | \$3,100.00 | |
| 10. Publications/Mailings/Communications | \$250.00 | |
| 11. Staff | \$3,482.00 | |
| 12. Overhead | \$565.00 | |
| 13. County Auditor Fee | \$60.77 | |
| Subtotal | | \$8,457.77 |
| Total Improvement Costs | | \$42,045.77 |
| Assessment to Property (Current) | | |
| Assessment per Single Family Equivalent | \$195.78 | |
| Single Family Equivalent Benefit Units | 103 | |
| Total Assessment | | \$20,165.34 |
| Installation Costs (see Installation Plan and Summary next page) | | |
| Short-Term Installation Plan (previously collected) | \$7,500.00 | |
| Long-Term Installation Plan (previously collected) | \$27,352.00 | |
| Short-Term Installation Plan (collected this year) | \$0.00 | |
| Long-Term Installation Plan (collected this year) | \$544.00 | |
| Total Installation Costs | | \$35,396.00 |
| District Balance | | |
| Total Assessment | \$20,165.34 | |
| Total Improvement Costs | (\$42,043.77) | |
| Subtotal | (\$21,878.43) | |
| Total Available Funds | \$15,548.72 | |
| Total Funds | (\$6,329.71) | |
| Total Installation Cost | (\$35,396.00) | |
| Contributions from other sources | \$0.00 | |
| Net Balance | (\$41,725.71) | |
| District Balance (surplus is +; deficit is 0) | | (\$41,725.71) |
| Net Assessment Calculation | | |
| Assessment | \$20,165.34 | |
| Surplus or Deficit (surplus is subtracted; deficit is added) | \$41,725.71 | |
| Net Assessment | | \$61,891.05 |
| Allocated Net Assessment to Property | | |
| Net Assessment | \$61,891.05 | |
| Single Family Equivalent Benefit Units | 103 | |
| Allocated Net Assessment to Property | | \$600.88 |
| Comparison of Net Assessment and Assessment | | |
| Allocated Net Assessment to Property | (\$600.88) | |
| Allocated Assessment to Property | \$195.78 | |
| Per Parcel Surplus (+) or Deficit (-) | | (\$405.10) |

HANNAFORD CROSS - INSTALLMENT SUMMARY

| | | | | | | | | |
|---|---------------------------|--------------------------------|--------------------|-----------------------|------------------------|-------------------------|-------------------------|-----------------|
| District: | Hannaford Cross | | | | | | | |
| Fiscal Year: | 2020-21 | | | | | | | |
| Fund Balance (2020) | \$22,394 | | | | | | | |
| Short Term Installment Summary | | | | | | | | |
| | | | | | | | | Approx. Total |
| Project | Yearly Installment | Prior Years Collections | Year 1 2016 | Year 2 2017 | Year 3 2018 | Year 4 2019 | Year 5 2020 | Required |
| Landscape/Irrigation (Lakeside Dr) | \$5,000 | \$7,500 | \$0 | 0 | \$0 | 0 | 0 | \$20,000 |
| Totals: | \$5,000 | \$7,500 | \$0 | \$0 | \$0 | \$0 | \$0 | \$20,000 |
| Long Term Installment Summary | | | | | | | | |
| | | | | | | | | Approx. Total |
| Project | Yearly Installment | Prior Years Collections | Year 1 2016 | Years 2-5 2017 | Years 5-10 2018 | Years 10-20 2019 | Years 20-30 2020 | Required |
| Fence Repair/Replace-Lakeside (670 feet) | \$2,000 | \$20,600 | \$150 | \$150 | \$150 | \$150 | \$150 | \$28,000 |
| Inwood Replanting | \$1,000 | \$2,276 | \$194 | \$194 | \$194 | \$194 | \$194 | \$26,000 |
| Tree & landscape improvements (or replacements) | \$1,000 | \$2,300 | \$200 | \$200 | \$200 | \$200 | \$200 | \$10,000 |
| Totals: | \$4,000 | \$25,176 | \$544 | \$544 | \$544 | \$544 | \$544 | \$64,000 |

| City of Folsom Lake Natoma Shores Landscaping and Lighting District Fund 213 2020-21 | | Total Budget |
|---|--|----------------------|
| Fund Balance Calculation | | |
| Starting Fund Balance (as of April 2020) | \$98,645.93 | |
| Estimated Reserve to finance approx. first 6 months of 20-21 | (\$9,264.00) | |
| Available Funds | | \$89,381.93 |
| Improvement Costs | | |
| General Maintenance Costs | | |
| 1. Scheduled | \$6,828.00 | |
| 2. Unscheduled | \$7,500.00 | |
| 3. Streetlights | \$1,000.00 | |
| 4. Irrigation | \$700.00 | |
| Service Costs | | |
| 5. Electrical | \$900.00 | |
| 6. Water | \$2,898.00 | |
| Current Year Improvement Projects | | |
| 7. Forneel St. relandscape/Muerra relandscape | \$15,000.00 | |
| Subtotal | <i>Subtotal of Item 7</i> \$15,000.00 | \$34,826.00 |
| Incidental Costs | | |
| 8. Professional Services (Engineer's Report and IP) | \$1,000.00 | |
| 9. Contract Services (all other contracts and services) | \$3,100.00 | |
| 10. Publications/Mailings/Communications | \$250.00 | |
| 11. Staff | \$2,638.00 | |
| 12. Overhead | \$943.00 | |
| 13. County Auditor Fee | \$66.67 | |
| Subtotal | | \$7,997.67 |
| Total Improvement Costs | | \$42,823.67 |
| Assessment to Property (Current) | | |
| Assessment per Single Family Equivalent | \$183.58 | |
| Single Family Equivalent Benefit Units | 113 | |
| Total Assessment | | \$20,744.54 |
| Installment Costs (see installment Plan and Summary next page) | | |
| Short-Term Installment Plan (previously collected) | \$0.00 | |
| Long-Term Installment Plan (previously collected) | \$24,357.00 | |
| Short-Term Installment Plan (collected this year) | \$0.00 | |
| Long-Term Installment Plan (collected this year) | \$1,250.00 | |
| Total Installment Costs | | \$25,607.00 |
| District Balance | | |
| Total Assessment | \$20,744.54 | |
| Total Improvement Costs | (\$42,823.67) | |
| Subtotal | (\$22,079.13) | |
| Total Available Funds | \$89,381.93 | |
| Total Funds | \$67,302.80 | |
| Total Installment Cost | (\$25,607.00) | |
| Contributions from other sources | \$0.00 | |
| Net Balance | \$41,695.80 | |
| District Balance (surplus is +; deficit is 0) | | \$41,695.80 |
| Net Assessment Calculation | | |
| Assessment | \$20,744.54 | |
| Surplus or Deficit (surplus is subtracted; deficit is added) | (\$41,695.80) | |
| Net Assessment | | (\$20,951.26) |
| Allocated Net Assessment to Property | | |
| Net Assessment | (\$20,951.26) | |
| Single Family Equivalent Benefit Units | 113 | |
| Allocated Net Assessment to Property | | (\$185.41) |
| Comparison of Net Assessment and Assessment | | |
| Allocated Net Assessment to Property | \$185.41 | |
| Assessed Assessment to Property | \$183.58 | |
| Per Parcel Surplus (+) or Deficit (-) | | \$368.99 |

LAKE NATOMA SHORES - INSTALLMENT SUMMARY

| | | | | | | | | |
|---|---------------------------|--------------------------------|--------------------|-----------------------|------------------------|-------------------------|-------------------------|-----------------|
| District: | Lake Natoma Shores | | | | | | | |
| Fiscal Year: | 2020-21 | | | | | | | |
| Fund Balance (2020) | \$98,646 | | | | | | | |
| Short Term Installment Summary | | | | | | | | |
| | | | | | | | | Approx. Total |
| Project | Yearly Installment | Prior Years Collections | Year 1 2016 | Year 2 2017 | Year 3 2018 | Year 4 2019 | Year 5 2020 | Required |
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| | | | | | | | | |
| Totals: | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Long Term Installment Summary | | | | | | | | |
| | | | | | | | | Approx. Total |
| Project | Yearly Installment | Prior Years Collections | Year 1 2016 | Years 2-5 2017 | Years 5-10 2018 | Years 10-20 2019 | Years 20-30 2020 | Required |
| Signage Repair/Replacement | \$1,000 | \$13,607 | \$500 | \$500 | \$500 | \$500 | \$500 | \$15,000 |
| Turf repair/irrigation upgrades | \$1,000 | \$2,250 | \$250 | \$250 | \$250 | \$250 | \$250 | \$22,000 |
| Tree & landscape improvements (or replacements) | \$1,000 | \$3,500 | \$500 | \$500 | \$500 | \$500 | \$500 | \$16,000 |
| | | | | | | | | |
| | | | | | | | | |
| Totals: | \$3,000 | \$19,357 | \$1,250 | \$1,250 | \$1,250 | \$1,250 | \$1,250 | \$53,000 |

| City of Folsom Los Cerros Landscaping and Lighting District Fund 204 2020-21 | | Total Budget |
|---|---------------------|---------------------|
| Fund Balance Calculation | | |
| Starting Fund Balance (as of April 2020) | \$154,877.96 | |
| Estimated Reserve to finance approx. first 6 months of 20-21 | (\$18,237.09) | |
| Available Funds | | \$136,640.87 |
| Improvement Costs | | |
| General Maintenance Costs | | |
| 1 Scheduled | \$12,500.00 | |
| 2 Unscheduled | \$10,000.00 | |
| 3 Streetlights | \$2,125.00 | |
| Service Costs | | |
| 4 Electrical | \$7,568.00 | |
| 5 Water | \$4,318.00 | |
| Current Year Improvement Projects | | |
| 6 Irrigation upgrades | \$5,000.00 | |
| Subtotal of Item 6 | \$5,000.00 | |
| Subtotal | | \$41,511.00 |
| Incidental Costs | | |
| 7 Professional Services (Engineer's Report and IP) | \$1,000.00 | |
| 8 Contract Services (all other contracts and services) | \$3,100.00 | |
| 9 Publications/Mailings/Communications | \$250.00 | |
| 10 Staff | \$4,325.00 | |
| 11 Overhead | \$958.00 | |
| 12 County Auditor Fee | \$198.83 | |
| Subtotal | | \$9,831.83 |
| Total Improvement Costs | | \$51,342.83 |
| Assessment to Property (Current) | | |
| Assessment per Single Family Equivalent | \$121.18 | |
| Single Family Equivalent Benefit Units | 337 | |
| Total Assessment | | \$40,837.66 |
| Installment Costs (see Installment Plan and Summary next page) | | |
| Short-Term Installment Plan (previously collected) | \$3,000.00 | |
| Long-Term Installment Plan (previously collected) | \$120,600.00 | |
| Short-Term Installment Plan (collected this year) | \$0.00 | |
| Long-Term Installment Plan (collected this year) | \$2,400.00 | |
| Total Installment Costs | | \$128,000.00 |
| District Balance | | |
| Total Assessment | \$40,837.66 | |
| Total Improvement Costs | (\$51,342.83) | |
| Subtotal | (\$10,505.17) | |
| Total Available Funds | \$136,640.87 | |
| Total Funds | \$126,135.70 | |
| Total Installment Cost | (\$126,000.00) | |
| Contributions from other sources | \$0.00 | |
| Net Balance | \$135.70 | |
| District Balance (surplus is +; deficit is -) | | \$135.70 |
| Net Assessment Calculation | | |
| Assessment | \$40,837.66 | |
| Surplus or Deficit (surplus is subtracted; deficit is added) | (\$135.70) | |
| Net Assessment | \$40,701.96 | |
| Allocated Net Assessment to Property | | |
| Net Assessment | \$40,701.96 | |
| Single Family Equivalent Benefit Units | 337 | |
| Allocated Net Assessment to Property | \$120.78 | |
| Comparison of Net Assessment and Assessment | | |
| Allocated Net Assessment to Property | (\$120.78) | |
| Allocated Assessment to Property | \$121.18 | |
| Per Parcel Surplus (+) or Deficit (-) | \$0.40 | |

LOS CERROS – INSTALLMENT SUMMARY

| | | | | | | | | | |
|--|---------------------------|--------------------------------|--------------------|--------------------------------|------------------------|-------------------------|-------------------------|--|------------------|
| District: | Los Cerros | | | | | | | | |
| Fiscal Year: | 2020-21 | | | | | | | | |
| Fund Balance (2020) | \$154,878 | | | | | | | | |
| Short Term Installment Summary | | | | | | | | | |
| | | | | | | | | | Approx. Total |
| Project | Yearly Installment | Prior Years Collections | Year 1 2016 | Year 2¹ 2017 | Year 3 2018 | Year 4 2019 | Year 5 2020 | | Required |
| Cruickshank/Woodsmoke-bark/plants | \$2,000 | \$3,000 | \$0 | \$0 | \$0 | \$0 | \$0 | | \$10,000 |
| Totals: | \$2,000 | \$3,000 | \$0 | \$0 | \$0 | \$0 | \$0 | | \$10,000 |
| Long Term Installment Summary | | | | | | | | | |
| | | | | | | | | | Approx. Total |
| Project | Yearly Installment | Prior Years Collections | Year 2016 | Years 2-5 2017 | Years 5-10 2018 | Years 10-20 2019 | Years 20-30 2020 | | Required |
| Open Space Parcel-management (weed abatement/tree removal) | \$2,000 | \$29,000 | \$0 | \$0 | \$0 | \$0 | \$0 | | \$35,000 |
| Wall Repair/Paint (1800 feet) | \$2,000 | \$45,000 | \$0 | \$0 | \$0 | \$0 | \$0 | | \$54,000 |
| Tree & landscape improvements (or replacements) | \$2,000 | \$3,000 | \$0 | \$0 | \$0 | \$0 | \$0 | | \$44,000 |
| Signage Replacement | \$500 | \$2,000 | \$250 | \$250 | \$250 | \$250 | \$250 | | \$4,000 |
| Landscape light (repair) | \$500 | \$15,500 | \$250 | \$250 | \$250 | \$250 | \$250 | | \$5,000 |
| Riley Street-tree/shrub replacement | \$5,000 | \$16,500 | \$1,900 | \$1,900 | \$1,900 | \$1,900 | \$1,900 | | \$5,000 |
| Totals: | \$12,000 | \$111,000 | \$2,400 | \$2,400 | \$2,400 | \$2,400 | \$2,400 | | \$147,000 |

| City of Folsom Natoma Station Landscaping and Lighting District Fund 207 2020-21 | | |
|---|---------------------------|-----------------------|
| | | Total Budget |
| Fund Balance Calculation | | |
| Starting Fund Balance (as of April 2020) | (\$156,755.96) | |
| Estimated Reserve to finance approx. first 6 months of 20-21 | (\$77,693.55) | |
| Available Funds | | (\$234,449.51) |
| Improvement Costs | | |
| General Maintenance Costs | | |
| 1. Scheduled | \$84,396.00 | |
| 2. Unscheduled | \$20,000.00 | |
| 3. Streetlights | \$10,000.00 | |
| 4. Irrigation | \$8,000.00 | |
| Service Costs | | |
| 5. Electrical | \$18,290.00 | |
| 6. Water | \$37,224.00 | |
| Current Year Improvement Projects | | |
| 7. No planned projects | \$0.00 | |
| Subtotal | <i>Subtotal of Item 7</i> | \$0.00 |
| | | \$177,910.00 |
| Incidental Costs | | |
| 8. Professional Services (Engineer's Report and IP) | \$1,000.00 | |
| 9. Contract Services (all other contracts and services) | \$3,100.00 | |
| 10. Publications/Mailing/Communications | \$250.00 | |
| 11. Staff | \$30,067.00 | |
| 12. Overhead | \$3,523.00 | |
| 13. County Auditor Fee | \$1,119.37 | |
| Subtotal | | \$39,059.37 |
| Total Improvement Costs | | \$216,969.37 |
| Assessment to Property (Current) | | |
| Assessment per Single Family Equivalent | \$91.70 | |
| Single Family Equivalent Benefit Units | 1,897.23 | |
| Total Assessment | | \$173,976.36 |
| Installment Costs (see installment Plan and Summary next page) | | |
| Short-Term Installment Plan (previously collected) | \$30,000.00 | |
| Long-Term Installment Plan (previously collected) | \$97,220.00 | |
| Short-Term Installment Plan (collected this year) | \$0.00 | |
| Long-Term Installment Plan (collected this year) | \$800.00 | |
| Total Installment Costs | | \$128,020.00 |
| District Balance | | |
| Total Assessment | \$173,976.36 | |
| Total Improvement Costs | (\$216,969.37) | |
| Subtotal | (\$42,993.01) | |
| Total Available Funds | (\$152,919.51) | |
| Total Funds | (\$195,912.52) | |
| Total Installment Cost | (\$128,020.00) | |
| Contributions from other sources | \$0.00 | |
| Net Balance | (\$323,932.52) | |
| District Balance (surplus is +; deficit is 0) | | (\$323,932.52) |
| Net Assessment Calculation | | |
| Assessment | \$173,976.36 | |
| Surplus or Deficit (surplus is subtracted; deficit is added) | (\$323,932.52) | |
| Net Assessment | | \$497,908.88 |
| Allocated Net Assessment to Property | | |
| Net Assessment | \$497,908.88 | |
| Single Family Equivalent Benefit Units | 1,897 | |
| Allocated Net Assessment to Property | | \$262.44 |
| Comparison of Net Assessment and Assessment | | |
| Allocated Net Assessment to Property | (\$262.44) | |
| Allocated Assessment to Property | \$91.70 | |
| Per Parcel Surplus (+) or Deficit (-) | | (\$170.74) |

NATOMA STATION - INSTALLMENT SUMMARY

| | | | | | | | | |
|--|-------------------------------|------------------------------------|------------------------|---------------------------|----------------------------|-----------------------------|-----------------------------|------------------------------|
| District: | Natoma Station | | | | | | | |
| Fiscal Year: | 2020-21 | | | | | | | |
| Fund Balance (2020) | (\$156,756) | | | | | | | |
| Short Term Installment Summary | | | | | | | | |
| | | | | | | | | Approx. Total Required |
| Project | Yearly Installment | Prior Years Collections | Year 1 2016 | Year 2 2017 | Year 3 2018 | Year 4 2019 | Year 5 2020 | |
| Shrub Replacement-Blue Ravine | \$2,000 | \$24,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$40,000 |
| Shrub/Tree Replacement-Turnpike | \$2,000 | \$3,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$30,000 |
| Shrub Replacement-Iron Point | \$2,000 | \$3,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$30,000 |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| Totals: | \$6,000 | \$30,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$100,000 |
| Long Term Installment Summary | | | | | | | | |
| | | | | | | | | Approx. Total Required |
| Project | Yearly Installment | Prior Years Collections | Year 1 2016 | Years 2-5 2017 | Years 5-10 2018 | Years 10-20 2019 | Years 20-30 2020 | |
| Tree & landscape improvements (or replacements) | \$10,000 | \$14,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$160,000 |
| Wetland area improvement | \$1,000 | \$1,250 | \$0 | \$0 | \$0 | \$0 | \$0 | \$30,000 |
| Wall Repair/Painting (7800 feet) | \$20,000 | \$24,000 | \$0 | \$0 | \$0 | \$0 | \$0 | 234000 |
| Mini Park-replanting/bark (2 parks at 1/2 acre) | \$2,000 | \$2,800 | \$0 | \$0 | \$0 | \$0 | \$0 | \$60,000 |
| Road Paver replacement | \$500 | \$20,170 | \$0 | \$0 | \$0 | \$0 | \$0 | \$40,000 |
| Signage Repair Replacement | \$1,000 | \$16,250 | \$0 | \$0 | \$0 | \$0 | \$0 | \$23,000 |
| Shrub Replacement-Blue Ravine | \$2,000 | \$2,800 | \$0 | \$0 | \$0 | \$0 | \$0 | \$60,000 |
| Shrub Replacement-Turnpike | \$2,000 | \$2,800 | \$0 | \$0 | \$0 | \$0 | \$0 | \$40,000 |
| Shrub Replacement-Iron Point | \$2,000 | \$2,800 | \$0 | \$0 | \$0 | \$0 | \$0 | \$45,000 |
| Sidewalk repair | \$1,000 | \$1,250 | \$0 | \$0 | \$0 | \$0 | \$0 | \$80,000 |
| Paver replacement/repair | \$1,000 | \$1,500 | \$0 | \$0 | \$0 | \$0 | \$0 | \$80,000 |
| Irrigation upgrades for water conservation (turf) | \$2,000 | \$4,400 | \$800 | \$800 | \$800 | \$800 | \$800 | \$56,000 |
| Art repair fund | \$5,000 | 0 | 0 | 0 | 0 | 0 | 0 | \$100,000 |
| Totals: | \$44,500 | \$94,020 | \$800 | \$800 | \$800 | \$800 | \$800 | \$1,008,000 |

| City of Folsom Natoma Valley Landscaping and Lighting District Fund 232 2020-21 | | |
|--|---|-----------------------|
| | | Total Budget |
| Fund Balance Calculation | | |
| Starting Fund Balance (as of April 2020) | \$199,553.56 | |
| Estimated Reserve to finance approx. first 6 months of 20-21 | (\$30,212.28) | |
| Available Funds | | \$169,341.30 |
| Improvement Costs | | |
| General Maintenance Costs | | |
| 1 Scheduled | \$30,120.00 | |
| 2 Unscheduled | \$10,000.00 | |
| 3 Streetlights | \$500.00 | |
| 4 Irrigation | \$310.00 | |
| Service Costs | | |
| 5 Electrical | \$1,500.00 | |
| 6 Water | \$2,875.00 | |
| Current Year Improvement Projects | | |
| 7 LED Streetlight Retrofit | \$5,000.00 | |
| Subtotal | <i>Subtotal of Item 8</i> \$5,000.00 | \$50,305.00 |
| Incidental Costs | | |
| 8 Professional Services (Engineer's Report and IP) | \$1,000.00 | |
| 9 Contract Services (all other contracts and services) | \$3,100.00 | |
| 10 Publications/Mailings/Communications | \$250.00 | |
| 11 Staff | \$6,858.00 | |
| 12 Overhead | \$994.00 | |
| 13 County Auditor Fee | \$46.61 | |
| Subtotal | | \$12,248.61 |
| Total Improvement Costs | | \$62,553.61 |
| Assessment to Property (Current) | | |
| Assessment per Single Family Equivalent | \$656.37 | |
| Single Family Equivalent Benefit Units | 79 | |
| Total Assessment | | \$67,653.23 |
| Installation Costs (see installation Plan and Summary next page) | | |
| Short-Term Installation Plan (previously collected) | \$0.00 | |
| Long-Term Installation Plan (previously collected) | \$0.00 | |
| Short-Term Installation Plan (collected this year) | \$0.00 | |
| Long-Term Installation Plan (collected this year) | \$0.00 | |
| Total Installation Costs | | \$0.00 |
| District Balance | | |
| Total Assessment | \$67,653.23 | |
| Total Improvement Costs | (\$62,553.61) | |
| Subtotal | \$5,099.62 | |
| Total Available Funds | \$169,341.30 | |
| Total Funds | \$174,440.92 | |
| Total Installation Cost | \$0.00 | |
| Contributions from other sources | \$0.00 | |
| Net Balance | \$174,440.92 | |
| District Balance (surplus is +; deficit is 0) | | \$174,440.92 |
| Net Assessment Calculation | | |
| Assessment | \$67,653.23 | |
| Surplus or Deficit (surplus is subtracted; deficit is added) | (\$174,440.92) | |
| Net Assessment | | (\$106,787.69) |
| Allocated Net Assessment to Property | | |
| Net Assessment | | (\$106,787.69) |
| Single Family Equivalent Benefit Units | 79 | |
| Allocated Net Assessment to Property | | (\$1,351.74) |
| Comparison of Net Assessment and Assessment | | |
| Allocated Net Assessment to Property | | \$1,351.74 |
| Allocated Assessment to Property | | \$656.37 |
| Per Parcel Surplus (+) or Deficit (-) | | \$2,208.11 |

NATOMA VALLEY - INSTALLMENT SUMMARY

| | | | | | | | | | |
|---------------------------------------|---------------------------|--------------------------------|--------------------|-----------------------|------------------------|-------------------------|-------------------------|------------|-----------------|
| District: | Natoma Valley | | | | | | | | |
| Fiscal Year: | 2020-21 | | | | | | | | |
| Fund Balance (2020) | \$199,554 | | | | | | | | |
| Short Term Installment Summary | | | | | | | | | |
| | | | | | | | | | Approx. Total |
| Project | Yearly Installment | Prior Years Collections | Year 1 2016 | Year 2 2017 | Year 3 2018 | Year 4 2019 | Year 5 2020 | | Required |
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| Totals: | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Long Term Installment Summary | | | | | | | | | |
| | | | | | | | | | Approx. Total |
| Project | Yearly Installment | Prior Years Collections | Year 1 2016 | Years 2-5 2017 | Years 5-10 2018 | Years 10-20 2019 | Years 20-30 2020 | | Required |
| Wall Repair/Replacement | \$5,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | | \$50,000 |
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| Totals: | \$5,000 | \$0* | \$0 | \$0 | \$0* | \$0 | \$0 | \$0 | \$50,000 |

*Funds were allocated per Agreement to landowner for reimbursement of District Improvements.

| City of Folsom Prospect Ridge Landscaping and Lighting District Fund 285 2020-21 | | |
|---|---------------------------|---------------------|
| | | Total Budget |
| Fund Balance Calculation | | |
| Starting Fund Balance (as of April 2020) | \$12,244.91 | |
| Estimated Reserve to finance approx. first 6 months of 20-21 | (\$4,200.48) | |
| Available Funds | | \$8,044.43 |
| Improvement Costs | | |
| <u>General Maintenance Costs</u> | | |
| 1. Scheduled | \$7,200.00 | |
| 2. Unscheduled | \$3,500.00 | |
| 3. Streetlights | \$415.00 | |
| 4. Irrigation | \$500.00 | |
| <u>Service Costs</u> | | |
| 5. Electrical | \$1,000.00 | |
| 6. Water | \$2,200.00 | |
| <u>Current Year Improvement Projects</u> | | |
| 7. No Planned Projects | \$500.00 | |
| Subtotal | <i>Subtotal of Item 6</i> | \$500.00 |
| | | \$15,315.00 |
| <u>Incidental Costs</u> | | |
| 8. Professional Services (Engineer's Report and IP) | \$1,000.00 | |
| 9. Contract Services (all other contracts and services) | \$1,000.00 | |
| 10. Publications/Mailings/Communications | \$250.00 | |
| 11. Staff | \$600.00 | |
| 12. Overhead | \$16.00 | |
| 13. County Auditor Fee | \$20.65 | |
| Subtotal | | \$2,686.65 |
| Total Improvement Costs | | \$18,201.65 |
| Assessment to Property (Current) | | |
| Assessment per Single Family Equivalent | \$1,074.97 | |
| Single Family Equivalent Benefit Units | 8.75 | |
| Total Assessment | | \$9,405.99 |
| Installment Costs (see Installment Plan and Summary next page) | | |
| Short-Term Installment Plan (previously collected) | \$0.00 | |
| Long-Term Installment Plan (previously collected) | \$0.00 | |
| Short-Term Installment Plan (collected this year) | \$0.00 | |
| Long-Term Installment Plan (collected this year) | \$0.00 | |
| Total Installment Costs | | \$0.00 |
| District Balance | | |
| Total Assessment | \$9,405.99 | |
| Total Improvement Costs | (\$18,201.65) | |
| Subtotal | (\$8,795.66) | |
| Total Available Funds | \$8,044.43 | |
| Total Funds | (\$751.23) | |
| Total Installment Cost | \$0.00 | |
| Contributions from other sources | \$0.00 | |
| Net Balance | (\$751.23) | |
| District Balance (surplus is +; deficit is -) | | (\$751.23) |
| Net Assessment Calculation | | |
| Assessment | \$9,405.99 | |
| Surplus or Deficit (surplus is subtracted; deficit is added) | \$751.23 | |
| Net Assessment | | \$10,157.22 |
| Allocated Net Assessment to Property | | |
| Net Assessment | \$10,157.22 | |
| Single Family Equivalent Benefit Units | 9 | |
| Allocated Net Assessment to Property | | \$1,180.83 |
| Comparison of Net Assessment and Assessment | | |
| Allocated Net Assessment to Property | (\$1,180.83) | |
| Allocated Assessment to Property | \$1,074.97 | |
| Per Parcel Surplus (+) or Deficit (-) | | (\$85.86) |

PROSPECT RIDGE - INSTALLMENT SUMMARY

| | | | | | | | | |
|---------------------------------------|--------------------|-------------------------|-------------|----------------|-----------------|------------------|------------------|---------------|
| District: | Prospect Ridge | | | | | | | |
| Fiscal Year: | 2020-21 | | | | | | | |
| Fund Balance (2020) | \$12,245 | | | | | | | |
| Short Term Installment Summary | | | | | | | | |
| | | | | | | | | Approx. Total |
| Project | Yearly Installment | Prior Years Collections | Year 1 2016 | Year 2 2017 | Year 3 2018 | Year 4 2019 | Year 5 2020 | Required |
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| Totals: | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Long Term Installment Summary | | | | | | | | |
| | | | | | | | | Approx. Total |
| Project | Yearly Installment | Prior Years Collections | Year 1 2017 | Years 2-5 2018 | Years 5-10 2019 | Years 10-20 2020 | Years 20-30 2021 | Required |
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| Totals: | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |

| City of Folsom Prairie Oaks Ranch Landscaping and Lighting District Fund 236 2020-21 | | Total Budget |
|---|------------------------------|-----------------------|
| Fund Balance Calculation | | |
| Starting Fund Balance (as of April 2020) | (\$353,184.00) | |
| Estimated Reserve to finance approx. first 6 months of 20-21 | (\$87,629.88) | |
| Available Funds | | (\$440,813.88) |
| Improvement Costs | | |
| <u>General Maintenance Costs</u> | | |
| 1. Scheduled | \$121,092.00 | |
| 2. Unscheduled | \$20,000.00 | |
| 3. Streetlights | \$5,000.00 | |
| 4. Irrigation-Parts | \$8,000.00 | |
| <u>Service Costs</u> | | |
| 5. Electrical | \$4,000.00 | |
| 6. Water | \$56,500.00 | |
| <u>Current Year Improvement Projects</u> | | |
| 7. No planned projects | \$0.00 | |
| Subtotal | Subtotal of Item 7 \$0.00 | \$214,592.00 |
| <u>Incidental Costs</u> | | |
| 8. Professional Services (Engineer's Report and IP) | \$1,000.00 | |
| 9. Contract Services (all other contracts and services) | \$3,100.00 | |
| 10. Publications/Mailings/Communications | \$250.00 | |
| 11. Staff | \$54,658.00 | |
| 12. Overhead | \$4,398.00 | |
| 13. County Auditor Fee | \$541.99 | |
| Subtotal | | \$64,145.99 |
| Total Improvement Costs | | \$278,737.99 |
| Assessment to Property (Current) | | |
| Assessment per Single Family Equivalent | \$213.61 | |
| Single Family Equivalent Benefit Units | 918.62 | |
| Total Assessment | | \$196,226.42 |
| Installation Costs (see Installation Plan and Summary next page) | | |
| Short-Term Installation Plan (previously collected) | \$117,200.00 | |
| Long-Term Installation Plan (previously collected) | \$97,711.00 | |
| Short-Term Installation Plan (collected this year) | \$0.00 | |
| Long-Term Installation Plan (collected this year) | \$0.00 | |
| Total Installation Costs | | \$214,911.00 |
| District Balance | | |
| Total Assessment | \$196,226.42 | |
| Total Improvement Costs | (\$278,737.99) | |
| Subtotal | (\$82,511.57) | |
| Total Available Funds | (\$440,813.88) | |
| Total Funds | (\$523,325.45) | |
| Total Installation Cost | (\$214,911.00) | |
| Contributions from other sources | \$0.00 | |
| Net Balance | (\$738,236.45) | |
| District Balance (surplus is +; deficit is 0) | | (\$738,236.45) |
| Net Assessment Calculation | | |
| Assessment | \$196,226.42 | |
| Surplus or Deficit (surplus is subtracted; deficit is added) | \$738,236.45 | |
| Net Assessment | | \$934,462.87 |
| Allocated Net Assessment to Property | | |
| Net Assessment | \$934,462.87 | |
| Single Family Equivalent Benefit Units | 919 | |
| Allocated Net Assessment to Property | | \$1,017.25 |
| Comparison of Net Assessment and Assessment | | |
| Allocated Net Assessment to Property | (\$1,017.25) | |
| Allocated Assessment to Property | \$213.61 | |
| Per Parcel Surplus (+) or Deficit (-) | | (\$803.64) |

PRAIRIE OAKS RANCH - INSTALLMENT SUMMARY

| | | | | | | | | |
|--|---------------------------|--------------------------------|--------------------|-----------------------|------------------------|-------------------------|-------------------------|------------------------|
| District: | Prairie Oaks Ranch | | | | | | | |
| Fiscal Year: | 2020-21 | | | | | | | |
| Fund Balance (2020) | (\$353,184) | | | | | | | |
| Short Term Installment Summary | | | | | | | | |
| | | | | | | | Approx. Total Required | |
| Project | Yearly Installment | Prior Years Collections | Year 1 2016 | Year 2 2017 | Year 3 2018 | Year 4 2019 | Year 5 2020 | |
| Fence Repair/Replacement (1/2 fence=5000 feet) | \$20,000 | \$79,700 | \$0 | \$0 | \$0 | \$0 | \$0 | \$150,000 |
| Open Space/Weed Abatement | \$10,000 | \$12,500 | \$0 | \$0 | \$0 | \$0 | \$0 | \$50,000 |
| Fence Painting | \$20,000 | \$25,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$100,000 |
| Totals: | \$50,000 | \$117,200 | \$0 | \$0 | \$0 | \$0 | \$0 | \$300,000 |
| Long Term Installment Summary | | | | | | | | |
| | | | | | | | | Approx. Total Required |
| Project | Yearly Installment | Prior Years Collections | Year 1 2016 | Years 2-5 2017 | Years 5-10 2018 | Years 10-20 2019 | Years 20-30 2020 | |
| Wall Repair/Repaint (4500 feet) | \$20,000 | \$30,711 | \$0 | \$0 | \$0 | \$0 | \$0 | \$116,000 |
| Fence Repair/Replacement (1/2 fence=5000 feet) | \$10,000 | \$12,500 | \$0 | \$0 | \$0 | \$0 | \$0 | \$150,000 |
| Grover Landscaping-replace | \$5,000 | \$7,500 | \$0 | \$0 | \$0 | \$0 | \$0 | \$112,500 |
| Russi Landscaping-replace | \$10,000 | \$12,500 | \$0 | \$0 | \$0 | \$0 | \$0 | \$147,500 |
| Iron Point Landscaping-replace | \$1,000 | \$1,500 | \$0 | \$0 | \$0 | \$0 | \$0 | \$30,000 |
| Blue Ravine Landscaping-replace | \$5,000 | \$7,500 | \$0 | \$0 | \$0 | \$0 | \$0 | \$50,000 |
| Signage Repair/Replacement | \$2,000 | \$3,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$36,000 |
| Tree & landscape improvements (or rep) | \$20,000 | \$22,500 | \$0 | \$0 | \$0 | \$0 | \$0 | \$150,000 |
| Totals: | \$73,000 | \$97,711 | \$0 | \$0 | \$0 | \$0 | \$0 | \$792,000 |

| City of Folsom | | Total Budget |
|--|---------------|----------------------|
| The Residences At ARC (Oak Ave) Landscaping and Lighting District | | |
| Fund 271 | | |
| 2020-21 | | |
| Fund Balance Calculation | | |
| Starting Fund Balance (as of April 2020) | \$70,558.94 | |
| Estimated Reserve to finance approx. first 6 months of 20-21 | (\$4,074.28) | |
| Available Funds | | \$66,482.66 |
| Improvement Costs | | |
| General Maintenance Costs | | |
| 1. Scheduled | \$11,558.00 | |
| 2. Unscheduled | \$4,000.00 | |
| 3. Straights | \$300.00 | |
| 4. Irrigation Parts | \$690.00 | |
| Service Costs | | |
| 5. Electrical | \$750.00 | |
| 6. Water | \$3,250.00 | |
| Current Year Improvement Projects | | |
| 7. Landscape replacement | \$2,000.00 | |
| Subtotal of Item 6 | \$2,000.00 | |
| Subtotal | | \$22,548.00 |
| Incidental Costs | | |
| 8. Professional Services (Engineer's Report and IP) | \$500.00 | |
| 9. Contract Services (all other contracts and services) | \$1,550.00 | |
| 10. Publications/Mailings/Communications | \$125.00 | |
| 11. Staff | \$1,850.00 | |
| 12. Overhead | \$180.00 | |
| 13. County Auditor Fee | \$10.03 | |
| Subtotal | | \$4,215.03 |
| Total Improvement Costs | | \$26,761.03 |
| Assessment to Property (Current) | | |
| Assessment per Single Family Equivalent | \$536.67 | |
| Single Family Equivalent Benefit Units | 17 | |
| Res 1 - Assessment | | \$9,123.39 |
| Total Assessment | | \$9,123.39 |
| Installment Costs (see Installment Plan and Summary next page) | | |
| Short-Term Installment Plan (previously collected) | \$44,000.00 | |
| Long-Term Installment Plan (previously collected) | \$12,000.00 | |
| Short-Term Installment Plan (collected this year) | \$2,000.00 | |
| Long-Term Installment Plan (collected this year) | \$1,000.00 | |
| Total Installment Costs | | \$59,000.00 |
| District Balance | | |
| Total Assessment | \$9,123.39 | |
| Total Improvement Costs | (\$26,761.03) | |
| Subtotal | (\$17,637.64) | |
| Total Available Funds | \$66,482.66 | |
| Total Funds | \$48,845.02 | |
| Total Installment Cost | (\$59,000.00) | |
| Contributions from other sources | \$0.00 | |
| Net Balance | | (\$10,154.98) |
| District Balance (surplus is +; deficit is 0) | | (\$10,154.98) |
| Net Assessment Calculation | | |
| Assessment | \$9,123.39 | |
| Surplus or Deficit (surplus is subtracted; deficit is added) | \$10,154.98 | |
| Net Assessment | | \$19,278.37 |
| Allocated Net Assessment to Property | | |
| The Residences at ARC | | |
| Net Assessment | \$19,278.37 | |
| Single Family Equivalent Benefit Units | 17 | |
| Allocated Net Assessment to Property | | \$1,134.02 |
| Comparison of Net Assessment and Assessment | | |
| The Residences at ARC | | |
| Allocated Net Assessment to Property | | (\$1,134.02) |
| Allocated Assessment to Property | \$536.67 | |
| Per Parcel Surplus (+) or Deficit (-) | | (\$597.35) |

THE RESIDENCES AT ARC - INSTALLMENT SUMMARY

| | | | | | | | | |
|---------------------------------------|------------------------------|--------------------------------|--------------------|-----------------------|------------------------|-------------------------|-------------------------|-----------------|
| District: | The Residences at ARC | | | | | | | |
| Fiscal Year: | 2020-21 | | | | | | | |
| Fund Balance (2020) | \$70,557 | | | | | | | |
| Short Term Installment Summary | | | | | | | | |
| | | | | | | | | Approx. Total |
| Project | Yearly Installment | Prior Years Collections | Year 1 2016 | Year 2 2017 | Year 3 2018 | Year 4 2019 | Year 5 2020 | Required |
| The Residences at ARC | | | | | | | | |
| Wall Repair/Replacement (770 ft) | \$2,000 | \$18,000 | \$1,000 | \$1,000 | \$1,000 | \$1,000 | \$1,000 | \$20,000 |
| Landscape/Irrigation replacement | \$2,000 | \$18,000 | \$1,000 | \$1,000 | \$1,000 | \$1,000 | \$1,000 | \$20,000 |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| Totals: | \$4,000 | \$36,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$40,000 |
| Long Term Installment Summary | | | | | | | | |
| | | | | | | | | Approx. Total |
| Project | Yearly Installment | Prior Years Collections | Year 1 2016 | Years 2-5 2017 | Years 5-10 2018 | Years 10-20 2019 | Years 20-30 2020 | Required |
| The Residences at ARC | | | | | | | | |
| Drainage Swale Repair | \$1,000 | \$4,000 | \$500 | \$500 | \$500 | \$500 | \$500 | \$10,000 |
| Landscape/Irrigation | \$1,000 | \$4,000 | \$500 | \$500 | \$500 | \$500 | \$500 | \$15,000 |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| | | | | | | | | |
| Totals: | \$2,000 | \$8,000 | \$1,000 | \$1,000 | \$1,000 | \$1,000 | \$1,000 | \$25,000 |

| City of Folsom | | Total Budget |
|---|---------------|--------------------|
| The Residences At ARC II (Folsom-Auburn Blvd) Landscaping and Lighting District Fund 271 2020-21 | | |
| Fund Balance Calculation | | |
| Starting Fund Balance (as of April 2020) | \$70,556.94 | |
| Estimated Reserve to finance approx. first 6 months of 20-21 | (\$5,224.80) | |
| Available Funds | | \$65,332.14 |
| Improvement Costs | | |
| General Maintenance Costs | | |
| 1 Scheduled | \$11,556.00 | |
| 2 Unscheduled | \$4,000.00 | |
| 3 Streetlights | \$300.00 | |
| 4 Irrigation Parts | \$890.00 | |
| Service Costs | | |
| 5 Electrical | \$750.00 | |
| 6 Water | \$3,250.00 | |
| Current Year Improvement Projects | | |
| 7 Landscape Auburn/Folsom | \$2,000.00 | |
| 8 LED Streetlight Renovation | 0.00 | |
| Subtotal | \$2,000.00 | Subtotal of Item 8 |
| | | \$22,546.00 |
| Incidental Costs | | |
| 9 Professional Services (Engineer's Report and IP) | \$500.00 | |
| 10 Contract Services (all other contracts and services) | \$1,550.00 | |
| 11 Publications/Mailings/Communications | \$125.00 | |
| 12 Staff | \$1,850.00 | |
| 13 Overhead | \$180.00 | |
| 14 County Auditor Fee | \$5.90 | |
| Subtotal | | \$4,210.90 |
| Total Improvement Costs | | \$26,756.90 |
| Assessment to Property (Current) | | |
| Assessment per Single Family Equivalent | \$1,169.97 | |
| Single Family Equivalent Benefit Units | 10 | |
| Res 2 - Assessment | | \$11,699.70 |
| Total Assessment | | \$11,699.70 |
| Installment Costs (see Installment Plan and Summary next page) | | |
| Short-Term Installment Plan (previously collected) | \$33,000.00 | |
| Long-Term Installment Plan (previously collected) | \$12,000.00 | |
| Short-Term Installment Plan (collected this year) | \$2,000.00 | |
| Long-Term Installment Plan (collected this year) | \$1,000.00 | |
| Total Installment Costs | | \$48,000.00 |
| District Balance | | |
| Total Assessment | \$11,699.70 | |
| Total Improvement Costs | (\$26,756.90) | |
| Subtotal | (\$15,057.20) | |
| Total Available Funds | \$65,332.14 | |
| Total Funds | \$50,274.94 | |
| Total Installment Cost | (\$48,000.00) | |
| Contributions from other sources | \$0.00 | |
| Net Balance | \$2,274.94 | |
| District Balance (surplus is +; deficit is 0) | | \$2,274.94 |
| Net Assessment Calculation | | |
| Assessment | \$11,699.70 | |
| Surplus or Deficit (surplus is subtracted; deficit is added) | (\$2,274.94) | |
| Net Assessment | | \$9,424.76 |
| Allocated Net Assessment to Property | | |
| The Residences at ARC II | | |
| Net Assessment | \$9,424.76 | |
| Single Family Equivalent Benefit Units | 10 | |
| Allocated Net Assessment to Property | | \$942.48 |
| Comparison of Net Assessment and Assessment | | |
| The Residences at ARC II | | |
| Allocated Net Assessment to Property | (\$942.48) | |
| Allocated Assessment to Property | \$1,169.97 | |
| Per Parcel Surplus (+) or Deficit (-) | | \$227.49 |

THE RESIDENCES AT ARC II - INSTALLMENT SUMMARY

| | | | | | | | | |
|---------------------------------------|---------------------------------|--------------------------------|--------------------|-----------------------|------------------------|-------------------------|-------------------------|-------------------------------|
| District: | The Residences at ARC II | | | | | | | |
| Fiscal Year: | 2020-21 | | | | | | | |
| Fund Balance (2020) | \$70,557 | | | | | | | |
| Short Term Installment Summary | | | | | | | | |
| | | | | | | | | Approx. Total Required |
| Project | Yearly Installment | Prior Years Collections | Year 1 2016 | Year 2 2017 | Year 3 2018 | Year 4 2019 | Year 5 2020 | |
| The Residences at ARC II | | | | | | | | |
| Wall Repair/Replacement | \$2,000 | \$11,000 | \$1,000 | \$1,000 | \$1,000 | \$1,000 | \$1,000 | \$15,000 |
| Landscape/Irrigation replacement | \$2,000 | \$14,000 | \$1,000 | \$1,000 | \$1,000 | \$1,000 | \$1,000 | \$15,000 |
| Totals: | \$4,000 | \$25,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$30,000 |
| Long Term Installment Summary | | | | | | | | |
| | | | | | | | | Approx. Total Required |
| Project | Yearly Installment | Prior Years Collections | Year 1 2016 | Years 2-5 2017 | Years 5-10 2018 | Years 10-20 2019 | Years 20-30 2020 | |
| The Residences at ARC II | | | | | | | | |
| Drainage Swale Repair | \$1,000 | \$4,000 | \$500 | \$500 | \$500 | \$500 | \$500 | \$10,000 |
| Landscape/Irrigation | \$1,000 | \$4,000 | \$500 | \$500 | \$500 | \$500 | \$500 | \$10,000 |
| Totals: | \$2,000 | \$8,000 | \$1,000 | \$1,000 | \$1,000 | \$1,000 | \$1,000 | \$20,000 |

| City of Folsom Silverbrook Landscaping and Lighting District Fund 237 2020-21 | | |
|--|---------------------------|----------------------|
| | | Total Budget |
| Fund Balance Calculation | | |
| Starting Fund Balance (as of April 2020) | \$112,311.62 | |
| Estimated Reserve to finance approx. first 6 months of 20-21 | \$0.00 | |
| Available Funds | | \$112,311.62 |
| Improvement Costs | | |
| General Maintenance Costs | | |
| 1. Scheduled | \$3,135.00 | |
| 2. Unscheduled* | \$1,500.00 | |
| 3. Streetlights* | \$650.00 | |
| 4. Irrigation Parts | \$30.00 | |
| Service Costs | | |
| 5. Electrical* | \$500.00 | |
| 6. Water* | \$500.00 | |
| Current Year Improvement Projects | | |
| 6. LED Streetlight Retrofit | \$10,000.00 | |
| Subtotal | <i>Subtotal of Item 7</i> | \$16,315.00 |
| Incidental Costs | | |
| 7. Professional Services (Engineer's Report and IP) | \$1,000.00 | |
| 8. Contract Services (all other contracts and services)* | \$3,100.00 | |
| 9. Publications/Mailings/Communications | \$250.00 | |
| 10. Staff | \$1,055.00 | |
| 11. Overhead | \$254.00 | |
| 12. County Auditor Fee | \$67.17 | |
| Subtotal | | \$5,726.17 |
| Total Improvement Costs | | \$22,041.17 |
| Assessment to Property (Current) | | |
| Assessment per Single Family Equivalent | \$0.00 | |
| Single Family Equivalent Benefit Units | 113.84 | |
| Total Assessment | | \$0.00 |
| Installation Plan Costs (see installation plan and summary next page) | | |
| Short-Term Installation Plan (previously collected) | \$0.00 | |
| Long-Term Installation Plan (previously collected) | \$57,000.00 | |
| Short-Term Installation Plan (collected this year) | \$0.00 | |
| Long-Term Installation Plan (collected this year) | \$0.00 | |
| Total Installation Costs | | \$57,000.00 |
| District Balance | | |
| Total Assessment to property | \$0.00 | |
| Total Improvement Costs | (\$22,041.17) | |
| Subtotal | (\$22,041.17) | |
| Total Available Funds | \$112,311.62 | |
| Total Funds | \$90,270.45 | |
| Total Installation Costs | (\$57,000.00) | |
| Contributions from other sources | \$0.00 | |
| Net Balance | \$33,270.45 | |
| District Balance (surplus is +; deficit is 0) | | \$33,270.45 |
| Net Assessment Calculation | | |
| Assessment | \$0.00 | |
| Surplus or Deficit (surplus is subtracted; deficit is added) | (\$33,270.45) | |
| Net Assessment | | (\$33,270.45) |
| Allocated Net Assessment to Property | | |
| Net Assessment | (\$33,270.45) | |
| Single Family Equivalent Benefit Units | 114 | |
| Allocated Net Assessment to Property | | (\$292.26) |
| Comparison of Net Assessment and Assessment | | |
| Allocated Net Assessment to Property | \$292.26 | |
| Allocated Assessment to Property | \$0.00 | |
| Per Parcel Surplus (+) or Deficit (-) | | \$292.26 |

Assessments will not be levied for 2020-21.

SILVERBROOK - INSTALLMENT SUMMARY

| | | | | | | | | |
|---------------------------------------|---------------------------|--------------------------------|--------------------|-----------------------|------------------------|-------------------------|-------------------------|------------------------|
| District: | Silverbrook | | | | | | | |
| Fiscal Year: | 2020-21 | | | | | | | |
| Fund Balance (2020) | \$112,312 | | | | | | | |
| Short Term Installment Summary | | | | | | | | |
| | | | | | | | | Approx. Total Required |
| Project | Yearly Installment | Prior Years Collections | Year 1 2016 | Year 2 2017 | Year 3 2018 | Year 4 2019 | Year 5 2020 | |
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| Totals: | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Long Term Installment Summary | | | | | | | | |
| | | | | | | | | Approx. Total Required |
| Project | Yearly Installment | Prior Years Collections | Year 1 2016 | Years 2-5 2017 | Years 5-10 2018 | Years 10-20 2019 | Years 20-30 2020 | |
| Median ReLandscaping | \$5,000 | \$57,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$150,000 |
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| | | | | | | | | |
| Totals: | \$5,000 | \$57,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$150,000 |

| City of Folsom Steeplechase Landscaping and Lighting District Fund 251 2020-21 | | |
|---|---------------------------|----------------------|
| | | Total Budget |
| Fund Balance Calculation | | |
| Starting Fund Balance (as of April 2020) | \$89,524.26 | |
| Estimated Reserve to finance approx. first 6 months of 20-21 | (\$10,844.06) | |
| Available Funds | | \$78,680.20 |
| Improvement Costs | | |
| General Maintenance Costs | | |
| 1. Scheduled | \$10,865.00 | |
| 2. Unscheduled | \$5,000.00 | |
| 3. Streetlights | \$750.00 | |
| 4. Irrigation Parts | \$300.00 | |
| Service Costs | | |
| 5. Electrical | \$2,000.00 | |
| 6. Water | \$3,850.00 | |
| Current Year Improvement Projects | | |
| 7. No Planned Improvements | \$0.00 | |
| Subtotal | <i>Subtotal of Item 7</i> | \$0.00 |
| | | \$22,765.00 |
| Incidental Costs | | |
| 8. Professional Services (Engineer's Report and IP) | \$1,000.00 | |
| 9. Contract Services (all other contracts and services) | \$3,100.00 | |
| 10. Publications/Mailings/Communications | \$250.00 | |
| 11. Staff | \$3,708.00 | |
| 12. Overhead | \$477.00 | |
| 13. County Auditor Fee | \$863.00 | |
| Subtotal | | \$9,419.00 |
| Total Improvement Costs | | \$32,184.00 |
| Assessment to Property (Current) | | |
| Assessment per Single Family Equivalent | \$157.68 | |
| Single Family Equivalent Benefit Units | 154 | |
| Total Assessment | | \$24,282.72 |
| Installation Costs (see Installation Plan and Summary next page) | | |
| Short-Term Instalment Plan (previously collected) | \$63,376.00 | |
| Long-Term Instalment Plan (previously collected) | \$67,500.00 | |
| Short-Term Instalment Plan (collected this year) | \$5,000.00 | |
| Long-Term Instalment Plan (collected this year) | \$6,500.00 | |
| Total Installation Costs | | \$142,376.00 |
| District Balance | | |
| Total Assessment | \$24,282.72 | |
| Total Improvement Costs | (\$32,184.00) | |
| Subtotal | (\$7,901.28) | |
| Total Available Funds | \$78,680.20 | |
| Total Funds | \$70,778.92 | |
| Total Instalment Cost | (\$142,376.00) | |
| Contributions from other sources | \$0.00 | |
| Net Balance | (\$71,597.08) | |
| District Balance (surplus is +; deficit is 0) | | (\$71,597.08) |
| Net Assessment Calculation | | |
| Assessment | \$24,282.72 | |
| Surplus or Deficit (surplus is subtracted; deficit is added) | \$71,597.08 | |
| Net Assessment | | \$95,879.80 |
| Allocated Net Assessment to Property | | |
| Net Assessment | \$95,879.80 | |
| Single Family Equivalent Benefit Units | 154 | |
| Allocated Net Assessment to Property | | \$622.60 |
| Comparison of Net Assessment and Assessment | | |
| Allocated Net Assessment to Property | | (\$622.60) |
| Assessed | | \$157.68 |
| Per Parcel Surplus (+) or Deficit (-) | | (\$464.92) |

*Funds forward balance

STEEPLECHASE - INSTALLMENT SUMMARY

| | | | | | | | | | |
|---|---------------------------|--------------------------------|--------------------|-----------------------|------------------------|-------------------------|-------------------------|----------------|------------------------|
| District: | Steeplechase | | | | | | | | |
| Fiscal Year: | 2020-21 | | | | | | | | |
| Fund Balance (2020) | \$89,524 | | | | | | | | |
| Short Term Installment Summary | | | | | | | | | |
| | | | | | | | | | Approx. Total Required |
| Project | Yearly Installment | Prior Years Collections | Year 1 2016 | Year 2 2017 | Year 3 2018 | Year 4 2019 | Year 5 2020 | | |
| Landscape Replacement-Riley | \$5,000 | \$15,376 | \$5,000 | \$5,000 | \$5,000 | \$5,000 | \$5,000 | \$5,000 | \$20,000 |
| Landscape-median and park | \$5,000 | \$7,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$25,000 |
| Remove Roots in park/replace turf | \$10,000 | \$15,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$40,000 |
| Tree Removal (park) | \$3,000 | \$6,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$12,000 |
| Totals: | \$23,000 | \$43,376 | \$5,000 | \$5,000 | \$5,000 | \$5,000 | \$5,000 | \$5,000 | \$97,000 |
| Long Term Installment Summary | | | | | | | | | |
| | | | | | | | | | Approx. Total Required |
| Project | Yearly Installment | Prior Years Collections | Year 1 2016 | Years 2-5 2017 | Years 5-10 2018 | Years 10-20 2019 | Years 20-30 2020 | | |
| Fence Replacement-Riley | \$2,500 | \$7,000 | \$2,500 | \$2,500 | \$2,500 | \$2,500 | \$2,500 | \$2,500 | \$25,000 |
| Fence Replacement-Park | \$2,500 | \$4,500 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$30,000 |
| Signage Repair/Replacement | \$5,000 | \$7,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$8,000 |
| Renovate turf in mini-park | \$10,000 | \$17,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$2,000 | \$40,000 |
| Repair/Replace Bollards (18) | \$1,000 | \$3,000 | \$1,000 | \$1,000 | \$1,000 | \$1,000 | \$1,000 | \$1,000 | \$8,000 |
| Tree & landscape improvements (or replacements) | \$1,000 | \$3,000 | \$1,000 | \$1,000 | \$1,000 | \$1,000 | \$1,000 | \$1,000 | \$6,000 |
| Totals: | \$22,000 | \$41,500 | \$6,500 | \$6,500 | \$6,500 | \$6,500 | \$6,500 | \$6,500 | \$117,000 |

| City of Folsom Sierra Estates Landscaping and Lighting District Fund 231 2020-21 | | | Total Budget |
|---|---------------------------|--------------------|---------------------|
| Fund Balance Calculation | | | |
| Starting Fund Balance (as of April 2020) | \$19,781.13 | | |
| Estimated Reserve to finance approx. first 6 months of 20-21 | (\$4,060.28) | | |
| Available Funds | | | \$15,720.87 |
| Improvement Costs | | | |
| General Maintenance Costs | | | |
| 1. Scheduled | \$11,760.00 | | |
| 2. Unscheduled | \$2,250.00 | | |
| 3. Streetlights | \$500.00 | | |
| 4. Irrigation Parts | \$200.00 | | |
| Service Costs | | | |
| 5. Electrical | \$300.00 | | |
| 6. Water | \$735.00 | | |
| Current Year Improvement Projects | | | |
| 7. Streetlight Retrofit | \$1,000.00 | | |
| | <i>Subtotal of Item 7</i> | \$1,000.00 | |
| Subtotal | | | \$16,745.00 |
| Incidental Costs | | | |
| 8. Professional Services (Engineer's Report and IP) | \$1,000.00 | | |
| 9. Contract Services (all other contracts and services) | \$3,100.00 | | |
| 10. Publications/Mailings/Communications | \$250.00 | | |
| 11. Staff | \$1,055.00 | | |
| 12. Overhead | \$174.00 | | |
| 13. County Auditor Fee | \$14.75 | | |
| Subtotal | | | \$5,593.75 |
| Total Improvement Costs | | | \$22,338.75 |
| Assessment to Property (Current) | | | |
| Assessment per Single Family Equivalent | \$363.68 | | |
| Single Family Equivalent Benefit Units | 25 | | |
| Total Assessment | | | \$9,092.00 |
| Installment Costs (see Installment Plan and Summary next page) | | | |
| Short-Term Installment Plan (previously collected) | \$0.00 | | |
| Long-Term Installment Plan (previously collected) | \$6,658.00 | | |
| Short-Term Installment Plan (collected this year) | \$0.00 | | |
| Long-Term Installment Plan (collected this year) | \$1,100.00 | | |
| Total Installment Costs | | | \$7,758.00 |
| District Balance | | | |
| Total Assessment | \$9,092.00 | | |
| Total Improvement Costs | (\$22,338.75) | | |
| Subtotal | (\$13,246.75) | | |
| Total Available Funds | \$15,720.87 | | |
| Total Funds | \$2,474.12 | | |
| Total Installment Cost | (\$7,758.00) | | |
| Contributions from other sources | \$0.00 | | |
| Net Balance | (\$5,283.88) | | |
| District Balance (surplus is +; deficit is 0) | | | (\$5,283.88) |
| Net Assessment Calculation | | | |
| Assessment | | \$9,092.00 | |
| Surplus or Deficit (surplus is subtracted; deficit is added) | | \$5,283.88 | |
| Net Assessment | | \$14,375.88 | |
| Allocated Net Assessment to Property | | | |
| Net Assessment | | \$14,375.88 | |
| Single Family Equivalent Benefit Units | | 25 | |
| Allocated Net Assessment to Property | | \$575.04 | |
| Comparison of Net Assessment and Assessment | | | |
| Allocated Net Assessment to Property | | (\$575.04) | |
| Allocated Assessment to Property | | \$363.68 | |
| Per Parcel Surplus (+) or Deficit (-) | | (\$211.36) | |

SIERRA ESTATES - INSTALLMENT SUMMARY

| | | | | | | | | |
|---|-------------------------------|------------------------------------|------------------------|---------------------------|----------------------------|-----------------------------|-----------------------------|---------------------------------------|
| District: | Sierra Estates | | | | | | | |
| Fiscal Year: | 2020-21 | | | | | | | |
| Fund Balance (2020) | \$19,781 | | | | | | | |
| Short Term Installment Summary | | | | | | | | |
| Project | Yearly Installment | Prior Years Collections | Year 1 2016 | Year 2 2017 | Year 3 2018 | Year 4 2019 | Year 5 2020 | Approx. Total Required |
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| Totals: | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Long Term Installment Summary | | | | | | | | |
| Project | Yearly Installment | Prior Years Collections | Year 1 2016 | Years 2-5 2017 | Years 5-10 2018 | Years 10-20 2019 | Years 20-30 2020 | Approx. Total Required |
| Shrub/Irrigation replacement | \$500 | \$1,658 | \$500 | \$500 | \$500 | \$500 | \$500 | \$15,000 |
| Signage Repair/Replacement | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$100 | \$8,000 |
| Tree & landscape improvements (or replacement) | \$500 | \$500 | \$500 | \$500 | \$500 | \$500 | \$500 | \$5,000 |
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| Totals: | \$1,100 | \$2,258 | \$1,100 | \$1,100 | \$1,100 | \$1,100 | \$1,100 | \$28,000 |

| City of Folsom Willow Creek Estates East Landscaping and Lighting District Fund 249 2020-21 | | Total Budget |
|--|---------------------------|----------------|
| Fund Balance Calculation | | |
| Starting Fund Balance (as of April 2020) | (\$139,470.64) | |
| Estimated Reserve to finance approx. first 6 months of 20-21 | (\$26,820.78) | |
| Available Funds | | (\$166,291.42) |
| Improvement Costs | | |
| General Maintenance Costs | | |
| 1 Scheduled | \$38,748.00 | |
| 2 Unscheduled | \$10,000.00 | |
| 3 Streetlights | \$0.00 | |
| 4 Irrigation | \$1,800.00 | |
| Service Costs | | |
| 5 Electrical | \$0.00 | |
| 6 Water | \$0.00 | |
| Current Year Improvement Projects | | |
| 7 No planned projects | \$0.00 | |
| Subtotal | <i>Subtotal of Item 7</i> | \$0.00 |
| | | \$50,548.00 |
| Incidental Costs | | |
| 8 Professional Services (Engineer's Report and IP) | \$0.00 | |
| 9 Contract Services (all other contracts and services) | \$0.00 | |
| 10 Publications/Mailings/Communications | \$0.00 | |
| 11 Staff | \$0.00 | |
| 12 Overhead | \$0.00 | |
| 13 County Auditor Fee | \$0.00 | |
| Subtotal | | \$0.00 |
| Total Improvement Costs | | \$50,548.00 |
| Assessment to Property (Current) | | |
| Assessment per Single Family Equivalent | \$80.40 | |
| Single Family Equivalent Benefit Units | 747 | |
| Total Assessment | | \$80,058.80 |
| Installment Costs (see Installment Plan and Summary next page) | | |
| Short-Term Installment Plan (previously collected) | \$0.00 | |
| Long-Term Installment Plan (previously collected) | \$34,000.00 | |
| Short-Term Installment Plan (collected this year) | \$0.00 | |
| Long-Term Installment Plan (collected this year) | \$0.00 | |
| Total Installment Costs | | \$34,000.00 |
| District Balance | | |
| Total Assessment | \$80,058.80 | |
| Total Improvement Costs | (\$50,548.00) | |
| Subtotal | \$9,510.80 | |
| Total Available Funds | (\$120,951.42) | |
| Total Funds | (\$111,440.62) | |
| Total Installment Cost | (\$34,000.00) | |
| Contributions from other sources | \$0.00 | |
| Net Balance | (\$145,440.62) | |
| District Balance (surplus is +; deficit is 0) | | (\$145,440.62) |
| Net Assessment Calculation | | |
| Assessment | \$80,058.80 | |
| Surplus or Deficit (surplus is subtracted; deficit is added) | \$145,440.62 | |
| Net Assessment | | \$205,499.42 |
| Allocated Net Assessment to Property | | |
| Net Assessment | \$205,499.42 | |
| Single Family Equivalent Benefit Units | 747 | |
| Allocated Net Assessment to Property | | \$275.10 |
| Comparison of Net Assessment and Assessment | | |
| Allocated Net Assessment to Property | | (\$275.10) |
| Allocated Assessment to Property | | \$80.40 |
| Per Parcel Surplus (+) or Deficit (-) | | (\$194.70) |

* Funds Non-Budget Balance

WILLOW CREEK ESTATES EAST – INSTALLMENT SUMMARY

| | | | | | | | | |
|--|----------------------------------|--------------------------------|--------------------|-----------------------|------------------------|-------------------------|-------------------------|-------------------------------|
| District: | Willow Creek Estates East | | | | | | | |
| Fiscal Year: | 2020-21 | | | | | | | |
| Fund Balance (2020) | (\$139,471) | | | | | | | |
| Short Term Installment Summary | | | | | | | | |
| | | | | | | | | Approx. Total Required |
| Project | Yearly Installment | Prior Years Collections | Year 1 2016 | Year 2 2017 | Year 3 2018 | Year 4 2019 | Year 5 2020 | |
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| Totals: | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Long Term Installment Summary | | | | | | | | |
| | | | | | | | | Approx. Total Required |
| Project | Yearly Installment | Prior Years Collections | Year 1 2016 | Years 2-5 2017 | Years 5-10 2018 | Years 10-20 2019 | Years 20-30 2020 | |
| Landscape Replacements-Oak | \$1,000 | \$3,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$30,000 |
| Landscape Replacement-Blue Ravine | \$1,000 | \$3,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$60,000 |
| Irrigation Repairs/upgrades (4 controllers) | \$1,000 | \$3,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$25,000 |
| Tree & landscape improvements (or replacement) | \$2,000 | \$6,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$80,000 |
| Landscape/Irrigation replace/Oak Avenue median | \$1,000 | \$3,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$70,000 |
| Sign repair/replacement (partial) | \$1,000 | \$3,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$30,000 |
| Tree & lanscape improvements (or replacements) | \$1,000 | \$13,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$17,000 |
| Totals: | \$8,000 | \$34,000 | \$0 | \$0 | \$0 | \$0 | \$0 | \$312,000 |

| City of Folsom Willow Creek Estates East No. 2 Landscaping and Lighting District Fund 284 2020-21 | | |
|--|--------------------|---------------------|
| | | Total Budget |
| Fund Balance Calculation | | |
| Starting Fund Balance (as of April 2020) | \$93,365.39 | |
| Estimated Reserve to finance approx. first 6 months of 20-21 | (\$32,310.26) | |
| Available Funds | | \$61,055.13 |
| Improvement Costs | | |
| General Maintenance Costs | | |
| 1 Scheduled | \$0.00 | |
| 2 Unscheduled | \$0.00 | |
| 3 Streetlights | \$0.00 | |
| Service Costs | | |
| 4 Electrical | \$9,000.00 | |
| 5 Water | \$9,300.00 | |
| Current Year Improvement Projects | | |
| 6 Blue Ravine frontage landscape/monument signs | \$71,000.00 | |
| Subtotal of Item 7 | \$71,000.00 | |
| Subtotal | | \$89,300.00 |
| Incidental Costs | | |
| 7 Professional Services (Engineer's Report and IP) | \$1,000.00 | |
| 8 Contract Services (all other contracts and services) | \$2,100.00 | |
| 9 Publications/Mailings/Communications | \$250.00 | |
| 10 Staff | \$13,789.00 | |
| 11 Overhead | \$2,096.00 | |
| 12 County Auditor Fee | \$440.00 | |
| Subtotal | | \$19,675.00 |
| Total Improvement Costs | | \$108,975.00 |
| Assessment to Property (Current) | | |
| Assessment per Single Family Equivalent | \$97.58 | |
| Single Family Equivalent Benefit Units | 741.46 | |
| Total Assessment | | \$72,351.20 |
| Installation Costs (see installation Plan and Summary next page) | | |
| Short-Term Installation Plan (previously collected) | \$0.00 | |
| Long-Term Installation Plan (previously collected) | \$0.00 | |
| Short-Term Installation Plan (collected this year) | \$0.00 | |
| Long-Term Installation Plan (collected this year) | \$0.00 | |
| Total Installation Costs | | \$0.00 |
| District Balance | | |
| Total Assessment | \$72,351.20 | |
| Total Improvement Costs | (\$108,975.00) | |
| Subtotal | (\$36,623.80) | |
| Total Available Funds | \$61,055.13 | |
| Total Funds | \$24,431.33 | |
| Total Installation Cost | \$0.00 | |
| Contributions from other sources | \$0.00 | |
| Net Balance | \$24,431.33 | |
| District Balance (surplus is +; deficit is 0) | | \$24,431.33 |
| Net Assessment Calculation | | |
| Assessment | \$72,351.20 | |
| Surplus or Deficit (surplus is subtracted; deficit is added) | (\$24,431.33) | |
| Net Assessment | \$47,919.87 | |
| Allocated Net Assessment to Property | | |
| Net Assessment | \$47,919.87 | |
| Single Family Equivalent Benefit Units | 741 | |
| Allocated Net Assessment to Property | | \$64.63 |
| Comparison of Net Assessment and Assessment | | |
| Allocated Net Assessment to Property | | (\$64.63) |
| Allocated Assessment to Property | | \$97.58 |
| Per Parcel Surplus (+) or Deficit (-) | | \$32.95 |

WILLOW CREEK ESTATES EAST No. 2 - INSTALLMENT SUMMARY

| | | | | | | | | |
|---------------------------------------|--------------------------------|-------------------------|-------------|----------------|-----------------|------------------|------------------|---------------|
| District: | Willow Creek Estates East No 2 | | | | | | | |
| Fiscal Year: | 2020-21 | | | | | | | |
| Fund Balance (2020) | \$93,365 | | | | | | | |
| Short Term Installment Summary | | | | | | | | |
| | | | | | | | | Approx. Total |
| Project | Yearly Installment | Prior Years Collections | Year 1 2018 | Year 2 2019 | Year 3 2020 | Year 4 2021 | Year 5 2022 | Required |
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| Totals: | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Long Term Installment Summary | | | | | | | | |
| | | | | | | | | Approx. Total |
| Project | Yearly Installment | Prior Years Collections | Year 1 2018 | Years 2-5 2019 | Years 5-10 2020 | Years 10-20 2021 | Years 20-30 2022 | Required |
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| Totals: | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |

| City of Folsom Willow Creek Estates South Landscaping and Lighting District Fund 252 2020-21 | | |
|---|---------------------------------------|---------------------|
| | | Total Budget |
| Fund Balance Calculation | | |
| Starting Fund Balance (as of April 2020) | \$609,063.42 | |
| Estimated Reserve to finance approx. first 6 months of 20-21 | (\$71,738.92) | |
| Available Funds | | \$537,324.50 |
| Improvement Costs | | |
| General Maintenance Costs | | |
| 1. Scheduled | \$16,029.00 | |
| 2. Unscheduled | \$15,000.00 | |
| 3. Streetlights | \$4,000.00 | |
| 4. Irrigation | \$5,000.00 | |
| Service Costs | | |
| 5. Electrical | \$29,000.00 | |
| 6. Water | \$34,500.00 | |
| Current Year Improvement Projects | | |
| 7. Sign retrofit/replacement | \$40,000.00 | |
| Subtotal | <i>Subtotal of Item 8</i> \$40,000.00 | \$143,528.00 |
| Incidental Costs | | |
| 8. Professional Services (Engineer's Report and IP) | \$1,000.00 | |
| 9. Contract Services (all other contracts and services) | \$3,100.00 | |
| 10. Publications/Mailings/Communications | \$250.00 | |
| 11. Staff | \$4,586.00 | |
| 12. Overhead | \$5,891.00 | |
| 13. County Auditor Fee | \$862.57 | |
| Subtotal | | \$15,889.57 |
| Total Improvement Costs | | \$159,218.57 |
| Assessment to Property (Current) | | |
| Assessment per Single Family Equivalent | \$109.88 | |
| Single Family Equivalent Benefit Units | 1,461.98 | |
| Total Assessment | | \$160,642.38 |
| Installment Costs (see Installment Plan and Summary next page) | | |
| Short-Term Installment Plan (previously collected) | \$0.00 | |
| Long-Term Installment Plan (previously collected) | \$364,000.00 | |
| Short-Term Installment Plan (collected this year) | \$0.00 | |
| Long-Term Installment Plan (collected this year) | \$15,000.00 | |
| Total Installment Costs | | \$379,000.00 |
| District Balance | | |
| Total Assessment | \$160,642.38 | |
| Total Improvement Costs | (\$159,218.57) | |
| Subtotal | \$1,423.79 | |
| Total Available Funds | \$537,324.50 | |
| Total Funds | \$538,748.30 | |
| Total Installment Cost | (\$379,000.00) | |
| Contributions from other sources | \$0.00 | |
| Net Balance | \$159,748.30 | |
| District Balance (surplus is +; deficit is 0) | | \$410,865.98 |
| Net Assessment Calculation | | |
| Assessment | \$160,642.38 | |
| Surplus or Deficit (surplus is subtracted; deficit is added) | (\$410,865.98) | |
| Net Assessment | (\$250,323.60) | |
| Allocated Net Assessment to Property | | |
| Net Assessment | (\$250,323.60) | |
| Single Family Equivalent Benefit Units | 1482 | |
| Allocated Net Assessment to Property | (\$171.22) | |
| Comparison of Net Assessment and Assessment | | |
| Allocated Net Assessment to Property | \$171.22 | |
| Assessment to Property | \$109.88 | |
| Per Parcel Surplus (+) or Deficit (-) | \$281.10 | |

*Units 8 are fund balance

WILLOW CREEK SOUTH - INSTALLMENT SUMMARY

| | | | | | | | | |
|--|-----------------------------------|--------------------------------|--------------------|-----------------------|------------------------|-------------------------|-------------------------|----------------------|
| District: | Willow Creek Estates South | | | | | | | |
| Fiscal Year: | 2020-21 | | | | | | | |
| Fund Balance (2020) | \$609,063 | | | | | | | |
| Short Term Installment Summary | | | | | | | | |
| | | | | | | | | Approx. Total |
| Project | Yearly Installment | Prior Years Collections | Year 1 2016 | Year 2 2017 | Year 3 2018 | Year 4 2019 | Year 5 2020 | Required |
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| Totals: | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Long Term Installment Summary | | | | | | | | |
| | | | | | | | | Approx. Total |
| Project | Yearly Installment | Prior Years Collections | Year 1 2016 | Years 2-5 2017 | Years 5-10 2018 | Years 10-20 2019 | Years 20-30 2020 | Required |
| Street Paver replacement | \$1,000 | \$95,000 | \$2,500 | \$2,500 | \$2,500 | \$2,500 | \$2,500 | \$90,000 |
| Oak Avenue-shrub retrofit | \$1,000 | \$38,000 | \$2,500 | \$2,500 | \$2,500 | \$2,500 | \$2,500 | \$30,000 |
| Tree & landscape improvements (or replacement) | \$1,000 | \$13,000 | \$2,500 | \$2,500 | \$2,500 | \$2,500 | \$2,500 | \$30,000 |
| Wall Paint/power wash (3500 ft) | \$1,000 | \$75,000 | \$2,500 | \$2,500 | \$2,500 | \$2,500 | \$2,500 | \$105,000 |
| Signage Retrofit/replacement (brick and sign) | \$1,000 | \$73,000 | \$2,500 | \$2,500 | \$2,500 | \$2,500 | \$2,500 | \$70,000 |
| Silberhorn relandscaping | \$1,000 | \$10,000 | \$2,500 | \$2,500 | \$2,500 | \$2,500 | \$2,500 | \$80,000 |
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| Totals: | \$6,000 | \$304,000 | \$15,000 | \$15,000 | \$15,000 | \$15,000 | \$15,000 | \$405,000 |

| City of Folsom Willow Springs Landscaping and Lighting District Fund 280 - Streetlights Only 2020-21 | | |
|---|---------------------------|----------------------|
| | | Total Budget |
| Fund Balance Calculation | | |
| Starting Fund Balance (as of April 2020) | \$42,775.41 | |
| Estimated Reserve to finance approx. first 6 months of 20-21 | (\$6,496.95) | |
| Available Funds | | \$36,278.46 |
| Improvement Costs | | |
| <u>General Maintenance Costs</u> | | |
| 1 Scheduled | \$0.00 | |
| 2 Unscheduled | \$0.00 | |
| 3 Streetlights | \$2,996.00 | |
| <u>Service Costs</u> | | |
| 4 Electrical | \$5,800.00 | |
| 5 Water | \$0.00 | |
| <u>Current Year Improvement Projects</u> | | |
| 6 LED Streetlight and Retrofit | \$32,000.00 | |
| | <u>Subtotal of Item 6</u> | <u>\$32,000.00</u> |
| Subtotal | | \$40,796.00 |
| <u>Incidental Costs</u> | | |
| 7 Professional Services (Engineer's Report and IP) | \$0.00 | |
| 8 Contract Services (all other contracts and services) | \$0.00 | |
| 9 Publications/Mailing/Communications | \$0.00 | |
| 10 Staff | \$0.00 | |
| 11 Overhead | \$306.00 | |
| 12 County Auditor Fee | \$305.03 | |
| Subtotal | | \$611.03 |
| Total Improvement Costs | | \$41,407.03 |
| <u>Assessment to Property (Current)</u> | | |
| Assessment per Single Family Equivalent | \$28.14 | |
| Single Family Equivalent Benefit Units | 517 | |
| Total Assessment | | \$14,548.38 |
| <u>Installment Costs (see Installment Plan and Summary next page)</u> | | |
| Short-Term Installment Plan (previously collected) | \$10,500.00 | |
| Long-Term Installment Plan (previously collected) | \$0.00 | |
| Short-Term Installment Plan (collected this year) | \$1,000.00 | |
| Long-Term Installment Plan (collected this year) | \$0.00 | |
| Total Installment Costs | | \$11,500.00 |
| <u>District Balance</u> | | |
| Total Assessment | \$14,548.38 | |
| Total Improvement Costs | (\$41,407.03) | |
| Subtotal | (\$26,858.65) | |
| Total Available Funds | \$43,493.46 | |
| Total Funds | \$16,634.81 | |
| Total Installment Cost | (\$11,500.00) | |
| Contributions from other sources | \$0.00 | |
| Net Balance | \$5,134.81 | |
| District Balance (surplus is +; deficit is 0) | | \$42,662.46 |
| <u>Net Assessment Calculation</u> | | |
| Assessment | \$14,548.38 | |
| Surplus or Deficit (surplus is subtracted; deficit is added) | (\$42,662.46) | |
| Net Assessment | | (\$28,114.10) |
| <u>Allocated Net Assessment to Property</u> | | |
| Net Assessment | (\$28,114.10) | |
| Single Family Equivalent Benefit Units | 517 | |
| Allocated Net Assessment to Property | | (\$54.42) |
| <u>Comparison of Net Assessment and Assessment</u> | | |
| Allocated Net Assessment to Property | \$54.42 | |
| Assessment to Property | \$28.14 | |
| Per Parcel Surplus (+) or Deficit (-) | | \$82.56 |

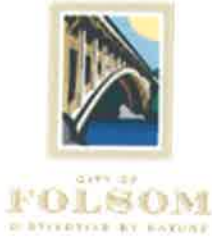
WILLOW SPRINGS - INSTALLMENT SUMMARY

| | | | | | | | | |
|---------------------------------------|---------------------------|--------------------------------|--------------------|-----------------------|------------------------|-------------------------|-------------------------|------------------------|
| District: | Willow Springs | | | | | | | |
| Fiscal Year: | 2020-21 | | | | | | | |
| Fund Balance (2020) | \$42,775 | | | | | | | |
| Short Term Installment Summary | | | | | | | | |
| | | | | | | | | Approx. Total Required |
| Project | Yearly Installment | Prior Years Collections | Year 1 2016 | Year 2 2017 | Year 3 2018 | Year 4 2019 | Year 5 2020 | |
| Light pole repair/replacement | \$1,000 | \$6,500 | \$1,000 | \$1,000 | \$1,000 | \$1,000 | \$1,000 | \$45,000 |
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| Totals: | \$1,000 | \$6,500 | \$1,000 | \$1,000 | \$1,000 | \$1,000 | \$1,000 | \$45,000 |
| Long Term Installment Summary | | | | | | | | |
| | | | | | | | | Approx. Total Required |
| Project | Yearly Installment | Prior Years Collections | Year 1 2016 | Years 2-5 2017 | Years 5-10 2018 | Years 10-20 2019 | Years 20-30 2020 | |
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| Totals: | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |

APPENDIX B – ASSESSMENT ROLL, FY 2020-21

Reference is hereby made to the Assessment Roll in and for the assessment proceedings on file with the City of Folsom City Clerk, as the Assessment Roll is too voluminous to be bound with this Engineer's Report.

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Folsom City Council Staff Report

| | |
|------------------------|---|
| MEETING DATE: | 7/28/2020 |
| AGENDA SECTION: | New Business |
| SUBJECT: | <p>Folsom Plan Area Nexus Study Fiscal Year 2020-2021 Update</p> <ul style="list-style-type: none"> i. Resolution No. 10491 – A Resolution Adopting the Nexus Study Fiscal Year 2020-2021 Update for the Folsom Plan Area Specific Plan Infrastructure Fees (SPIF) and Setting the Updated Amount of the SPIF Fees ii. Ordinance No. 1307 – An Ordinance of the City of Folsom Amending sections 3.130.010(JJ) And 3.130.030(E)(1)(c) of the Folsom Municipal Code Pertaining to the Set-Aside Component of the Folsom Plan Area Specific Plan Infrastructure Fees (Introduction and First Reading) |
| FROM: | Finance Department |

RECOMMENDATION / CITY COUNCIL ACTION

Staff recommends the City Council:

Adopt Resolution No. 10491 – A Resolution Adopting the Nexus Study Fiscal Year 2020-2021 Update for the Folsom Plan Area Specific Plan Infrastructure Fees and to Set the Updated Amount of the SPIF Fees

And

Introduce Ordinance No. 1307 – An Ordinance of the City of Folsom Amending sections 3.130.010(JJ) And 3.130.030(E)(1)(c) of the Folsom Municipal Code Pertaining to the Set-

Aside Component of the Folsom Plan Area Specific Plan Infrastructure Fees (Introduction and First Reading)

BACKGROUND / ISSUE

On January 28, 2014, the Public Facilities Financing Plan (PFFP) for the Folsom Plan Area (FPA) was adopted by the City Council with Resolution No. 9298. The PFFP is an \$877 million plan that described the infrastructure and facility costs, presented a financing strategy, and estimated the time horizon for the development in the FPA. The PFFP proposed the establishment of several impact fees for the development of the backbone infrastructure including roadway improvements, potable and non-potable water systems, wastewater systems, storm drainage infrastructure and habitat mitigation to serve the FPA.

On September 8, 2015, the City Council adopted Ordinance No. 1235 adding Chapter 3.130 to the Folsom Municipal Code and established the Folsom Plan Area Specific Plan Infrastructure Fee (SPIF). Also, on September 8, 2015, the City Council adopted Resolution No. 9642 which approved the initial nexus study for the SPIF Fee and set the initial amount of the SPIF fee.

On January 9, 2018, the City Council adopted Resolution No. 10059 which approved the Nexus Study Fiscal Year 2017-2018 update and set the updated amount of the SPIF fees.

On June 11, 2019, the City Council adopted Ordinance No. 1293 amending sections 3.130.010(JJ) and 3.130.030(E)(1)(c) to the Folsom Municipal Code which changed the Off-Site Roadway Improvement fee to a Set-Aside Fee to be collected at building permit issuance rather than prior to final map approval.

POLICY / RULE

General Plan Policy 11.6 – states that it is the policy of the City of Folsom to require new development to bear the cost of its increased demand on municipal services and facilities so as not to create a greater burden on existing residents.

Section 3.130.030(A) of the Folsom Municipal Code authorizes adoption of the SPIF Fee by Council Resolution.

ANALYSIS

Nexus Study: This Resolution will update the Folsom Plan Area Specific Plan Infrastructure Fees (SPIF Fees) for the development of public facilities necessary and required to serve the FPA. The SPIF Program is the mechanism to equalize the costs of the Infrastructure, Public Lands and Community Parkland in the FPA.

The SPIF Fees will equitably spread the cost burden of the public infrastructure improvements in the FPA such as, roadways, sewer facilities, potable water facilities, recycled water facilities,

storm drainage facilities, and habitat mitigation and other costs in the FPA as provided in the PFFP.

The Nexus Study Fiscal Year 2020-2021 Update for the SPIF Fees is compliant with the requirements set forth in the Mitigation Fee Act, also known as AB1600. The 2020-2021 Study Update ensures that a rational nexus exists between future development in the City and (i) the use and need of the proposed facilities, and (ii) the cost or portion of the cost of the capital facilities attributable to future development. This 2020-2021 Updated Study demonstrates that a reasonable relationship exists between the fees and the cost of the facilities attributable to each land use type. These development impact fees comply with and will be governed by the Mitigation Fee Act.

The Nexus Study Fiscal Year 2020-2021 Update was done at the request of the landowners to update the construction cost estimates used to calculate the SPIF Fees. The updated cost estimates are in lieu of a Construction Cost Index (CCI) update and will ensure the fees are reflective of the cost of SPIF backbone infrastructure construction. Table 1, in Exhibit A of Resolution No. 10491 summarizes the updated SPIF Fee Components for all FPASP land uses, except those in the Folsom Heights area. As shown in Table 1, the SPIF Fee increased between approximately \$2,800 to \$6,400 per unit for residential uses and between \$3.34 and \$5.16 per building square foot for nonresidential uses. Table 2, in Exhibit A of Resolution No. 10491 summarizes the updated SPIF Fee Components for Folsom Heights land uses. As shown in table 2, the SPIF Fee increased approximately \$2,700 to \$3,300 per unit for residential uses and \$4.05 per building square foot for General Commercial uses. Folsom Heights area fees do not include the fees for water and sewer since those services are provided by El Dorado Irrigation District.

The updated Folsom Plan Area SPIF Fees, if approved, will become effective August 1, 2020, except for the change to the Off-Site Water Fee (discussed in the next paragraph).

Off-Site Water Treatment Plant Set-Aside Fee: Pursuant to the First Amended and Restated Tier 1 Development Agreement between the City of Folsom and Certain Landowners in the FPA, developers are responsible for the costs of the Infrastructure, Public Lands, and Community Parkland necessary to serve the development in the FPA. The SPIF Program includes a Set-Aside component to equalize the costs amongst all the FPA landowners for the Phase 1 Potable Water and Phase 1 Sanitary Sewer Infrastructure required to serve the first 2,500 dwelling units in the FPA. The Phase 1 Potable Water and Sanitary Sewer Improvements necessary to serve the initial development in the FPA have been completed and accepted by the City and are currently in City ownership and maintenance. In addition to potable water and sanitary sewer infrastructure, the SPIF Program was amended through Resolution No. 10300 by the City Council on June 11, 2019 to establish the Off-Site Roadway Fee as a Set-Aside Fee.

Staff is requesting to further amend the SPIF Program to change the handling of the SPIF Off-Site Water Treatment Plant (listed in Nexus Study as Off-Site Water) costs to be included in a new set-aside fee. The Off-Site Water Treatment Plant costs were included in the SPIF in

order to reimburse the City for a portion of the FPA share of costs incurred by the City for changes at the water treatment plant to accommodate future citywide growth, including new Folsom Plan Area Specific Plan (FPASP) development.

SPIF Program backbone infrastructure improvements and public facility construction is the responsibility of the Folsom South Area Owners' Group (landowners) and affiliated constructing entities. The SPIF Set-Aside Fee is the mechanism to reimburse the landowners the initial costs of constructing the Phase 1 Potable Water and Phase 1 Sanitary Sewer backbone infrastructure and to reimburse the City for certain Off-Site Roadway improvements as noted above. As FPA development moves forward, SPIF Program fees required for new FPA development are either reimbursed to the landowners and constructing entities or are being credited by the landowners and constructing entities for the infrastructure work they have completed. Unfortunately, the existing SPIF Program does not include a dedicated set-aside component for the FPA's share of the Off-Site Water Treatment Plant cost obligations. As development in the FPA increases, it is important to facilitate a mechanism to reimburse the City for the Off-Site Water Treatment Plant improvements constructed to serve developments in the FPA. Currently that mechanism does not exist.

As provided in the PFFP, the Off-Site Water Treatment Plant Set-Aside Fee will be implemented on new development based on the factors used in the City Council approved SPIF Nexus Study. The proposed fee is listed in Table 27 as Attachment #4, which shows fee amounts ranging between \$354 and \$1,306 per unit for residential uses and between \$0.27 and \$0.41 per building square foot for nonresidential uses.

In order to implement a mechanism to collect the SPIF Off-Site Water Treatment Plant Set-Aside Fee, Sections 3.130.010(JJ) and 3.130.030(E)(1)(c) of the Folsom Municipal Code will need to be amended to include the collection of such a fee after adoption.

The Off-Site Water Treatment Plant Set-Aside Fee component would be included in the SPIF Fees and this component would be collected at building permit issuance based on the fees shown in Table 27 (Attachment #4).

FINANCIAL IMPACT

The Nexus Study for the FPA identified the cost for the SPIF-funded off-site water to be \$7,665,000 (2017 \$). Several final small lot subdivision maps have been approved up to this point and the SPIF fee obligations have been satisfied for those final small lot maps. The amount of the SPIF Off-Site Water Treatment Plant Set-Aside funding that would have been paid by new development on those final small lots will be collected through a reimbursement of future SPIF – Infrastructure Fees collected by the City and disbursed annually to the FPA Land Owners. The infrastructure constructing entities in the FPA will be the entities to receive reimbursements from future SPIF fees collected from new development and will be reimbursed on a first-in, first-out basis based on a calendar-year priority. Staff proposes to include the City on parity with each of the original constructing entities (each with a calendar-year priority of 2017). Reimbursements to the City and two constructing entities would be paid to each

party based on a percentage basis equal to the outstanding reimbursement amounts owed to a party as compared to the total amount owed to all parties with the same calendar-year priority.

ENVIRONMENTAL REVIEW

This action is exempt from the California Environmental Quality Act under 15061(b)(3) of the CEQA Guidelines.

ATTACHMENTS

1. Resolution No. 10491 – A Resolution Adopting the Nexus Study Fiscal Year 2020-2021 Update for the Folsom Plan Area Specific Plan Infrastructure Fees (SPIF) and to set Updated Amount of the SPIF Fees.
2. Ordinance No. 1307 – An Ordinance of the City of Folsom Amending Sections 3.130.010(JJ) and 3.130.030(E)(1)(c) of the Folsom Municipal Code pertaining to the SPIF Set-Aside Component of the Folsom Plan Area Specific Plan Infrastructure Fee (Introduction and First Reading)
3. Nexus Study Fiscal Year 2020-2021 Update for the Folsom Plan Area Specific Plan Infrastructure Fees (SPIF)
4. Table 27 – SPIF Off-Site Water Treatment Plant Set-Aside Fee

Submitted,



Stacey Tamagni, Finance Director

ATTACHMENT 1

RESOLUTION NO. 10491**A RESOLUTION ADOPTING THE NEXUS STUDY FISCAL YEAR 2020-2021 UPDATE FOR THE FOLSOM PLAN AREA SPECIFIC PLAN INFRASTRUCTURE FEES (SPIF) AND TO SET THE UPDATED AMOUNT OF THE SPIF FEES**

WHEREAS, the proposed developments in the Folsom Plan Area create a need for additional public improvements, infrastructure, facilities and services for the future residents, businesses, and visitors in the Folsom Plan Area; and

WHEREAS, the General Plan of the City and voter-approved Measure W require that new development within the Folsom Plan Area provide, in a time frame related to its development, an adequate level of public improvements, infrastructure, facilities and services in order to maintain adequate levels of public services and not adversely impact other areas of the City; and

WHEREAS, the Nexus Study for the Folsom Plan Area, dated December 20, 2017 demonstrates the need for the public facilities in the Folsom Plan Area and establishes a reasonable relationship between the need for the public facilities and the type of development, between the use of the fees and the type of development, and between the amount of the fees and the cost of the public facilities attributable to the type of development; and

WHEREAS, the Public Facilities Financing Plan (“PFFP”) for the Folsom Plan Area, adopted by the City Council on January 28, 2014 in Resolution No. 9298, sets forth a financing mechanism to fund approximately \$877 million in infrastructure and facility costs necessary to serve new developments in the Folsom Plan Area; and

WHEREAS, the public infrastructure components in the PFFP constitute approximately \$299,784,000 for the construction of water, sanitary sewer, roads, storm drainage, and other public infrastructure; and

WHEREAS, Ordinance No. 1235 added Chapter 3.130 to the Folsom Municipal Code which establishes the Folsom Plan Area Specific Plan Infrastructure Fee (SPIF) and authorizes the adoption of the SPIF Fees by City Council Resolution; and

WHEREAS, the City Council adopted Resolution No. 10059 on January 9, 2018 and established the updated amounts of SPIF fees; and

WHEREAS, the Nexus Study Fiscal Year 2020-2021 Update for the SPIF Fees, dated July 16, 2020 demonstrates the need for the public infrastructure in the Folsom Plan Area, identifies the purpose of the SPIF Fees and use of the funds, and establishes a reasonable relationship between the need for the public infrastructure and the type of development, between the use of the fees and the type of development, and between the amount of the fees and the cost of the public infrastructure attributable to the type of development; and

WHEREAS, this Resolution is adopted pursuant to California Government Code Section 66000 et seq. (“Mitigation Fee Act”), Article XI, Section 7 of the California Constitution, and the provisions of Chapter 3.130 of the Folsom Municipal Code (“Folsom Plan Area Specific Plan Infrastructure Fees”).

NOW, THEREFORE BE IT RESOLVED by the City Council of the City of Folsom that the Nexus Study Fiscal Year 2020-2021 Update for the Folsom Plan Area Specific Plan Infrastructure Fee, dated July 16, 2020, is hereby approved and adopted for the Folsom Plan Area.

BE IT FURTHER RESOLVED that the updated Folsom Plan Area Specific Plan Infrastructure Fees specified in Exhibit “A” are hereby approved and adopted for the Folsom Plan Area, and the updated SPIF Fees shall be effective as of August 1, 2020.

PASSED AND ADOPTED on this 28th day of July 2020 by the following roll-call vote:

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

Sarah Aquino, MAYOR

ATTEST:

Christa Freemantle, CITY CLERK

Exhibit A
Folsom Plan Area Specific Plan Infrastructure Fees
Effective August 1, 2020

DRAFT

Page 1 of 2

Table 1
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
SPIF Summary per Dwelling Unit/Bldg. Sq. Ft.

| |
|--------------|
| SPIF Summary |
|--------------|

| Item | Residential - SPIF Per Dwelling Unit | | | | | |
|--|--------------------------------------|-----------------|-----------------|-----------------|-----------------|-----------------|
| | Single-Family | | Multifamily | | | |
| | Low Density | High Density | Low Density | Med. Density | High Density | Mixed Use |
| Specific Plan Infrastructure Fee (SPIF) | | | | | | |
| On- and Off-Site Roadways | \$14,377 | \$13,070 | \$11,783 | \$10,458 | \$9,802 | \$9,149 |
| Dry Utilities | \$3,219 | \$3,219 | \$2,415 | \$2,415 | \$2,415 | \$2,415 |
| On-Site Water | \$10,002 | \$6,273 | \$3,899 | \$3,221 | \$3,052 | \$2,712 |
| Off-Site Water | \$4,982 | \$3,124 | \$1,942 | \$1,804 | \$1,520 | \$1,351 |
| Recycled Water | \$3,009 | \$1,887 | \$1,173 | \$969 | \$918 | \$816 |
| Drainage | \$6,893 | \$8,614 | \$6,037 | \$3,373 | \$2,902 | \$4,052 |
| Sewer | \$1,153 | \$1,153 | \$865 | \$865 | \$865 | \$865 |
| Habitat Mitigation | \$1,207 | \$724 | \$440 | \$211 | \$159 | \$197 |
| Administration (3% of sum of all SPIF costs) | \$1,345 | \$1,082 | \$856 | \$693 | \$649 | \$647 |
| Total SPIF Cost per Dwelling Unit/Bldg. Sq. Ft. | \$46,188 | \$37,146 | \$29,390 | \$23,807 | \$22,281 | \$22,204 |

Source: City of Folsom; MacKay & Somp; EPS.

DRAFT

Page 2 of 2

Table 1
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
SPIF Summary per Dwelling Unit/Bldg. Sq. Ft.

SPIF Summary

| Item | Nonresidential - SPIF Per Bldg. Sq. Ft | | | | |
|--|--|---------------------------------|--------------------|----------------------|---------------------|
| | Mixed Use Commercial | Industrial/Office Park (IND/OP) | General Commercial | Community Commercial | Regional Commercial |
| Specific Plan Infrastructure Fee (SPIF) | | | | | |
| On- and Off-Site Roadways | \$17.60 | \$14.80 | \$20.80 | \$20.80 | \$15.19 |
| Dry Utilities | \$2.24 | \$1.51 | \$1.81 | \$2.05 | \$1.63 |
| On-Site Water | \$3.18 | \$2.55 | \$2.40 | \$2.72 | \$2.04 |
| Off-Site Water | \$1.57 | \$1.27 | \$1.20 | \$1.35 | \$1.02 |
| Recycled Water | \$0.95 | \$0.77 | \$0.72 | \$0.82 | \$0.61 |
| Drainage | \$9.23 | \$8.21 | \$7.48 | \$8.47 | \$8.71 |
| Sewer | \$0.12 | \$0.23 | \$0.12 | \$0.12 | \$0.12 |
| Habitat Mitigation | \$0.45 | \$0.30 | \$0.38 | \$0.41 | \$0.33 |
| Administration (3% of sum of all SPIF costs) | \$1.06 | \$0.83 | \$1.05 | \$1.10 | \$0.83 |
| Total SPIF Cost per Dwelling Unit/Bldg. Sq. Ft. | \$38.38 | \$28.48 | \$35.95 | \$37.84 | \$28.48 |

fee summ

Source: City of Folsom; MacKay & Somp; EPS.

DRAFT

Page 1 of 2

Table 2
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
Folsom Heights SPIF Summary per Dwelling Unit/Bldg. Sq. Ft.

| |
|------------------------------------|
| Folsom Heights SPIF Summary |
|------------------------------------|

| Item | Residential - SPIF Per Dwelling Unit [1] | | | | | |
|--|--|-----------------|-----------------|-----------------|-----------------|-----------------|
| | Single-Family | | Multifamily | | | |
| | Low Density | High Density | Low Density | Med. Density | High Density | Mixed Use |
| Specific Plan Infrastructure Fee (SPIF) | | | | | | |
| On- and Off-Site Roadways | \$14,377 | \$13,070 | \$11,763 | \$10,456 | \$9,802 | \$9,149 |
| Dry Utilities | \$3,219 | \$3,219 | \$2,415 | \$2,415 | \$2,415 | \$2,415 |
| On-Site Water | - | - | - | - | - | - |
| Off-Site Water | - | - | - | - | - | - |
| Recycled Water | - | - | - | - | - | - |
| Drainage | \$6,893 | \$6,614 | \$6,037 | \$3,373 | \$2,902 | \$4,052 |
| Sewer | - | - | - | - | - | - |
| Habitat Mitigation | \$1,207 | \$724 | \$440 | \$211 | \$159 | \$197 |
| Administration (3% of sum of all SPIF costs) | \$771 | \$709 | \$620 | \$494 | \$458 | \$474 |
| Total SPIF Cost per Dwelling Unit/Bldg. Sq. Ft. | \$26,467 | \$24,336 | \$21,274 | \$16,946 | \$15,736 | \$16,267 |

Source: City of Folsom; MacKay & Somp; EPS.

[1] Folsom Heights includes only Single-Family, Single-Family Low Density, and Multifamily Low Density residential land uses, and only General Commercial nonresidential land uses. However, this table shows the corresponding SPIF Fee for all FPASP land uses assuming the SPIF Infrastructure Fee components charged to Folsom Heights development.

Prepared by EPS 7/17/2020

DRAFT

Page 2 of 2

Table 2
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
Folsom Heights SPIF Summary per Dwelling Unit/Bldg. Sq. Ft.

| |
|------------------------------------|
| Folsom Heights SPIF Summary |
|------------------------------------|

| Item | Nonresidential - SPIF Per Bldg. Sq. Ft [1] | | | | |
|--|--|---------------------------------|--------------------|----------------------|---------------------|
| | Mixed Use Commercial | Industrial/Office Park (IND/OP) | General Commercial | Community Commercial | Regional Commercial |
| Specific Plan Infrastructure Fee (SPIF) | | | | | |
| On- and Off-Site Roadways | \$17.60 | \$14.80 | \$20.80 | \$20.80 | \$15.19 |
| Dry Utilities | \$2.24 | \$1.51 | \$1.81 | \$2.05 | \$1.63 |
| On-Site Water | - | - | - | - | - |
| Off-Site Water | - | - | - | - | - |
| Recycled Water | - | - | - | - | - |
| Drainage | \$9.23 | \$6.21 | \$7.48 | \$6.47 | \$6.71 |
| Sewer | - | - | - | - | - |
| Habitat Mitigation | \$0.45 | \$0.30 | \$0.36 | \$0.41 | \$0.33 |
| Administration (3% of sum of all SPIF costs) | \$0.89 | \$0.68 | \$0.91 | \$0.95 | \$0.72 |
| Total SPIF Cost per Dwelling Unit/Bldg. Sq. Ft. | \$30.41 | \$23.50 | \$31.37 | \$32.69 | \$24.57 |

FH fee summ

Source: City of Folsom; MacKay & Somp; EPS.

[1] Folsom Heights includes only Single-Family, Single-Family Low Density, and Multifamily Low Density residential land uses, and only General Commercial nonresidential land uses. However, this table shows the corresponding SPIF Fee for all FPASP land uses assuming the SPIF Infrastructure Fee components charged to Folsom Heights development.

ATTACHMENT 2

ORDINANCE NO. 1307

**AN ORDINANCE OF THE CITY OF FOLSOM
AMENDING SECTIONS 3.130.010(JJ) and 3.130.030(E)(1)(c) OF THE FOLSOM
MUNICIPAL CODE PERTAINING TO THE SPIF SET-ASIDE COMPONENT
OF THE FOLSOM PLAN AREA SPECIFIC PLAN INFRASTRUCTURE FEE**

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

SECTION 1 PURPOSE

The purpose of this Ordinance is to amend the definition of “SPIF set-aside component” in Section 3.130.010(JJ) and the operation of said SPIF set-aside component in Section 3.130.030(E)(1)(c) of the Folsom Municipal Code in order to provide for a mechanism to collect the SPIF set-aside fee to reimburse the City for certain off-site water treatment plant improvements in the Folsom Plan Area Specific Plan Public Facilities Financing Plan adopted by the City Council in Resolution No. 9298 on January 28, 2014.

SECTION 2 AMENDMENT TO CODE

The definition of “SPIF set-aside component” in Subsection JJ of Section 3.130.010, “Definitions,” of the Folsom Municipal Code is hereby amended to read as follows:

3.130.010 Definition.

JJ. “SPIF set-aside component” means the component of the infrastructure fee component to be collected from the first two thousand five hundred residential building permits within the Folsom Plan Area to fund certain initial water and sewer improvements, the component of the infrastructure fee component to be collected from residential and commercial developments in the Folsom Plan Area to pay to the City for certain off-site roadway improvements, as well as the component of the infrastructure fee component to be collected from residential and commercial developments in the Folsom Plan Area to reimburse the City for certain off-site water treatment plant improvements benefitting the Folsom Plan Area, as determined in accordance with the study and as updated and adjusted annually.

SECTION 3 AMENDMENT TO CODE

Section 3.130.030(E)(1)(c) of the Folsom Municipal Code is hereby amended to read as follows:

3.130.030 Specific plan infrastructure fee – Adoption, adjustment and payment.

E. The SPIF fee shall be comprised of the following components:

1. Infrastructure Fee Component.

c. Notwithstanding any provision to the contrary: (i) the SPIF set-aside component of the SPIF fee for the purpose of funding certain initial water and sewer improvements shall be collected from the first two thousand five hundred residential building permits within the Folsom Plan Area (or on account of any of the first two thousand five hundred residential building permits within the Folsom Plan Area paid in connection with final small-lot maps prior to issuance of any building permits) and deposited into the SPIF set-aside component of the fund for the sole purpose of funding certain initial water and sewer improvements; (ii) the SPIF set-aside component of the SPIF fee for the purpose of funding certain off-site roadway improvements shall be collected from residential and commercial developments in the Folsom Plan Area at the time of building permit and paid to the City; and (iii) the SPIF set-aside component of the SPIF fee for the purpose of reimbursing the City for certain off-site water treatment plant improvements shall be collected from residential and commercial developments in the Folsom Plan Area at the time of building permit issuance and paid to the City, as determined in accordance with the study and as updated and adjusted annually.

SECTION 4 SCOPE

Except as set forth in this ordinance, all other provisions of the Folsom Municipal Code shall remain in full force and effect.

SECTION 5 SEVERABILITY

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

SECTION 6 EFFECTIVE DATE

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

This ordinance was introduced and the title thereof read at the regular meeting of the City Council on July 28, 2020, and the second reading is to occur at the regular meeting of the City Council on August 25, 2020.

On a motion by Council Member _____, seconded by Council Member _____, the foregoing ordinance was passed and adopted by the City Council of the City of Folsom, State of California, this ____ day of _____, 2020 by the following vote, to wit:

AYES: Council Member(s)

NOES: Council Member(s)

ABSENT: Council Member(s)

ABSTAIN: Council Member(s)

Sarah Aquino, MAYOR

ATTEST:

Christa Freemantle, CITY CLERK

ATTACHMENT 3

Public Review Draft Report

Folsom Plan Area Specific Plan Infrastructure Fee Nexus Study Fiscal Year 2020–2021 Update

The Economics of Land Use



Prepared for:

City of Folsom

Prepared by:

Economic & Planning Systems, Inc. (EPS)

July 16, 2020

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EPS #142079

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1. EXECUTIVE SUMMARY

Introduction and Background

The City of Folsom (City) adopted the Folsom Plan Area Specific Plan Infrastructure Fee Program (SPIF, SPIF Program, or Fee Program) for the Folsom Plan Area Specific Plan (FPASP) on September 8, 2015 by Resolution No. 9642. Economic & Planning Systems, Inc. (EPS) prepared the SPIF Nexus Study dated August 28, 2015 (2015 Nexus Study). The Fee Program was requested to be created by property owners in the FPASP to equalize the allocation of costs for SPIF facilities among benefitting properties.

As stipulated in the 2015 Nexus Study, the City anticipated property owners would petition the City to consider one or more Specific Plan Amendments (SPAs). Such SPAs, if approved by the City, would change the nature and mix of residential and nonresidential land uses. Any such SPAs approved by the City on or before June 30, 2016 would be incorporated into a SPIF Program update. Between the adoption of the 2015 Nexus Study and June 30, 2016, the City approved SPAs that resulted in a change in the mix of FPASP residential and nonresidential land uses. As a result, EPS prepared a Fiscal Year (FY) 2017-2018 Nexus Study Update (2018 Nexus Study Update). Adopted by the City on January 9, 2018 by Resolution No. 10059, the 2018 Nexus Study Update included updated estimates of costs, land use and other fee program information required to determine the nexus between required infrastructure, habitat mitigation, parkland and public facilities land, and the developable land uses that will drive the demand for the facilities.

As intended and mentioned in the 2015 Nexus Study and 2018 Nexus Study Update, the City may update the nexus study periodically based on several factors, including changes in facility costs greater than annual escalation factors. As described below, the FPASP property owners requested this FY 2020-2021 Nexus Study Update (2020 Nexus Study Update) to ensure the SPIF – Infrastructure Fee is reflective of the cost of SPIF backbone infrastructure construction. Furthermore, this 2020 Nexus Study Update is the first nexus study update to occur since FPASP properties have been approved for final small lot map or building permit issuance, therefore requiring either the payment or credit of the SPIF Program fees. As a result, this 2020 Nexus Study Update reflects the remaining FPASP land uses subject to the SPIF Program.

As described herein, the Fee Program update will be adopted by the City pursuant to the provisions set forth in the Mitigation Fee Act found in Government Code Section 66000 et seq.

Purpose of the SPIF Program Nexus Study and Update to the SPIF Program

Purpose of the SPIF Program Nexus Study

The purpose of this 2020 Nexus Study Update is to document the required nexus findings for the City to implement the updated SPIF Program. This 2020 Nexus Study Update also describes implementation and administration of the Fee Program. As described herein, the SPIF will be updated periodically to reflect changes in costs, land uses, and other fee program information

over time. The implementation chapter of this document addresses how the Fee Program is administered and updated.

Purpose for Updating the SPIF Program

The City adopted the 2018 Nexus Study Update in January of 2018. EPS prepared the 2018 Nexus Study Update to respond to City approved SPAs that occurred on or before June 30, 2016, and to reflect updates to infrastructure cost estimates and infrastructure facility system design updates.

As is contemplated in the original 2015 Nexus Study and SPIF Program Ordinance, the SPIF Fee Program is anticipated to be updated periodically to reflect actual and remaining estimated costs specifically related to the SPIF – Infrastructure Fee component. Per the provisions of the SPIF Fee Program Implementation (Chapter 7), all hard costs related to the SPIF – Infrastructure Fee component are subject to verification by the City and actual costs expended upon completion of the infrastructure component. This process, the “true-up,” is the method by which the City, the SPIF Fee Program Administrator, and the Constructing Entity finalize the amount of hard construction cost and related soft costs that will be subject to the SPIF Fee Reimbursement. After completion of Phase 1 SPIF backbone infrastructure, the City and Constructing Entities reconciled construction costs through the true-up which indicated actual costs exceeded the original engineering estimates. Furthermore, recent bids for certain new SPIF – Infrastructure Fee facilities are greater than estimated in the 2018 Nexus Study Update.

As detailed in later chapters of this document, this 2020 Nexus Study Update incorporates the following adjustments to update the SPIF Program Fees:

1. **Reflect remaining land uses.** As detailed in Chapter 2, reflect the remaining FPASP land uses subject to the SPIF – Infrastructure Fee to account for land uses for which the SPIF – Infrastructure Fee has already been paid or credited.
2. **Incorporate actual costs.** As detailed in Chapter 3, adjust the SPIF – Infrastructure Fee facility costs using actual reconciled costs for completed infrastructure based on City true-ups.
3. **Update remaining SPIF – Infrastructure Fee facility costs.** As detailed in Chapter 3, the SPIF – Infrastructure Fee facility costs are updated in various forms to ensure the SPIF – Infrastructure Fee keeps pace with the cost of backbone infrastructure.
4. **Create a new SPIF Water Treatment Plant Set-Aside Fee.** As detailed in Chapter 3, the City incurred costs to improve and expand water treatment plant and water conveyance facilities to accommodate new citywide growth, including growth expected in the FPASP. A proportion of these facilities costs are included in the SPIF – Infrastructure Fee based on the proportion of FPASP water demand relative to other citywide growth and needs. To recoup its incurred costs more expeditiously, the City requested this portion of the SPIF – Infrastructure Fee be allocated to FPASP land uses in a non-reimbursable Set-Aside Fee.
5. **Incorporate the annual SPIF – Parkland Equalization Fee and SPIF – Public Facilities Land Equalization Fee Updates.** On an annual basis, these fees are updated using an updated appraised value. This 2020 Nexus Study Update incorporates the latest land valuation completed in June 2020.

SPIF Program Overview

The SPIF is a City-implemented plan area-specific development impact fee program applicable only to FPASP land uses. The SPIF, and all amendments and updates to the SPIF, is implemented consistent with the provisions of Assembly Bill (AB) 1600 legislation, as codified by the Mitigation Fee Act (California Government Code sections 66000 et. seq.). This section of the Mitigation Fee Act sets forth the procedural requirements for establishing and collecting development impact fees. These procedures require that a reasonable relationship, or nexus, must exist between a governmental exaction and the type of development project on which the fee is imposed.

The SPIF is independent and separate from all other City, Sacramento County (County), other agency, or regional development impact fees that will be applicable to FPASP development.

SPIF Nomenclature and Terminology

Calculating and presenting the SPIF includes references to various types of land uses and ownership entities (defined herein as Owner Subareas). As shown in **Map 1**, the Owner Subareas are defined as each area wherein a property owner and the City entered into a Tier 2 Development Agreement and such area was designated on Exhibit 4.3 of that respective Development Agreement. Although there are 3 properties for which a Tier 2 Development Agreement was not executed, these areas are still designated as an Owner Subarea for purposes of the SPIF.

Figure 1 is intended to define the SPIF terminology. Any of these land use terms may be used in this nexus study. In general, the SPIF refers to the entire Fee Program, which is composed of four fee components. Each SPIF component is described below.

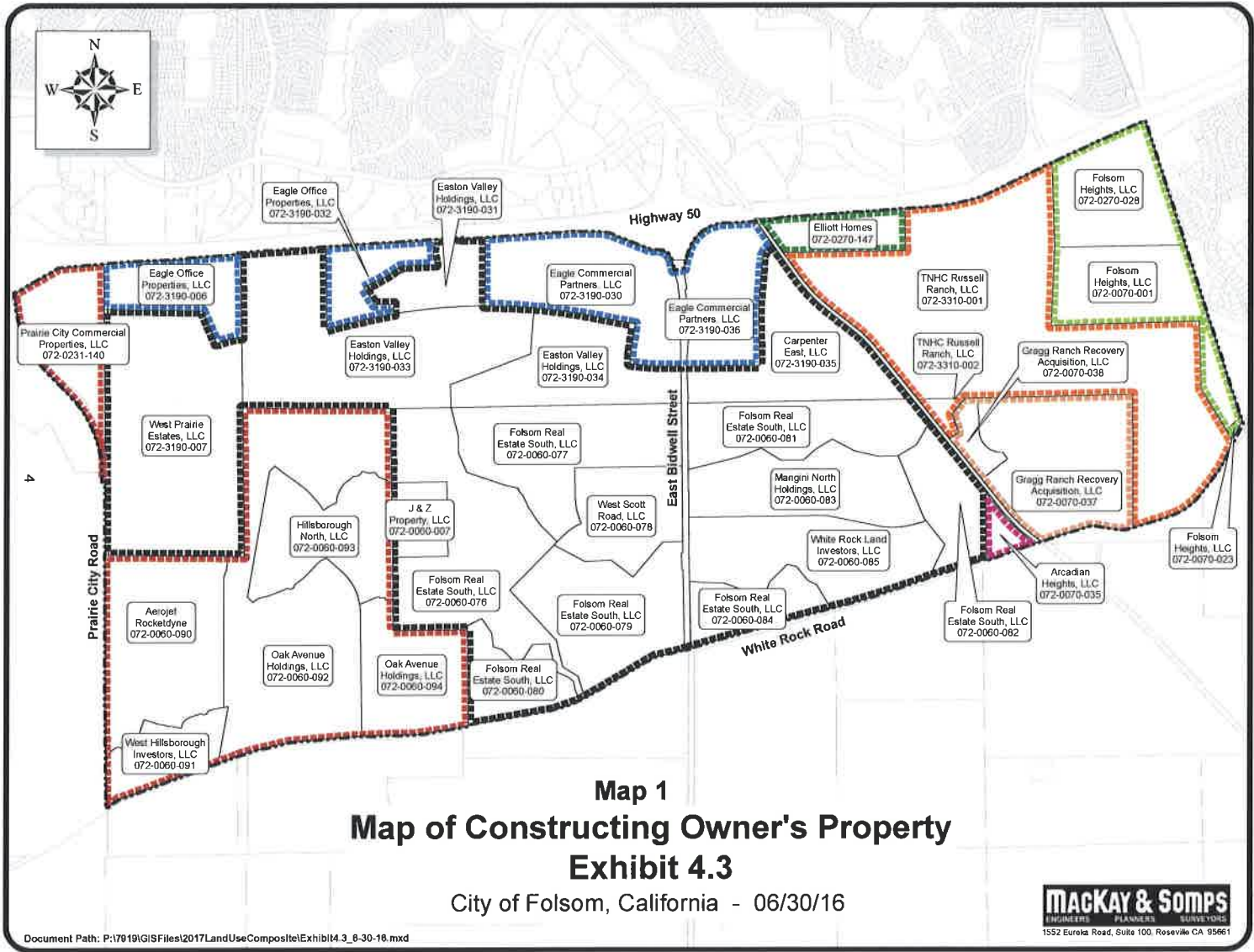
SPIF Fee Components

Figure 2 shows the SPIF Program in relation to other cost burdens of new FPASP development. **Figure 2** also shows the respective components of the SPIF Program and how each component relates to one another. The SPIF contains the following fee components:

- SPIF—Infrastructure Fee.
- SPIF—Parkland Equalization Fee.
- SPIF—Public Facilities Land Equalization Fee.
- SPIF—Administration Fee.

The SPIF Infrastructure Fee Component contains the following categories of improvements and costs:

- Roadway facilities.
- Dry utility facilities.
- Sanitary sewer facilities.
- Potable water facilities.
- Recycled water facilities.
- Storm drainage facilities.
- Habitat mitigation for backbone infrastructure.

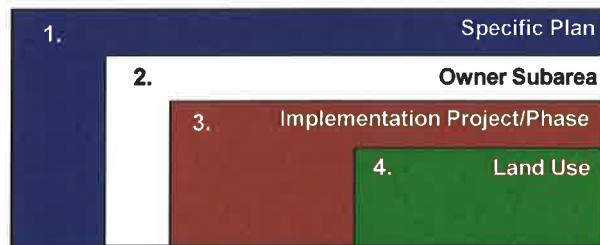


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Figure 1
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
Definition of Terminology

LAND USE TERMINOLOGY

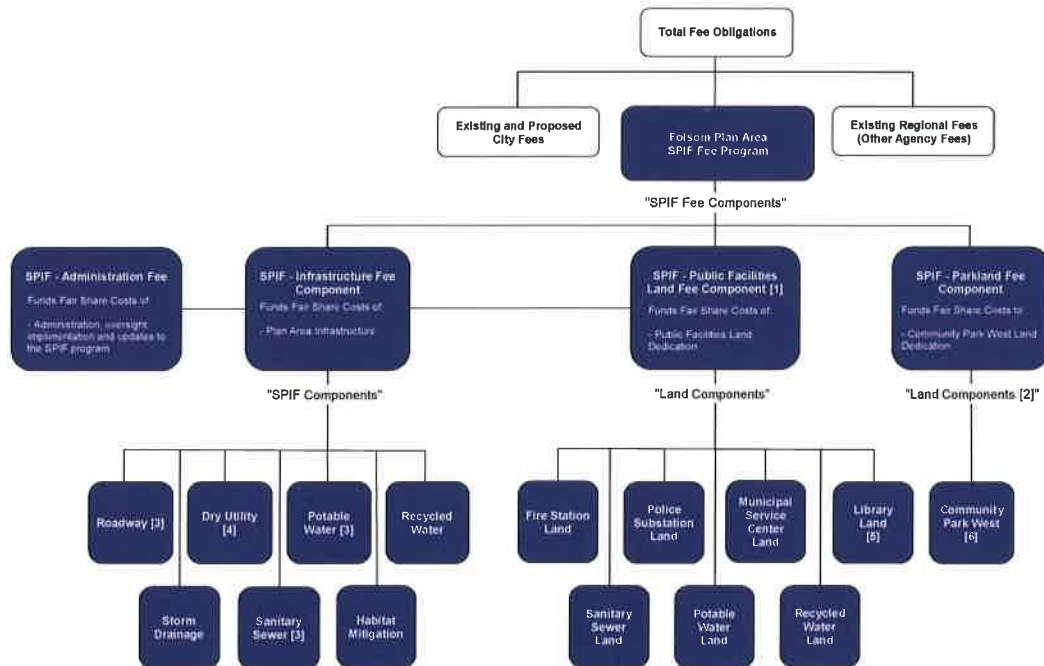
- 1. Folsom Plan Area Specific Plan:** Refers to all land included in the Folsom Plan Area Specific Plan.
- 2. Owner Subarea:** Reflects all property covered by each Owner Entity's Amended and Restated Development Agreement.
- 3. Implementation Project/Phase:** Refers to the individual numbered parcels/projects or groups of parcels/projects that will be developed in each larger ownership interest. May be synonymous with Final Small Lot Map(s).
- 4. Land Use:** Refers to the total proposed mix of residential (single-family and multifamily) and nonresidential land uses in each implementation project.



spif terms

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Figure 2
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
Fee Program Overview



[1] Reimbursement for dedicated land may be converted to credits against the SPIF Infrastructure Fee component. spi overview
 [2] Allocated to all Folsom Plan Area development on an acreage basis.
 [3] The SPIF Fee Program includes 3 Set-Aside Fees that are non-reimbursable, as mentioned below.
SPIF Set-Aside Fee: Applies to approximately the first 2,500 FPASP dwelling units (excluding Folsom Heights) to pay for Phase 1 water and sewer facilities.
SPIF Off-Site Roads Set-Aside Fee: Applies to all FPASP residential and nonresidential land uses and is charged at the issuance of a building permit to partially fund off-site roadway facilities needed to accommodate future FPASP development.
SPIF Water Treatment Plant Set-Aside Fee: Applies to FPASP residential and nonresidential land uses (excluding Folsom Heights) to pay for water treatment plant expansion and water conveyance facilities to accommodate new Citywide growth, including development in the FPASP.
 [4] Dry utility facilities were included in roadway costs in the 2015 Nexus Study; however, cost estimates for dry utility facilities significantly increased in the 2018 Nexus Study Update, which would have placed a significant cost burden on nonresidential land uses, as allocated using traffic allocation methods. Since the 2018 Nexus Study Update, dry utilities construction costs have been allocated as a separate component in a manner that allocates the costs of facilities on a more equitable system utilization by land use.
 [5] Library will not be allocated to nonresidential development.
 [6] Allocated in a manner similar to the City Quimby park acreage requirement factors.

As described herein, the SPIF—Infrastructure Fee also includes 3 Set-Aside fee features (one of which is new in this 2020 Nexus Study Update) intended to help fund a portion of specific facilities, as detailed below.

- **SPIF Set-Aside Fee** – this fee feature is intended to help fund a portion of the Phase 1 and Phase 2 sewer and water improvements.
- **SPIF Off-Site Roads Set-Aside Fee** – this fee feature was adopted by the City on June 11, 2019 through Ordinance No. 1293 and Resolution No. 10300 to help fund a portion of off-site roadway improvements located north of U.S. Route 50.
- **SPIF Water Treatment Plant Set-Aside Fee** – this proposed fee feature is introduced in this 2020 Nexus Study Update to help fund a portion of off-site water improvements that the City completed to accommodate future citywide growth, including new FPASP development.

The SPIF—Parkland Equalization Fee and SPIF—Public Facilities Land Equalization Fee components are included to equalize the burden among benefiting FPASP property owners for the dedication of park and public facility land, respectively. The SPIF—Administration Fee component is used to cover the City’s cost of implementing, administering, and updating the SPIF Program.

Table 1 summarizes the updated SPIF—Infrastructure and SPIF—Administration Fee Components for all FPASP land uses, except those in the Folsom Heights area of the FPASP.¹ In addition, **Table 1** compares the updated SPIF—Infrastructure and SPIF—Administration Fee to the FY 2019-2020 SPIF Fee summary. As shown, the SPIF—Infrastructure and SPIF—Administration Fee increased between approximately \$2,800 to \$6,400 per unit for residential uses and between \$3.34 to \$5.16 per building square foot for nonresidential uses.

Table 2 summarizes the updated SPIF—Infrastructure and SPIF—Administration Fee Components for Folsom Heights land uses. As shown the SPIF—Infrastructure and SPIF—Administration Fee increased approximately \$2,700 to \$3,300 per unit for residential uses and \$4.05 per building square foot for General Commercial uses.

Because obligations for the SPIF—Parkland Equalization Fee and SPIF—Public Facilities Land Equalization Fee will vary by Owner Subarea and timing of dedication relative to timing of development, there is not a fee summary table for those two SPIF Fee Program components.

¹ As described later in this Nexus Study Update, the FPASP contains a subarea referred to as Folsom Heights that is located in the eastern portion of the FPASP. Folsom Heights is located within the boundaries of the El Dorado Irrigation District; and, therefore is not anticipated to participate through the SPIF in funding FPASP water and sewer related infrastructure. Consequently, the Folsom Heights SPIF—Infrastructure Fee does not include on-site water, off-site water, and sewer.

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Table 1
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
SPIF Summary per Dwelling Unit/Bldg. Sq. Ft.

| |
|--------------|
| SPIF Summary |
|--------------|

| Item | Residential - SPIF Per Dwelling Unit | | | | | |
|---|--------------------------------------|-----------------|-----------------|-----------------|-----------------|-----------------|
| | Single-Family | | Multifamily | | | |
| | Low Density | High Density | Low Density | Med. Density | High Density | Mixed Use |
| Specific Plan Infrastructure Fee (SPIF) | | | | | | |
| On- and Off-Site Roadways | \$14,377 | \$13,070 | \$11,763 | \$10,456 | \$9,802 | \$9,149 |
| Dry Utilities | \$3,219 | \$3,219 | \$2,415 | \$2,415 | \$2,415 | \$2,415 |
| On-Site Water | \$10,002 | \$6,273 | \$3,899 | \$3,221 | \$3,052 | \$2,712 |
| Off-Site Water | \$4,982 | \$3,124 | \$1,942 | \$1,604 | \$1,520 | \$1,351 |
| Recycled Water | \$3,009 | \$1,887 | \$1,173 | \$969 | \$918 | \$816 |
| Drainage | \$6,893 | \$6,614 | \$6,037 | \$3,373 | \$2,902 | \$4,052 |
| Sewer | \$1,153 | \$1,153 | \$865 | \$865 | \$865 | \$865 |
| Habitat Mitigation | \$1,207 | \$724 | \$440 | \$211 | \$159 | \$197 |
| Administration (3% of sum of all SPIF costs) | \$1,345 | \$1,082 | \$856 | \$693 | \$649 | \$647 |
| Total SPIF Cost per Dwelling Unit/Bldg. Sq. Ft. | \$46,188 | \$37,146 | \$29,390 | \$23,807 | \$22,281 | \$22,204 |
| FY 2019-2020 SPIF Fee Summary (Including Admin.) | \$39,780 | \$32,453 | \$25,701 | \$21,025 | \$19,730 | \$19,658 |
| Difference from FY 2019-2020 SPIF Fee | | | | | | |
| Amount | \$6,408 | \$4,693 | \$3,689 | \$2,782 | \$2,551 | \$2,546 |
| Percent | 16% | 14% | 14% | 13% | 13% | 13% |

Source: City of Folsom; MacKay & Soms; EPS.

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Table 1
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
SPIF Summary per Dwelling Unit/Bldg. Sq. Ft.

| |
|--------------|
| SPIF Summary |
|--------------|

| Item | Nonresidential - SPIF Per Bldg. Sq. Ft | | | | |
|---|--|---------------------------------|--------------------|----------------------|---------------------|
| | Mixed Use Commercial | Industrial/Office Park (IND/OP) | General Commercial | Community Commercial | Regional Commercial |
| Specific Plan Infrastructure Fee (SPIF) | | | | | |
| On- and Off-Site Roadways | \$17.60 | \$14.80 | \$20.80 | \$20.80 | \$15.19 |
| Dry Utilities | \$2.24 | \$1.51 | \$1.81 | \$2.05 | \$1.63 |
| On-Site Water | \$3.16 | \$2.55 | \$2.40 | \$2.72 | \$2.04 |
| Off-Site Water | \$1.57 | \$1.27 | \$1.20 | \$1.35 | \$1.02 |
| Recycled Water | \$0.95 | \$0.77 | \$0.72 | \$0.82 | \$0.61 |
| Drainage | \$9.23 | \$6.21 | \$7.48 | \$8.47 | \$6.71 |
| Sewer | \$0.12 | \$0.23 | \$0.12 | \$0.12 | \$0.12 |
| Habitat Mitigation | \$0.45 | \$0.30 | \$0.36 | \$0.41 | \$0.33 |
| Administration (3% of sum of all SPIF costs) | \$1.06 | \$0.83 | \$1.05 | \$1.10 | \$0.83 |
| Total SPIF Cost per Dwelling Unit/Bldg. Sq. Ft. | \$36.38 | \$28.46 | \$35.95 | \$37.84 | \$28.48 |
| FY 2019-2020 SPIF Fee Summary (Including Admin.) | \$31.22 | \$24.56 | \$31.03 | \$32.61 | \$24.56 |
| Difference from FY 2019-2020 SPIF Fee | | | | | |
| Amount | \$5.16 | \$3.90 | \$4.92 | \$5.23 | \$3.92 |
| Percent | 17% | 16% | 16% | 16% | 16% |

fee summ

Source: City of Folsom; MacKay & Soms; EPS.

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Table 2
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
Folsom Heights SPIF Summary per Dwelling Unit/Bldg. Sq. Ft.

| |
|------------------------------------|
| Folsom Heights SPIF Summary |
|------------------------------------|

| Item | Residential - SPIF Per Dwelling Unit [1] | | | | | |
|---|--|-----------------|-----------------|-----------------|-----------------|-----------------|
| | Single-Family | | Multifamily | | | |
| | Low Density | High Density | Low Density | Med. Density | High Density | Mixed Use |
| Specific Plan Infrastructure Fee (SPIF) | | | | | | |
| On- and Off-Site Roadways | \$14,377 | \$13,070 | \$11,763 | \$10,456 | \$9,802 | \$9,149 |
| Dry Utilities | \$3,219 | \$3,219 | \$2,415 | \$2,415 | \$2,415 | \$2,415 |
| On-Site Water | - | - | - | - | - | - |
| Off-Site Water | - | - | - | - | - | - |
| Recycled Water | - | - | - | - | - | - |
| Drainage | \$6,893 | \$6,614 | \$6,037 | \$3,373 | \$2,902 | \$4,052 |
| Sewer | - | - | - | - | - | - |
| Habitat Mitigation | \$1,207 | \$724 | \$440 | \$211 | \$159 | \$197 |
| Administration (3% of sum of all SPIF costs) | \$771 | \$709 | \$620 | \$494 | \$458 | \$474 |
| Total SPIF Cost per Dwelling Unit/Bldg. Sq. Ft. | \$26,467 | \$24,336 | \$21,274 | \$16,948 | \$15,736 | \$16,287 |
| FY 2019-2020 SPIF Fee Summary (Including Admin.) | \$23,231 | \$21,394 | \$18,590 | - | - | - |
| <i>Difference from FY 2019-2020 SPIF Fee (Amount)</i> | <i>\$3,236</i> | <i>\$2,942</i> | <i>\$2,684</i> | - | - | - |
| <i>Difference from FY 2019-2020 SPIF Fee (Percent)</i> | <i>12%</i> | <i>12%</i> | <i>13%</i> | - | - | - |

Source: City of Folsom; MacKay & Somp; EPS.

[1] Folsom Heights includes only Single-Family, Single-Family Low Density, and Multifamily Low Density residential land uses, and only General Commercial nonresidential land uses. However, this table shows the corresponding SPIF Fee for all FPASP land uses assuming the SPIF Infrastructure Fee components charged to Folsom Heights development.

Prepared by EPS 7/16/2020

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Table 2
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
Folsom Heights SPIF Summary per Dwelling Unit/Bldg. Sq. Ft.

Folsom Heights SPIF Summary

| Item | Nonresidential - SPIF Per Bldg. Sq. Ft [1] | | | | |
|---|--|---------------------------------|--------------------|----------------------|---------------------|
| | Mixed Use Commercial | Industrial/Office Park (IND/OP) | General Commercial | Community Commercial | Regional Commercial |
| Specific Plan Infrastructure Fee (SPIF) | | | | | |
| On- and Off-Site Roadways | \$17.60 | \$14.80 | \$20.80 | \$20.80 | \$15.19 |
| Dry Utilities | \$2.24 | \$1.51 | \$1.81 | \$2.05 | \$1.63 |
| On-Site Water | - | - | - | - | - |
| Off-Site Water | - | - | - | - | - |
| Recycled Water | - | - | - | - | - |
| Drainage | \$9.23 | \$6.21 | \$7.48 | \$8.47 | \$6.71 |
| Sewer | - | - | - | - | - |
| Habitat Mitigation | \$0.45 | \$0.30 | \$0.36 | \$0.41 | \$0.33 |
| Administration (3% of sum of all SPIF costs) | \$0.89 | \$0.68 | \$0.91 | \$0.95 | \$0.72 |
| Total SPIF Cost per Dwelling Unit/Bldg. Sq. Ft. | \$30.41 | \$23.50 | \$31.37 | \$32.69 | \$24.57 |
| FY 2019-2020 SPIF Fee Summary (Including Admin.) | | | \$27.32 | | |
| <i>Difference from FY 2019-2020 SPIF Fee (Amount)</i> | | | \$4.05 | | |
| <i>Difference from FY 2019-2020 SPIF Fee (Percent)</i> | | | 13% | | |

FH fee summ

Source: City of Folsom; MacKay & Somp; EPS.

[1] Folsom Heights includes only Single-Family, Single-Family Low Density, and Multifamily Low Density residential land uses, and only General Commercial nonresidential land uses. However, this table shows the corresponding SPIF Fee for all FPASP land uses assuming the SPIF Infrastructure Fee components charged to Folsom Heights development.

SPIF Program Implementation and Administration

Implementation

The Fee Program Update presented in this 2020 Nexus Study Update is based on the best infrastructure improvement costs estimates, funding source information, administrative cost estimates, and land use information available at this time. The cost estimates presented in this report are in constant 2020 dollars. After the fees presented in this report are adopted, the City will conduct periodic reviews of infrastructure improvement costs and other assumptions used as the basis of this nexus study. Based on these reviews, the City may make necessary adjustments to the Fee Program through subsequent fee program adjustments. Subject to the provisions in the Amended and Restated Development Agreement (ARDA), as costs, land uses, and other Fee Program information changes over time, the SPIF will be updated to account for these changes.

The proposed updated SPIF will be approved by the City through a resolution setting the amount of the fees.

Administration

The specific provisions regarding the Fee Program administration were identified and discussed in the Public Facilities Financing Plan. At the outset of the Fee Program, it is anticipated that the City will retain a Fee Program Administrator, whose activities will include the following tasks:

- Assisting the City with updates to the SPIF.
- Assisting the City with reviewing proposed fee credit/reimbursement agreements for City Council consideration.
- Tracking all SPIF payments and assignment of fee credits/reimbursements.
- Tracking the progress of construction contracts for SPIF improvements.

The City and Administrator will continue to refine the roles of each party during implementation of the Fee Program.

Finally, using its authority to implement the SPIF, the City reserves the right to make interpretations, clarifications, or other modifications to the SPIF implementation and administration provisions summarized in this nexus study, subject to the provisions of the ARDA.

Supporting Documents

The following documents produced by or for the City have been used to inform this analysis:

- Folsom Plan Area Specific Plan Document.
- Amended and Restated Development Agreement between the City and FPASP Property Owners.
- Folsom Plan Area Specific Plan Infrastructure Fee Nexus Study Document.

- Folsom Plan Area Specific Plan Infrastructure Fee Nexus Study Fiscal Year 2017-2018 Update Document.
- Folsom Plan Area Specific Plan Public Facilities Financing Plan Document.
- Russell Ranch Specific Plan Amendment.
- Westland Eagle Specific Plan Amendment.
- Hillsborough Specific Plan Amendment.
- Carr Trust Specific Plan Amendment and Tentative Map.
- Folsom Heights Specific Plan Amendment.
- Broadstone Estates Specific Plan Amendment.
- Infrastructure master plans prepared by or on behalf of the City.

Organization of Report

This SPIF Program Nexus Study is organized into the following chapters:

- **Chapter 1** summarizes the Fee Program.
- **Chapter 2** identifies the land uses that are subject to the Fee Program.
- **Chapter 3** describes the SPIF—Infrastructure Fee Component.
- **Chapter 4** describes the SPIF—Parkland Equalization Fee Component.
- **Chapter 5** describes the SPIF—Public Facilities Land Equalization Component.
- **Chapter 6** summarizes the nexus findings for each Fee Program component.
- **Chapter 7** describes Fee Program implementation and administration.

2. FPASP LAND USES

Summary

The FPASP is located on approximately 3,500 acres in the City and is bounded to the west by Prairie City Road, to the east by the Sacramento/El Dorado County border, and to the south by White Rock Road. **Map 2** shows the size and location of the FPASP relative to the Sacramento Region.

The FPASP is a master-planned community with a diverse set of land uses. After the City approved SPAs through June 30, 2016, as detailed below, the Specific Plan is approved to include up to 11,337 residential units of varying densities and 2.8 million building square feet of commercial space—including approximately 500,000 square feet of regional retail, about 800,000 square feet of general and community retail, 100,000 square feet of mixed use retail, and approximately 1.3 million square feet of office space. The residential units provide a wide range of housing options, including single-family detached homes, duplexes, patio homes, townhomes, apartments, condominiums, and live/work studios. The mix of office and commercial development will provide new local jobs in the City. In addition, the FPASP includes approximately 140.3 acres of parks, more than 1,000 acres of open space, and 6 different school sites. **Map 3** shows the FPASP land use plan, reflecting the land uses through the June 30, 2016 SPAs. **Table A-1** in **Appendix A** provides a detailed allocation of Specific Plan land uses to the FPASP properties.

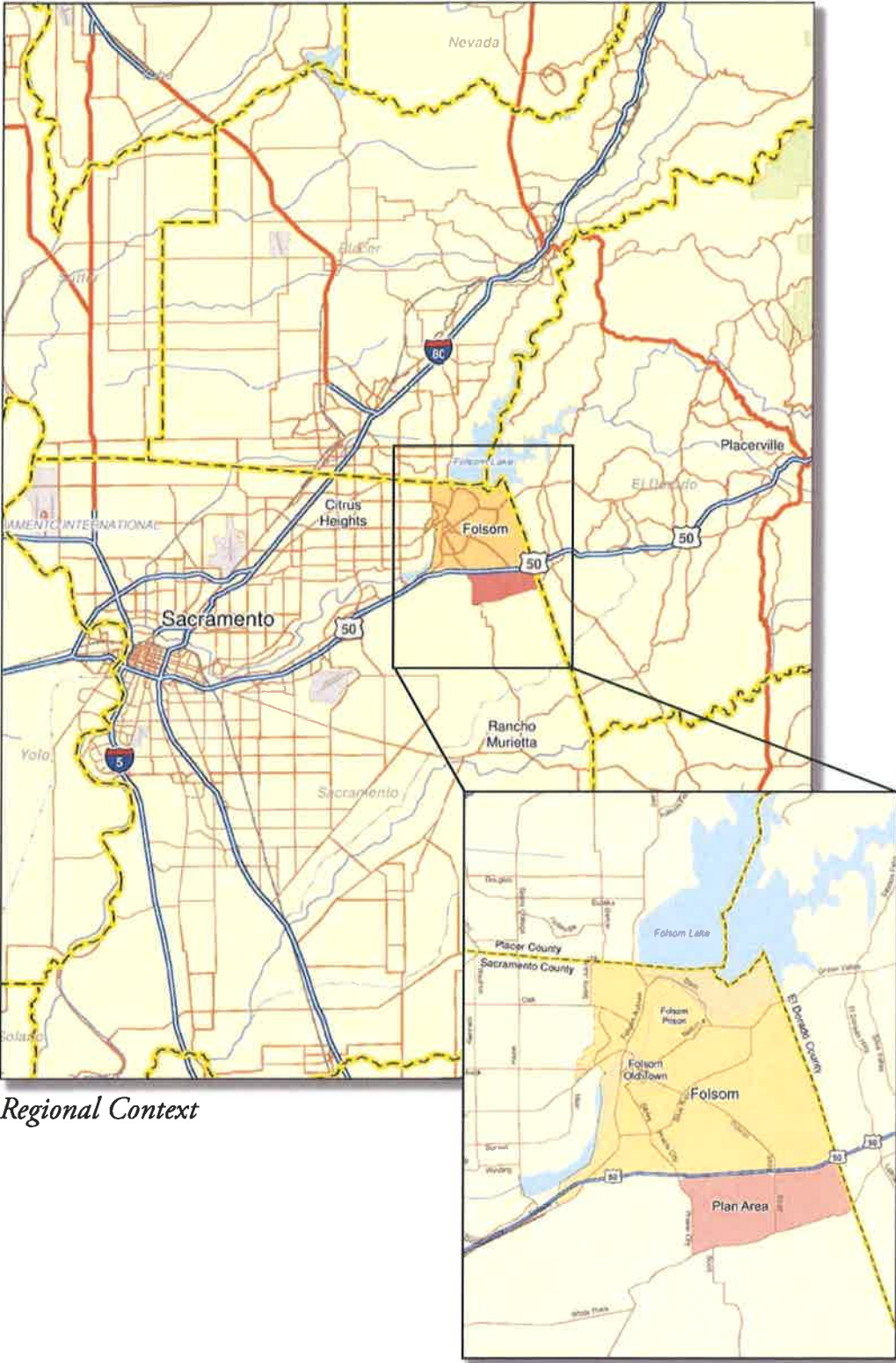
Table 3 details the residential and nonresidential land uses for the FPASP as amended by the SPAs through June 30, 2016. Furthermore, **Table 3** indicates the remaining land uses which need to satisfy the SPIF Fee Program. These land uses reflect the FPASP approved land uses for final maps and small lot final maps that were approved through July 1, 2020.

Through July 1, 2020, the following FPASP land uses have been approved and have satisfied the SPIF Fee Program either through transferring of SPIF Fee reimbursements to credits, or SPIF Fee cash payments:

- Mangini Ranch Phase 1²
 - Village 8
 - Village 9
 - Village 1
 - Village 2
 - Village 5
 - Village 6
 - Village 7

² Mangini Ranch Phase 1 Village 4 is assumed to have satisfied the SPIF Fee Program obligation by the time this 2020 Nexus Study Update is approved. However, the City anticipates approving the recordation of the final small lot map for this village after July 15, 2020.

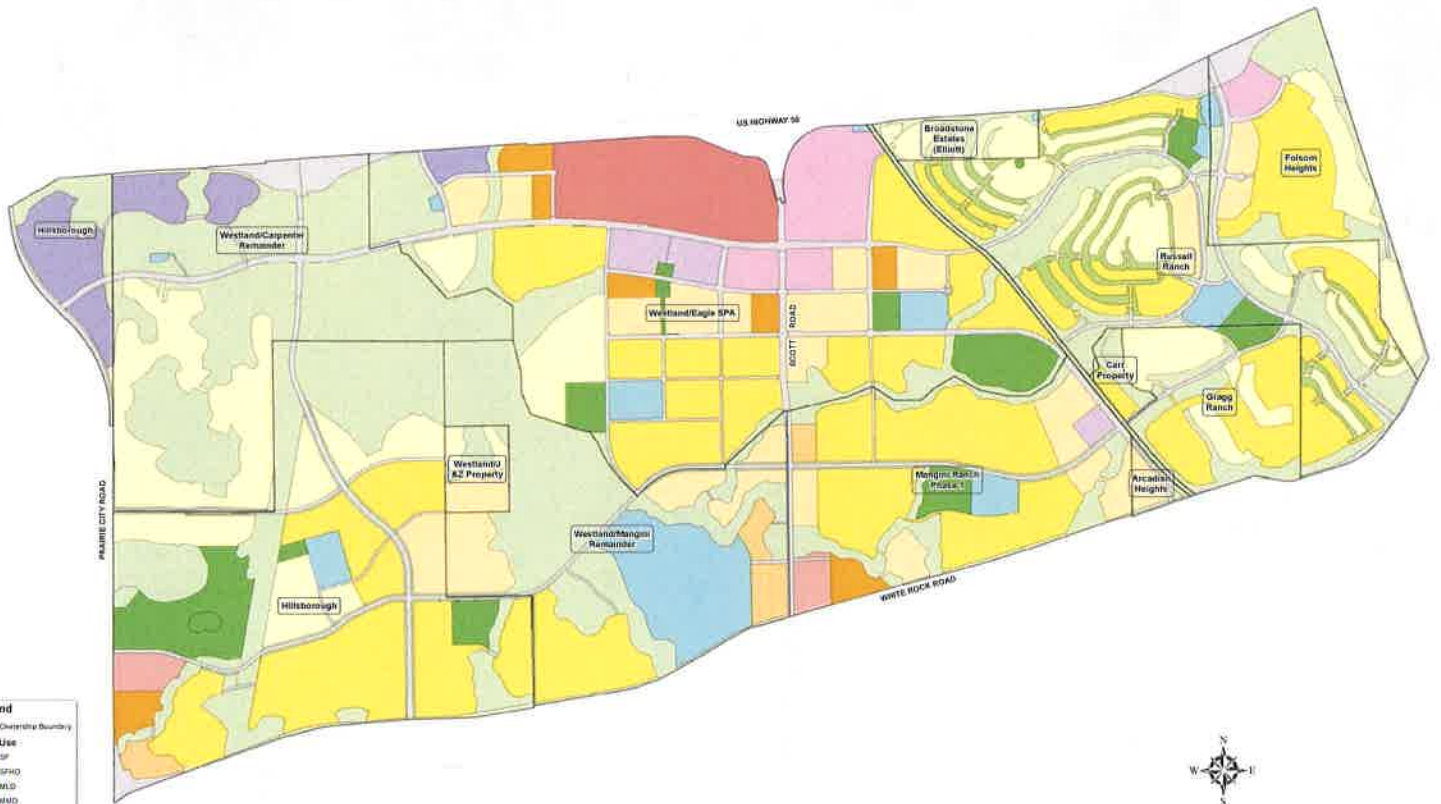
Map 2 Location Map



Regional Context

Plan Area Location

16



Legend

- City/County Boundary
- Land Use**
- SP
- SPHO
- WLD
- WMD
- MHC
- CC
- DC
- MU
- MULTI
- INDCP
- FQP
- P
- CE, DRILL
- CR, FLORE
- HAY OR PVA OR SW

Map 3



June 2016 Land Use Composite
Folsom Plan Area Specific Plan

City of Folsom,
MACKAY & SOMPS

California
 Revised June 30, 2016
 7016-1/14

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Table 3
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
Remaining Developable Land Uses

| Land Use | Density Range | Land Uses as of June 30, 2016 | | | Less Approved Final Maps [2] | | | Remaining Nexus Study Update Land Uses | | |
|---|-------------------|-------------------------------|---------------|------------------|------------------------------|----------------|----------|--|--------------|------------------|
| | | Acres | Units [1] | Sq. Ft. | Acres | Units [1] | Sq. Ft. | Acres | Units [1] | Sq. Ft. |
| Residential | <i>du/acre</i> | | | | | | | | | |
| Single-Family (SF) | 1-4 | 467.6 | 1,535 | - | (80.5) | (267) | - | 387.1 | 1,268 | - |
| Single-Family High Density (SFHD) | 4-7 | 822.0 | 4,453 | - | (244.5) | (1,299) | - | 577.5 | 3,154 | - |
| Multifamily Low Density (MLD) | 7-12 | 278.9 | 2,509 | - | (38.5) | (351) | - | 240.4 | 2,158 | - |
| Multifamily Medium Density (MMD) | 12-20 | 47.8 | 896 | - | - | - | - | 47.8 | 896 | - |
| Multifamily High Density (MHD) | 20-30 | 64.3 | 1,601 | - | - | - | - | 64.3 | 1,601 | - |
| Mixed Use District (MU) - Residential [3] | 9-30 | 17.1 | 343 | - | - | - | - | 17.1 | 343 | - |
| Subtotal Residential | | 1,697.7 | 11,337 | - | (363.5) | (1,917) | - | 1,334.2 | 9,420 | - |
| Nonresidential | <i>target far</i> | | | | | | | | | |
| Mixed Use District (MU) - Commercial [3] | 0.20 | 11.4 | - | 100,362 | - | - | - | 11.4 | - | 100,362 |
| Industrial/Office Park (IND/OP) | 0.30 | 103.4 | - | 1,353,845 | - | - | - | 103.4 | - | 1,353,845 |
| General Commercial (GC) [4] | 0.25 | 54.0 | - | 586,970 | - | - | - | 54.0 | - | 586,970 |
| Community Commercial (CC) | 0.25 | 24.5 | - | 235,224 | - | - | - | 24.5 | - | 235,224 |
| Regional Commercial (RC) | 0.28 | 42.3 | - | 512,443 | - | - | - | 42.3 | - | 512,443 |
| Subtotal Commercial | | 235.6 | - | 2,788,844 | - | - | - | 235.6 | - | 2,788,844 |
| Total | | 1,933.3 | 11,337 | 2,788,844 | (363.5) | (1,917) | - | 1,569.8 | 9,420 | 2,788,844 |

land use

Source: City of Folsom; MacKay & Samps; EPS.

[1] Units are an estimate based on target dwelling units. Actual dwelling units may differ but will fall within specified density range.

[2] Based on the FPASP approved land uses for final maps and small lot final maps approved through July 15, 2020.

In addition, this includes Mangini Ranch Phase 1 Village 4, and Mangini Ranch Phase 2 Villages 4 and 8, as they have satisfied their SPIF obligation.

[3] Mixed Use District is split 60% residential and 40% commercial.

[4] Up to 25% of the General Commercial acres may be developed as office.

- Russell Ranch Phase 1 (Entirety)
- White Rock Springs Ranch (Entirety)
- Carr Trust (Entirety)
- Mangini Ranch Phase 2
 - Village 7⁴
- Eagle Commercial
 - Enclave at Folsom Ranch

Specific Plan Amendments

As mentioned in the 2015 Nexus Study, the City anticipated one or more property owners to petition the City to consider a SPA. Such SPAs, if approved by the City, would change the nature and mix of residential and nonresidential land uses. Any such SPAs that were approved by the City on or before June 30, 2016, are incorporated into this SPIF Program Update.

In May 2015, the City approved its first SPA for the Russell Ranch project. This Nexus Study Update reflects the land use updates based on the following SPAs that have been approved on or before June 30, 2016:

- Westland Eagle SPA; September 22, 2015.
- Hillsborough SPA; May 24, 2016.
- Carr Trust; June 28, 2016.
- Folsom Heights SPA; June 28, 2016.
- Broadstone Estates SPA; June 28, 2016.

As a result of the SPAs, the FPASP master land use summary as of June 30, 2016 includes 35 Single-Family dwelling units that are not specifically assigned to one specific ownership entity. As these units are approved and included in the master land use table, they have been included in this Nexus Study Update. It is important to note that these units are anticipated to bear SPIF infrastructure costs, administration costs, and their proportionate share of parkland and public facility land dedication requirements.

Folsom Heights

The FPASP contains a subarea referred to as Folsom Heights that is located in the eastern portion of the project and borders El Dorado County. Folsom Heights is located within the boundaries of the El Dorado Irrigation District (EID). As such, Folsom Heights will receive its water and sewer services from the EID and will not participate through the SPIF in funding FPASP water and sewer infrastructure. Consequently, the Folsom Heights development is excluded for the purpose of allocating water and sewer improvement costs to the various land uses. **Table 4** shows the Folsom Heights development is excluded from the water and sewer cost allocations. **Table 5** details the land uses for remaining the FPASP, as amended by the SPAs through June 30, 2016, less the Folsom Heights development.

⁴ Mangini Ranch Phase 2 Village 4 and Village 8 are assumed to have satisfied the SPIF Fee Program obligation by the time this 2020 Nexus Study Update is approved. However, the City anticipates approving the recordation of the final small maps for these villages after July 15, 2020.

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**Table 4
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
Folsom Heights Development [1]**

**Folsom Heights Land Uses
June 2016 SPAs**

| Land Use | Target FAR | Acres | Dwelling Units | Building Sq. Ft. |
|---------------------------------------|------------|--------------|----------------|------------------|
| Residential | | | | |
| Single-Family (SF) | - | 42.4 | 134 | - |
| Single-Family High Density (SFHD) | - | 55.1 | 273 | - |
| Multifamily Low Density (MLD) | - | 14.9 | 123 | - |
| Multifamily Medium Density (MMD) | - | - | - | - |
| Multifamily High Density (MHD) | - | - | - | - |
| Mixed Use District (MU) - Residential | - | - | - | - |
| Subtotal Residential | | 112.4 | 530 | |
| Nonresidential | | | | |
| Mixed Use District (MU) - Commercial | - | - | - | - |
| Industrial/Office Park (IND/OP) | - | - | - | - |
| General Commercial (GC) | 0.25 | 11.5 | - | 125,673 |
| Community Commercial (CC) | - | - | - | - |
| Regional Commercial (RC) | - | - | - | - |
| Subtotal Commercial | | 11.5 | | 125,673 |
| Total Developable | | 123.9 | 530 | 125,673 |

Source: MacKay & Soms.

[1] The City has not approved any final maps or small lot final maps for Folsom Heights development. Therefore, this Nexus Study Update does not adjust Folsom Heights planned land uses.

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Table 5
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
Remaining Developable Land Uses (excluding Folsom Heights) [1]

Remaining FPASP Land Uses
Excluding Folsom Heights

| Land Use | Density Range | Acres | Units [2] | Sq. Ft. |
|---|-------------------|----------------|--------------|------------------|
| Residential | | | | |
| | <i>du/acre</i> | | | |
| Single-Family (SF) | 1-4 | 344.7 | 1,134 | - |
| Single-Family High Density (SFHD) | 4-7 | 522.4 | 2,881 | - |
| Multifamily Low Density (MLD) | 7-12 | 225.5 | 2,035 | - |
| Multifamily Medium Density (MMD) | 12-20 | 47.8 | 896 | - |
| Multifamily High Density (MHD) | 20-30 | 64.3 | 1,601 | - |
| Mixed Use District (MU) - Residential [3] | 9-30 | 17.1 | 343 | - |
| Subtotal Residential | | 1,221.8 | 8,890 | - |
| Nonresidential | | | | |
| | <i>target far</i> | | | |
| Mixed Use District (MU) - Commercial [3] | 0.20 | 11.4 | - | 100,362 |
| Industrial/Office Park (IND/OP) | 0.30 | 103.4 | - | 1,353,845 |
| General Commercial (GC) [4] | 0.25 | 42.5 | - | 461,297 |
| Community Commercial (CC) | 0.25 | 24.5 | - | 235,224 |
| Regional Commercial (RC) | 0.28 | 42.3 | - | 512,443 |
| Subtotal Commercial | | 224.1 | - | 2,663,171 |
| Total | | 1,445.9 | 8,890 | 2,663,171 |

land use wo fh

Source: City of Folsom; MacKay & Somps; EPS.

- [1] Based on the FPASP approved land uses for final maps and small lot final maps approved through July 15, 2020. See Table 3 and Appendix A for details.
- [2] Units are an estimate based on target dwelling units. Actual dwelling units may differ but will fall within the specified density range.
- [3] Mixed Use District is split 60% residential and 40% commercial.
- [4] Up to 25% of the General Commercial acres may be developed as office.

3. SPIF—INFRASTRUCTURE FEE COMPONENT

This chapter identifies the FPASP Backbone Infrastructure elements and requirements (as more specifically defined below) as informed by the Specific Plan Document, City master plans, and infrastructure planning documents from other agencies that are included in the SPIF. Specific cost detail and infrastructure segment maps supporting FPASP Backbone Infrastructure are included in **Appendices B** through **L**. Cost estimates for SPIF infrastructure are based on information from MacKay & Soms and the City, unless otherwise indicated.

Backbone Infrastructure

Many people tend to use the term “backbone infrastructure” for all publicly owned facilities without specific distinction between backbone infrastructure and public facilities. The Fee Program uses the defined term Backbone Infrastructure to include most of the public service-based items that are underground or at ground level, which may be both on site or off site (i.e., within or outside the FPASP boundaries). Backbone Infrastructure is sized to serve the FPASP as a whole and in some cases may be sized to serve broader development areas, including existing development (e.g., future freeway interchanges). For the SPIF, Backbone Infrastructure includes the following items:

- Roadways.⁵
- Dry Utility Facilities.⁶
- Potable Water Facilities.
- Recycled Water Facilities.
- Sewer Facilities.
- Storm Drainage Facilities.
- Habitat Mitigation for Backbone Infrastructure.

It is important to note that Backbone Infrastructure costs include roadway median costs (median curbs and landscaping), as well as the costs for sidewalks/trails and streetlights adjacent to backbone roadways. Backbone Infrastructure does not include landscape corridors and soundwalls adjacent to backbone roadway facilities, with minor exceptions to this rule where a backbone roadway is adjacent to an open space area.

Backbone Infrastructure Cost Adjustments

As mentioned in **Chapter 1** of this 2020 Nexus Study Update, EPS adjusted the Backbone Infrastructure cost estimates to ensure the SPIF Fee Program keeps pace with the with the cost of Backbone Infrastructure construction. As such, EPS incorporated the following adjustments to update the SPIF Fee Program.

⁵ Includes on- and off-site roadways.

⁶ Dry utility facilities were included in Roadways in the 2015 Nexus Study; however, cost estimates for dry utility facilities significantly increased in the 2018 Nexus Study Update. Dry utility facilities have since been included and allocated as its own component.

Incorporate Actual Costs

As detailed in **Chapter 7** of the 2015 Nexus Study and subsequent nexus study updates, a private party (e.g., developer) may advance-fund eligible SPIF component (constructed Backbone Infrastructure or dedicated eligible park or public facilities land). That party would be defined as a "Constructing Owner" and will be due a reimbursement from the SPIF Program. The Infrastructure Fee Program Reimbursement Agreement (Fee Reimbursement Agreement) outlines the terms and conditions that a Constructing Owner completes Backbone Infrastructure improvements or dedicates parkland or public facility land and is eligible for fee reimbursement.

The total amount of reimbursement for completed Backbone Infrastructure will be based on actual costs incurred for eligible hard costs based on a properly bid construction contract. All hard costs will be subject to verification by the City and actual costs expended will go through a true-up process upon completion of the infrastructure component. The true-up process, which is more specifically detailed in the Fee Reimbursement Agreement, is the way the City, the SPIF Program Administrator, and the Constructing Owner finalize the amount of hard construction cost and related soft costs that will be subject to SPIF Fee reimbursement. As stipulated in the SPIF nexus study and Fee Reimbursement Agreement, this 2020 Nexus Study Update incorporates those reconciled costs for completed infrastructure. These true-up costs are added to the Backbone Infrastructure cost estimates to ensure the reconciled hard and soft costs are reflected in the SPIF Program.

Phase 1 Construction Costs Adjustments

When EPS prepared the 2018 Nexus Study Update, Phase 1 SPIF facilities were completed to accommodate initial phases of FPASP development. Between the 2018 Nexus Study Update and this 2020 Nexus Study Update, Constructing Owners have engaged with the City in Fee Reimbursement Agreements for all the Phase 1 SPIF Backbone Infrastructure development. As of this 2020 Nexus Study Update, EPS removed or adjusted the SPIF Facilities (or portions of) that are included the Fee Reimbursement Agreements to date including use of Fee Reimbursements that were converted to Fee Credits and used to offset eligible SPIF fees. For the SPIF Program Fee Reimbursement Agreements that have not been fully transferred to SPIF – Infrastructure Fee credits, EPS adjusted the remaining costs using annual construction cost index (CCI) escalation factors. Furthermore, EPS reduced the remaining SPIF Fee Reimbursement amount by the SPIF-Infrastructure Fees paid to the City.

The Phase 1 construction cost adjustments, including addition of the true-up costs described above, are provided in **Appendix B** of this 2020 Nexus Study Update.

Remaining Costs Adjustments

Using information from the FPASP property owners and MacKay & Soms, EPS adjusted the costs for remaining SPIF Backbone Infrastructure to ensure the SPIF – Infrastructure Fee keeps pace with the cost of Backbone Infrastructure construction costs. EPS incorporated several adjustments as described below.

Adjust Soft Costs and Contingency Factors

EPS adjusted the remaining Backbone Infrastructure costs by updating the cost contingency factor from the existing 10-percent to a new total of 20-percent. This adjustment was only applied to all backbone infrastructure remaining to be constructed, except storm drainage outfall

structures, as described later in this section. Applying an adjustment to the contingency provides more flexibility in the future as the potential variance in cost is not always isolated to a particular cost item. Concurrently, EPS adjusted the eligible soft cost allowance (Engineering, Plan Check and Inspection, etc.) from 20-percent down to 15-percent. Based on empirical data, the 20-percent soft costs allowance is generous and could be adjusted to 15-percent of total hard construction costs.

Update Storm Drainage Outlet Control Structure Cost

The FPASP has a total of 40 storm drainage detention basins of various sizes, which 10 have been constructed. Each storm drainage detention basin has a Storm Drainage Outlet Control Structure.

The construction costs in the 2018 Nexus Study Update for each Outlet Control Structure was \$200,000. The 10 Outlet Structures which have been built cost range from \$125,000 to \$525,000. The varying cost of the Outlet Structure is attributed to the size of the structure. As determined in the construction of Phase 1 Backbone Infrastructure, the cost in the SPIF Program for the Outlet Control Structure needs to vary with the size of the facility.

Within the FPASP, the size of a detention basin is roughly based on the size of the development area it is serving and its location within the watershed. When the upstream watershed is larger than the developed drainage shed area the detention basin serves, the smaller the detention basin needs to be to meet its hydro-modification requirements.

Each detention basin's developed watershed area was compared to the total area of the upstream watershed and each detention basin was categorized as small, medium, large, extra-large, and extra extra-large. As a result, the Storm Drainage Outlet Control Structure costs are updated in this 2020 Nexus Study Update to correspond updated hydro-modification analysis and facility needs. As a result of these adjustments, the total storm drainage basin costs increased by approximately \$5.7 million for the remaining SPIF Program storm drainage facilities.

Update Roadway Rough Grading Costs

The Roadway Rough Grading cost estimates included in the 2015 Nexus Study and 2018 Nexus Study Update included only the excavation cost for each roadway segment and does not consider the costs associated with importing material for roadway segments if it needs imported material in order to be constructed.

To provide a more representative cost in the SPIF for constructing the FPASP backbone roadways, this 2020 Nexus Study Update considers the total earthwork volume needed to construct the SPIF-funded backbone roadway segments.

MacKay & Soms reviewed the import and export volumes for each SPIF-funded backbone roadway segment and found that a significant number of roadway segments were roughly in a balanced condition. Meaning the imported material needs of one roadway segment could be met with an adjacent roadway segments' exported material.

Construction phasing influences the earthwork balance. As such, an assumed phasing approach identified roadway segments that may need additional material.

Based upon the assumed phasing, a few roadway segments require large volumes of imported material in order to be constructed which places a large cost burden on the development project

required to build that roadway segment. Therefore, the imported material costs for various SPIF-funded backbone roadway segments are added to the Roadway Rough Grading cost estimates in this 2020 Nexus Study Update. As a result of these adjustments, the total roadway rough grading costs increased by approximately \$5.4 million for the remaining SPIF Backbone Rough Grading.

Escalate Unit Cost Estimates

MacKay & Soms adjusted the remaining Backbone Infrastructure unit costs using annual CCI escalation factors. Through this approach, MacKay & Soms carried forward the costs indicated in the 2018 Nexus Study Update to cost estimates reflective of recent construction bids for SPIF Backbone Infrastructure.

Other FPASP Development Costs

The Backbone Infrastructure cost estimates exclude the costs of in-tract and other subdivision-specific improvements, which will be privately financed. These in-tract improvements are considered subdivision improvements and, therefore, are not part of this Fee Program. More specifically, the SPIF does not include the following items:

- **In-tract or subdivision improvements** in a project include in-tract improvements (e.g., mass grading, sewer, storm drainage, water, and local roads) in an individual subdivision, commercial, or multifamily project.
- **Habitat mitigation requirements for on-site development** include the mitigation to mitigate for the destruction of habitat for development of on-site, property owner-specific vertical development. Only costs for habitat mitigation associated with Backbone Infrastructure and Other Public Facilities are included in the SPIF.

Backbone Infrastructure Cost Summary

Table 6 summarizes the estimated cost of Phase 1 and remaining FPASP Backbone Infrastructure (2020 \$), which includes the following facilities:

- Roadways (On-Site and Off-Site).
- Dry Utilities.
- Water System (On-Site and Off-Site).
- Recycled Water System.
- Sanitary Sewer System.
- Storm Drainage System.
- Habitat Mitigation (for Backbone Infrastructure).

As shown, a portion of Backbone Infrastructure costs are to be funded through sources other than SPIF—Infrastructure Fee Component revenues. **Appendices B** through **L** contain summary and unit cost estimate assumptions prepared by MacKay & Soms. The appendices are organized so that there is a separate appendix for each facility type. Each of these appendices (**Appendix B** through **Appendix L**) contains an illustration of the backbone infrastructure and summary of the total costs. Each appendix also contains detailed support for the cost estimates. The backbone infrastructure requirements for each element of the SPIF—Infrastructure Fee Component are summarized briefly below.

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Table 6
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
Summary of Estimated SPIF-Funded Infrastructure Improvement Costs (2020\$)

| |
|------------------------------|
| Summary of SPIF Costs |
|------------------------------|

| Improvement | Backbone Infrastructure Costs (2020\$) | | | | SPIF-Funded Costs at Buildout |
|---|--|----------------------|----------------------|------------------------------------|-------------------------------|
| | Remaining Phase 1 Costs [1] | Remaining Costs [2] | Total Costs | Less Costs Funded by Other Sources | |
| Specific Plan Infrastructure Fee | | | | | |
| On- and Off-Site Roadways | | | | | |
| Backbone Roadway Rough Grading | \$6,754,802 | \$31,731,172 | \$38,485,974 | \$0 | \$38,485,974 |
| Backbone Roadways [3] | \$8,443,179 | \$80,515,404 | \$88,958,583 | (\$4,029,750) | \$84,928,833 |
| Railroad Crossings | \$372,308 | \$1,944,000 | \$2,316,308 | \$0 | \$2,316,308 |
| City Fiber Optic & Traffic Control System | \$695,893 | \$4,893,777 | \$5,589,670 | \$0 | \$5,589,670 |
| Signalized Intersections & Improvements | \$2,667,286 | \$23,626,979 | \$26,294,265 | \$0 | \$26,294,265 |
| Open Space Vehicular Access Barrier | \$125,130 | \$862,380 | \$987,510 | \$0 | \$987,510 |
| Off-Site Roadway Improvements | \$0 | \$1,123,722 | \$1,123,722 | \$0 | \$1,123,722 |
| Total On- and Off-Site Roadways | \$19,058,598 | \$144,697,434 | \$163,756,032 | (\$4,029,750) | \$159,726,282 |
| Dry Utility | \$7,504,896 | \$23,444,680 | \$30,949,576 | \$0 | \$30,949,576 |
| On-Site Water | \$18,307,371 | \$34,309,213 | \$52,616,584 | \$0 | \$52,616,584 |
| Off-Site Water [4] [5] | \$23,229,748 | \$26,059,050 | \$49,288,798 | (\$23,082,133) | \$26,206,665 |
| Recycled Water | \$2,299,129 | \$13,531,995 | \$15,831,124 | \$0 | \$15,831,124 |
| Sewer [6] | \$3,930,591 | \$10,064,318 | \$13,994,909 | (\$4,684,005) | \$9,310,904 |
| Drainage | \$12,362,597 | \$58,477,375 | \$70,839,972 | \$0 | \$70,839,972 |
| Habitat Mitigation | \$412,146 | \$5,793,310 | \$6,205,456 | \$0 | \$6,205,456 |
| Total SPIF Improvement Cost | \$87,105,076 | \$316,377,375 | \$403,482,451 | (\$31,795,888) | \$371,686,563 |

sum costs

Source: MacKay & Soms.

- [1] The Phase 1 costs shown reflect the Phase 1 SPIF Infrastructure Backbone Facility costs included in SPIF Infrastructure Fee Reimbursements that have not been converted to SPIF credit, SPIF Infrastructure Fee payments made as of July 15, 2020, plus SPIF True-Up amounts. See Table B-1 through Table B-14 for details.
- [2] Includes costs expected to be funded by SPIF and other funding sources.
- [3] Backbone Roadways: Assumes CFD No. 18 PAYGO for offsetting revenues.
- [4] Assumes a combination of CFD No. 2013-1, CFD No. 17, CFD No. 18, and other funds for offsetting revenues. See Table 12 for details.
- [5] Off-Site Water - Remaining Phase 1 Costs: Includes costs for existing facilities not reflected in Table B-1 and Table B-11, and will be funded by sources other than the SPIF Infrastructure Fee. See Table 12 for details.
- [6] Sewer: CFD No. 18 funded portions of SPIF sewer facilities. These facilities have already been completed and are fully funded; and therefore, are not reflected in this table. See Table 12 for details.

Roadways

Roadway improvements include both construction of an on-site roadway system and contribution to construction of off-site roadways in the City. The total roadway costs, including on-site and off-site road costs, are summarized in **Table 7**.

On-Site Roads

The on-site roadway system requirements are summarized below:

- Roadway rough grading.
- Major and secondary road construction, including construction of travel lanes; medians; curb, gutter, and sidewalk; entry monumentation; as well as street light and sign installation.
- Railroad crossings.
- Traffic signal control system.
- Signalized intersections.
- Electrical transmission system.
- Fencing (for roadways adjacent to open space areas).

The following major and secondary roads are included in the FPASP road construction program:

- Alder Creek Parkway.
- Oak Avenue Parkway.
- East Bidwell Street.
- Westwood Drive.
- Empire Ranch Road.
- Rowberry Drive.
- Mangini Parkway.
- Savannah Parkway.
- Prairie City Road.
- Russell Ranch Road.
- Placerville Road Utility Corridor.
- Scenic Vista Court.

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Roadways

Table 7
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
Estimated Roadway Costs (2020\$)

| Item | Construction | Engineering/ Plan Check/ Inspection | Contingency | Total |
|---|---------------------|---|---------------------|---------------------|
| <i>Percentage</i> | | 15% | 20% | |
| BACKBONE ROADWAYS SUMMARY | | | | |
| SPIF-Funded Roadways | | | | |
| Phase 1 Roadways [1] | | | | |
| Rough Grading | - | - | - | \$6,754,802 |
| Backbone Roadways | - | - | - | \$8,443,179 |
| Railroad Crossings | - | - | - | \$372,308 |
| City Fiber Optic & Traffic Control System | - | - | - | \$695,893 |
| Signalized Intersections & Improvements | - | - | - | \$2,667,286 |
| Open Space Vehicular Access Barrier | - | - | - | \$125,130 |
| Off-Site Roadway Improvements | - | - | - | \$0 |
| Subtotal Phase 1 Roadways | - | - | - | \$19,058,598 |
| Remaining Construction | | | | |
| Backbone Rough Grading | | | | |
| Alder Creek Parkway | \$3,998,760 | \$599,814 | \$799,752 | \$5,398,326 |
| Oak Avenue Parkway | \$2,150,800 | \$322,620 | \$430,160 | \$2,903,580 |
| East Bidwell Street | \$362,472 | \$54,371 | \$72,494 | \$489,337 |
| Westwood Drive | \$291,240 | \$43,686 | \$58,248 | \$393,174 |
| Empire Ranch Road | \$6,197,940 | \$929,691 | \$1,239,588 | \$8,367,219 |
| Rowberry Drive | \$425,920 | \$63,888 | \$85,184 | \$574,992 |
| Mangini Parkway | \$4,667,360 | \$700,104 | \$933,472 | \$6,300,936 |
| Savannah Parkway | \$1,646,640 | \$246,996 | \$329,328 | \$2,222,964 |
| Prairie City Road | \$3,715,760 | \$557,364 | \$743,152 | \$5,016,276 |
| Placerville Road Utility Corridor | \$47,680 | \$7,152 | \$9,536 | \$64,368 |
| Subtotal Backbone Rough Grading | \$23,504,572 | \$3,525,686 | \$4,700,914 | \$31,731,172 |
| Backbone Roadways | | | | |
| Alder Creek Parkway | \$20,256,300 | \$3,038,445 | \$4,051,260 | \$27,346,005 |
| Oak Avenue Parkway | \$12,555,050 | \$1,883,258 | \$2,511,010 | \$16,949,318 |
| East Bidwell Street | \$3,756,090 | \$563,413 | \$751,218 | \$5,070,721 |
| Westwood Drive | \$758,300 | \$113,745 | \$151,660 | \$1,023,705 |
| Empire Ranch Road | \$3,399,300 | \$509,895 | \$679,860 | \$4,589,055 |
| Rowberry Drive | \$631,900 | \$94,785 | \$126,380 | \$853,065 |
| Mangini Parkway | \$11,344,200 | \$1,701,630 | \$2,268,840 | \$15,314,670 |
| Savannah Parkway | \$3,764,200 | \$564,630 | \$752,840 | \$5,081,670 |
| Russell Ranch Road | \$105,600 | \$15,840 | \$21,120 | \$142,560 |
| Scenic Vista Court | \$85,100 | \$12,765 | \$17,020 | \$114,885 |
| Subtotal Backbone Roadways | \$56,656,040 | \$8,498,406 | \$11,331,208 | \$76,485,654 |

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Roadways

Table 7
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
Estimated Roadway Costs (2020\$)

| Item | Construction | Engineering/ Plan Check/ Inspection | Contingency | Total |
|--|----------------------|---|---------------------|----------------------|
| <i>Percentage</i> | | 15% | 20% | |
| BACKBONE ROADWAYS SUMMARY | | | | |
| Railroad Crossings | \$1,440,000 | \$216,000 | \$288,000 | \$1,944,000 |
| City Fiber Optic & Traffic Signal Control System | \$3,625,020 | \$543,753 | \$725,004 | \$4,893,777 |
| Signalized Intersections & Improvements | \$17,501,466 | \$2,625,220 | \$3,500,293 | \$23,626,979 |
| Open Space Vehicular Access Barrier | \$638,800 | \$95,820 | \$127,760 | \$862,380 |
| Off-Site Roadway Improvements in Folsom (Fair Share Cost - Assumed 50%) | \$832,387 | \$124,858 | \$166,477 | \$1,123,722 |
| Total Remaining SPIF-Funded Construction | \$104,198,284 | \$15,629,743 | \$20,839,657 | \$140,667,684 |
| Total SPIF-Funded Roadways | \$104,198,284 | \$15,629,743 | \$20,839,657 | \$159,726,282 |
| Roadways Funded by PAYGO [2] | \$2,985,000 | \$447,750 | \$597,000 | \$4,029,750 |
| TOTAL BACKBONE ROADWAYS [3] | \$107,183,284 | \$16,077,493 | \$21,436,657 | \$163,756,032 |

roads cost

Source: MacKay & Soms.

- [1] The Phase 1 costs shown reflect the Phase 1 SPIF Infrastructure Backbone Facility costs included in SPIF Infrastructure Fee Reimbursements that have not been converted to SPIF credit, less SPIF Infrastructure Fee payments made as of July 15, 2020, plus SPIF True-Up amounts. See Table B-1 through Table B-14 for details.
- [2] Future lane widening of Oak Avenue Parkway and Empire Ranch Road.
- [3] The horizontal total does not sum because construction, engineering/plan check/inspection, and contingency costs are not provided for the remaining Phase 1 Roadway costs.

Off-Site Roads

In addition to constructing an on-site roadway system, the FPASP is required to contribute to the construction of off-site roads in the City. The SPIF Program includes \$1.0 million in the program for the following improvements:

- Intersection improvements at Iron Point and Empire Ranch Road.
- Intersection improvements at Sibley Street and Blue Ravine.
- Intersection improvements at East Bidwell and Nesmith Court.
- Intersection improvements at Iron Point and Serpa Way.

As shown on **Table 8**, a portion of overall roadway costs will be funded by sources other than the SPIF Program. The potential cost of widening Oak Avenue Parkway and Empire Ranch Road from 4 lanes to 6 lanes, if encountered, will be funded through infrastructure Community Facilities District (CFD) pay-as-you-go (PAYGO) revenues collected by the City.

Dry Utilities

The FPASP dry utilities system includes utility transmission pipelines for natural gas and transmission for electrical, telecommunications, and broadband systems. In addition, dry utilities cost estimates include the relocation of electrical facilities required for FPASP buildout. As mentioned earlier in this Nexus Study Update, dry utilities were included in the roadway improvements in the 2015 Nexus Study but have been included as a separate component since the 2018 Nexus Study Update. **Table 9** shows the estimated dry utilities system costs for the FPASP.

Water

The FPASP water system requirements consist of three components: on-site improvements, off-site improvements, and systems optimization review. These components are summarized below.

On-Site Water

The on-site water system is divided into five pressure zones and consists of a series of transmission pipelines, pressure regulating stations, pump stations, and storage tanks. **Table 10** shows the estimated on-site water system costs for the FPASP.

Off-Site Water

The FPASP is required to contribute to the cost of required off-site water facilities, as shown in **Table 11**. These facilities consist of existing and new facilities. Existing facilities include a water treatment plant, a pump station, transmission pipelines, reservoirs, and the distribution system. New facilities include transmission pipelines and expansion of the pump station to provide additional capacity.

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Table 8
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
Estimated Roadway Costs and Sources of Funding (2020\$)

| Item | Total Cost | Buildout Funding Sources | | |
|--|----------------------|--------------------------|--------------------|----------------------|
| | | SPIF | PAYGO [1] | Total |
| Project-Specific Roadways | | | | |
| Phase 1 Construction | | | | |
| Backbone Rough Grading | \$6,754,802 | \$6,754,802 | \$0 | \$6,754,802 |
| Backbone Roadways | \$8,443,179 | \$8,443,179 | \$0 | \$8,443,179 |
| Railroad Crossings | \$372,308 | \$372,308 | \$0 | \$372,308 |
| City Fiber Optic & Traffic Signal Control System | \$695,893 | \$695,893 | \$0 | \$695,893 |
| Signalized Intersections & Improvements | \$2,667,286 | \$2,667,286 | \$0 | \$2,667,286 |
| Open Space Vehicular Access Barrier | \$125,130 | \$125,130 | \$0 | \$125,130 |
| Off-Site Roadway Improvements in Folsom | \$0 | \$0 | \$0 | \$0 |
| Total Phase 1 Construction | \$19,058,598 | \$19,058,598 | \$0 | \$19,058,598 |
| Remaining Construction | | | | |
| Backbone Rough Grading | \$31,731,172 | \$31,731,172 | \$0 | \$31,731,172 |
| Backbone Roadways | \$80,515,404 | \$76,485,654 | \$4,029,750 | \$80,515,404 |
| Railroad Crossings | \$1,944,000 | \$1,944,000 | \$0 | \$1,944,000 |
| City Fiber Optic & Traffic Signal Control System | \$4,893,777 | \$4,893,777 | \$0 | \$4,893,777 |
| Signalized Intersections & Improvements | \$23,626,979 | \$23,626,979 | \$0 | \$23,626,979 |
| Open Space Vehicular Access Barrier | \$862,380 | \$862,380 | \$0 | \$862,380 |
| Off-Site Roadway Improvements in Folsom | \$1,123,722 | \$1,123,722 | \$0 | \$1,123,722 |
| Total Remaining Construction | \$144,697,434 | \$140,667,684 | \$4,029,750 | \$144,697,434 |
| Total Roadways | \$163,756,032 | \$159,726,282 | \$4,029,750 | \$163,756,032 |

roads su

Source: MacKay & Soms.

[1] PAYGO funds:
 2 of the 4 lanes of Oak Ave. south of Easton Valley Parkway
 2 of the 4 lanes on Empire Ranch Rd.

DRAFT**Dry Utilities**

Table 9
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
Estimated Dry Utilities Costs (2020\$)

| Item | Construction | SMUD Contract Cost [1] | Engineering/ Plan Check/ Inspection | Contingency | Total |
|---|---------------------|------------------------|-------------------------------------|--------------------|---------------------|
| <i>Percentage</i> | | 50% | 15% | 20% | |
| SPIF DRY UTILITIES FACILITIES | | | | | |
| Phase 1 Dry Utilities System [2] | - | - | - | - | \$7,504,896 |
| Remaining Construction | | | | | |
| Backbone Dry Utility System | | | | | |
| Alder Creek Parkway | \$2,217,300 | \$1,108,650 | \$332,595 | \$443,460 | \$4,102,005 |
| Prairie City Road | \$2,591,600 | \$1,295,800 | \$388,740 | \$518,320 | \$4,794,460 |
| Oak Avenue Parkway | \$1,635,900 | \$817,950 | \$245,385 | \$327,180 | \$3,026,415 |
| East Bidwell Street | \$361,000 | \$180,500 | \$54,150 | \$72,200 | \$667,850 |
| Westwood Drive | \$412,300 | \$206,150 | \$61,845 | \$82,460 | \$762,755 |
| Empire Ranch Road | \$1,238,800 | \$619,400 | \$185,820 | \$247,760 | \$2,291,780 |
| Rowberry Drive | \$254,600 | \$127,300 | \$38,190 | \$50,920 | \$471,010 |
| Mangini Parkway | \$2,200,200 | \$1,100,100 | \$330,030 | \$440,040 | \$4,070,370 |
| Savannah Parkway | \$1,081,100 | \$540,550 | \$162,165 | \$216,220 | \$2,000,035 |
| Subtotal Backbone Dry Utility System | \$11,992,800 | \$5,996,400 | \$1,798,920 | \$2,398,560 | \$22,186,680 |
| Electrical Transmission System - 69 KV Pole Relocation | | | | | |
| Alder Creek Parkway | \$680,000 | \$340,000 | \$102,000 | \$136,000 | \$1,258,000 |
| Subtotal Electrical Transmission System | \$680,000 | \$340,000 | \$102,000 | \$136,000 | \$1,258,000 |
| Subtotal Remaining Construction | \$12,672,800 | \$6,336,400 | \$1,900,920 | \$2,534,560 | \$23,444,680 |
| TOTAL DRY UTILITIES COSTS [3] | \$12,672,800 | \$6,336,400 | \$1,900,920 | \$2,534,560 | \$30,949,576 |

du costs

Source: MacKay & Somps.

- [1] Reflects the estimated cost SMUD will charge for the installation of backbone electrical conductors.
- [2] The Phase 1 costs shown reflect the Phase 1 SPIF Infrastructure Backbone Facility costs included in SPIF Infrastructure Fee Reimbursements that have not been converted to SPIF credit, less SPIF Infrastructure Fee payments made as of July 15, 2020, plus SPIF True-Up amounts. See Table B-1 through Table B-14 for details.
- [3] The horizontal total does not sum because construction, SMUD contract costs, engineering/plan check/inspection, and contingency costs are not provided for the remaining Phase 1 Dry Utility costs.

DRAFT**On-Site Potable Water**

Table 10
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
Estimated On-Site Potable Water System Costs (2020\$)

| Item | Construction | Engineering/ Plan Check/ Inspection | Contingency | Total |
|---|---------------------|---|--------------------|---------------------|
| <i>Percentage</i> | | 15% | 20% | |
| SPIF ON-SITE POTABLE WATER FACILITIES | | | | |
| Phase 1 On-Site Potable Water System [2] | - | - | - | \$18,307,371 |
| Remaining Construction | | | | |
| Potable Water Pipelines System | | | | |
| Alder Creek Parkway | \$2,574,800 | \$386,220 | \$514,960 | \$3,475,980 |
| Oak Avenue Parkway | \$920,400 | \$138,060 | \$184,080 | \$1,242,540 |
| East Bidwell Street | \$399,600 | \$59,940 | \$79,920 | \$539,460 |
| Westwood Drive | \$494,500 | \$74,175 | \$98,900 | \$667,575 |
| Empire Ranch Road | \$640,400 | \$96,060 | \$128,080 | \$864,540 |
| Rowberry Drive | \$84,000 | \$12,600 | \$16,800 | \$113,400 |
| Mangini Parkway | \$2,248,900 | \$337,335 | \$449,780 | \$3,036,015 |
| Savannah Parkway | \$1,746,300 | \$261,945 | \$349,260 | \$2,357,505 |
| Rustic Ridge Drive | \$57,600 | \$8,640 | \$11,520 | \$77,760 |
| Prairie City Road | \$925,200 | \$138,780 | \$185,040 | \$1,249,020 |
| Subtotal Potable Water Pipelines System | \$10,091,700 | \$1,513,755 | \$2,018,340 | \$13,623,795 |
| Storage Reservoirs | | | | |
| Zone 3 - Phase 1 | \$4,629,372 | \$694,406 | \$925,874 | \$6,249,652 |
| Zone 3 - Phase 2 | \$3,885,800 | \$582,870 | \$777,160 | \$5,245,830 |
| Zone 4 | \$5,954,360 | \$893,154 | \$1,190,872 | \$8,038,386 |
| Subtotal Storage Reservoirs | \$14,469,532 | \$2,170,430 | \$2,893,906 | \$19,533,868 |
| Pressure Reducing Stations | | | | |
| Zone 3 to Zone 2 | \$318,000 | \$47,700 | \$63,600 | \$429,300 |
| Zone 4 to Zone 3 | \$212,000 | \$31,800 | \$42,400 | \$286,200 |
| Subtotal Pressure Reducing Stations | \$530,000 | \$79,500 | \$106,000 | \$715,500 |
| Booster Pump Stations | | | | |
| Zone 3 to Pressure Zone 4 - Phase 2 | \$323,000 | \$48,450 | \$64,600 | \$436,050 |
| Subtotal Booster Pump Stations | \$323,000 | \$48,450 | \$64,600 | \$436,050 |
| Total Remaining Construction | \$25,414,232 | \$3,812,135 | \$5,082,846 | \$34,309,213 |
| TOTAL ON-SITE POTABLE WATER COSTS [2] | \$25,414,232 | \$3,812,135 | \$5,082,846 | \$52,616,584 |

p-water costs

Source: MacKay & Soms.

[1] The Phase 1 costs shown reflect the Phase 1 SPIF Infrastructure Backbone Facility costs included in SPIF Infrastructure Fee Reimbursements that have not been converted to SPIF credit, less SPIF Infrastructure Fee payments made as of July 15, 2020, plus SPIF True-Up amounts. See Table B-1 through Table B-14 for details.

[2] The horizontal total does not sum because construction, engineering/plan check/inspection, and contingency costs are not provided for the remaining Phase 1 On-Site Potable Water costs.

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Table 11
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
Estimated Off-Site Potable Water System Costs (2020\$)

Off-Site Potable Water

| Item | Percentage | Folsom Plan Area Cost | | | Total |
|--|------------|-----------------------|--------------------|---------------------|---------------------|
| | | Existing [1] | Phase1 | Phase 2 | |
| Existing Facilities Shared Capacity | | | | | |
| WTP Phase III | | \$2,450,000 | | | \$2,450,000 |
| WTP Phase IVA | | \$1,110,000 | | | \$1,110,000 |
| WTP Phase IVB | | \$6,887,000 | | | \$6,887,000 |
| Zone 3 East BPS | | \$250,000 | | | \$250,000 |
| Natoma Raw Water Pipeline | | \$1,543,000 | | | \$1,543,000 |
| Foothills Reservoirs | | \$360,000 | | | \$360,000 |
| Zone 3 East Distribution System | | \$500,000 | | | \$500,000 |
| Engineering, Admin, Construction Man., and Contingency | | \$265,000 | | | \$265,000 |
| Subtotal Existing Facilities | | \$13,365,000 | \$0 | \$0 | \$13,365,000 |
| Plus Escalation [2] | | \$782,000 | | | \$782,000 |
| Subtotal Escalated Existing Facilities | | \$14,147,000 | \$0 | \$0 | \$14,147,000 |
| New Facilities | | | | | |
| Off-Site Water Pipeline Phase 1 (See Subtotal) | | | - | \$0 | \$0 |
| Transmission Pipelines - 24" [2] | | | - | \$12,883,000 | \$12,883,000 |
| Zone 3 East Booster Pump Station (additional capacity) | | | - | \$6,420,000 | \$6,420,000 |
| Subtotal New Construction | | \$0 | - | \$19,303,000 | \$19,303,000 |
| Planning, Design, and Construction Management | 15% | \$0 | - | \$2,895,450 | \$2,895,450 |
| Contingency | 20% | \$0 | - | \$3,860,600 | \$3,860,600 |
| Subtotal New Facilities [3] | | \$0 | \$1,082,748 | \$26,059,050 | \$27,141,798 |
| Systems Optimization Review (SOR) | | | | | |
| SOR Incurred | | \$2,300,000 | | | \$2,300,000 |
| Willow Hill SOR | | \$0 | \$5,700,000 | \$0 | \$5,700,000 |
| Subtotal SOR | | \$2,300,000 | \$5,700,000 | \$0 | \$8,000,000 |
| Total | | \$16,447,000 | \$6,782,748 | \$26,059,050 | \$49,288,798 |

off water

Source: Brown & Caldwell; MacKay & Soms.

- [1] Phase 1 off-site water system costs based on actual construction costs for Phase 1 water systems.
[2] Existing off-site water system facility hard costs based on the costs included in the SPIF Nexus Study FY 2017-2018 Update, adjusted by 2 years of SPIF Infrastructure Fee escalations, equal to 5.85%, rounded to the nearest \$1,000.
[3] Reflects the Phase 1 SPIF Off-Site Potable Water Facility costs included in a SPIF Fee Reimbursement that have not been converted to SPIF credit. See Table B-11 for details.

Systems Optimization Review

Systems Optimization Review (SOR) consists of improvements made to increase the efficiency of the City water system. The FPASP is required to contribute toward the SOR improvements, which are divided into incurred and new categories. The incurred categories include work items that already have been completed, while the new improvements are planned but have not yet been made.

The incurred SOR tasks include leak repairs; studies to analyze the improvements to the Willow Hill pipeline; and engineering, administration, and construction management to develop a new water supply plan and address federal and state requirements.

The SOR tasks include installation of the Willow Hill pipeline lining and further engineering, administration, and construction management for the new water supply development. SOR costs are shown in **Table 12**.

As shown in **Table 12**, a portion of the total off-site water costs are funded through alternative funding sources, which include the following mechanisms:

- CFD No. 2013-1 (Water Supply).
- CFD No. 17 (Willow Hill).⁷
- CFD No. 18 (Sewer and Water).

Recycled Water

The FPASP is required to construct transmission pipelines for a recycled water system. The recycled water system is divided into multiple pressure zones, each with a series of transmission pipelines. **Table 13** shows the cost summary for the recycled water pipelines.

Sanitary Sewer

Sanitary sewer system requirements include a series of transmission pipelines, pump stations, and force mains, as shown in **Table 14**. Backbone sewer infrastructure includes the following items:

- Sanitary Sewer Pipelines.
- Alder Creek Parkway Lift Station.
- Russell Ranch Lift Station.
- Sewer Odor Control System.

It is assumed the Sacramento Regional County Sanitation District (Regional Sanitation) ultimately will build a regional sewer lift station. Therefore, a regional lift station is not included in the FPASP sewer improvements. The FPASP, excluding Folsom Heights development, will contribute to construction of this lift station through payment of the Regional Sanitation impact fees.

⁷ CFD No. 17 was replaced and encompassed by CFD No. 18, and is now a component of CFD No. 18.

DRAFT**Recycled Water**

Table 13
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
Estimated Recycled Water System Costs (2020\$)

| Item | Construction | Engineering/ Plan Check/ Inspection | Contingency | Total |
|--|---------------------|---|--------------------|---------------------|
| <i>Percentage</i> | | 15% | 20% | |
| SPIF RECYCLED WATER FACILITIES | | | | |
| Phase 1 Recycled Water System [1] | - | - | - | \$2,299,129 |
| Remaining Construction | | | | |
| Recycled Water Pipelines | | | | |
| Alder Creek Parkway | \$2,417,000 | \$362,550 | \$483,400 | \$3,262,950 |
| East Bidwell Street | \$0 | \$0 | \$0 | \$0 |
| Westwood Drive | \$127,800 | \$19,170 | \$25,560 | \$172,530 |
| Mangini Parkway | \$1,399,200 | \$209,880 | \$279,840 | \$1,888,920 |
| Empire Ranch Road | \$589,100 | \$88,365 | \$117,820 | \$795,285 |
| Rowberry Drive | \$192,500 | \$28,875 | \$38,500 | \$259,875 |
| Savannah Parkway | \$227,400 | \$34,110 | \$45,480 | \$306,990 |
| Rustic Ridge Drive | \$52,800 | \$7,920 | \$10,560 | \$71,280 |
| Prairie City Road | \$601,700 | \$90,255 | \$120,340 | \$812,295 |
| Placerville Road Utility Corridor | \$215,600 | \$32,340 | \$43,120 | \$291,060 |
| Subtotal Recycled Water Pipelines | \$5,823,100 | \$873,465 | \$1,164,620 | \$7,861,185 |
| Pressure Reducing Stations | \$636,000 | \$95,400 | \$127,200 | \$858,600 |
| Zone 5 Storage Reservoir | \$3,564,600 | \$534,690 | \$712,920 | \$4,812,210 |
| Subtotal Remaining Construction | \$10,023,700 | \$1,503,555 | \$2,004,740 | \$13,531,995 |
| TOTAL RECYCLED WATER COSTS [2] | \$10,023,700 | \$1,503,555 | \$2,004,740 | \$15,831,124 |

rwater cost

Source: MacKay & Soms.

- [1] The Phase 1 costs shown reflect the Phase 1 SPIF Infrastructure Backbone Facility costs included in SPIF Infrastructure Fee Reimbursements that have not been converted to SPIF credit, less SPIF Infrastructure Fee payments made as of July 15, 2020, plus SPIF True-Up amounts. See Table B-1 through Table B-14 for details.
- [2] The horizontal total does not sum because construction, engineering/plan check/inspection, and contingency costs are not provided for the remaining Phase 1 Recycled Water costs.

DRAFT**Sanitary Sewer**

Table 14
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
Estimated Sewer System Costs (2020\$)

| Item | Construction | Engineering/ Plan Check/ Inspection | Contingency | Total |
|---|--------------------|---|--------------------|---------------------|
| <i>Percentage</i> | | 15% | 20% | |
| SPIF SANITARY SEWER FACILITIES | | | | |
| Phase 1 Sanitary Sewer System [1] [2] | | | | |
| Sewer Pipelines | - | - | - | \$3,432,087 |
| Alder Creek Lift Station | - | - | - | \$498,504 |
| Subtotal Phase 1 Sanitary Sewer System | - | - | - | \$3,930,591 |
| Remaining Construction | | | | |
| Sanitary Sewer Pipelines | | | | |
| Alder Creek Parkway | \$1,673,650 | \$251,048 | \$334,730 | \$2,259,428 |
| Oak Avenue Parkway | \$142,400 | \$21,360 | \$28,480 | \$192,240 |
| Westwood Drive | \$251,600 | \$37,740 | \$50,320 | \$339,660 |
| Empire Ranch Road | \$947,600 | \$142,140 | \$189,520 | \$1,279,260 |
| Rowberry Drive | \$115,500 | \$17,325 | \$23,100 | \$155,925 |
| Mangini Parkway | \$589,700 | \$88,455 | \$117,940 | \$796,095 |
| Savannah Parkway | \$531,200 | \$79,680 | \$106,240 | \$717,120 |
| Prairie City Road | \$1,263,400 | \$189,510 | \$252,680 | \$1,705,590 |
| Subtotal Sanitary Sewer Pipelines | \$5,515,050 | \$827,258 | \$1,103,010 | \$7,445,318 |
| Sanitary Sewer Pump Stations & Force Mains | | | | |
| Alder Creek Sewer Lift Station - Phase 2 | \$110,000 | \$16,500 | \$22,000 | \$148,500 |
| Russell Ranch Sewer Lift Station | \$1,530,000 | \$229,500 | \$306,000 | \$2,065,500 |
| Sewer Odor Control System | \$300,000 | \$45,000 | \$60,000 | \$405,000 |
| Subtotal Sanitary Sewer Pump Station & Force Mains | \$1,940,000 | \$291,000 | \$388,000 | \$2,619,000 |
| Subtotal Remaining Construction | \$7,455,050 | \$1,118,258 | \$1,491,010 | \$10,064,318 |
| TOTAL SANITARY SEWER COSTS [3] | \$7,455,050 | \$1,118,258 | \$1,491,010 | \$13,994,909 |

sewer costs

Source: MacKay & Soms.

- [1] The Phase 1 costs shown reflect the Phase 1 SPIF Infrastructure Backbone Facility costs included in SPIF Infrastructure Fee Reimbursements that have not been converted to SPIF credit, less SPIF Infrastructure Fee payments made as of July 15, 2020, plus SPIF True-Up amounts. See Table B-1 through Table B-14 for details.
- [2] This table does not reflect costs included in the Off-Site Water and Sanitary Sewer Facilities Sources and Uses Tables shown in Table 12 related to Alder Creek Lift Station - Phase 1 since portions of this facility (\$4,684,005) are funded by CFD No. 18.
- [3] The horizontal total does not sum because construction, engineering/plan check/inspection, and contingency costs are not provided for the remaining Phase 1 Sanitary Sewer costs.

As shown in **Table 12**, a portion of the total sanitary sewer costs will be funded through CFD No. 18 revenues.

Storm Drainage

Storm drainage system requirements include a series of pipelines, water quality/hydro-modification basins, and detention basins. The system includes (1) water quality/hydro-modification basins, (2) water quality/hydro-modification/detention basins, and (3) stand-alone detention basins, summarized in **Table 15**.

Habitat Mitigation

The FPASP is required to mitigate for habitat destroyed by the construction of Backbone Infrastructure and Other Public Facilities. The habitat requirements include both preservation of existing habitat and creation of new habitat. The habitat types include wetlands, Swainson's hawk foraging habitat, oak woodland impacts, purple needlegrass impacts, and longhorn elderberry beetle habitat. Habitat mitigation costs are shown in **Table 16**.

SPIF—Infrastructure Fee Component Calculation

As described above, the cost estimates for Backbone Infrastructure include the design and construction costs for the following facilities:

- Roadways.
- Dry Utilities.
- On-Site Potable Water System.
- Off-Site Potable Water System.
- Recycled Water System.
- Sanitary Sewer System.
- Storm Drainage System.
- Habitat Mitigation (for Backbone Infrastructure).

The following steps describe the methodology for determining the SPIF—Infrastructure Fee Component for each fee element:

1. Determine the total amount of land uses that will benefit from the infrastructure improvements (discussed in **Chapter 3**).
2. Determine the infrastructure needed to serve new development (identified by the Specific Plan Document, City, and discussed in this **Chapter 4**).
3. Determine the net cost of infrastructure to be funded by the SPIF after accounting for other funding sources (calculated in this **Chapter 4**).

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Table 15
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
Estimated Storm Drainage System Costs (2020\$)

| |
|-----------------------|
| Storm Drainage |
|-----------------------|

| Item | Construction | Engineering/ Plan Check/ Inspection | Contingency | Total |
|--|---------------------|---|--------------------|---------------------|
| <i>Percentage</i> | | 15% | 20% | |
| SPIF STORM DRAINAGE FACILITIES | | | | |
| Phase 1 Storm Drainage System [1] | - | - | - | \$12,362,597 |
| Remaining Construction | | | | |
| Storm Drain Pipelines | | | | |
| Alder Creek Parkway | \$6,060,000 | \$909,000 | \$1,212,000 | \$8,181,000 |
| Oak Avenue Parkway | \$2,826,600 | \$423,990 | \$565,320 | \$3,815,910 |
| East Bidwell Street | \$461,900 | \$69,285 | \$92,380 | \$623,565 |
| Westwood Drive | \$774,900 | \$116,235 | \$154,980 | \$1,046,115 |
| Empire Ranch Road | \$2,202,200 | \$330,330 | \$440,440 | \$2,972,970 |
| Rowberry Drive | \$245,000 | \$36,750 | \$49,000 | \$330,750 |
| Mangini Parkway | \$2,953,700 | \$443,055 | \$590,740 | \$3,987,495 |
| Savannah Parkway | \$2,119,500 | \$317,925 | \$423,900 | \$2,861,325 |
| Prairie City Road | \$2,831,400 | \$424,710 | \$566,280 | \$3,822,390 |
| Subtotal Storm Drain Pipelines | \$20,475,200 | \$3,071,280 | \$4,095,040 | \$27,641,520 |
| Detention Basins [2] | | | | |
| Combo #1 | \$606,040 | \$90,906 | \$121,208 | \$818,154 |
| Combo #2 | \$1,410,920 | \$211,638 | \$282,184 | \$1,904,742 |
| Combo #3 | \$930,778 | \$139,617 | \$186,156 | \$1,256,550 |
| Combo #4 | \$431,090 | \$64,664 | \$86,218 | \$581,972 |
| Combo #5 | \$949,684 | \$142,453 | \$189,937 | \$1,282,073 |
| DB #1 | \$498,100 | \$74,715 | \$99,620 | \$672,435 |
| DB #2 | \$576,380 | \$86,457 | \$115,276 | \$778,113 |
| DB #3 | \$532,180 | \$79,827 | \$106,436 | \$718,443 |
| DB #5 | \$1,014,500 | \$152,175 | \$202,900 | \$1,369,575 |
| DB #8 [3] | \$0 | \$0 | \$0 | \$0 |
| DB #11 | \$1,346,660 | \$201,999 | \$269,332 | \$1,817,991 |
| HMB #1 | \$494,410 | \$74,162 | \$98,882 | \$667,454 |
| HMB #2 | \$481,630 | \$72,245 | \$96,326 | \$650,201 |
| HMB #3 | \$622,960 | \$93,444 | \$124,592 | \$840,996 |
| HMB #4 | \$462,730 | \$69,410 | \$92,546 | \$624,686 |
| HMB #5 | \$465,090 | \$69,764 | \$93,018 | \$627,872 |
| HMB #6 | \$916,320 | \$137,448 | \$183,264 | \$1,237,032 |

DRAFT

Table 15
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
Estimated Storm Drainage System Costs (2020\$)

| |
|-----------------------|
| Storm Drainage |
|-----------------------|

| Item | Construction | Engineering/ Plan Check/ Inspection | Contingency | Total |
|--|---------------------|---|--------------------|---------------------|
| <i>Percentage</i> | | <i>15%</i> | <i>20%</i> | |
| HMB #8 | \$1,839,300 | \$275,895 | \$367,860 | \$2,483,055 |
| HMB #9 | \$482,040 | \$72,306 | \$96,408 | \$650,754 |
| HMB #10 | \$683,670 | \$102,551 | \$136,734 | \$922,955 |
| HMB #11 | \$500,490 | \$75,074 | \$100,098 | \$675,662 |
| HMB #12 | \$709,080 | \$106,362 | \$141,816 | \$957,258 |
| HMB #13 | \$712,410 | \$106,862 | \$142,482 | \$961,754 |
| HMB #14 | \$668,050 | \$100,208 | \$133,610 | \$901,868 |
| HMB #15 | \$1,162,310 | \$174,347 | \$232,462 | \$1,569,119 |
| HMB #16 | \$1,104,130 | \$165,620 | \$220,826 | \$1,490,576 |
| HMB #18 | \$1,190,712 | \$178,607 | \$238,142 | \$1,607,461 |
| HMB #19 [4] | \$0 | \$0 | \$0 | \$0 |
| HMB #21 | \$388,680 | \$58,302 | \$77,736 | \$524,718 |
| HMB #22 [5] | \$0 | \$0 | \$0 | \$0 |
| HMB #23 | \$698,420 | \$104,763 | \$139,684 | \$942,867 |
| HMB #24 [3] | \$0 | \$0 | \$0 | \$0 |
| HMB #27 | \$962,610 | \$144,392 | \$192,522 | \$1,299,524 |
| Subtotal Detention Basins | \$22,841,374 | \$3,426,206 | \$4,568,275 | \$30,835,855 |
| Subtotal Remaining Construction | \$43,316,574 | \$6,497,486 | \$8,663,315 | \$58,477,375 |
| TOTAL STORM DRAINAGE COSTS [6] | \$43,316,574 | \$6,497,486 | \$8,663,315 | \$70,839,972 |

drainage costs

Source: MacKay & Somps.

- [1] The Phase 1 costs shown reflect the Phase 1 SPIF Infrastructure Backbone Facility costs included in SPIF Infrastructure Fee Reimbursements that have not been converted to SPIF credit, less SPIF Infrastructure Fee payments made as of July 15, 2020, plus SPIF True-Up amounts.
See Table B-1 through Table B-14 for details.
- [2] In this SPIF Nexus Study FY 2019-2020 Update, DB No. 4 is combined with HMB No. 15, HMB No. 7 is combined with HMB No. 6, and HMB No. 17 is combined with HMB No. 18.
- [3] Gragg Ranch Recovery LLC constructed DB #8 and HMB #24. See Table B-8 for details.
- [4] East Carpenter Improvement Company, LLC and Enclave constructed HMB #19. See Table B-10 for details.
- [5] Mangini Improvement Company, LLC constructed HMB #22. See Table B-6 for details.
- [6] The horizontal total does not sum because construction, engineering/plan check/inspection, and contingency costs are not provided for the remaining Phase 1 Storm Drainage costs.

DRAFT**Habitat Mitigation**

Table 16
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
Estimated Habitat Mitigation Costs (2020\$)

| Item | Cost Per Acre/Shrubs (2020\$) | Mitigation Requirement Acres | | Estimated Mitigation Cost | | |
|---|-------------------------------------|---------------------------------|-------------|---------------------------|--------------------|--------------------|
| | | Phase 1 | Remaining | Remaining Phase 1 [1] | Remaining | Total |
| Native Habitat | | | | | | |
| Wetlands/Waters | | | | | | |
| Toad Hill VP | \$250,000 | - | 0.7 | - | \$183,500 | \$183,500 |
| CRB Floodplain Mosaic | \$160,000 | - | 14.3 | - | \$2,288,000 | \$2,288,000 |
| Fairy Shrimp Preservation | \$325,000 | - | 0.6 | - | \$191,750 | \$191,750 |
| Subtotal Wetlands/Waters | | - | 15.6 | - | \$2,663,250 | \$2,663,250 |
| Swainson Hawk | \$6,636 | - | 209.2 | - | \$1,388,530 | \$1,388,530 |
| Oak Woodland | [2] | - | 72.6 | - | \$410,000 | \$410,000 |
| Valley Longhorn Elderberry Beetle | | | | | | |
| Mitigation Credits [3] | \$3,500 | - | 0.0 | - | \$0 | \$0 |
| Transplant Cost [3] | \$5,000 | - | 5.0 | - | \$25,000 | \$25,000 |
| Subtotal Valley Longhorn Elderberry Beetle | | - | 5.0 | - | \$25,000 | \$25,000 |
| Purple Needlegrass | \$51,380 | - | 0.6 | - | \$29,132 | \$29,132 |
| Native Habitat Subtotal | | | | - | \$4,515,912 | \$4,515,912 |
| Native Habitat Contingency (10%) | | | | - | \$451,591 | \$451,591 |
| Native Habitat Soft Costs (5%) | | | | - | \$225,796 | \$225,796 |
| Native Habitat Total | | | | - | \$5,193,299 | \$5,193,299 |
| Cultural Mitigation | | | | | | |
| Subtotal Cost | | | | - | \$512,011 | \$512,011 |
| Cultural Mitigation Contingency (17% - Rounded) | | | | - | \$88,000 | \$88,000 |
| Cultural Mitigation Total | | | | - | \$600,011 | \$600,011 |
| Total Habitat Costs | | | | | \$412,146 | \$5,793,310 |
| | | | | | | \$6,205,456 |

habitat

Source: ECORP Consulting, Inc.; City of Folsom; EPS.

- [1] The Phase 1 costs shown reflect the Phase 1 SPIF Habitat Mitigation costs included in SPIF Infrastructure Fee Reimbursements that have not been converted to SPIF credit, less SPIF Infrastructure Fee payments made as of July 15, 2020, plus SPIF True-Up amounts. See Table B-1 through Table B-14 for details.
- [2] Oak Woodland mitigation costs are not provided on a per acre basis.
- [3] Mitigation requirement expressed in number of shrubs.

4. Determine the proportionate impact and the appropriate share of costs attributable to each land use:
 - a. Determine the appropriate factor to allocate the cost of required infrastructure improvements by improvement type (presented in this **Chapter 4**).
 - b. Apply the appropriate allocation factor to the anticipated land uses to determine the total number of equivalent dwelling units (EDUs) (see **Tables 17** through **24**).
 - c. Determine the percentage of total EDUs by land use category (**Tables 17** through **24**).
 - d. Multiply the percentage of EDUs by land use category by the total infrastructure cost by improvement type (**Tables 17** through **24**).
 - e. Divide the allocated cost by land use type by the number of units by land use type to determine the justifiable fee per unit (for residential) or by building square feet to determine the justifiable fee per building square feet (for nonresidential).

Tables 17 through **24** show the cost allocations for each infrastructure category.

SPIF Set-Aside Fees

As identified in the Financing Plan, there would be challenges in funding Phase 1 and Phase 2 sewer and off-site water backbone infrastructure required to buildout the FPASP. The 2015 Nexus Study and the 2018 Nexus Study Update included a SPIF Set-Aside Fee which would not be an additional fee, but would comprise a portion of the off-site water component of the SPIF – Infrastructure Fee that Constructing Owners could not transfer from SPIF – Infrastructure Fee reimbursements to credits.

During the implementation of the SPIF Program, the City addressed the need to establish new Set-Aside Fees to expedite the cash flow of additional City-funded SPIF backbone infrastructure facilities: 1) off-site roadway improvements and 2) in this update, a new set-aside for existing water treatment plant and water conveyance upgrades. By Ordinance No. 1293 and Resolution No. 10300, the City adopted the SPIF Off-Site Roads Set-Aside Fee. Furthermore, this 2020 Nexus Study Update includes a proposed Water Treatment Plant Set-Aside Fee so the City can more expeditiously recover incurred costs to upgrade water system facilities that were needed, in part, to serve FPASP buildout.

The sections below describe each Set-Aside Fee in more detail.

SPIF Set-Aside Fee

The Financing Plan identified a particular challenge in funding Phase 1 and Phase 2 sewer and off-site water obligations. In particular, the concept of a SPIF Set-Aside fee was described in the Financing Plan as a way to help address the early sewer and water infrastructure funding challenges. Initial FPASP development is required to pay a SPIF Set-Aside component to address initial water and sewer facility costs. This is a loan of SPIF collections to help cash flow the initial water and sewer costs. It will be repaid or equalized to all properties through the SPIF Program, as well as through the CFD No. 18.

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Dry Utilities

Table 18
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
Infrastructure Cost Allocation: Dry Utilities (2020\$)

| Land Use | Land Uses | | Cost Allocation Basis | | | | | | | Dry Utilities Cost Allocation | | |
|-----------------------------------|-------------------|------------------|-----------------------|--------------|------------------------|-----------------------|-----------------|---------------------|------------------------|-------------------------------|--------------|--------------------|
| | Developable Acres | Units/Sq. Ft. | A-EDU Factor | Total A-EDUs | Distribution of A-EDUs | Assigned Cost-A | B-EDU Factor | Total B-EDUs | Distribution of B-EDUs | Assigned Cost-B | per Acre | per Unit/Sq. Ft. |
| <i>Formula</i> | <i>A</i> | <i>B</i> | <i>C</i> | <i>D=C*A</i> | <i>E=D/Total Acres</i> | <i>F=Total Cost*E</i> | <i>G</i> | <i>H=G*B or G*A</i> | <i>I=H/Subtotal H</i> | <i>J=Subtotal F*I</i> | <i>K=J/A</i> | <i>L=J/B</i> |
| Residential | | <i>units</i> | <i>per acre</i> | | | | <i>per unit</i> | | | | | <i>per unit</i> |
| Single-Family (SF) | 387.1 | 1,268 | 1.00 | 387 | 24.7% | \$7,832,300 | 1.00 | 1,268 | 15.5% | \$4,082,182 | \$10,545 | \$3,219 |
| Single-Family High Density (SFHD) | 577.5 | 3,154 | 1.00 | 577 | 36.8% | \$11,384,858 | 1.00 | 3,154 | 38.6% | \$10,153,945 | \$17,584 | \$3,219 |
| Multifamily Low Density (MLD) | 240.4 | 2,158 | 1.00 | 240 | 15.3% | \$4,739,586 | 0.75 | 1,619 | 19.8% | \$5,210,577 | \$21,675 | \$2,415 |
| Multifamily Medium Density (MMD) | 47.8 | 896 | 1.00 | 48 | 3.0% | \$942,404 | 0.75 | 672 | 8.2% | \$2,163,428 | \$45,260 | \$2,415 |
| Multifamily High Density (MHD) | 64.3 | 1,601 | 1.00 | 64 | 4.1% | \$1,267,711 | 0.75 | 1,201 | 14.7% | \$3,865,678 | \$60,119 | \$2,415 |
| Mixed Use (MU) - Residential | 17.1 | 343 | 1.00 | 17 | 1.1% | \$337,136 | 0.75 | 257 | 3.1% | \$828,187 | \$48,432 | \$2,415 |
| Subtotal | 1,334.2 | 9,420 | | 1,334 | 65.0% | \$26,303,996 | | 8,171 | 100.0% | \$26,303,996 | | |
| Nonresidential | | <i>sq. ft.</i> | <i>per acre</i> | | | | <i>per acre</i> | | | | | <i>per sq. ft.</i> |
| Mixed Use (MU) - Commercial | 11.4 | 100,362 | 1.00 | 11 | 0.7% | \$224,758 | 1.00 | 11 | 4.8% | \$224,758 | \$19,716 | \$2.24 |
| Industrial/Office Park (IND/OP) | 103.4 | 1,353,845 | 1.00 | 103 | 6.6% | \$2,038,787 | 1.00 | 103 | 43.9% | \$2,038,787 | \$19,716 | \$1.51 |
| General Commercial (GC) | 54.0 | 586,970 | 1.00 | 54 | 3.4% | \$1,065,035 | 1.00 | 54 | 22.9% | \$1,065,035 | \$19,716 | \$1.81 |
| Community Commercial (CC) | 24.5 | 235,224 | 1.00 | 25 | 1.6% | \$483,031 | 1.00 | 25 | 10.4% | \$483,031 | \$19,716 | \$2.05 |
| Regional Commercial (RC) | 42.3 | 512,443 | 1.00 | 42 | 2.7% | \$833,969 | 1.00 | 42 | 18.0% | \$833,969 | \$19,716 | \$1.63 |
| Subtotal | 235.6 | 2,788,844 | | 236 | 15.0% | \$4,645,580 | | 236 | 100.0% | \$4,645,580 | | |
| Total Project | 1,569.8 | | | 1,570 | 100.0% | \$30,949,576 | | | | \$30,949,576 | | |

du alloc

Source: MacKay & Soms; EPS

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Table 19
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
Infrastructure Cost Allocation: On-Site Potable Water (2020\$)

**On-Site
 Potable Water**

| Land Use | Land Uses Excluding Folsom Heights | | Cost Allocation Basis | | | Water Cost Allocation | | |
|-----------------------------------|--|-------------------|-----------------------|-------------------|---------------------------|-----------------------|--------------|----------------------|
| | Dev. Acres | Units/ Sq. Ft. | Water Demand [1] | Total Demand | Distribution of Demand | Assigned Cost | per Acre | per Unit/ Sq. Ft. |
| <i>Formula</i> | <i>A</i> | <i>B</i> | <i>C</i> | <i>D=C*A or B</i> | <i>E=D/Total Demand</i> | <i>F=Total Cost*E</i> | <i>G=F/A</i> | <i>H=F/B</i> |
| Residential | | <i>units</i> | <i>per unit</i> | | | | | <i>per unit</i> |
| Single-Family (SF) | 344.7 | 1,134 | 0.59 | 669 | 21.6% | \$11,342,477 | \$32,903 | \$10,002 |
| Single-Family High Density (SFHD) | 522.4 | 2,881 | 0.37 | 1,066 | 34.3% | \$18,071,234 | \$34,593 | \$6,273 |
| Multifamily Low Density (MLD) | 225.5 | 2,035 | 0.23 | 468 | 15.1% | \$7,934,784 | \$35,190 | \$3,899 |
| Multifamily Medium Density (MMD) | 47.8 | 896 | 0.19 | 170 | 5.5% | \$2,886,054 | \$60,378 | \$3,221 |
| Multifamily High Density (MHD) | 64.3 | 1,601 | 0.18 | 288 | 9.3% | \$4,885,474 | \$75,979 | \$3,052 |
| Mixed Use (MU) - Residential | 17.1 | 343 | 0.16 | 55 | 1.8% | \$930,373 | \$54,408 | \$2,712 |
| Subtotal | 1,221.8 | 8,890 | | 2,716 | 87.5% | \$46,050,395 | | |
| Nonresidential | | <i>sq. ft.</i> | <i>per acre</i> | | | | | <i>per sq. ft.</i> |
| Mixed Use (MU) - Commercial | 11.4 | 100,362 | 1.64 | 19 | 0.6% | \$316,951 | \$27,803 | \$3.16 |
| Industrial/Office Park (IND/OP) | 103.4 | 1,353,845 | 1.97 | 204 | 6.6% | \$3,453,597 | \$33,397 | \$2.55 |
| General Commercial (GC) | 42.5 | 461,297 | 1.54 | 65 | 2.1% | \$1,109,036 | \$26,107 | \$2.40 |
| Community Commercial (CC) | 24.5 | 235,224 | 1.54 | 38 | 1.2% | \$639,631 | \$26,107 | \$2.72 |
| Regional Commercial (RC) | 42.3 | 512,443 | 1.46 | 62 | 2.0% | \$1,046,974 | \$24,751 | \$2.04 |
| Subtotal | 224.1 | 2,663,171 | | 387 | 12.5% | \$6,566,189 | | |
| Total Project | 1,445.9 | | | 3,104 | 100.0% | \$52,616,584 | | |

p-water alloc

Source: Folsom Specific Plan Area Water Supply Assessment (June 2010), MacKay & Somps, EPS

[1] Residential: acre feet/dwelling unit/year; nonresidential: acre feet/acre/year

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**Off-Site
Potable Water**

**Table 20
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
Infrastructure Cost Allocation: Off-Site Potable Water (2020\$)**

| Land Use | Land Uses Excluding Folsom Heights | | Cost Allocation Basis | | | Water Cost Allocation | | |
|-----------------------------------|--|-------------------|-----------------------|-------------------|---------------------------|-----------------------|--------------|----------------------|
| | Dev. Acres | Units/ Sq. Ft. | Water Demand [1] | Total Demand | Distribution of Demand | Assigned Cost | per Acre | per Unit/ Sq. Ft. |
| <i>Formula</i> | <i>A</i> | <i>B</i> | <i>C</i> | <i>D=C*A or B</i> | <i>E=D/Total Demand</i> | <i>F=Total Cost*E</i> | <i>G=F/A</i> | <i>H=F/B</i> |
| Residential | | <i>units</i> | <i>per unit</i> | | | | | <i>per unit</i> |
| Single-Family (SF) | 344.7 | 1,134 | 0.59 | 669 | 21.6% | \$5,649,331 | \$16,388 | \$4,982 |
| Single-Family High Density (SFHD) | 522.4 | 2,881 | 0.37 | 1,066 | 34.3% | \$9,000,713 | \$17,230 | \$3,124 |
| Multifamily Low Density (MLD) | 225.5 | 2,035 | 0.23 | 468 | 15.1% | \$3,952,066 | \$17,527 | \$1,942 |
| Multifamily Medium Density (MMD) | 47.8 | 896 | 0.19 | 170 | 5.5% | \$1,437,453 | \$30,072 | \$1,604 |
| Multifamily High Density (MHD) | 64.3 | 1,601 | 0.18 | 288 | 9.3% | \$2,433,301 | \$37,843 | \$1,520 |
| Mixed Use (MU) - Residential | 17.1 | 343 | 0.16 | 55 | 1.8% | \$463,389 | \$27,099 | \$1,351 |
| Subtotal | 1,221.8 | 8,890 | | 2,716 | 87.5% | \$22,936,253 | | |
| Nonresidential | | <i>sq. ft.</i> | <i>per acre</i> | | | | | <i>per sq. ft.</i> |
| Mixed Use (MU) - Commercial | 11.4 | 100,362 | 1.64 | 19 | 0.6% | \$157,863 | \$13,848 | \$1.57 |
| Industrial/Office Park (IND/OP) | 103.4 | 1,353,845 | 1.97 | 204 | 6.6% | \$1,720,128 | \$16,634 | \$1.27 |
| General Commercial (GC) | 42.5 | 461,297 | 1.54 | 65 | 2.1% | \$552,376 | \$13,003 | \$1.20 |
| Community Commercial (CC) | 24.5 | 235,224 | 1.54 | 38 | 1.2% | \$318,580 | \$13,003 | \$1.35 |
| Regional Commercial (RC) | 42.3 | 512,443 | 1.46 | 62 | 2.0% | \$521,465 | \$12,328 | \$1.02 |
| Subtotal | 224.1 | 2,663,171 | | 387 | 12.5% | \$3,270,412 | | |
| Total Project | 1,445.9 | | | 3,104 | 100.0% | \$26,206,665 | | |

off water alloc

Source: Folsom Specific Plan Area Water Supply Assessment (June 2010), MacKay & Soms, EPS

[1] Residential: acre feet/dwelling unit/year; nonresidential: acre feet/acre/year

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Table 21
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
Infrastructure Cost Allocation: Recycled Water (2020\$)

| |
|----------------|
| Recycled Water |
|----------------|

| Land Use | Land Uses Excluding Folsom Heights | | Cost Allocation Basis | | | Water Cost Allocation | | |
|-----------------------------------|--|-------------------|-----------------------|-------------------|---------------------------|-----------------------|--------------|----------------------|
| | Dev. Acres | Units/ Sq. Ft. | Water Demand [1] | Total Demand | Distribution of Demand | Assigned Cost | per Acre | per Unit/ Sq. Ft. |
| <i>Formula</i> | <i>A</i> | <i>B</i> | <i>C</i> | <i>D=C*A or B</i> | <i>E=D/Total Demand</i> | <i>F=Total Cost*E</i> | <i>G=F/A</i> | <i>H=F/B</i> |
| Residential | | <i>units</i> | <i>per unit</i> | | | | | <i>per unit</i> |
| Single-Family (SF) | 344.7 | 1,134 | 0.59 | 669 | 21.6% | \$3,412,691 | \$9,900 | \$3,009 |
| Single-Family High Density (SFHD) | 522.4 | 2,881 | 0.37 | 1,066 | 34.3% | \$5,437,220 | \$10,408 | \$1,887 |
| Multifamily Low Density (MLD) | 225.5 | 2,035 | 0.23 | 468 | 15.1% | \$2,387,394 | \$10,588 | \$1,173 |
| Multifamily Medium Density (MMD) | 47.8 | 896 | 0.19 | 170 | 5.5% | \$868,347 | \$18,166 | \$969 |
| Multifamily High Density (MHD) | 64.3 | 1,601 | 0.18 | 288 | 9.3% | \$1,469,927 | \$22,860 | \$918 |
| Mixed Use (MU) - Residential | 17.1 | 343 | 0.16 | 55 | 1.8% | \$279,928 | \$16,370 | \$816 |
| Subtotal | 1,221.8 | 8,890 | | 2,716 | 87.5% | \$13,855,508 | | |
| Nonresidential | | <i>sq. ft.</i> | <i>per acre</i> | | | | | <i>per sq. ft.</i> |
| Mixed Use (MU) - Commercial | 11.4 | 100,362 | 1.64 | 19 | 0.6% | \$95,363 | \$8,365 | \$0.95 |
| Industrial/Office Park (IND/OP) | 103.4 | 1,353,845 | 1.97 | 204 | 6.6% | \$1,039,108 | \$10,048 | \$0.77 |
| General Commercial (GC) | 42.5 | 461,297 | 1.54 | 65 | 2.1% | \$333,684 | \$7,855 | \$0.72 |
| Community Commercial (CC) | 24.5 | 235,224 | 1.54 | 38 | 1.2% | \$192,450 | \$7,855 | \$0.82 |
| Regional Commercial (RC) | 42.3 | 512,443 | 1.46 | 62 | 2.0% | \$315,011 | \$7,447 | \$0.61 |
| Subtotal | 224.1 | 2,663,171 | | 387 | 12.5% | \$1,975,616 | | |
| Total Project | 1,445.9 | | | 3,104 | 100.0% | \$15,831,124 | | |

rwater alloc

Source: Folsom Specific Plan Area Water Supply Assessment (June 2010), MacKay & Soms, EPS

[1] Residential: acre feet/dwelling unit/year; nonresidential: acre feet/acre/year

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Table 22
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
Infrastructure Cost Allocation: Sewer (2020\$)

Sewer

| Land Use | Land Uses Excluding Folsom Heights | | Cost Allocation Basis | | | Sewer Cost Allocation | | |
|-----------------------------------|------------------------------------|------------------|-------------------------------|-----------------------------|-----------------------|-----------------------|--------------|--------------------|
| | Dev. Acres | Units/ Sq. Ft. | ESDs per Unit/ 1k Sq. Ft. [1] | Total EDUs | Distribution of EDUs | Assigned Cost | per Acre | per Unit/ Sq. Ft. |
| <i>Formula</i> | A | B | C | <i>D=B*C or D=B/1,000*C</i> | <i>E=D/Total EDUs</i> | <i>F=Total Cost*E</i> | <i>G=F/A</i> | <i>H=F/B</i> |
| Residential | | <i>units</i> | <i>per unit</i> | | | | | <i>per unit</i> |
| Single-Family (SF) | 344.7 | 1,134 | 1.00 | 1,134 | 14.0% | \$1,307,894 | \$3,794 | \$1,153 |
| Single-Family High Density (SFHD) | 522.4 | 2,881 | 1.00 | 2,881 | 35.7% | \$3,322,789 | \$6,361 | \$1,153 |
| Multifamily Low Density (MLD) | 225.5 | 2,035 | 0.75 | 1,526 | 18.9% | \$1,760,294 | \$7,807 | \$865 |
| Multifamily Medium Density (MMD) | 47.8 | 896 | 0.75 | 672 | 8.3% | \$775,048 | \$16,214 | \$865 |
| Multifamily High Density (MHD) | 64.3 | 1,601 | 0.75 | 1,201 | 14.9% | \$1,384,880 | \$21,538 | \$865 |
| Mixed Use (MU) - Residential | 17.1 | 343 | 0.75 | 257 | 3.2% | \$296,698 | \$17,351 | \$865 |
| Subtotal | 1,221.8 | 8,890 | | 7,671 | 95.0% | \$8,847,603 | | |
| Nonresidential | | <i>sq. ft.</i> | <i>per 1k sq. ft.</i> | | | | | <i>per sq. ft.</i> |
| Mixed Use (MU) - Commercial | 11.4 | 100,362 | 0.10 | 10 | 0.1% | \$11,575 | \$1,015 | \$0.12 |
| Industrial/Office Park (IND/OP) | 103.4 | 1,353,845 | 0.20 | 271 | 3.4% | \$312,290 | \$3,020 | \$0.23 |
| General Commercial (GC) | 42.5 | 461,297 | 0.10 | 46 | 0.6% | \$53,203 | \$1,252 | \$0.12 |
| Community Commercial (CC) | 24.5 | 235,224 | 0.10 | 24 | 0.3% | \$27,129 | \$1,107 | \$0.12 |
| Regional Commercial (RC) | 42.3 | 512,443 | 0.10 | 51 | 0.6% | \$59,102 | \$1,397 | \$0.12 |
| Subtotal | 224.1 | 2,663,171 | | 402 | 5.0% | \$463,301 | | |
| Total Project | 1,445.9 | | | 8,073 | 100.0% | \$9,310,904 | | |

sewer alloc

Source: MacKay & Somp; SASD; EPS.

[1] Reflects Sacramento Area Sewer District (SAS) ESD factors for monthly rates.

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Table 23
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
Infrastructure Cost Allocation: Storm Drainage (2020\$)

| |
|-----------------------|
| Storm Drainage |
|-----------------------|

| Land Use | Land Uses | | Cost Allocation Basis | | | Drainage Cost Allocation | | |
|-----------------------------------|-------------------|------------------|--------------------------|--------------|-----------------------|--------------------------|--------------|--------------------|
| | Developable Acres | Units/Sq. Ft. | Impervious Area per Acre | Total EDUs | Distribution of EDUs | Assigned Cost | per Acre | per Unit/Sq. Ft. |
| <i>Formula</i> | <i>A</i> | <i>B</i> | <i>C</i> | <i>D=C*A</i> | <i>E=D/Total EDUs</i> | <i>F=Total Cost*E</i> | <i>G=F/A</i> | <i>H=F/B</i> |
| Residential | | <i>units</i> | | | | | | <i>per unit</i> |
| Single-Family (SF) | 387.1 | 1,268 | 0.25 | 97 | 12.3% | \$8,740,778 | \$22,579 | \$6,893 |
| Single-Family High Density (SFHD) | 577.5 | 3,154 | 0.40 | 231 | 29.4% | \$20,861,344 | \$36,126 | \$6,614 |
| Multifamily Low Density (MLD) | 240.4 | 2,158 | 0.60 | 144 | 18.4% | \$13,027,058 | \$54,190 | \$6,037 |
| Multifamily Medium Density (MMD) | 47.8 | 896 | 0.70 | 33 | 4.3% | \$3,021,969 | \$63,221 | \$3,373 |
| Multifamily High Density (MHD) | 64.3 | 1,601 | 0.80 | 51 | 6.6% | \$4,645,848 | \$72,253 | \$2,902 |
| Mixed Use (MU) - Residential | 17.1 | 343 | 0.90 | 15 | 2.0% | \$1,389,961 | \$81,284 | \$4,052 |
| Subtotal | 1,334.2 | 9,420 | | 572 | 73.0% | \$51,686,958 | | |
| Nonresidential | | <i>sq. ft.</i> | | | | | | <i>per sq. ft.</i> |
| Mixed Use (MU) - Commercial | 11.4 | 100,362 | 0.90 | 10 | 1.3% | \$926,641 | \$81,284 | \$9.23 |
| Industrial/Office Park (IND/OP) | 103.4 | 1,353,845 | 0.90 | 93 | 11.9% | \$8,405,607 | \$81,284 | \$6.21 |
| General Commercial (GC) | 54.0 | 586,970 | 0.90 | 49 | 6.2% | \$4,390,976 | \$81,284 | \$7.48 |
| Community Commercial (CC) | 24.5 | 235,224 | 0.90 | 22 | 2.8% | \$1,991,465 | \$81,284 | \$8.47 |
| Regional Commercial (RC) | 42.3 | 512,443 | 0.90 | 38 | 4.9% | \$3,438,325 | \$81,284 | \$6.71 |
| Subtotal | 235.6 | 2,788,844 | | 212 | 27.0% | \$19,153,013 | | |
| Total Project | 1,569.8 | | | 784 | 100.0% | \$70,839,972 | | |

drain alloc

Source: MacKay & Soms, EPS

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Table 24
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
Infrastructure Cost Allocation: Habitat Mitigation (2020\$)

| |
|--------------------|
| Habitat Mitigation |
|--------------------|

| Land Use | Land Uses | | Cost Allocation Basis | | | Habitat Mitigation Cost Allocation | | |
|-----------------------------------|-------------------|-------------------|-----------------------|--------------|------------------------|------------------------------------|--------------|----------------------|
| | Developable Acres | Units/ Sq. Ft. | EDU Factor | Total EDUs | Distribution of EDUs | Assigned Cost | per Acre | per Unit/ Sq. Ft. |
| <i>Formula</i> | <i>A</i> | <i>B</i> | <i>C</i> | <i>D=C*A</i> | <i>E=D/Total Acres</i> | <i>F=Total Cost*E</i> | <i>G=F/A</i> | <i>H=F/B</i> |
| Residential | | <i>units</i> | <i>per acre</i> | | | | | <i>per unit</i> |
| Single-Family (SF) | 387.1 | 1,268 | 1.00 | 387 | 24.7% | \$1,530,292 | \$3,953 | \$1,207 |
| Single-Family High Density (SFHD) | 577.5 | 3,154 | 1.00 | 577 | 36.8% | \$2,282,688 | \$3,953 | \$724 |
| Multifamily Low Density (MLD) | 240.4 | 2,158 | 1.00 | 240 | 15.3% | \$950,297 | \$3,953 | \$440 |
| Multifamily Medium Density (MMD) | 47.8 | 896 | 1.00 | 48 | 3.0% | \$188,954 | \$3,953 | \$211 |
| Multifamily High Density (MHD) | 64.3 | 1,601 | 1.00 | 64 | 4.1% | \$254,179 | \$3,953 | \$159 |
| Mixed Use (MU) - Residential | 17.1 | 343 | 1.00 | 17 | 1.1% | \$67,597 | \$3,953 | \$197 |
| Subtotal | 1,334.2 | 9,420 | | 1,334 | 85.0% | \$5,274,008 | | |
| Nonresidential | | <i>sq. ft.</i> | <i>per acre</i> | | | | | <i>per sq. ft.</i> |
| Mixed Use (MU) - Commercial | 11.4 | 100,362 | 1.00 | 11 | 0.7% | \$45,064 | \$3,953 | \$0.45 |
| Industrial/Office Park (IND/OP) | 103.4 | 1,353,845 | 1.00 | 103 | 6.6% | \$408,781 | \$3,953 | \$0.30 |
| General Commercial (GC) | 54.0 | 586,970 | 1.00 | 54 | 3.4% | \$213,542 | \$3,953 | \$0.36 |
| Community Commercial (CC) | 24.5 | 235,224 | 1.00 | 25 | 1.6% | \$96,849 | \$3,953 | \$0.41 |
| Regional Commercial (RC) | 42.3 | 512,443 | 1.00 | 42 | 2.7% | \$167,212 | \$3,953 | \$0.33 |
| Subtotal | 235.6 | 2,788,844 | | 236 | 15.0% | \$931,449 | | |
| Total Project | 1,569.8 | | | 1,570 | 100.0% | \$6,205,456 | | |

hab alloc

Source: ECORP Consulting, Inc.; MacKay & Soms; EPS

The SPIF Set-Aside applies to the first 2,500 FPASP dwelling units that are subject to the SPIF, excluding Folsom Heights. The SPIF Set-Aside amount is a total of approximately \$5.1 million. **Table 25** shows the SPIF Set-Aside amounts by FPASP land use category. Unless a developer/property owner has advance-funded eligible SPIF Set-Aside infrastructure and has executed a Reimbursement and Fee Credit Agreement through the City for the SPIF-Set Aside infrastructure, such developer/property owner may not take a fee credit against the SPIF-Set Aside component.

The SPIF Set-Aside will be used to fund 100 percent of the Phase 1 water costs with any remaining amounts to offset a portion of the Phase 1 sewer list station costs.

The SPIF Set-Aside is a temporary loan of SPIF collections to help cash flow the initial water and sewer facility costs, primarily Phase 1 water and sewer costs. Because the SPIF Set-Aside is a loan for cash flow reasons, it is repaid or equalized to all properties through the SPIF Program, as well as through the CFD No. 18.

Any developer/property owner who pays the SPIF Set-Aside and is not repaid through credits shall be reimbursed either through cash reimbursements from SPIF collections or CFD bond proceeds or with fee credits on SPIF payments.

SPIF Off-Site Roads Set-Aside Fee

The SPIF off-site roadway improvements are anticipated to cost approximately \$2.2 million, which would be shared evenly between revenues generated through the City's Major Road Fee Program – an impact fee charged to new development in the City occurring north of U.S. Route 50 – and the SPIF Fee Program. As shown in **Table 7** of this 2020 Nexus Study Update, approximately \$1.1 million in off-site roadway improvements are allocated to new FPASP development.

However, until June 2019, the SPIF Fee Program did not include an effective mechanism by which the City could accrue the SPIF-portion of off-site roadway improvement funds to construct the facilities. Therefore, on June 11, 2019, the City adopted Ordinance No. 1293 and Resolution No. 10300 which amended the SPIF Program to incorporate the SPIF Off-Site Roads Set-Aside Fee. This new set-aside fee is to be charged to all residential and nonresidential FPASP development at the issuance of a building permit until the City has accrued approximately \$1.1 million (2020\$). When adopted, the SPIF Off-Site Roads Set-Aside Fee was established at \$200 per EDU to new FPASP residential and nonresidential land uses. **Table 26** shows the FY 2020-2021 SPIF Off-Site Roads Set-Aside Fee.

SPIF Water Treatment Plant Set-Aside Fee

As stipulated in the Water Supply Agreement between the City and the property owners, the FPASP development is responsible for reimbursing the City for having incurred past expenses to expand the water treatment facility and associated conveyance improvements. Therefore, the 2018 Nexus Study Update included approximately \$13.4 million (2017\$) in Water Supply Agreement existing facilities, of which \$5.7 million is to be funded by CFD No. 18 PAYGO revenue and \$7.7 million is included in the SPIF – Infrastructure Fee.

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Table 25
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
SPIF Set-Aside (Water & Sewer)

| Residential Land Use [1] | SPIF Set-Aside per Unit | |
|-----------------------------------|-------------------------|--------------------------|
| | FY 2019-2020 | Proposed FY 2020-2021 |
| <i>Annual Escalation Rate [2]</i> | | 2.25% |
| Single-Family (SF) | \$3,313 | \$3,388 |
| Single-Family High Density (SFHD) | \$2,078 | \$2,125 |
| Multifamily Low Density (MLD) | \$1,292 | \$1,321 |
| Multifamily Medium Density (MMD) | \$1,067 | \$1,091 |
| Multifamily High Density (MHD) | \$1,011 | \$1,034 |
| Mixed Use (MU) - Residential | \$899 | \$919 |

set aside

Source: Engineering-News Record; EPS.

[1] SPIF Set-Aside is not applicable to nonresidential uses.

[2] Per Chapter 3.130.030 of the Folsom Municipal Code, the City's Finance Director's determination of general changes in annual construction costs may be based upon averaging the Construction Cost Index (CCI) for twenty cities and for San Francisco, as published in the Engineering News-Record publication for the preceding 12 months ending in December of the prior calendar year. See Table O-2 and Table O-1 for details.

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Table 26
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
SPIF Off-Site Roads Set-Aside Fee [1]

| Land Use | SPIF Off-Site Roads Set-Aside Fee | |
|-----------------------------------|--------------------------------------|--------------------------|
| | FY 2019-2020 | Proposed FY 2020-2021 |
| <i>Annual Escalation Rate [2]</i> | | 2.25% |
| Residential | <i>per unit</i> | |
| Single-Family (SF) | \$220 | \$225 |
| Single-Family High Density (SFHD) | \$200 | \$205 |
| Multifamily Low Density (MLD) | \$180 | \$184 |
| Multifamily Medium Density (MMD) | \$160 | \$164 |
| Multifamily High Density (MHD) | \$150 | \$153 |
| Mixed Use (MU) - Residential | \$140 | \$143 |
| Nonresidential | <i>per bldg. sq. ft.</i> | |
| Mixed Use (MU) - Commercial | \$0.27 | \$0.28 |
| Industrial/Office Park (IND/OP) | \$0.23 | \$0.24 |
| General Commercial (GC) | \$0.32 | \$0.33 |
| Community Commercial (CC) | \$0.28 | \$0.29 |
| Regional Commercial (RC) | \$0.23 | \$0.24 |

road sa

Source: Engineering-News Record; EPS.

- [1] In June 2019, the City adopted Ordinance No. 1293 and Resolution No. 10300 to amend the SPIF Ordinance and allow the adoption of a new Off-Site Roads Set-Aside Fee. This set-aside fee is not additive to the SPIF Program, and is similar to the existing SPIF Set-Aside for water and sewer facilities. The SPIF Off-Site Roads Set-Aside Fee is non-creditable with SPIF Infrastructure Fee Reimbursements and is required for the issuance of a building permit.
- [2] Per Chapter 3.130.030 of the Folsom Municipal Code, the City's Finance Director's determination of general changes in annual construction costs may be based upon averaging the Construction Cost Index (CCI) for twenty cities and for San Francisco, as published in the Engineering News-Record publication for the preceding 12 months ending in December of the prior calendar year. See Table O-2 and Table O-1 for details.

However, the SPIF Program does not include a mechanism by which the City can efficiently be reimbursed for these existing improvements in a time frame acceptable to the City. Therefore, the City proposes the estimated remaining FPASP land uses indicated in **Table 5** pay a SPIF Water Treatment Plant Set-Aside Fee, a non-reimbursable component that is required for all estimated remaining FPASP land uses, excluding Folsom Heights, at the issuance of a building permit. However, the FPASP land uses that have satisfied the SPIF Fee Program obligation, as mentioned in **Chapter 2**, will not pay the proposed SPIF Water Treatment Plant Set-Aside Fee, as these final map-approved projects have satisfied this obligation through the transfer of SPIF – Infrastructure Fee Reimbursements to SPIF – Infrastructure Fee Credits or SPIF Fee Program cash payment. To recoup those costs, the City will submit a SPIF Fee Program Reimbursement Agreement to be reimbursed by FPASP developers through the SPIF Fee Program. To calculate the SPIF Water Treatment Plant Set-Aside Fee, the proportion of water treatment plant and associated conveyance facilities costs owed by the remaining undeveloped FPASP land uses were allocated to all remaining FPASP land uses, excluding Folsom Heights. These costs were allocated to the land uses using the same allocation methodology shown in **Table 23**.

Table 27 shows the Water Treatment Plant Set-Aside Fee cost allocation and calculated fees. **Appendix K** includes the supporting analysis.

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Table 27
City of Folsom
SPIF Implementation
Infrastructure Cost Allocation: FPASP Portion of City Water Treatment Plant Expansion - Remaining (2020\$)

FPASP Portion of
City Water Treatment
Plant Expansion
Remaining Land Uses

| Land Use | Land Uses Excluding Folsom Heights | | Cost Allocation Basis | | | Water Cost Allocation | | |
|-----------------------------------|------------------------------------|------------------|-----------------------|-------------------|-------------------------|-----------------------|--------------|--------------------|
| | Dev. Acres [1] | Units/ Sq. Ft. | Water Demand [2] | Total Demand | Distribution of Demand | Assigned Cost [3] | per Acre | per Unit/ Sq. Ft. |
| <i>Formula</i> | <i>A</i> | <i>B</i> | <i>C</i> | <i>D=C*A or B</i> | <i>E=D/Total Demand</i> | <i>F=Total Cost*E</i> | <i>G=F/A</i> | <i>H=F/B</i> |
| Residential | | <i>units</i> | <i>per unit</i> | | | | | <i>per unit</i> |
| Single-Family (SF) | 344.7 | 1,134 | 0.59 | 669 | 21.6% | \$1,481,252 | \$4,297 | \$1,306 |
| Single-Family High Density (SFHD) | 522.4 | 2,881 | 0.37 | 1,066 | 34.3% | \$2,359,982 | \$4,518 | \$819 |
| Multifamily Low Density (MLD) | 225.5 | 2,035 | 0.23 | 468 | 15.1% | \$1,036,230 | \$4,596 | \$509 |
| Multifamily Medium Density (MMD) | 47.8 | 896 | 0.19 | 170 | 5.5% | \$376,899 | \$7,885 | \$421 |
| Multifamily High Density (MHD) | 64.3 | 1,601 | 0.18 | 288 | 9.3% | \$638,010 | \$9,922 | \$399 |
| Mixed Use (MU) - Residential | 17.1 | 343 | 0.16 | 55 | 1.8% | \$121,500 | \$7,105 | \$354 |
| Subtotal | 1,221.8 | 8,890 | | 2,716 | 87.5% | \$6,013,874 | | |
| Nonresidential | | <i>sq. ft.</i> | <i>per acre</i> | | | | | <i>per sq. ft.</i> |
| Mixed Use (MU) - Commercial | 11.4 | 100,362 | 1.64 | 19 | 0.6% | \$41,392 | \$3,631 | \$0.41 |
| Office Park (OP) | 103.4 | 1,353,845 | 1.97 | 204 | 6.6% | \$451,017 | \$4,361 | \$0.33 |
| General Commercial (GC) | 42.5 | 461,297 | 1.54 | 65 | 2.1% | \$144,833 | \$3,409 | \$0.31 |
| Community Commercial (CC) | 24.5 | 235,224 | 1.54 | 38 | 1.2% | \$83,532 | \$3,409 | \$0.36 |
| Regional Commercial (RC) | 42.3 | 512,443 | 1.46 | 62 | 2.0% | \$136,728 | \$3,232 | \$0.27 |
| Subtotal | 224.1 | 2,663,171 | | 387 | 12.5% | \$857,500 | | |
| Total Project | 1,445.9 | | | 3,104 | 100.0% | \$6,871,374 | | |

wtp remaining alloc

Source: Folsom Specific Plan Area Water Supply Assessment (June 2010), MacKay & Soms, EPS

[1] Residential acreage in this table does not reflect the reduction of the estimated acreage of residential subdivisions which have processed final maps.

[2] Residential: acre feet/dwelling unit/year; nonresidential: acre feet/acre/year

[3] See Table K-7.

4. SPIF—PARKLAND EQUALIZATION FEE COMPONENT

Purpose

As indicated in the Specific Plan document, the entire FPASP area was identified as providing 125.1 acres of land to be dedicated as neighborhood and community parkland; however, the required park acreage has increased based on the increase in residential units in the SPAs through June 30, 2016. The required parkland included in this Nexus Study update is 140.3 acres.

As identified in the Specific Plan document the FPASP is to include several neighborhood and local park sites and these 2 community park sites: Community Park West and Community Park East. As designed, except for the Owner Subarea that contains the Community Park West or Alternate Park West Site, the amount of parkland dedication in each other Owner Subarea is less than that owner's proportionate share of total dedicated parkland, using an approach to determining parkland requirements that is similar to that set forth in the City's Quimby Ordinance, Folsom Municipal Code (FMC) section 16.32.040.

The City typically uses the process outlined in FMC section 16.32.040 to determine a project's parkland requirement; however, in the FPASP, the City will not collect fees pursuant to FMC section 16.32.040 as the owners are required to dedicate parkland. Rather, the City imposes a SPIF—Parkland Equalization Fee (or Parkland Equalization Fee). The sole purpose of the Parkland Equalization Fee is to provide a mechanism to reimburse owners who have over-dedicated land in the FPASP relative to their proportionate share of the FPASP Parkland Requirement. The Parkland Equalization Fee is in place of the City's FMC section 16.32.040 Quimby ordinance requirements and is designed to provide a mechanism for an under-dedicating owner to pay the over-dedicating owner for its share of the FPASP parkland dedications in excess of the under-dedicating owner's actual parkland dedications. For purposes of the Parkland Equalization Fee, an under-dedicating land owner is a property owner who, in his or her Owner Subarea, is dedicating less parkland than his or her proportionate share. An over-dedicating land owner is a property owner who, in his or her Owner Subarea, is dedicating more parkland than his or her proportionate share. The method to determine each owner's proportionate share of FPASP parkland is described in this chapter.

The City and property owners have agreed in the Amended and Restated Development Agreement (ARDA) (Section 3.8.5) that the number of parkland acres will not change with a reduction in the number of units that might be entitled in the FPASP, nor will offers to dedicate additional parkland be credited against an owner's FPASP Parkland Requirement. The property owner of the Community Park West or Alternate Park West Site, as applicable, that is dedicated to the City in the FPASP will dedicate land in excess of its FPASP Parkland Requirement, as defined herein, and the remaining owners in the FPASP will under-dedicate. Parkland Equalization Fee revenues collected by the City would be paid to the owner of the Community Park West or Alternate Park West Site once the owner of the applicable Community Park West Site has given to the City an Irrevocable Offer of Dedication for such Community Park Site.

Parkland Definition, Requirement, and Determination

Parkland Acreage Definition

Measurements and calculation of parkland acreage shall be based on net acres (rounded to the nearest 1/100th of an acre)⁸. Net acreage will be measured by the physical acreage of the parcel excluding all areas associated with major backbone roadways and other backbone public facilities (e.g., water storage tanks and sewer lift stations) and excluding acreage associated in any internal subdivision roads. For purposes of this fee component, net acreage shall equal the area measured from the property line where a park abuts a private property parcel and measured from the back of the curb where a street is adjacent to a park.

FPASP Parkland Requirement

The City Parks and Recreation Director or his or her designee shall determine the amount of parkland required in an Owner Subarea during the planning process, through which small lot tentative maps would be considered by the City. For purposes of determining required parkland, the Parks and Recreation Director shall use the FPASP Parkland Requirement factors in **Table 28**, which are based on the total dedicated parkland in the FPASP. In addition, **Table 28** provides the estimated parkland allocation cost per unit, based on the proposed FY 2020-2021 parkland valuation of \$418,667 per acre (land valuation methodology described further below).

These factors vary slightly from the factors used in the City's existing Quimby Fee In-lieu of Land Dedication Ordinance, FMC section 16.32.040, because the total required parkland in the Specific Plan document exceeded the amount of parkland that would have been required if the City's standard ratios had applied. The additional potential parkland acreage primarily is associated with Community Parks.

Table 29 shows the FPASP Parkland Requirement for each Owner Subarea based on the FPASP land uses approved as of June 30, 2016. As shown in **Map 1** (in **Chapter 1**), the Owner Subareas are defined as each area wherein a property owner and the City entered into a Tier 2 Development Agreement and such area was designated on Exhibit 4.3 of that respective Development Agreement. Although there are 3 properties for which a Tier 2 Development Agreement was not executed, these areas are still designated as an Owner Subarea for purposes of this chapter.

Computing the FPASP Parkland Requirement with the Specific Plan document parkland acreage and FPASP land uses should make the process of handling rezones easier to accommodate. For example, in the event of downzones, neither the City nor property owners shall change the total amount of parkland required in the entire Specific Plan document. However, any project that receives a rezone approval for a less dense project before the Nexus Study Update would have a lower FPASP Parkland Requirement as compared to before the rezone. To ensure the property owner who ultimately will dedicate the Community Park West Site (or Alternate Park West Site)

⁸ The 2015 Nexus Study and the 2018 Nexus Study Update stipulated the calculated required acreage for parkland and public facility land dedication be rounded to the nearest 1/10th of an acre. However, the City, property owners, and Administrator recognize this rounding may create inaccuracies in required or dedicated acreage. Therefore, all parties have agreed to round the required or dedicated parkland and public facility land acreage to the nearest 1/100th of an acre.

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Table 28
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
SPIF Parkland Equalization Allocation (2020\$)

Parkland Equalization Allocation

| Land Use | Land Uses [1] | | Allocation Basis | | | Parkland Allocation | | |
|---------------------------------------|-------------------|----------------|-----------------------|----------------|--------------------------------|------------------------|-----------------------------|---------------------------|
| | Developable Acres | Units/ Sq. Ft. | Persons per Household | Persons Served | Distribution of Persons Served | Assigned Acres | Parkland Requirement Factor | Cost per Unit |
| <i>Formula</i> | <i>A</i> | <i>B</i> | <i>C</i> | <i>D=C*B</i> | <i>E=D/Total EDUs</i> | <i>F=Total Acres*E</i> | <i>H=F/B</i> | <i>H*Cost/Acre</i> |
| Residential | | <i>units</i> | | | | | <i>per unit</i> | |
| Single-Family (SF) | 467.6 | 1,535 | 2.92 | 4,482 | 16.0% | 22.5 | 0.0146 | \$6,129 |
| Single-Family High Density (SFHD) [1] | 822.0 | 4,567 | 2.92 | 13,336 | 47.7% | 66.9 | 0.0146 | \$6,129 |
| Multifamily Low Density (MLD) [1] | 278.9 | 2,395 | 1.94 | 4,646 | 16.6% | 23.3 | 0.0097 | \$4,072 |
| Multifamily Medium Density (MMD) | 47.8 | 896 | 1.94 | 1,738 | 6.2% | 8.7 | 0.0097 | \$4,072 |
| Multifamily High Density (MHD) | 64.3 | 1,601 | 1.94 | 3,106 | 11.1% | 15.6 | 0.0097 | \$4,072 |
| Mixed Use (MU) - Residential | 17.1 | 343 | 1.94 | 665 | 2.4% | 3.3 | 0.0097 | \$4,072 |
| Total | 1,697.7 | 11,337 | | 27,974 | 100.0% | 140.3 | | \$418,667 per acre |

parkland alloc

Source: MacKay & Soms, EPS

[1] Reflects the land uses as of June 30, 2016.

[2] For purposes of calculating the SPIF Parkland Equalization Fee, 114 MLD dwelling units in Russell Ranch are calculated as SFHD; therefore, 114 dwelling units were added to SFHD and consequently, 114 dwelling units were reduced from MLD in this table.

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Table 29
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
SPIF Parkland Obligation and Dedication Summary by Owner Subarea

| Item | Acres | | |
|---|-------------------|---------------------------------------|------------------|
| | Parkland Required | Actual Parkland Proposed (Zoned Park) | Surplus/ Deficit |
| Property Owner Requirements | | | |
| Aeroject Rocketdyne | 4.03 | 50.62 | 46.60 |
| Arcadian Heights | 0.61 | 0.00 | (0.61) |
| Carpenter East | 7.66 | 5.73 | (1.93) |
| Eagle Commercial & Office | 9.78 | 8.80 | (0.98) |
| Easton Valley Holdings | 16.56 | 3.22 | (13.34) |
| Elliott Homes | 1.19 | 0.00 | (1.19) |
| Folsom Heights | 7.15 | 0.00 | (7.15) |
| Folsom Real Estate South | 30.38 | 36.72 | 6.34 |
| Gragg Ranch | 6.19 | 5.46 | (0.73) |
| Hillsborough North | 5.87 | 2.26 | (3.61) |
| J&Z | 1.57 | 0.00 | (1.57) |
| Mangini Ranch | 14.84 | 11.88 | (2.96) |
| Oak Avenue Holding | 9.01 | 10.29 | 1.27 |
| Prairie City Commercial | 0.01 | 0.00 | (0.01) |
| Russell Ranch [1] | 13.22 | 5.25 | (7.97) |
| West Hillsborough | 3.09 | 0.00 | (3.09) |
| West Prairie Estates | 4.95 | 0.00 | (4.95) |
| West Scott Road | 3.61 | 0.00 | (3.61) |
| Subtotal Property Owner Requirements | 139.74 | 140.25 | 0.51 |
| Unallocated SF Dwelling Units [2] | 0.51 | 0.00 | (0.51) |
| Total | 140.25 | 140.25 | (0.00) |

park dedication

Source: MacKay & Soms; EPS.

- [1] 114 MLD units in Russell Ranch are treated as single-family residential, per City of Folsom.
 [2] SF dwelling units by property owner totals 1,500 units. There are SF 35 dwelling units that are not allocated to any specific parcel, which equals to approximately 0.5 acres of parkland required for the SPIF Parkland Equalization Fee.

receives full compensation for the over-dedication of parkland, the FPASP Parkland Requirement factors and the FPASP Parkland Requirement for each Owner Subarea will be recomputed when the Nexus Study is updated after June 30, 2016.

Thereafter, similar to the "Target Revenue" concept for the SPIF—Infrastructure Component, for any rezones that are approved after June 30, 2016, the FPASP Parkland Requirement for each Owner Subarea shall be considered fixed regardless of any such future rezones. See the section below entitled "Parkland Equalization Fee Acreage Requirement and Target Revenues" for a more detailed description of this concept.

Determination of FPASP Parkland at Small Lot Tentative Subdivision Map for Single-Family Development and at Design Review for Multifamily Development

Upon small lot tentative subdivision map approval for single-family development, such tentative map shall include in the conditions of approval the assignment of the FPASP Parkland Requirement for the Owner Subarea in which such tentative map is included, using the methods described above. If the small lot tentative subdivision map includes only a portion of the area in an Owner Subarea, the Parks and Recreation Director and applicant shall identify the pro rata share of the FPASP Parkland Requirement for that small lot tentative subdivision map as a proportion of the entire Owner Subarea. Determination of the FPASP Parkland Requirement for multifamily development shall be completed during design review for a multifamily project.

Determination of Parkland Equalization Fee Credit—Parkland Dedicated to the City

At the same time the FPASP Parkland Requirement is determined, the Parks and Recreation Director also shall identify the amount of parkland (expressed in net acres rounded to the nearest 1/100th of an acre as defined above) in the small lot tentative subdivision map or in the multifamily project, if applicable, that will be dedicated to the City. Acreage used to determine Parkland Equalization Fee credits shall be net acres, which are equivalent to the acreage terms used in the Specific Plan document.

If the small lot tentative subdivision map includes only a portion of the area in an Owner Subarea, the Parks and Recreation Director and applicant shall identify the amount of Parkland Equalization Fee credit (expressed in parkland acreage) associated with that small lot tentative subdivision map, based on the amount of parkland identified in that small lot tentative subdivision map. As an example, assume there were 20 acres of parks in an Owner Subarea where the parkland obligation for the Owner Subarea was 25 acres. If the first small lot tentative subdivision map included all 20 park acres but only one half of the developable acreage in that Owner Subarea (correspondingly one half of the obligation), then the final small lot maps in that first tentative subdivision map would receive 100 percent Parkland Equalization Fee credit. In this example, additional Parkland Equalization Fee credits associated with said 20 acres of dedicated parkland would carry forward to the next small lot tentative subdivision map in that Owner Subarea and would apply to a subset of the final small lot maps until the credit was exhausted.

Parkland Over- or Under-Dedication in an Owner Subarea

The City will not track over- or under-dedication of parkland in an Owner Subarea if such lands eventually are owned by different property owners (e.g., merchant builders). Any over- or

under-dedication of parkland between final small lot subdivision maps in an Owner Subarea shall be handled through private agreements separate from this Parkland Equalization Fee Program.

Parkland Equalization Fee Credit for Private Recreation Facilities

FMC section 16.32.040 enables the City Council to consider and allow for parkland credits where private recreation facilities are provided. While not anticipated at this time, the City wishes to maintain the flexibility to provide Parkland Equalization Fee credits under certain circumstances. If credit for private facilities is permitted, such credit may be used to offset only the amount of parkland that owner was going to dedicate in his or her own Owner Subarea. In other words, Parkland Equalization Fee credits are not expected to offset a property owner's payment of the Parkland Equalization Fee that was being collected for the Community Park West or the Alternate Park West Site (i.e., that portion of his or her requirement that is being satisfied through fee payment rather than through on-site dedication).

Parkland Equalization Fee Calculation and Payment

The Parkland Equalization Fee applies only to residential land uses in the FPASP and shall not apply to nonresidential uses. In cases of a vertical mixed-use project, the Parkland Equalization Fee will apply only to the portion of the project the City determines to be residential.

For single-family development, the Parkland Equalization Fee shall be due before recordation of each final small lot map, subject to available Parkland Equalization Fee credits. The entirety of the Parkland Equalization Fee due for final map shall be a condition of such map. Any property owner who has dedicated FPASP parkland to the City may use Parkland Equalization Fee credits, on a final small lot map by final small lot map basis, until such Parkland Equalization Fee credits are exhausted. Payment of the Parkland Equalization Fee will begin with the first final small lot map for which Parkland Equalization Fee credits are not available or will not provide credits for all lots in the final small lot map. The Parkland Equalization Fee shall only be owed for those units included in each final small lot map and shall not be paid in advance for any units included in a future final small lot map. For multifamily development the Parkland Equalization Fee shall be payable at issuance of the first building permit for a building on a multifamily parcel.

For any given final small lot map for single-family residential development or design review for multifamily development, the Parkland Equalization Fee shall be calculated using the following steps:

1. Identify and verify the FPASP Parkland Requirement for the final small lot map (using calculations originally performed for the small lot tentative subdivision map in which the final small lot map is located) or multifamily development project in design review.
2. Subtract from the net acreage determined in Step 1 any Parkland Equalization Fee credits (in net acres) applicable for use in that Owner Subarea.
3. If the result of the acreage calculations of Step 1 minus Step 2 is greater than zero, multiply the resulting acreage by the weighted average parkland valuation for the current calendar year, as determined below.
4. The amount calculated in Step 3 shall be payable before recordation of the final small lot map for single-family development and shall be payable at issuance of the first building permit for

development on a multifamily parcel. Although the first building permit on a multifamily parcel may not represent use of the entire parcel, full payment for that multifamily parcel's obligation will be due at issuance of the first building permit on such parcel.

5. Parkland Equalization Fees shall be payable to the City. The City shall use payments for the parkland over-dedication from the owner of the Community Park West or Alternate Park West Site.

Please see **Table 30** for an example calculation for a hypothetical 600-lot small lot tentative subdivision map and subsequent first final small lot map of 150 units.

Valuation of Parkland

The value of parkland will be determined by an appraisal completed by a certified appraiser chosen by the City. As described below, the parkland valuation will use a 3-year rolling average value, which will help to mitigate for the potential to have significant land value variations resulting from year-to-year changes in the real estate market. The appraisal shall be completed to determine the weighted average value per net acre of all vacant residential land in the FPASP, assuming the property was otherwise developable as residential and had an approved final small lot subdivision map for the land use called out in the existing Specific Plan document. The weighted average value will take account of varying vacant residential land use densities and shall not include or be based on the value of any nonresidential development. The appraised value would take into consideration all required adjustments for applicable CFD and Assessment District bond obligations, as well as development impact fees and other development cost burdens.

As mentioned in the 2018 Nexus Study Update, the initial appraisal shall be completed in the year in which the first final small lot map is anticipated to be recorded in the FPASP, which occurred in 2018. The cost of the initial appraisal and anticipated annual Parkland Equalization Fee administration for the year in which the first final small lot map is recorded shall be advanced by one or more property owners. Any such advanced costs would be creditable against the SPIF—Administrative Fee Component.

Thereafter, the appraisal may be updated or a new appraisal may be prepared, as deemed appropriate by the City, to arrive at the parkland valuation for that given calendar year. The resulting weighted average unit value, expressed per net acre, for that calendar year, then, would be averaged with the estimates from the prior 2 years to generate a 3-year average land value. For final small lot maps recorded within 1 to 2 years of recordation of the first final small lot map in the FPASP, the parkland valuation will be based on an average of the available land valuation data. In other words, if an appraisal has been completed for 2 consecutive years at the time a final small lot map is recorded, the valuation will be based on the average of those 2 years. If data for only 1 year is available, that appraisal value will be the basis for the parkland valuation. As of this 2020 Nexus Study Update, there have been 3 annual appraisals, and **Table 31** shows the current proposed parkland valuation using this rolling average concept.

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Table 30
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
Parkland Equalization Fee Example

| Item | Development | Required Dedication | | Proposed | Difference (Total Only) |
|--|-------------------|------------------------|--------------------|--------------------------|----------------------------|
| | Dwelling Units | Parkland Multiplier | Number of Acres | Parkland (Total Only) | |
| <i>Formula</i> | <i>A</i> | <i>B</i> | <i>C = A*B</i> | <i>D</i> | <i>C - D</i> |
| Tentative Map Assumptions | | | | | |
| Single-Family (SF) | 200 | 0.01464 | 2.9 | 0.0 | 0.0 |
| Single-Family High Density (SFHD) | 400 | 0.01464 | 5.9 | 0.0 | 0.0 |
| Total | 600 | | 8.8 | 3.1 | 5.7 |
| Final Small Lot Map No. 1 Assumptions | | | | | |
| Single-Family (SF) [1] | 150 | 0.01464 | 2.2 | 2.2 | 0.0 |
| Single-Family High Density (SFHD) | 0 | 0.01464 | 0.0 | 0.0 | 0.0 |
| Total | 150 | | 2.2 | 2.2 | (0.0) |

equalization example

Source: EPS.

[1] Final Small Small Lot Map No. 1 uses Parkland Equalization fee credit to satisfy its obligation for Quimby parkland.

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Table 31
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
Parkland Valuation

| Item | Assessed Value | Valuation Used | Comment |
|--------|----------------|----------------|-----------------------------------|
| Year 1 | \$436,000 | \$436,000 | Year 1 value |
| Year 2 | \$416,000 | \$426,000 | Rolling average years 1 and 2 |
| Year 3 | \$404,000 | \$418,667 | Rolling average years 1 through 3 |

parkland valuation

Source: Integra Realty Resources; EPS.

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Any property owner in the FPASP requesting review and adjustment of the Parkland Equalization Fee, other than a request to the City to perform the annual adjustment as provided above, shall be responsible for the costs, including but not limited to appraisal costs by a certified appraiser chosen by the City and staff time associated with review and adjustment of such fee, and such costs shall be paid to the City before commencement of the work.

Parkland Equalization Fee Acreage Requirement and Target Revenue

The Parkland Equalization Fee acreage requirement and target revenue provisions described below are specific to the Parkland Equalization Fee calculation and payment and may differ from similar provisions used to apply to the SPIF - Infrastructure Fee obligations.

As described in this chapter, the Parkland Equalization Fee calculations are based on the land use capacity from the approved Specific Plan document, including approved SPAs through June 30, 2016. Accordingly, because the Parkland Equalization Fee calculations are based on the updated land use designations and updated FPASP parkland acreages, if such designations change in the future, the Parkland Equalization Fee should be updated to reflect such changes after June 30, 2016.

The City and property owners anticipate several SPAs will be proposed for the City's consideration. As such, each ARDA includes Section 2.2.3.6., which identifies the process by which this Nexus Study will be updated again to include all SPAs approved by the City through June 30, 2016. This Nexus Study Update constitutes that update. Furthermore, because the Owner Subarea that includes the Community Park West (or Alternate Park West) Site will be over-dedicating its proportionate share of parkland, the acreage requirement and target revenue provisions described herein shall not apply to development of the Owner Subarea that includes the Community Park West or Alternate Park West Site that ultimately is dedicated to the City for parkland.

The acreage requirement and target revenue concepts are being included to avoid potential shortfalls in Parkland Equalization Fees that will be used for the over-dedication of parkland related to the Community Park West (or Alternate Park West) Site. Without the acreage requirement and target revenue concept, potential shortfalls could be caused by underutilization of a development parcel relative to the original planned development capacity for that parcel.

Table 29 identifies the difference in parkland acreage that will be dedicated as compared to the required parkland dedication in each Owner Subarea. The difference, or under-dedication of parkland for all Owner Subareas, excluding the Owner Subarea that includes the Community Park West or Alternate Park West Site, shall be the acreage requirement from which the Parkland Equalization Fee shall be calculated. The Parkland Equalization Fee is updated to account for all SPAs approved by the City through June 30, 2016, and the amounts shown in **Table 29** will establish the minimum acreage for which payments will be calculated, regardless of future rezones and land use changes that might reduce dwelling units.

Any development project (with dwelling units) that exceeds the allocated land uses for a given parcel shall pay the applicable Parkland Equalization Fee determined by comparing the project's demand for parkland to its parkland dedication (described above). Unless the increased demand is offset by an increased parkland dedication (up to but not affecting the original Parkland

Equalization Fee obligation), such circumstances may yield more Parkland Equalization Fee revenue than originally anticipated. Unless that extra fee revenue is used for over-dedication related to the Community Park West (or Alternate Park West) Site, or after the Community Park West (or Alternate Park West) Site has been fully paid for, any potential extra fee revenue may be used to augment park improvements.

Finally, the Specific Plan document allows for density transfers between residentially zoned properties in the FPASP. In the event of a density transfer, the SPIF Program Nexus Study permits the Parkland Equalization Fee for the map that contained the transferred units to remain as it was before the transfer or it may be recalculated for the transferred units and all other units in the final small lot map subject to the density transfer (i.e., recipient parcel). Any Parkland Equalization Fee related to a transfer shall not be payable on transfer but rather would be payable when otherwise applicable by development of the property receiving the density transfer.

5. SPIF—PUBLIC FACILITIES LAND EQUALIZATION FEE COMPONENT

Purpose

As indicated in the Specific Plan document, the entire FPASP area is identified as providing 24.0 acres of public facilities land to be dedicated for various public facilities. Specifically, the Specific Plan document identified public facilities land for the following public facilities:

- Potable/Recycled Water.
- Sewer Lift Stations.
- Transit Facilities (Bus Rapid Transit Land Right-of-Way).
- Library and Municipal Services.
- Police Substation.
- Fire Stations.

Similar to the concept of the Parkland Equalization Fee, the SPIF includes a SPIF—Public Facilities Land Equalization Fee component (or Public Facilities Land Equalization Fee) as the mechanism to equalize payments among owners in the FPASP for their proportionate share of the FPASP Public Facilities Land Requirement. The Public Facilities Land Equalization Fee is designed to provide a mechanism for an under-dedicating owner to pay the over-dedicating owner for its share of the FPASP public facilities land dedications in excess of the under-dedicating owner's actual public facilities land dedications.

The City also has indicated that the number of public facilities land acres will not change with a reduction in the number of units that might be entitled in the Specific Plan document, nor will offers to dedicate additional public facilities land be credited against an owner's FPASP Public Facilities Land Requirement. The purpose of the Public Facilities Land Equalization Fee component is to ensure each developer pays the difference between his or her proportionate obligation to the FPASP Public Facilities Land Requirement and the amount of public facilities land dedicated in that Owner's Subarea. Public Facilities Land Equalization Fee revenues collected by the City would be paid to any owner who dedicated more than his or her proportionate share of the FPASP public facilities land, once the owner of the applicable public facilities land has given to the City an Irrevocable Offer of Dedication for such public facilities land in excess of his or her proportionate share of such public facilities land.

Public Facilities Land Definition, Requirement, and Determination

Public Facilities Land Acreage Definition

Measurements and calculation of public facilities land acreage shall be based on net acres (rounded to the nearest 1/100th of an acre).⁹ Net acreage will be measured by the physical

⁹ Ibid.

acreage of the parcel excluding all areas associated with major backbone roadways and other backbone infrastructure and public facilities (e.g., parks and open space) and excluding acreage associated in any internal subdivision roads. For purposes of this fee component, net acreage shall equal the area measured from the property line where a public facility abuts a private property parcel and measured from the back of the curb where a street is adjacent to a public facility.

FPASP Public Facilities Land Requirement

The City Public Works and Community Development Director or his or her designee shall determine the amount of public facilities land required in an Owner Subarea during the planning process, through which small lot tentative maps would be considered by the City. This Nexus Study Update distinguishes the FPASP Public Facilities Land Requirement factors based on the type of public facilities that require land dedications in the FPASP. Similarly to the SPIF—Infrastructure Fee, Folsom Heights development shall not be required to contribute to the dedication of water and sewer public facilities lands. **Table 32** provides the public facilities land required acres for all FPASP development, and all FPASP development except for Folsom Heights development, which are used to calculate the Public Facilities Land Requirement factors, as described below.

Public Facilities Land Requirement Factor – All FPASP Development

For purposes of determining required public facilities land for all FPASP land uses, the Public Works and Community Development Director shall use the FPASP Public Facilities Land Requirement for facilities excluding water and sewer related infrastructure, as shown in **Table 32**.

Public Facilities Land Requirement Factor – All FPASP Development Except Folsom Heights

For purposes of determining required public facilities land for all FPASP land uses except Folsom Heights land uses, the Public Works and Community Development Director shall use the FPASP Public Facilities Land Requirement for water and sewer related infrastructure, as shown in **Table 33**.

Summary of Public Facilities Land Requirement Factor

Table 34 summarizes the Public Facilities Land Requirement Factor for FPASP land uses. This table combines the two Public Facilities Land Requirement Factors as mentioned above for all land uses except Folsom Heights, and includes only the Public Facilities Land Requirement Factor for all FPASP land uses for Folsom Heights land uses.

Table 35 shows the FPASP Public Facilities Land Requirement for each Owner Subarea at the time the 2018 Nexus Study Update was prepared. As shown in **Map 1** (in **Chapter 1**), the Owner Subareas are defined as each area wherein a property owner and the City entered into a Tier 2 Development Agreement and such area was designated on Exhibit 4.3 of that respective Development Agreement. Although there are 3 properties for which a Tier 2 Development Agreement was not executed, these areas are still designated as an Owner Subarea for purposes of this chapter.

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Table 32
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
Public Facility Land Required Acres

| Item | Number of Acres |
|---|--------------------|
| Facilities | |
| Dedications Required by All Except Folsom Heights | |
| Potable and Recycled Water | 7.3 |
| Sewer | 0.2 |
| Subtotal Dedication Req. All Except Folsom Heights | 7.5 |
| Dedications Required by All Property Owners | |
| Transit | 10.0 |
| Library & Municipal Services | 2.0 |
| Police | 1.5 |
| Fire | 3.0 |
| Subtotal Dedication Req. All Property Owners | 16.5 |
| Total | 24.0 |

pub land req

Source: MacKay & Soms.

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**Public Facilities Land Requirement:
Facilities Excluding
Water and Sewer**

Table 33
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
Public Facilities Land Requirement - Facilities Excluding Water and Sewer

| Land Use | Land Uses [1] | | Allocation Basis | | | Facilities Land Acres Allocation | | | |
|-----------------------------------|-------------------|-------------------|-----------------------------------|-------------------------|-----------------------------------|----------------------------------|-----------------|-----------------|---|
| | Developable Acres | Units/ Sq. Ft. | Population/ Employee Factor | Total Persons Served | Distribution of Persons Served | Assigned Acres | per Acre | per Unit | Cost per Unit/Acre |
| <i>Formula</i> | <i>A</i> | <i>B</i> | <i>C</i> | <i>D=B*C</i> | <i>E=D/Total Persons</i> | <i>F=Total Acres*E</i> | <i>G=F/A</i> | <i>H=F/B</i> | <i>I=H*cost/acre or I=G*cost/acre</i> |
| Residential | | <i>units</i> | <i>per unit</i> | | | | | <i>per unit</i> | <i>per unit</i> |
| Single-Family (SF) | 467.6 | 1,535 | 2.92 | 4,482 | 14.2% | 2.35 | 0.005 | 0.0015 | \$640 |
| Single-Family High Density (SFHD) | 822.0 | 4,453 | 2.92 | 13,003 | 41.3% | 6.81 | 0.008 | 0.0015 | \$640 |
| Multifamily Low Density (MLD) | 278.9 | 2,509 | 1.94 | 4,867 | 15.5% | 2.55 | 0.009 | 0.0010 | \$425 |
| Multifamily Medium Density (MMD) | 47.8 | 896 | 1.94 | 1,738 | 5.5% | 0.91 | 0.019 | 0.0010 | \$425 |
| Multifamily High Density (MHD) | 64.3 | 1,601 | 1.94 | 3,106 | 9.9% | 1.63 | 0.025 | 0.0010 | \$425 |
| Mixed Use (MU) - Residential | 17.1 | 343 | 1.94 | 665 | 2.1% | 0.35 | 0.020 | 0.0010 | \$425 |
| Subtotal | 1,697.7 | 11,337 | | 27,862 | 88.4% | 14.59 | | | |
| Nonresidential [2] | | <i>sq. ft.</i> | <i>sq. ft./emp</i> | <i>D=B/C*0.5</i> | | | <i>per acre</i> | | <i>per acre</i> |
| Mixed Use (MU) - Commercial | 11.4 | 100,362 | 400 | 125 | 0.4% | 0.07 | 0.006 | - | \$2,413 |
| Industrial/Office Park (IND/OP) | 103.4 | 1,353,845 | 300 | 2,256 | 7.2% | 1.18 | 0.011 | - | \$4,785 |
| General Commercial (GC) | 54.0 | 586,970 | 450 | 652 | 2.1% | 0.34 | 0.006 | - | \$2,647 |
| Community Commercial (CC) | 24.5 | 235,224 | 550 | 214 | 0.7% | 0.11 | 0.005 | - | \$1,914 |
| Regional Commercial (RC) | 42.3 | 512,443 | 650 | 394 | 1.3% | 0.21 | 0.005 | - | \$2,043 |
| Subtotal | 235.6 | 2,788,844 | | 3,642 | 11.6% | 1.91 | | | |
| Total Project | 1,933.3 | | | 31,504 | 100.0% | 16.50 | | | \$418,667 per acre |

alloc pub land

Source: MacKay & Soms, EPS

[1] Reflects the land uses as of June 30, 2016.

[2] Nonresidential employment adjusted by a factor of 0.5 employee equivalent

Prepared by EPS 7/16/2020

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**Public Facilities Land Requirement:
Water and Sewer Facilities**

**Table 34
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
Public Facilities Land Requirement - Water and Sewer Facilities [1]**

| Land Use | Land Uses | | Allocation Basis | | | Facilities Land Acres Allocation | | | |
|-----------------------------------|-------------------|-------------------|-----------------------------------|-------------------------|-----------------------------------|----------------------------------|-----------------|-----------------|---|
| | Developable Acres | Units/ Sq. Ft. | Population/ Employee Factor | Total Persons Served | Distribution of Persons Served | Assigned Acres | per Acres | per Unit | Cost per Unit/Acre |
| <i>Formula</i> | <i>A</i> | <i>B</i> | <i>C</i> | <i>D=B*C</i> | <i>E=D/Total Persons</i> | <i>F=Total Acres*E</i> | <i>G=F/A</i> | <i>H=F/B</i> | <i>I=H*cost/acre or J=G*cost/acre</i> |
| Residential | | <i>units</i> | <i>per unit</i> | | | | <i>per acre</i> | <i>per unit</i> | <i>per unit</i> |
| Single-Family (SF) | 425.2 | 1,401 | 2.92 | 4,091 | 13.7% | 1.02 | 0.002 | 0.0007 | \$306 |
| Single-Family High Density (SFHD) | 766.9 | 4,180 | 2.92 | 12,206 | 40.8% | 3.06 | 0.004 | 0.0007 | \$306 |
| Multifamily Low Density (MLD) | 264.0 | 2,386 | 1.94 | 4,629 | 15.5% | 1.16 | 0.004 | 0.0005 | \$203 |
| Multifamily Medium Density (MMD) | 47.8 | 896 | 1.94 | 1,738 | 5.8% | 0.44 | 0.009 | 0.0005 | \$203 |
| Multifamily High Density (MHD) | 64.3 | 1,601 | 1.94 | 3,106 | 10.4% | 0.78 | 0.012 | 0.0005 | \$203 |
| Mixed Use (MU) - Residential | 17.1 | 343 | 1.94 | 665 | 2.2% | 0.17 | 0.010 | 0.0005 | \$203 |
| Subtotal | 1,585.3 | 10,807 | | 26,435 | 88.3% | 6.62 | | | |
| Nonresidential [3] | | <i>sq. ft.</i> | <i>sq. ft./emp</i> | <i>D=B*C*0.5</i> | | | <i>per acre</i> | | <i>per acre</i> |
| Mixed Use (MU) - Commercial | 11.4 | 100,362 | 400 | 125 | 0.4% | 0.03 | 0.003 | - | \$1,154 |
| Industrial/Office Park (IND/OP) | 103.4 | 1,353,845 | 300 | 2,256 | 7.5% | 0.57 | 0.005 | - | \$2,289 |
| General Commercial (GC) | 42.5 | 461,297 | 450 | 513 | 1.7% | 0.13 | 0.003 | - | \$1,266 |
| Community Commercial (CC) | 24.5 | 235,224 | 550 | 214 | 0.7% | 0.05 | 0.002 | - | \$915 |
| Regional Commercial (RC) | 42.3 | 512,443 | 650 | 394 | 1.3% | 0.10 | 0.002 | - | \$977 |
| Subtotal | 224.1 | 2,863,171 | | 3,502 | 11.7% | 0.88 | | | |
| Total | 1,809.4 | | | 29,937 | 100.0% | 7.50 | | | \$418,667 per acre |

alloc ws land

Source: MacKay & Soms, EPS

- [1] Public facilities land requirement for water and sewer facilities is allocated to all FPASP land uses except Folsom Heights.
- [2] Reflects the land uses as of June 30, 2016.
- [3] Nonresidential employment adjusted by a factor of 0.5 employee equivalent

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Table 35
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
Summary of Public Facilities Land Requirement by FPASP Area

| Land Use | Public Facilities Land Requirement | | | |
|-----------------------------------|------------------------------------|---------|-----------------|---------|
| | All FPASP Except Folsom Heights | | Folsom Heights | |
| | Factor | Amount | Factor | Amount |
| Assumption | \$418,667 per acre | | | |
| Residential | <i>per unit</i> | | <i>per unit</i> | |
| Single-Family (SF) | 0.0023 | \$947 | 0.0015 | \$640 |
| Single-Family High Density (SFHD) | 0.0023 | \$947 | 0.0015 | \$640 |
| Multifamily Low Density (MLD) | 0.0015 | \$629 | 0.0010 | \$425 |
| Multifamily Medium Density (MMD) | 0.0015 | \$629 | 0.0010 | \$425 |
| Multifamily High Density (MHD) | 0.0015 | \$629 | 0.0010 | \$425 |
| Mixed Use (MU) - Residential | 0.0015 | \$629 | 0.0010 | \$425 |
| Nonresidential | <i>per acre</i> | | <i>per acre</i> | |
| Mixed Use (MU) - Commercial | 0.0085 | \$3,567 | 0.0058 | \$2,413 |
| Industrial/Office Park (IND/OP) | 0.0169 | \$7,073 | 0.0114 | \$4,785 |
| General Commercial (GC) | 0.0093 | \$3,913 | 0.0063 | \$2,647 |
| Community Commercial (CC) | 0.0068 | \$2,829 | 0.0046 | \$1,914 |
| Regional Commercial (RC) | 0.0072 | \$3,021 | 0.0049 | \$2,043 |

pub fac summ

Source: MacKay & Soms, EPS

Computing the FPASP Public Facilities Land Requirement with the Specific Plan document public facilities land acreage and FPASP land uses should make the process of handling rezones easier to accommodate. For example, in the event of downzones, the City may not change the total amount of public facilities land required in the entire FPASP. However, any project that receives a rezone approval for a less dense project before the Nexus Study Update would have a lower FPASP Public Facilities Land Requirement as compared to before the rezone.

With this Nexus Study Update, similar to the "Target Revenue" concept for the SPIF—Infrastructure Component, for any rezones that are approved after June 30, 2016, the FPASP Public Facilities Land Requirement for each Owner Subarea shall be considered fixed regardless of any such future rezones. See the section below entitled "Public Facilities Land Equalization Fee Acreage Requirement and Target Revenues" for a more detailed description of this concept.

Determination of FPASP Public Facilities Land Requirement shall be done at Small Lot Tentative Subdivision Map for Single-Family Development and at Design Review for Multifamily or Nonresidential Development

Upon small lot tentative subdivision map approval, such tentative map shall include in the conditions of approval the assignment of the FPASP Public Facilities Land Requirement for the Owner Subarea in which such tentative map is included, using the methods described above.

If the small lot tentative subdivision map includes only a portion of the area in an Owner Subarea, the Public Works and Community Development Director and applicant shall identify the pro rata share of the FPASP Public Facilities Land Requirement for that small lot tentative subdivision map as a proportion of the entire Owner Subarea. Determination of the FPASP Public Facilities Land Requirement for multifamily development shall be completed during design review for a multifamily or nonresidential project.

Determination of Public Facilities Land Equalization Fee Credit—Public Facilities Land Dedicated to the City

At the same time the FPASP Public Facilities Land Requirement is determined, the Public Works and Community Development Director also shall identify the amount of public facilities land (expressed in net acres as defined above) in the small lot tentative subdivision map that will be dedicated to the City. Acreage used to determine Public Facilities Land Equalization Fee credits shall be net acres, which are equivalent to the acreage terms used in the Specific Plan document.

If the small lot tentative subdivision map includes only a portion of the area in an Owner Subarea, the Public Works and Community Development Director and applicant shall identify the amount of Public Facilities Land Equalization Fee credit (expressed in public facilities land acreage) associated with that small lot tentative subdivision map, based on the amount of public facilities land identified in that small lot tentative subdivision map. As an example, if there were 2 acres of public facilities land in an Owner Subarea and the first small lot tentative subdivision map included these 2 public acres but only one half of the developable acreage in that Owner Subarea, and if the FPASP Public Facilities Land Requirement allocable to such developable half of the Owner Subarea was fewer than 2 acres, then all future final small lot maps in that first tentative subdivision map would receive 100 percent Public Facilities Land Equalization Fee credit. In this example, additional Public Facilities Land Equalization Fee credits associated with said 2 acres of dedicated public facilities land would carry forward to the next small lot tentative subdivision map in that Owner Subarea.

Public Facilities Land Over- or Under-Dedication in an Owner Subarea

The City will not track over- or under-dedication of public facilities land in an Owner Subarea if such lands eventually are owned by different property owners (e.g., merchant builders). Any over- or under-dedication of public facilities land between final small lot subdivision maps in an Owner Subarea shall be handled through private agreements separate from this Public Facilities Land Equalization Fee Program.

Public Facilities Land Equalization Fee Calculation and Payment

The Public Facilities Land Equalization Fee shall be due before recordation of each final small lot map, subject to available Public Facilities Land Equalization Fee credits. Any property owner who has dedicated FPASP public facilities land to the City may use Public Facilities Land Equalization Fee credits, on a final small lot map by final small lot map basis, until such Public Facilities Land Equalization Fee credits are exhausted. Payment of the Public Facilities Land Equalization Fee will begin with the first final small lot map for which Public Facilities Land Equalization Fee credits are not available or will not provide credits for all lots in the final small lot map. The Public Facilities Land Equalization Fee shall be owed only for those units included in each final small lot map and shall not be paid in advance for any units included in a future final small lot map. For multifamily or nonresidential development, the Public Facilities Land Equalization Fee shall be payable at issuance of the first building permit for a building on a multifamily or nonresidential parcel respectively. As an example, a 10-acre nonresidential parcel may have a first building permit for a building that will occupy only 4 acres of the entire 10-acre parcel. In this circumstance, at issuance of that first building permit, the Public Facilities Land Equalization Fee for the entire 10-acre nonresidential parcel shall be payable.

For any given final small lot map for single-family residential development or design review for multifamily or nonresidential development, the Public Facilities Land Equalization Fee shall be calculated using the following steps:

1. Identify and verify the FPASP Public Facilities Land Requirement for the final small lot map (using calculations originally performed for the small lot tentative subdivision map in which the final small lot map is located) or multifamily or nonresidential development project in design review.
2. Subtract from the net acreage determined in Step 1 any Public Facilities Land Equalization Fee credits (in net acres) applicable for use in that Owner Subarea.
3. If the result of the acreage calculations of Step 1 minus Step 2 is greater than zero, multiply the resulting acreage by the weighted average public facilities land valuation for the current calendar year, as determined below.
4. The amount calculated in Step 3 shall be payable before recordation of the final small lot map for single-family development and shall be payable at issuance of the first building permit for development on a multifamily or nonresidential parcel. Although the first building permit on a multifamily or nonresidential parcel may not represent use of the entire parcel, full payment for that multifamily or nonresidential parcel's obligation will be due at issuance of the first building permit on such parcel.

5. Public Facilities Land Equalization Fees shall be payable to the City. The City shall use payments for the acquisition of public facilities land over-dedication by certain FPASP owners.

Valuation of Public Facilities Land

The valuation methodology described in **Chapter 4** for parkland also will be used to determine the valuation of FPASP public facilities land. The appraisal shall be completed to determine the weighted average value per net acre of all vacant residential land in the FPASP, assuming the property was otherwise developable as residential and had an approved final small lot subdivision map. The weighted average value will take account of varying vacant residential land use densities and shall not include or be based on the value of any nonresidential development. The appraised value would take into consideration all required adjustments for applicable CFD and Assessment District bond obligations, as well as development impact fees and other development cost burdens.

The initial appraisal shall be completed in the year in which the first final small lot map is anticipated to be recorded in the FPASP. The cost of the initial appraisal and anticipated annual Public Facilities Land Equalization Fee administration for the year in which the first final small lot map is recorded shall be advanced by one or more property owners. Any such advanced costs would be creditable against the SPIF—Administrative Fee component.

Thereafter, the appraisal may be updated or a new appraisal may be prepared, as deemed appropriate by the City, to arrive at the Public Facilities land valuation for that given calendar year. The resulting weighted average unit value, expressed per net acre, for that calendar year, then, would be averaged with the estimates from the prior 2 years to generate a 3-year average land value. For final small lot maps recorded within 1 to 2 years of recordation of the first final small lot map in the FPASP, the public facilities land valuation will be based on an average of the available land valuation data. In other words, if an appraisal has been completed for 2 consecutive years at the time a final small lot map is recorded, the valuation will be based on the average of those 2 years. If data for only 1 year is available, that appraisal value will be the basis for the public facilities land valuation. Any property owner in the FPASP requesting review and adjustment of the Public Facility Land Equalization Fee, other than a request to the City to perform the annual adjustment as provided above, shall be responsible for the costs, including but not limited to appraisal costs by a certified appraiser chosen by the City and staff time associated with review and adjustment of such fee, and such costs shall be paid to the City before commencement of the work.

Public Facilities Land Equalization Fee Acreage Requirement and Target Revenue

The Public Facilities Land Equalization Fee acreage requirement and target revenue provisions described below are specific to the Public Facilities Land Equalization Fee calculation and payment and may differ from similar provisions used to apply to the SPIF—Infrastructure Fee obligations.

As described in this chapter, the Public Facilities Land Equalization Fee calculations are based on the land use capacity from the approved Specific Plan document, including SPAs approved through June 30, 2016.

The acreage requirement and target revenue concepts are being included to avoid potential shortfalls in the Public Facilities Land Equalization Fee that could be caused by underutilization of a development parcel relative to the original planned development capacity for such parcel.

Table 36 identifies the difference in public facilities land acreage that will be dedicated as compared to the required public facilities land dedication in each Owner Subarea based on land uses as of June 30, 2016. The difference, or under-dedication of public facilities land for all Owner Subareas, shall be the acreage requirement from which the Public Facilities Land Equalization Fee shall be calculated. This Nexus Study Update establishes the minimum acreage amounts shown in **Table 36** for which payments will be calculated, regardless of future rezones and land use changes that might reduce dwelling units.

Any development project (with dwelling units) that exceeds the allocated land uses for a given parcel shall pay the applicable Public Facilities Land Equalization Fee determined by comparing the project's demand for public facilities land to its public facilities land dedication (described above). Unless the increased demand is offset by an increased public facilities land dedication (up to but not affecting the original Public Facilities Land Equalization Fee obligation), such circumstances may yield more Public Facilities Land Equalization Fee revenue than originally anticipated. Any potential extra fee revenue may be used to augment public facility improvements.

Finally, the Specific Plan document allows for density transfers between residentially zoned properties in the FPASP. In the event of a density transfer, the SPIF Program Nexus Study will permit the Public Facilities Land Equalization Fee for the map that contained the transferred units to remain as it was before the transfer or it may be recalculated for the transferred units and all other units in the final small lot map subject to the density transfer (i.e., recipient parcel). Any Public Facilities Land Equalization Fee related to a transfer shall not be payable on transfer but rather would be payable when otherwise applicable by development of the property receiving the density transfer.

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Table 36
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
Public Facilities Land Obligation and Dedication Summary by Owner Subarea

| Item | Required Dedication | Proposed Public Facility Land Acres | Difference |
|---|---------------------|-------------------------------------|---------------|
| Property Owner Group | | | |
| Aerojet Rocketdyne | 0.71 | 0.00 | 0.71 |
| Arcadian Heights | 0.09 | 0.60 | (0.51) |
| Carpenter East | 1.18 | 4.20 | (3.02) |
| Eagle Commercial | 2.63 | 2.50 | 0.13 |
| Eagle Office | 0.62 | 0.40 | 0.22 |
| Easton Valley Holdings | 2.64 | 4.40 | (1.76) |
| Elliott Homes | 0.18 | 0.30 | (0.12) |
| Folsom Heights | 0.82 | 1.50 | (0.68) |
| Folsom Real Estate South | 4.79 | 1.70 | 3.09 |
| Gragg Ranch | 0.96 | 3.40 | (2.44) |
| Hillsborough North | 0.91 | 1.50 | (0.59) |
| J&Z | 0.24 | 0.00 | 0.24 |
| Mangini Ranch | 2.29 | 0.00 | 2.29 |
| Oak Avenue Holding | 1.39 | 0.00 | 1.39 |
| Prairie City Commercial | 0.71 | 0.50 | 0.21 |
| Russell Ranch | 1.96 | 1.60 | 0.36 |
| West Hillsborough | 0.48 | 0.00 | 0.48 |
| West Prairie Estates | 0.76 | 1.40 | (0.64) |
| West Scott Road | 0.56 | 0.00 | 0.56 |
| Subtotal Property Owner Requirements | 23.92 | 24.00 | (0.08) |
| Unallocated SF Dwelling Units [1] | 0.08 | 0.00 | 0.08 |
| Total | 24.00 | 24.00 | (0.00) |

owners public

Source: MacKay & Soms; EPS.

[1] SF dwelling units by property owner totals 1,500 units. There are 35 SF dwelling units that are not allocated to any specific parcel. This amount reflects the Public Facilities Land dedication required for those 35 SF units.

6. NEXUS FINDINGS

Authority

This report has been prepared to establish the Fee Program in accordance with the procedural guidelines established in AB1600, which is codified in California Government Section 66000 et. seq. This code section sets forth the procedural requirements for establishing and collecting development impact fees. The procedures require that a "reasonable relationship or nexus must exist between a governmental exaction and the purpose of the condition."¹⁰ Specifically, each local agency imposing a fee must:

- Identify the purpose of the fee.
- Identify how the fee is to be used.
- Determine how a reasonable relationship exists between the fee's use and the type of development project on which the fee is imposed.
- Determine how a reasonable relationship exists between the need for the public facility and the type of development project on which the fee is imposed.
- Demonstrate a reasonable relationship between the amount of the fee and the cost of the public facility or portion of the public facility attributable to the development on which the fee is imposed.

Summary of Nexus Findings

The development impact fee to be collected for each land use is calculated based on the proportionate share of the total facility use that each land use represents. With this approach, the following findings are made regarding each Fee Program component.

Roadway Facilities

Purpose of Fee

The purpose of the SPIF is to provide a funding mechanism to help the City maintain adequate levels of service (LOS) on its roadway system by funding the construction of new roadways and other transportation improvements and widening or improving existing roadway improvements as identified in the City's traffic model and capital improvement program.

Use of Fees

The roadway component of the SPIF charged to new development will be used to fund needed additions and improvements to roadways to accommodate future traffic volumes projected as a result of new development. Roadway additions and improvements may include road widening and construction, intersection improvements, and signalization improvements.

¹⁰ *Public Needs & Private Dollars*; (July 1993), William Abbott, Marian E. Moe, and Marilee Hanson, page 109.

Relationship between Use of Fees and Type of Development

Development of new residential, office, commercial, and other land uses in the FPASP will generate additional vehicular trips and the need for roadway capacity to maintain LOS standards contained in the City’s General Plan for the arterial street and collector system. The fees will be used to expand capacity, which will facilitate traffic flow in a manner designed to meet those goals established in the Specific Plan document and the City’s General Plan.

Relationship between Need for Facility and Type of Project

Each new FPASP residential and nonresidential development project will add to the incremental need for roadway capacity, and each new FPASP project will benefit from the new roadway capacity. For new development to occur during the planning horizon of the City’s current General Plan, roadway improvements identified by the City’s traffic model will be necessary to maintain an acceptable LOS.

Relationship between Amount of Fees and Cost of or Portion of Facility Attributed to Development on which Fee is Imposed

The City’s traffic model identified transportation improvements necessary to serve new FPASP development. Construction of the roadway, intersection, and related improvements will serve new development in the FPASP. The cost of these improvements to be funded by new FPASP development are allocated to each benefiting land use using a cost allocation method that measures the relative benefit for each land use. The costs were allocated using vehicle miles traveled, which is an acceptable methodology to allocate traffic-related costs. The result is a maximum justifiable fee for each unit of new residential development and for each 1,000 square feet of new nonresidential development that reflects the relative traffic impact on the roadway system.

Dry Utility Facilities

Purpose of Fee

The dry utilities fee component developed through this nexus study would fund dry utility improvements necessary to serve new residential and nonresidential development in the FPASP based on the Sacramento Municipal Utility District (SMUD), Pacific Gas & Electric (PG&E) and other utility provider’s design standards for such facilities.

Use of Fees

The dry utilities component of the SPIF will be used to design and develop required improvements or expansions to dry utility facilities to accommodate future demands from new FPASP development.

Relationship between Use of Fees and Type of Development

Development of new residential, office, commercial, and other land uses in the FPASP will generate demand for electrical, natural gas, telecommunications, and broadband capacity. Additional facilities will be required for dry utility providers to provide adequate LOS standards for new FPASP development.

Relationship between Need for Facility and Type of Project

Each new FPASP residential and nonresidential development will add to the incremental need for dry utility capacity, and each new project will benefit from the new capacity in proportion to their estimated use for such facilities.

Relationship between Amount of Fees and Cost of or Portion of Facility Attributed to Development on which Fee is Imposed

Construction of the dry utility facilities will serve new development in the FPASP. The cost of these improvements to be funded by new FPASP development are allocated to each benefiting land use using a cost allocation method (EDU) that measures the relative benefit for each land use. The costs were allocated based on a two-step process: 1) by developable acreage for residential and nonresidential development, and 2) further allocated to residential based on relative persons served per unit. The result is a maximum justifiable fee for each new residential unit or for each building square foot of new nonresidential development that reflects the relative impact on the dry utility system.

On- and Off-Site Potable Water Facilities

Purpose of Fee

The on- and off-site potable water fee component developed through this nexus study would fund potable water improvements necessary to serve new residential and nonresidential development in the FPASP based on the City’s design standards for such facilities.

Use of Fees

The potable water component of the SPIF will be used to design and develop required improvements or expansions to potable water facilities to accommodate future demands from new FPASP development.

Relationship between Use of Fees and Type of Development

Development of new residential, office, commercial, and other land uses in the FPASP will generate additional demand for potable water capacity. Additional facilities will be required for the City to maintain adequate LOS standards for new FPASP development.

Relationship between Need for Facility and Type of Project

Each new FPASP residential and nonresidential development project will add to the incremental need for potable water capacity, and each new project will benefit from the new capacity in proportion to their estimated use for such facilities.

Relationship between Amount of Fees and Cost of or Portion of Facility Attributed to Development on which Fee is Imposed

Construction of the on- and off-site potable water facilities will serve new development in the FPASP. The cost of these improvements to be funded by new FPASP development are allocated to each benefiting land use using a cost allocation method (EDU) that measures the relative benefit for each land use. The costs were allocated using acre feet-per-year demand on a per-unit basis or acre feet-per-acre-per-year demand for nonresidential development. The result is a maximum justifiable fee for each new residential unit or for each building square foot of new nonresidential development that reflects the relative impact on the potable water system.

Recycled Water Facilities

Purpose of Fee

The recycled water fee component developed through this nexus study would fund recycled water improvements necessary to serve new residential and nonresidential development in the FPASP based on the City's design standards for such facilities.

Use of Fees

The recycled water component of the SPIF will be used to design and develop required improvements or expansions to recycled water facilities to accommodate future demands from new FPASP development.

Relationship between Use of Fees and Type of Development

Development of new residential, office, commercial, and other land uses in the FPASP will generate additional demand for recycled water capacity. Additional facilities will be required for the City to maintain adequate LOS standards for new FPASP development.

Relationship between Need for Facility and Type of Project

Each new FPASP residential and nonresidential development project will add to the incremental need for recycled water capacity, and each new project will benefit from the new capacity in proportion to their estimated use for such facilities.

Relationship between Amount of Fees and Cost of or Portion of Facility Attributed to Development on which Fee is Imposed

Construction of the recycled water facilities will serve new development in the FPASP. The cost of these improvements to be funded by new FPASP development are allocated to each benefiting land use using a cost allocation method (EDU) that measures the relative benefit for each land use. The costs were allocated using acre feet-per-year demand on a per-unit basis or acre feet-per-acre-per-year demand for nonresidential development. The result is a maximum justifiable fee for each new residential unit or for each building square foot of new nonresidential development that reflects the relative impact on the recycled water system.

Sanitary Sewer Facilities

Purpose of Fee

The sanitary sewer fee component developed through this nexus study would fund sanitary sewer improvements necessary to serve new residential and nonresidential development in the FPASP based on the City's design standards for such facilities.

Use of Fees

The sanitary sewer component of the SPIF will be used to design and develop required improvements or expansions to sanitary sewer facilities to accommodate future demands from new FPASP development.

Relationship between Use of Fees and Type of Development

Development of new residential, office, commercial, and other land uses in the FPASP will generate additional demand for sanitary sewer capacity. Additional facilities will be required for the City to maintain adequate LOS standards for new FPASP development.

Relationship between Need for Facility and Type of Project

Each new FPASP residential and nonresidential development project will add to the incremental need for sanitary sewer capacity, and each new project will benefit from the new capacity in proportion to their estimated use for such facilities.

Relationship between Amount of Fees and Cost of or Portion of Facility Attributed to Development on which Fee is Imposed

Construction of the sanitary sewer facilities will serve new development in the FPASP. The cost of these improvements to be funded by new FPASP development are allocated to each benefiting land use using a cost allocation method (EDU) that measures the relative benefit for each land use. The costs were allocated using factors from the Sacramento Area Sewer District (SASD) that measure relative wastewater discharge per acre for residential and nonresidential development. The result is a maximum justifiable fee for each new residential unit or for each 1,000 square feet of new nonresidential development that reflects the relative impact on the sanitary sewer system.

Storm Drainage Facilities**Purpose of Fee**

The storm drainage fee component developed through this nexus study would fund storm drainage improvements necessary to serve new residential and nonresidential development in the FPASP based on the City's design standards for such facilities.

Use of Fees

The storm drainage component of the SPIF will be used to design and develop required improvements or expansions to storm drainage facilities to accommodate future demands from new FPASP development.

Relationship between Use of Fees and Type of Development

Development of new residential, office, commercial, and other land uses in the FPASP will generate additional demand for storm drainage collection and conveyance capacity. Additional facilities will be required for the City to maintain adequate LOS standards for new FPASP development.

Relationship between Need for Facility and Type of Project

Each new FPASP residential and nonresidential development project will add to the incremental need for storm drainage collection and conveyance capacity, and each new project will benefit from the new capacity in proportion to their estimated use for such facilities.

Relationship between Amount of Fees and Cost of or Portion of Facility Attributed to Development on which Fee is Imposed

Construction of the storm drainage facilities will serve new development in the FPASP. The cost of these improvements to be funded by new FPASP development are allocated to each benefiting land use using a cost allocation method (EDU) that measures the relative benefit for each land use. The costs were allocated using impervious surface area factors measured as storm drainage runoff coefficients per acre for residential and nonresidential development. The result is a maximum justifiable fee for each new residential unit or for each building square foot of new nonresidential development that reflects the relative impact on the storm drainage system.

Habitat Mitigation

Purpose of Fee

The habitat mitigation fee component developed through this nexus study would fund the preservation of existing habitat and the creation of new habitat to mitigate for habitat destroyed by the future residential and nonresidential development in the FPASP based on standards set forth by the appropriate regulatory agencies.

Use of Fees

The habitat mitigation component of the SPIF will be used to preserve or create new habitat destroyed by construction of new FPASP Backbone Infrastructure.

Relationship between Use of Fees and Type of Development

Development of Backbone Infrastructure in the FPASP will destroy habitat types, including wetlands, Swainson's hawk foraging habitat, oak woodland impacts, and elderberry plants. Preserved or created habitat will be required to mitigate for habitat destroyed by construction of new FPASP Backbone Infrastructure.

Relationship between Need for Facility and Type of Project

Each new FPASP residential and nonresidential development project will add to the incremental need for all Backbone Infrastructure described in this nexus study. Habitat mitigation is necessary for the Backbone Infrastructure to be completed.

Relationship between Amount of Fees and Cost of or Portion of Facility Attributed to Development on which Fee is Imposed

Construction of Backbone Infrastructure facilities will serve new development in the FPASP. The habitat mitigation costs to be funded by new FPASP development are allocated to each benefiting land use using a cost allocation method (EDU) that measures the relative benefit for each land use. The costs were allocated using developable acreage such that each developable acre pays an equal share of costs as compared to another, regardless of the final land use. The result is a maximum justifiable fee for each new residential unit or for each 1,000 square feet of new nonresidential development that reflects the relative impact toward the cost of habitat mitigation.

Neighborhood and Community Parkland

Purpose of Fee

The Parkland Equalization Fee component developed through this nexus study would pay for the cost of land on which neighborhood and community parks would be constructed to serve new residential and nonresidential development in the FPASP and the City's requirement for park land dedication as set forth in the Specific Plan document.

Use of Fees

The Parkland Equalization Fee component of the SPIF will be used for the over-dedication of park land by the owners of the Community Park West (or Alternate Park West) Site as such owners will have delivered more park land than their proportionate share of park land obligations in the FPASP.

Relationship between Use of Fees and Type of Development

Development of new residential land uses in the FPASP will generate additional demand for parkland and facilities. Additional parkland will be required for the City to maintain adequate park LOS standards for new FPASP development.

Relationship between Need for Facility and Type of Project

Each new FPASP residential development project will add to the incremental need for neighborhood and community parks, and each new project will benefit from the new park capacity in proportion to their estimated use for such facilities.

Relationship between Amount of Fees and Cost of or Portion of Facility Attributed to Development on which Fee is Imposed

Construction of the new park facilities (on the FPASP parkland) will serve new development in the FPASP. The cost of the land funded by new FPASP development is allocated to each benefiting land use using a cost allocation method (EDU) that measures the relative benefit for each land use. The costs were allocated using persons per residential household as identified in the Specific Plan. Parkland costs were not allocated to nonresidential development. The result is a maximum justifiable fee for each new residential unit that reflects the relative impact on FPASP parks.

Public Facilities Land Equalization Fee

Purpose of Fee

The Public Facilities Land Equalization Fee component developed through this nexus study would pay for the cost of land on which City public facilities (municipal services center, library, fire station, police substation) would be constructed to serve new residential and nonresidential development in the FPASP and the City’s requirement for public land dedication as set forth in the Specific Plan document.

Use of Fees

The Public Facilities Land Equalization Fee component of the SPIF will be used for the over-dedication of public facilities land by certain FPASP owners relative to their proportionate share of such land dedications as such owners will have delivered more public facilities than their proportionate share of public facilities land obligations in the FPASP.

Relationship between Use of Fees and Type of Development

Development of new residential and nonresidential land uses in the FPASP will generate additional demand for public facility land and facilities. Additional public facility land will be required for the City to maintain adequate LOS standards for public facilities to serve new FPASP development.

Relationship between Need for Facility and Type of Project

Each new FPASP residential development project will add to the incremental need for City public facilities, and each new project will benefit from the new public facility capacity in proportion to their estimated use for such facilities.

Relationship between Amount of Fees and Cost of or Portion of Facility Attributed to Development on which Fee is Imposed

Construction of the new public facilities (on FPASP parkland) will serve new development in the FPASP. The cost of the land to be funded by new FPASP development is allocated to each benefiting land use using a cost allocation method (EDU) that measures the relative benefit for each land use. The costs were allocated using persons per residential household and employees per nonresidential building square feet as identified in the Specific Plan and Financing Plan. The result is a maximum justifiable fee for each new residential unit or for each 1,000 square feet of new nonresidential development that reflects the relative impact toward the costs of public facility land.

7. SPIF IMPLEMENTATION

The proposed Fee Program Update is anticipated to be adopted by the City through a resolution to establish the updated fee amount. The fee will be effective 60 days following the City's final action on the ordinance authorizing collection of the fee, which is anticipated to occur well before the first final small lot map is expected to be approved in the FPASP.

As delineated in the ARDAs between the City and the FPASP Property Owners, in the event that SPAs are filed, the City and landowners will work cooperatively and in good faith to (1) complete the processing of SPAs and (2) to thereafter update the SPIF Program nexus study incorporating any SPAs approved by the City through June 30, 2016.

Timing of SPIF Payment

As described below, the timing of SPIF payment will vary by Fee Program component.

SPIF—Infrastructure Fee Component

The SPIF will be collected from new FPASP development at the time of final small lot map or at building permit issuance. For single-family residential property, fees will be payable at the issuance of a building permit, unless outstanding fee reimbursements are owed. If outstanding fee reimbursements are owed, then SPIF—Infrastructure Fee Component payment for single-family residential development will be required before recordation of a final small lot map, up to the lesser of the SPIF—Infrastructure Fee Component or the amount of the outstanding fee reimbursement. Any remaining SPIF—Infrastructure Fee Component payment will be paid upon issuance of a building permit. If fees are due at final small lot map, fees for all units in the final small lot map will be payable at one time. For nonresidential and multifamily property, the SPIF—Infrastructure Fee Component will be payable at the issuance of a building permit.

The amount of the SPIF—Infrastructure Fee Component payable for a given project may vary based on whether the project has fee reimbursements available for conversion to fee credits and whether any shortfall payment is required in connection therewith. Once a SPIF payment has been received or fee credits have been applied in lieu of SPIF payment for any parcel, that parcel will be determined to have satisfied its SPIF obligation.

SPIF—Infrastructure Fee Set-Aside Component

As described in **Chapter 3**, the ability of a constructing owner or developer to apply credits against the SPIF Set-Aside component will be limited to the first approximately 2,500 dwelling units. The only way a property owner or developer would be able to use fee credits against the SPIF Set-Aside Component was if that property owner or developer constructed eligible Phase 1 Water or Phase 1 Sewer infrastructure for which the SPIF Set-Aside component was included in the Financing Plan. SPIF—Infrastructure Fee Set-Aside Reimbursements and Fee Credits will be governed by the same agreement as created for non-set-aside SPIF—Infrastructure Fee Reimbursement and Fee Credits, as described in more detail below.

SPIF – Infrastructure Fee Off-Site Roads Set-Aside Component

The SPIF Off-Site Roads Set-Aside Fee is a non-reimbursable fee component that is charged to all FPASP residential and nonresidential land uses before the issuance of a building permit. The City will continue to charge the SPIF Off-Site Roads Set-Aside Fee until the City has accrued approximately \$1.124 million (2020\$). Once this obligation has been met, the City will no longer require the SPIF Off-Site Roads Set-Aside Fee.

SPIF – Infrastructure Fee Water Treatment Plant Set-Aside Component

The SPIF Water Treatment Plant Set-Aside Fee is a non-reimbursable fee component that is charged to all FPASP residential and nonresidential land uses, excluding Folsom Heights and land uses which have met the SPIF Fee Program obligation by July 15, 2020. The City will charge this new set-aside fee to the estimated FPASP land uses indicated in **Table 5** before the issuance of a building permit.

Parkland Equalization Fee Component

The Parkland Equalization Fee applies only to residential land uses in the Specific Plan area and shall not apply to nonresidential uses. In cases of a vertical mixed-use project, the Parkland Equalization Fee will apply only to the portion of the project the City determines to be residential.

For single family development, the Parkland Equalization Fee shall be due before recordation of each final small lot map, subject to available Parkland Equalization Fee credits. Any property owner who has dedicated FPASP parkland to the City may use Parkland Equalization Fee credits, on a final small lot map by final small lot map basis, until such Parkland Equalization Fee credits are exhausted. Payment of the Parkland Equalization Fee will begin with the first final small lot map for which Parkland Equalization Fee credits are not available or will not provide credits for all lots in the final small lot map. The Parkland Equalization Fee shall be owed only for those units included in each final small lot map and shall not be paid in advance for any units included in a future final small lot map. For multifamily development the Parkland Equalization Fee shall be payable at issuance of the first building permit for a building on a multifamily parcel. Please see **Chapter 4** for more detail on the Parkland Equalization Fee timing.

SPIF—Public Facilities Land Equalization Fee Component

For single family development, the SPIF—Public Facilities Land Equalization Fee shall be due before recordation of each final small lot map, subject to available SPIF—Public Facilities Land Equalization Fee credits. Any property owner who has dedicated eligible public facilities lands to the City may use SPIF—Public Facilities Land Equalization Fee credits, on a final small lot map by final small lot map basis, until such SPIF—Public Facilities Land Equalization Fee credits are exhausted. Payment of the SPIF—Public Facilities Land Equalization Fee will begin with the first final small lot map for which SPIF—Public Facilities Land Equalization Fee credits are not available or will not provide credits for all lots in the final small lot map. The SPIF—Public Facilities Land Equalization Fee shall be owed only for those units included in each final small lot map and shall not be paid in advance for any units included in a future final small lot map.

For multifamily or nonresidential development the Public Facilities Land Equalization Fee shall be payable at issuance of the first building permit for a building on a multifamily or nonresidential parcel respectively. As an example, a 10-acre nonresidential parcel may have a first building permit for a building that will occupy only 4 acres of the entire 10-acre parcel. In this

circumstance, at issuance of that first building permit, the Public Facilities Land Equalization Fee for the entire 10-acre nonresidential parcel shall be payable. Please see **Chapter 5** for more detail on the SPIF—Public Facilities Land Equalization Fee timing.

SPIF—Administration Fee Component

The SPIF—Administration Fee Component is due at the same time as the SPIF—Infrastructure Fee Component and would not be eligible to be offset by fee credits. The only exception to this rule is for any party who advance-funded the cost of the initial appraisal to establish the land value for the SPIF—Park Equalization Fee and SPIF—Public Facilities Land Equalization Fee or who advance-funded any other advanced administration costs if requested by the City to fund administrative costs before adequate revenues had been collected in the program. Such advanced costs would be eligible to be reimbursed, in cash or if converted to fee credits, from the SPIF—Administration Fee component.

SPIF Reimbursements and Credits

As is typical with development impact fee programs, many of the public infrastructure facilities are needed up front, before adequate revenue from the fee collection would be available to fund such improvements. Consequently, private funding will be necessary to pay for Backbone Infrastructure when needed. This private funding may be in the form of land-secured bonds, developer equity, or another form of private funding. As was documented in the ARDAs, there shall be no adjustment to the SPIF based on the method by which a constructing party funds or constructs eligible project costs.

Reimbursement for Eligible Backbone Infrastructure or Public Facilities Land Dedication

In cases where a private party (e.g., developer) has advance-funded an eligible SPIF component (constructed Backbone Infrastructure or dedicated eligible park or public facilities land), that party would be defined as a “Constructing Owner” and will be due a reimbursement from the SPIF Program. As will be more specifically detailed in an Infrastructure Fee Program Reimbursement Agreement (Fee Reimbursement Agreement), a form of which shall be approved by the City Council, reimbursements will be provided under the following conditions:

- A Constructing Owner shall have executed a Fee Reimbursement Agreement with the City.
- Constructing Owner-installed improvements or dedicated parkland or public facility land where such land is in excess of a Constructing Owner’s obligation to such parkland or public facility land respectively (see **Chapters 4 and 5**), which shall be illustrated and identified in a Fee Reimbursement Agreement, would be eligible for reimbursement. Only funds collected from the SPIF shall be used to reimburse a developer who installed eligible infrastructure improvements identified in this report. Reimbursements are an obligation of the SPIF Program and not an obligation of the City General Fund or other operating funds.
- Reimbursements for SPIF-eligible improvements will be considered by SPIF component, and the City will not mix reimbursements between the SPIF—Infrastructure Fee Component and the Parkland Equalization Fee Component (e.g., a Constructing Owner shall not be able to use Parkland Equalization Fee credits to offset his or her SPIF—Infrastructure Fee obligation).

Notwithstanding this provision, a Constructing Owner may convert a reimbursement owed for public facility land over-dedication to credits against the SPIF—Infrastructure Fee.

- For Backbone Infrastructure projects, all bidding and contracting for construction work shall be done according to the applicable City standards and municipal code. Failure to comply with these requirements may result in the applicable improvements becoming ineligible for reimbursement through the SPIF.

The total amount of reimbursement for completed infrastructure will be based on actual costs incurred for eligible hard costs based on a properly bid construction contract. Soft costs will be calculated as a fixed percentage (20 percent) of hard costs. Descriptions of hard costs and soft costs will be more specifically detailed in the Fee Reimbursement Agreement.

All hard costs will be subject to verification by the City and actual costs expended will go through a true-up process upon completion of the infrastructure component. The true-up process, which will be more specifically detailed in the Fee Reimbursement Agreement, will be the way the City, the Administrator and the Constructing Entity finalize the amount of hard construction cost and related soft costs that will be subject to reimbursement.

Figure 3 illustrates how a property owner would be able to achieve reimbursement or fee credits against the SPIF—Infrastructure Fee Component for construction of eligible Backbone Infrastructure or through dedication of eligible public facility land. Again, only those constructing entities who construct eligible Phase 1 water or sewer improvements would be eligible for reimbursement/fee credit against the SPIF—Infrastructure Fee Set-Aside Component.

Any Constructing Owner who has a Public Facility Land Equalization Fee reimbursement resulting from over-dedication of public facility land may convert such reimbursement into credits that may be used to offset the SPIF—Infrastructure Fee. The opposite also is true in that any property owner who is required to pay the Public Facility Land Equalization Fee also may use SPIF—Infrastructure reimbursements converted to credits to offset such obligation.

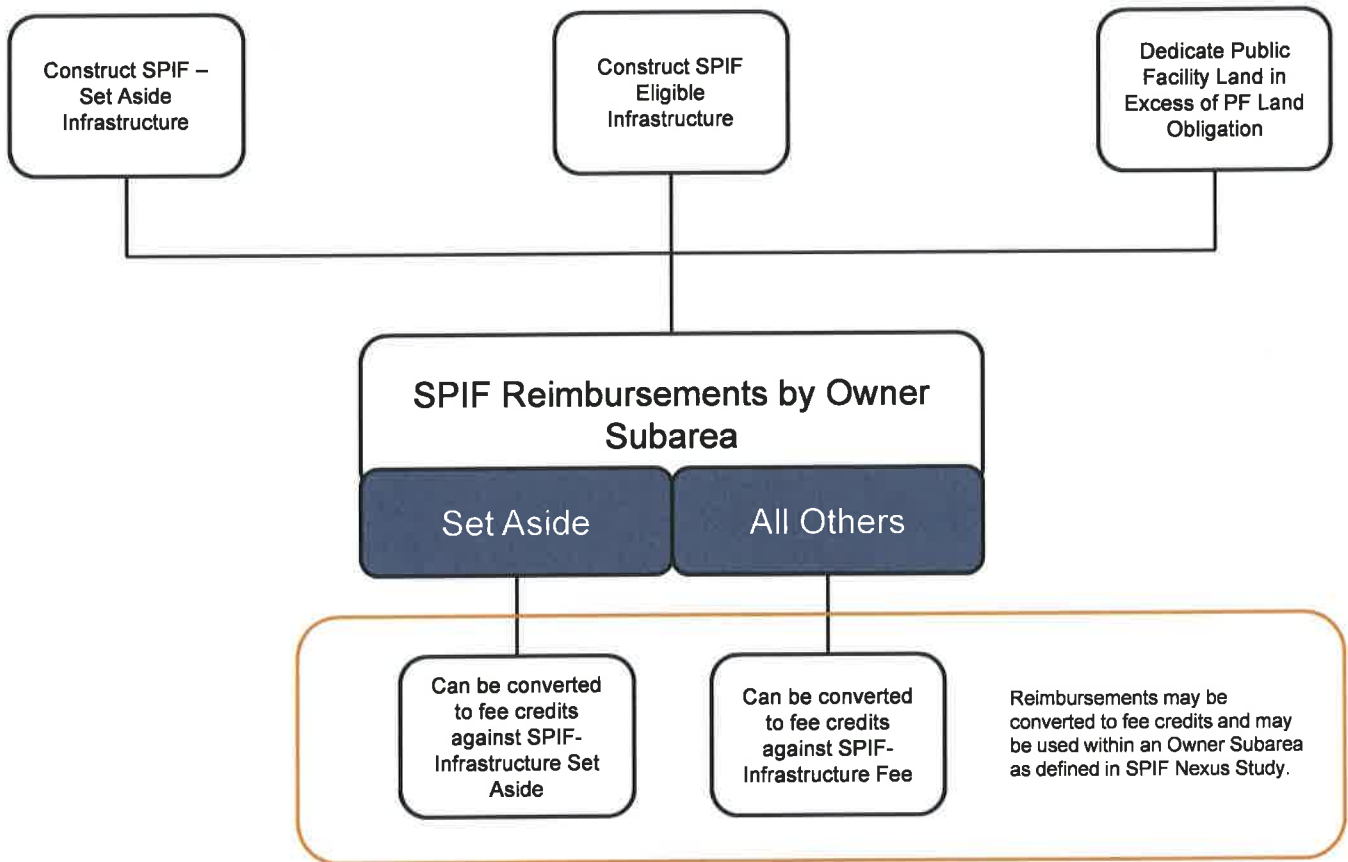
SPIF reimbursements will be personal to the party granted SPIF reimbursements, and such fee reimbursements do not run with the land and are not designated to any particular “phase” of FPASP development. However, SPIF reimbursements converted to credits may only be used within the designated Owner Subarea to which they belong. Subject to the conditions set forth in the SPIF Ordinance and in the Fee Reimbursement Agreement (once executed between the City and a Constructing Owner), SPIF reimbursements may be repaid in the form of fee credits or cash reimbursements as described in more detail below.

Cash reimbursement for eligible facilities will be payable when the City deems the infrastructure for which reimbursement is being made is substantially complete. Fee reimbursements converted to fee credits may be used once a Fee Reimbursement Agreement has been executed.

SPIF Reimbursements – Competitively Bid Versus Negotiated Contracts

In the early phases of project implementation, the City has permitted FPASP Constructing Entities to construct a portion of SPIF infrastructure through the use of negotiated contracts rather than having all SPIF infrastructure projects being competitively bid. This approach is consistent with existing City policies and the City’s municipal code. However, because some

Figure 3
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) Update
Reimbursement and Fee Credit Illustration



06

Source: EPS.

FPASP property owners may fund all or a portion of their SPIF Infrastructure Obligation through Mello-Roos CFD bond proceeds, the City has implemented a priority for the conversion of SPIF infrastructure costs from reimbursements to fee credits. For any Constructing Entity that completed a portion of his or her SPIF infrastructure improvements through a negotiated contract, that Constructing Entity is required to convert the reimbursement dollar amount connected with the negotiated contract to fee credits, until exhausted, before any reimbursement dollar amount connected with competitively bid projects are converted to fee credits. The examples in **Table 37** illustrate this prioritization concept.

These examples all assume the Constructing Entity has an assumed SPIF – Infrastructure Fee obligation of \$10 million. The first two scenarios (Scenarios 1 and 2) both assume the Constructing Entity constructed improvements worth \$7.5 million. In Scenario 2, the Constructing Entity would be required to convert the \$3.75 million that was negotiated to fee credits before the \$3.75 million of costs competitively bid were converted to fee credits. In both cases, the Constructing Entity would eventually owe \$2.5 million of SPIF – Infrastructure Fee once fee credits were exhausted. In Scenario 3, 100 percent of the \$12.5 million of eligible improvements were competitively bid, so in this example there are no issues with conversion of \$10 million of costs to fee credits or for the future repayment of the \$2.5 million in oversizing.

In Scenario 4, the Constructing Entity split the entire \$12.5 million of eligible cost between negotiated and competitive. The costs from negotiated contracts must be converted to fee credits until exhausted before the remaining \$6.25 million of competitively bid costs would be converted. The combination of \$6.25 million of fee credits (from the negotiated contracts) plus \$3.75 million of fee credits (from the competitively bid projects would satisfy the Constructing Entity’s \$10 million SPIF – Infrastructure Fee obligation. In this example, the remaining \$2.5 million of oversizing was from costs that were competitively bid so there are no problems with the Constructing Entity receiving SPIF reimbursement for the oversizing. This example does not hold true in Scenario 5. In this example, the Constructing Entity elected to construct all \$12.5 million in eligible costs through negotiated contracts. In this case, the Constructing Entity would be able to convert \$10 million in cost to fee credit to satisfy his or her SPIF – Infrastructure Fee obligation. However, the remaining \$2.5 million in oversizing is not eligible to be reimbursed by SPIF – Infrastructure Fee payments collected by the City because the costs were not competitively bid and because a portion of the SPIF – Infrastructure Fees in the City’s account may have been funded through Mello-Roos CFD bond proceeds or revenues. The template Reimbursement and Fee Credit Agreement will explain these provisions in additional detail.

Reimbursements Converted to Fee Credits

Subject to the provisions of the SPIF Ordinance and Fee Reimbursement Agreement a Constructing Owner (developer or property owner) may convert fee reimbursements to fee credits for use in the Constructing Owner’s Owner Subarea. The Owner Subareas are based on Exhibit 4.3 of each respective ARDA. **Map 1** (in **Chapter 1**) shows the Owner Subareas, which are defined as each area wherein a property owner and the City entered into a Tier 2 Development Agreement and such area was designated on Exhibit 4.3 of that respective ARDA. Although there are 3 properties for which a Tier 2 Development Agreement was not executed, these areas are still designated as an Owner Subarea for purposes of this Nexus Study.

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Table 37
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
Developer Constructed SPIF Infrastructure Reimbursement Examples

| Scenario | Assumption | Percentage | Completed SPIF Infrastructure | Costs Converted to SPIF Fee Credits | Remaining SPIF Obligation | Remaining Cash Reimbursement | Unreimbursed Costs |
|--|-------------|--------------|-------------------------------|-------------------------------------|---------------------------|------------------------------|--------------------|
| SPIF Infrastructure Fee Obligation | | \$10,000,000 | | | | | |
| Scenario 1: SPIF Construction Costs ≤ SPIF Obligation | | | | | | | |
| Costs Negotiated [1] | Negotiated | 0% | \$0 | \$0 | \$0 | \$0 | \$0 |
| Costs Competitively Bid | Competitive | 100% | \$7,500,000 | (\$7,500,000) | \$0 | \$0 | \$0 |
| Total | | | \$7,500,000 | (\$7,500,000) | \$2,500,000 | \$0 | \$0 |
| Scenario 2: SPIF Construction Costs ≤ SPIF Obligation | | | | | | | |
| Costs Negotiated [1] | Negotiated | 50% | \$3,750,000 | (\$3,750,000) | \$0 | \$0 | \$0 |
| Costs Competitively Bid | Competitive | 50% | \$3,750,000 | (\$3,750,000) | \$0 | \$0 | \$0 |
| Total | | | \$7,500,000 | (\$7,500,000) | \$2,500,000 | \$0 | \$0 |
| Scenario 3: SPIF Construction Costs ≥ SPIF Obligation | | | | | | | |
| Costs Negotiated [1] | Negotiated | 0% | \$0 | \$0 | \$0 | \$0 | \$0 |
| Costs Competitively Bid | Competitive | 100% | \$12,500,000 | (\$10,000,000) | \$0 | \$2,500,000 | \$0 |
| Total | | | \$12,500,000 | (\$10,000,000) | \$0 | \$2,500,000 | \$0 |
| Scenario 4: SPIF Construction Costs ≥ SPIF Obligation | | | | | | | |
| Costs Negotiated [1] | Negotiated | 50% | \$6,250,000 | (\$6,250,000) | \$0 | \$0 | \$0 |
| Costs Competitively Bid | Competitive | 50% | \$6,250,000 | (\$3,750,000) | \$0 | \$2,500,000 | \$0 |
| Total | | | \$12,500,000 | (\$10,000,000) | \$0 | \$2,500,000 | \$0 |
| Scenario 5: SPIF Construction Costs ≥ SPIF Obligation | | | | | | | |
| Costs Negotiated [1] | Negotiated | 100% | \$12,500,000 | (\$10,000,000) | \$0 | \$0 | \$2,500,000 |
| Costs Competitively Bid | Competitive | 0% | \$0 | \$0 | \$0 | \$0 | \$0 |
| Total | | | \$12,500,000 | (\$10,000,000) | \$0 | \$0 | \$2,500,000 |

reimb exam

Source: 2015 SPIF Nexus Study; EPS.

[1] A constructing entity shall be required to convert any negotiated costs for SPIF improvements to SPIF credits until exhausted before any competitively bid costs for SPIF improvements may be converted to SPIF credits.

Prepared by EPS 7/16/2020

2:02am 7/28/2020 12:00:00 PM Folsom SPIF Update 2020

Fee credits will be expressed as a dollar amount to be used to offset the SPIF—Infrastructure Fee Component. Again, subject to the provisions of the SPIF Ordinance and Fee Reimbursement Agreement, fee reimbursement may be converted to fee credits as needed when a developer/property owner is proceeding with development of his or her development project. In July of each calendar year, all fee reimbursements, including those converted to fee credits, shall be adjusted annually by the Construction Cost Index factor that will be used to annually adjust the SPIF—Infrastructure Fee Component as defined in this chapter. If the SPIF—Infrastructure Fee Component is updated with updated quantities and unit prices, rather than through the automatic annual Construction Cost Index factor, then outstanding fee reimbursements, including those converted to fee credits, shall be adjusted annually by the Construction Cost Index factor.

As with fee reimbursements, fee credits will not run with the land and will be transferrable in an Owner Subarea as depicted on **Map 1** (in **Chapter 1**). In such an area, a developer or property owner may allocate SPIF fee credits in any manner to a given parcel or project. It is the Constructing Owner’s responsibility to inform the City how fee credits will be applied to development projects. Exhibits could be included within each Fee Reimbursement Agreement that could serve as forms for fee credit usage or transfers.

Cash Reimbursements

Fee reimbursements that are not converted to fee credits will be subject to reimbursement from SPIF cash flows, when available, on a first in–first out basis. Cash reimbursements may be affected by the prioritization of converting costs from negotiated contracts to fee credits before converting costs from competitively bid projects.

Cash reimbursements will be paid on a first in–first out basis based on the effective date of the credit/reimbursement agreement in any calendar year (Calendar-Year Priority). Calendar-Year Priority will be determined by (a) effective date of execution of a Fee Reimbursement Agreement and (b) expenditure of at least 30 percent of the hard construction costs for eligible SPIF infrastructure included in such Fee Reimbursement Agreement.

If two agreements have an effective date in the same calendar year and each party has met the minimum 30 percent hard construction cost expenditure threshold described above, reimbursements will be paid out pro rata to each Constructing Owner based on the relative amount of fee reimbursements owed to each party.

The Financing Plan anticipates all SPIF infrastructure will be constructed by FPASP developers; thus, the City is anticipated to collect SPIF revenues only from these FPASP developer-property owners who are not Constructing Owners (i.e., do not construct eligible SPIF backbone infrastructure).

SPIF Land Uses, Target Revenues, and Shortfall Payments

The SPIF Program estimates in the Financing Plan are based on the land use capacity from the approved Specific Plan (e.g., units or nonresidential building square footage) planned for each FPASP parcel. Accordingly, because the initial SPIF is based on these land use designations, if such designations change in the future, the SPIF should be updated to reflect such changes. As

set forth in the ARDA, the SPIF Program will be updated to reflect all SPAs approved by the City through June 30, 2016. Any FPASP owner may request such an update, and the City will use its best efforts to complete the update to assure that any shortfall payments are captured within SPIF payments. **Appendix A** of this 2020 Nexus Study Update provides a large lot exhibit and table summarizing the land uses allocated to each FPASP large parcel, as of June 30, 2016. These large parcel land uses are the basis of the SPIF target revenues described below.

To avoid potential shortfalls in SPIF Program funding caused by underutilization of a development parcel, the SPIF Program will include target revenues and shortfall payments. In this case, a developer/property owner may build at less-than-maximum allocated density, pay what is known as the "shortfall fee," and the SPIF Program would be held harmless. Below is an overview of how target revenues and shortfall payments would be treated in the SPIF Program, which shall become effective following the first major SPIF Program adjustment after June 30, 2016.

Based on the nexus-based cost allocations and planned land uses that form the basis for the SPIF Program Nexus Study (and any amendments thereto), a development parcel will have a targeted amount of SPIF payable for that parcel. If the actual density of a parcel is developed at a density lower than the allocated density, unless offset by a transfer of density from another parcel within the same Owner Subarea, the owner of the parcel will pay the amount required so the parcel yields the same revenue as the target revenue identified in the SPIF Program Nexus Study. The difference between the targeted revenue and the SPIF, multiplied by the reduced land uses, would be identified as the shortfall payment.

Although exactly the same, the ARDA may use the term shortfall payment for the difference between the target revenue and the "adjusted" revenue, based on the fees multiplied by the reduced development yield. For example, if the total fee obligation for a parcel was equal to \$1,000,000 for 100 units (\$10,000 per unit) and the parcel actually yielded only 90 units, the shortfall payment would have equaled \$100,000. In the event of a "shortfall payment," the ARDA and this Nexus Study stipulate that if outstanding fee reimbursements are owed, the entire "shortfall" amount shall be calculated and paid at recordation of small lot final map for single-family development or paid at building permit for multifamily residential or nonresidential development, as may be allowed to be phased by the City based on phased development of the applicable parcel. If outstanding fee reimbursements are not owed, the entire shortfall amount will be calculated before recordation of a final map but will be collected with each building permit in the final small lot map in which the shortfall was incurred.

Surplus fee credits (i.e., the amount, if any, by which fee credits previously allocated to an owner associated with development of the parcel exceeds the fee revenue anticipated to be derived from the parcel based on actual density) or fee reimbursements can be used to apply towards payment of the target revenue for a given parcel. Provided, however, only surplus fee credits or fee reimbursements generated by a Fee Reimbursement Agreement associated with development within an Owner Subarea that includes such parcel may be applied to supplement the target revenue for such parcel; fee credits or reimbursements generated by a Fee Reimbursement Agreement related to development of an Owner Subarea property may not be applied against the target revenue for a parcel in another Owner Subarea.

Any property owner for which the target revenue provisions applied shall continue to own the development rights to the units that were not developed but for which fees were paid (e.g., 10 units in the prior example) regardless of whether payment of the shortfall amount was met through reimbursements converted to fee credits. That owner may transfer that unused development capacity (e.g., units) to another parcel or may be reimbursed from SPIF resulting from an overutilization of development on a different parcel as long as such transfer stays within an Owner Subarea. As delineated in the ARDA, the City will provide an accounting of any unused development capacity or "extra" fee revenue to any developer on request.

Any development (units or building square feet) that exceed the allocated land uses for a given parcel shall pay the applicable SPIF per unit. Such circumstances may yield more SPIF Program revenue than originally anticipated. Unless that extra fee revenue is used to offset an underutilization of development in another parcel, that extra fee revenue shall be used to reimburse a developer, where that developer paid the target revenue for a parcel that exceeded the original unadjusted SPIF amount (e.g., original fee rate per unit multiplied by the actual number of units on a parcel). In the above example, the developer who yielded only 90 units but paid SPIF based on the original 100-unit total would be eligible for reimbursement. Such reimbursements will be handled on a first in-first out basis.

For purposes of this SPIF Nexus Study, in cases where density transfers between properties are approved by the City, the SPIF obligation for the transferred units may remain as it was before the transfer or may be recalculated for the transferred units and all other units in the parcel subject to the density transfer (i.e., recipient parcel) so long as such transfers are within the same Owner Subarea. Any SPIF related to a transfer shall not be payable on transfer but rather would be payable when otherwise applicable by development of the property receiving the density transfer.

SPIF—Administration Fee Component

The SPIF—Administration Fee Component will be collected to fund the administration, oversight, implementation, and updates of the SPIF Program. The SPIF—Administration Fee Component will include adequate funding to cover all City costs, including those of outside consultants, to administer the SPIF Program.

While the SPIF—Administration Fee Component is required to cover actual costs of administering the program on an annual basis, this fee component also must collect adequate funding to cover periodic updates to the program that are above and beyond the annual fee program monitoring and maintenance. To account for these circumstances, it is recommended the SPIF—Administration Fee Component be established as a percentage of the SPIF—Infrastructure Fee Component. When considering the percentage established, the City also considered the administrative efforts that will be related to the Parkland Equalization Fee and the SPIF—Public Facilities Land Equalization Fee.

The SPIF—Administration Fee Component shall be paid at the same time as either the SPIF—Infrastructure Fee Component or the Parkland and Public Facilities Lands Fee Components are due, whether fee credits applicable thereto reduce the amount of such other SPIF Fee components to zero.

The only circumstance where a property owner or Constructing Owner shall be entitled to a reimbursement from or credit against the SPIF—Administration Fee Component is if that Constructing Owner advance-funded the appraisal costs for the SPIF land fees or otherwise advance-funded early SPIF Administration costs before adequate SPIF—Administration Fee revenue has been collected by the City. In such cases, the amount of cost eligible for reimbursement shall be identified in an executed Fee Reimbursement Agreement.

Finally, adjustments to the SPIF—Administration Fee Component shall be made as determined by the Administrator, subject to the approval of the Finance Director, in order to provide continued and ongoing administration of the Fee Program.

SPIF – Phase 1 Water Reservation

As documented in several FPASP entitlement documents, the FPASP Phase 1 water facility improvements can serve a maximum number of EDUs based on a maximum peak day demand constraint that can be accommodated by the Phase 1 water improvements. That number was originally estimated to be approximately 2,500 EDUs. The City and FPASP property owners have recently been engaged in ongoing discussions regarding this threshold and solutions for financing the Phase 2 water infrastructure costs.

SPIF Program Adjustments and Update

The SPIF is subject to automatic annual inflation adjustments, periodic updates, and a 5-year review requirement. The purpose of each update is described in this section.

Automatic Inflation Adjustments

As more specifically described in the SPIF Ordinance, the costs on which the SPIF is based shall be updated annually based on changes in actual cost experiences (using unit price and other cost data from completed projects) or using a construction cost index such as the Engineering News Record Construction Cost Index (CCI). In the event an index is used, in July of each calendar year, the City will adjust the SPIF—Infrastructure Fee Component by the average of the change in the San Francisco CCI and the change in the 20-city CCI as reported in the Engineering News Record for the 12-month period ending in May.

Periodic SPIF Updates

As discussed throughout this Nexus Study, the City will conduct its first major periodic update of the SPIF in 2016 to account for all potential land use changes approved by the City through June 30, 2016. During such update, the City may also update infrastructure cost estimates based upon recent bid information or other information that may better inform the quantities or unit prices used in the cost estimates.

After the first major SPIF update, the SPIF would also subject to periodic updates based on changes in developable land, cost estimates, or other changes in the data on which the fee is based. For the first 5 years after approval of the first SPIF Program Nexus Study, the periodic update will be conducted either (1) after the approval by the City of a SPA and on the request of any landowner or (2) every 2 years. Thereafter, the City will continue to conduct periodic updates either (1) after the approval by the City of a SPA and on the request of any landowner or (2) as otherwise determined by the City.

During periodic updates, the City will analyze these items:

- Changes in facility costs different from the CCI inflation factor.
- Use of actual costs for completed facility improvements to “true up” the Fee Program.
- Changes in land use from SPAs (for tracking of fee and land use purposes)
- Changes in other funding sources.
- Changes in the cost to update or administer the fee.

In addition, a new infrastructure project may be included in the SPIF Program to the extent the project has unanimous approval of the then-owners of vacant developable FPASP property and the City concurs, all subject to the provisions of the ARDA. Any changes to the fee based on the periodic update will be presented to the City Council for approval before an increase or decrease in the fee.

After an amendment to the SPIF Program Nexus Study is adopted by the City Council, the SPIF designated in such nexus study shall form the basis for the “targeted revenue” to be derived from parcels included in the nexus study. The SPIF rates shall be set so that, when applied to the projected development, the targeted revenue required to cover the infrastructure costs is achieved.

Five-Year Review

Fees will be collected from new development in the City immediately; use of these funds, however, may need to wait until a sufficient fund balance can be accrued. According to Government Code Section 66006, the City is required to deposit, invest, account for, and expend the fees in a prescribed manner. The fifth fiscal year following the first deposit into the fee account or fund, and every 5 years thereafter, the City is required to make all of the following findings with respect to that portion of the account or fund remaining unexpended:

- Identify the purpose for which the fee is to be put.
- Demonstrate a reasonable relationship between the fee and the purpose for which it is charged.
- Identify all sources and amounts of funding anticipated to complete financing in incomplete plan area improvements.
- Designate the approximate dates on which the funding referred to in the above paragraph is expected to be deposited in the appropriate account or fund.

The City must refund the unexpended or uncommitted revenue portion of the fee for which a need could not be demonstrated in the above findings, unless the administrative costs exceed the amount of the refund.

APPENDICES:

- Appendix A: FPASP Allocated Land Uses
- Appendix B: Phase 1 Cost Adjustments
- Appendix C: Constructing Owner Reimbursement Balances
- Appendix D: Roadway Construction Cost Estimates
- Appendix E: Dry Utility Construction Cost Estimates
- Appendix F: On-Site Potable Water Construction Cost Estimates
- Appendix G: Off-Site Potable Water Construction Cost Estimates
- Appendix H: Recycled Water Construction Cost Estimates
- Appendix I: Sanitary Sewer Construction Cost Estimates
- Appendix J: Storm Drainage Construction Cost Estimates
- Appendix K: SPIF Water Treatment Plant Set-Aside Fee Analysis
- Appendix L: Habitat Mitigation
- Appendix M: FPASP Parkland Requirements
- Appendix N: FPASP Public Facility Land Requirements
- Appendix O: Construction Cost Index Annual Escalation Factor



APPENDIX A: FPASP Allocated Land Uses

| | | |
|------------|---|-----|
| Table A-1 | Parcel Summary—FPASP Land Uses as of June 30, 2016 (5 pages) | A-1 |
| Figure A-1 | Dwelling Unit Allocation | A-6 |
| Table A-2 | Final Map Approvals by Fiscal Year | A-7 |



Table A-1
 FPASP Document Table 4.3
 Parcel Summary - FPASP Land Uses as of June 30, 2016

| Parcel No. | Land Use | Acreage | Allocated Res. DU | Projected Population | Allocated Building Area SF | | | | |
|------------|----------------|---------|----------------------|-------------------------|----------------------------|---------|---------|----|---------|
| | | | | | IND/OP | CC | GC | MU | RC |
| 1 | IND/OP | 31.37 | 0 | | 410,335 | | | | |
| 2 | IND/OP | 10.52 | 0 | | 137,214 | | | | |
| 3 | SF | 0.50 | 1 | 3 | | | | | |
| 4 | OS-LC | 1.23 | 0 | | | | | | |
| 5 | OS-LC | 0.97 | 0 | | | | | | |
| 6 | OS | 16.81 | 0 | | | | | | |
| 7 | OS | 2.68 | 0 | | | | | | |
| 8 | OS | 1.02 | 0 | | | | | | |
| 9 | SF | 21.74 | 79 | 231 | | | | | |
| 10 | P (CP) | 48.05 | 0 | | | | | | |
| 11 | MMD | 8.56 | 155 | 301 | | | | | |
| 12 | SFHD | 24.61 | 141 | 412 | | | | | |
| 13 | OS | 5.41 | 0 | | | | | | |
| 14 | OS | 2.27 | 0 | | | | | | |
| 15 | CC | 13.12 | 0 | | | 142,659 | | | |
| 16 | MHD | 9.80 | 246 | 477 | | | | | |
| 17 | SFHD | 72.99 | 420 | 1226 | | | | | |
| 19A | SFHD | 10.28 | 59 | 172 | | | | | |
| 19B | SF | 5.82 | 20 | 58 | | | | | |
| 20 | SF | 21.62 | 78 | 228 | | | | | |
| 21 | P (LP) | 2.30 | 0 | | | | | | |
| 22 | PQP (School) | 10.03 | 0 | | | | | | |
| 23 | SFHD | 21.40 | 123 | 359 | | | | | |
| 24 | MLD | 16.25 | 147 | 285 | | | | | |
| 25 | SFHD | 24.46 | 141 | 412 | | | | | |
| 26 | SF | 23.10 | 83 | 242 | | | | | |
| 27 | SF | 12.71 | 46 | 134 | | | | | |
| 29 | OS | 67.26 | 0 | | | | | | |
| 30 | OS | 19.63 | 0 | | | | | | |
| 31 | OS-LC | 0.86 | 0 | | | | | | |
| 32 | OS-LC | 0.96 | 0 | | | | | | |
| 33 | OS-LC | 0.69 | 0 | | | | | | |
| 34 | OS-LC | 1.35 | 0 | | | | | | |
| 35 | OS | 22.70 | 0 | | | | | | |
| 36A | OS | 26.57 | 0 | | | | | | |
| 36B | OS | 2.22 | 0 | | | | | | |
| 37 | OS-LC | 1.50 | 0 | | | | | | |
| 38 | P (Non-Quimby) | 2.83 | 0 | | | | | | |
| 40 | OS-LC | 0.80 | 0 | | | | | | |
| 41 | OS-LC | 1.46 | 0 | | | | | | |
| 43 | OS-LC | 1.06 | 0 | | | | | | |
| 44 | OS-LC | 2.80 | 0 | | | | | | |
| 46 | OS-LC | 0.40 | 0 | | | | | | |
| 48 | ROW | 5.40 | 0 | | | | | | |
| 51A | OS | 14.79 | 0 | | | | | | |
| 51B | OS | 2.15 | 0 | | | | | | |
| 51C | OS | 1.01 | 0 | | | | | | |
| 52 | OS-LC | 2.95 | 0 | | | | | | |
| 53 | OS | 2.28 | 0 | | | | | | |
| 55 | IND/OP | 16.58 | 0 | | 216,928 | | | | |
| 56 | IND/OP | 11.02 | 0 | | 143,748 | | | | |
| 57 | PQP | 0.24 | 0 | | | | | | |
| 58 | SF | 106.96 | 338 | 987 | | | | | |
| 59 | IND/OP | 9.23 | 0 | | 120,226 | | | | |
| 60 | MHD | 7.70 | 192 | 372 | | | | | |
| 61 | RC | 102.96 | 549 | 1065 | 185,566 | | 270,072 | | 302,481 |
| 63 | MLD | 7.84 | 70 | 136 | | | | | |

Table A-1
 FPASP Document Table 4.3
 Parcel Summary - FPASP Land Uses as of June 30, 2016

| Parcel No. | Land Use | Acreage | Allocated Res. DU | Projected Population | Allocated Building Area SF | | | | |
|------------|--------------|---------|----------------------|-------------------------|----------------------------|--------|---------|--------|---------|
| | | | | | IND/OP | CC | GC | MU | RC |
| 64 | MHD | 4.31 | 108 | 209 | | | | | |
| 66 | P (LP) | 1.13 | 0 | | | | | | |
| 68 | MLD | 9.72 | 87 | 169 | | | | | |
| 69 | PQP | 1.01 | 0 | | | | | | |
| 70 | SF | 12.79 | 38 | 112 | | | | | |
| 71 | SFHD | 35.41 | 194 | 567 | | | | | |
| 73 | SFHD | 11.55 | 63 | 183 | | | | | |
| 74 | MU | 11.00 | 132 | 256 | | | | 38,333 | |
| 75 | P (LP) | 2.10 | 0 | | | | | | |
| 76 | MLD | 13.22 | 119 | 230 | | | | | |
| 77 | GC | 11.82 | 61 | 119 | 23,228 | | 30,840 | | 34,913 |
| 78 | GC | 10.56 | 54 | 105 | 20,993 | | 27,704 | | 31,401 |
| 79A | MLD | 7.68 | 69 | 134 | | | | | |
| 79B | MLD | 16.89 | 153 | 297 | | | | | |
| 80 | P (NP) | 5.73 | 0 | | | | | | |
| 81 | PQP (School) | 10.01 | 0 | | | | | | |
| 82A | SFHD | 10.90 | 59 | 173 | | | | | |
| 82B | MLD | 10.43 | 94 | 182 | | | | | |
| 83 | SFHD | 11.61 | 68 | 199 | | | | | |
| 84 | SFHD | 25.74 | 140 | 408 | | | | | |
| 85A | GC | 50.87 | 273 | 530 | 95,607 | | 133,119 | | 148,350 |
| 85B | PQP | 0.46 | 0 | | | | | | |
| 89A | SF | 11.90 | 41 | 120 | | | | | |
| 89B | SF | 13.76 | 40 | 117 | | | | | |
| 90A | OS | 7.70 | 0 | | | | | | |
| 90B | OS | 0.90 | 0 | | | | | | |
| 90D | OS | 1.03 | 0 | | | | | | |
| 90E | OS-OTHER | 0.29 | 0 | | | | | | |
| 90F | PQP | 0.32 | 0 | | | | | | |
| 90G | OS-OTHER | 0.86 | 0 | | | | | | |
| 92 | OS | 5.06 | 0 | | | | | | |
| 93 | OS | 0.13 | 0 | | | | | | |
| 94 | OS | 1.75 | 0 | | | | | | |
| 95 | OS | 3.52 | 0 | | | | | | |
| 96A | OS | 79.12 | 0 | | | | | | |
| 96B | OS | 30.74 | 0 | | | | | | |
| 97A | OS | 26.06 | 0 | | | | | | |
| 97B | OS | 28.04 | 0 | | | | | | |
| 98 | OS | 28.35 | 0 | | | | | | |
| 99 | OS | 35.76 | 0 | | | | | | |
| 100 | OS | 7.72 | 0 | | | | | | |
| 101 | OS | 0.79 | 0 | | | | | | |
| 102 | OS | 45.70 | 0 | | | | | | |
| 103 | OS | 48.63 | 0 | | | | | | |
| 104 | OS | 0.85 | 0 | | | | | | |
| 105 | OS-LC | 1.95 | 0 | | | | | | |
| 117 | OS | 1.19 | 0 | | | | | | |
| 129 | SFHD | 5.67 | 28 | 82 | | | | | |
| 131 | OS | 8.89 | 0 | | | | | | |
| 132 | MLD | 13.39 | 121 | 235 | | | | | |
| 134 | SFHD | 155.84 | 884 | 2579 | | | | | |
| 135 | PQP (School) | 10.01 | 0 | | | | | | |
| 136 | P (NP) | 11.88 | 0 | | | | | | |
| 137 | MLD | 9.46 | 71 | 138 | | | | | |
| 138 | MHD | 9.26 | 243 | 471 | | | | | |
| 141 | CC | 11.35 | 0 | | | 92,565 | | | |
| 143 | MLD | 7.79 | 86 | 167 | | | | | |

Table A-1
 FPASP Document Table 4.3
 Parcel Summary - FPASP Land Uses as of June 30, 2016

| Parcel No. | Land Use | Acreage | Allocated Res. DU | Projected Population | Allocated Building Area SF | | | | |
|------------|--------------|---------|-------------------|----------------------|----------------------------|----|----|--------|----|
| | | | | | IND/OP | CC | GC | MU | RC |
| 144 | MMD | 5.16 | 109 | 211 | | | | | |
| 147 | MLD | 17.04 | 156 | 302 | | | | | |
| 148 | MU | 5.02 | 61 | 118 | | | | 18,469 | |
| 149 | P (CP) | 26.12 | 0 | | | | | | |
| 150 | SFHD | 15.81 | 86 | 252 | | | | | |
| 151 | MHD | 5.83 | 145 | 281 | | | | | |
| 153 | MLD | 8.69 | 78 | 152 | | | | | |
| 154 | SFHD | 11.98 | 66 | 193 | | | | | |
| 155 | SFHD | 12.32 | 67 | 196 | | | | | |
| 156 | MLD | 6.33 | 57 | 110 | | | | | |
| 157 | MHD | 5.79 | 145 | 281 | | | | | |
| 158 | MU | 12.48 | 150 | 291 | | | | 43,560 | |
| 159 | SFHD | 11.44 | 62 | 181 | | | | | |
| 160A | MHD | 5.82 | 145 | 281 | | | | | |
| 160B | MLD | 10.75 | 97 | 189 | | | | | |
| 161 | SFHD | 11.55 | 63 | 183 | | | | | |
| 162 | SF | 37.93 | 122 | 356 | | | | | |
| 163 | PQP (School) | 11.44 | 0 | | | | | | |
| 164 | P (NP) | 10.60 | 0 | | | | | | |
| 165A | SFHD | 29.19 | 161 | 469 | | | | | |
| 165B | SFHD | 17.42 | 95 | 278 | | | | | |
| 166 | MLD | 6.00 | 54 | 104 | | | | | |
| 167 | MLD | 7.91 | 71 | 138 | | | | | |
| 168 | MMD | 7.21 | 122 | 237 | | | | | |
| 169 | MMD | 11.00 | 190 | 369 | | | | | |
| 170 | MLD | 10.68 | 96 | 186 | | | | | |
| 171 | PQP (School) | 79.63 | 0 | | | | | | |
| 172 | SFHD | 44.78 | 249 | 727 | | | | | |
| 173 | MLD | 24.65 | 224 | 434 | | | | | |
| 174 | OS-LC | 0.63 | 0 | | | | | | |
| 176 | OS-LC | 0.16 | 0 | | | | | | |
| 177A | OS | 118.48 | 0 | | | | | | |
| 177B | OS | 1.75 | 0 | | | | | | |
| 178 | OS | 13.21 | 0 | | | | | | |
| 179 | OS-LC | 1.85 | 0 | | | | | | |
| 180 | OS-LC | 1.61 | 0 | | | | | | |
| 181 | OS | 21.02 | 0 | | | | | | |
| 182 | OS-LC | 0.42 | 0 | | | | | | |
| 183 | OS-LC | 0.05 | 0 | | | | | | |
| 184 | OS | 18.74 | 0 | | | | | | |
| 185 | OS | 3.99 | 0 | | | | | | |
| 186 | OS-LC | 0.95 | 0 | | | | | | |
| 187 | OS-LC | 0.69 | 0 | | | | | | |
| 188 | OS-LC | 0.22 | 0 | | | | | | |
| 189 | OS | 2.92 | 0 | | | | | | |
| 190 | OS-LC | 0.53 | 0 | | | | | | |
| 191 | OS-LC | 0.52 | 0 | | | | | | |
| 192A | OS | 2.41 | 0 | | | | | | |
| 192B | OS | 2.32 | 0 | | | | | | |
| 194A | OS | 4.15 | 0 | | | | | | |
| 194B | OS | 8.14 | 0 | | | | | | |
| 196A | OS | 8.83 | 0 | | | | | | |
| 196B | OS | 13.78 | 0 | | | | | | |
| 198 | OS-LC | 2.73 | 0 | | | | | | |
| 199 | OS-LC | 0.80 | 0 | | | | | | |
| 200A | OS-LC | 1.36 | 0 | | | | | | |
| 200B | OS-LC | 1.00 | 0 | | | | | | |

Table A-1
 FPASP Document Table 4.3
 Parcel Summary - FPASP Land Uses as of June 30, 2016

| Parcel No. | Land Use | Acreage | Allocated Res. DU | Projected Population | Allocated Building Area SF | | | | |
|------------|---------------|---------|----------------------|-------------------------|----------------------------|----|---------|----|----|
| | | | | | IND/OP | CC | GC | MU | RC |
| 201 | OS | 9.72 | 0 | | | | | | |
| 204 | OS | 1.13 | 0 | | | | | | |
| 205 | OS-LC | 0.23 | 0 | | | | | | |
| 206A | OS | 8.97 | 0 | | | | | | |
| 206B | OS | 2.37 | 0 | | | | | | |
| 207 | OS-LC | 2.39 | 0 | | | | | | |
| 208 | OS | 6.00 | 0 | | | | | | |
| 209 | OS | 3.89 | 0 | | | | | | |
| 210 | OS-LC | 0.28 | 0 | | | | | | |
| 211 | MLD | 7.27 | 63 | 122 | | | | | |
| 212 | OS-LC | 0.55 | 0 | | | | | | |
| 213 | OS | 1.07 | 0 | | | | | | |
| 214 | SFHD | 56.55 | 259 | 756 | | | | | |
| 215A | SF | 8.90 | 29 | 85 | | | | | |
| 215B | SF | 8.00 | 21 | 61 | | | | | |
| 215C | SF | 1.80 | 0 | | | | | | |
| 216A | PQP (School) | 0.25 | 0 | | | | | | |
| 216B | P (NP) | 5.46 | 0 | | | | | | |
| 217 | SF | 25.09 | 86 | 251 | | | | | |
| 219 | OS | 0.61 | 0 | | | | | | |
| 220 | OS | 4.78 | 0 | | | | | | |
| 223 | OS | 2.19 | 0 | | | | | | |
| 224 | OS | 5.20 | 0 | | | | | | |
| 227 | OS | 17.39 | 0 | | | | | | |
| 232 | PQP | 1.51 | 0 | | | | | | |
| 233 | GC | 11.54 | 0 | | | | 125,235 | | |
| 234 | MLD | 8.41 | 69 | 132 | | | | | |
| 235 | MLD | 6.50 | 54 | 104 | | | | | |
| 236 | SFHD | 55.06 | 273 | 797 | | | | | |
| 237 | SF | 27.91 | 85 | 248 | | | | | |
| 238 | SF | 14.49 | 49 | 143 | | | | | |
| 239 | OS | 2.72 | 0 | | | | | | |
| 241 | OS | 13.42 | 0 | | | | | | |
| 242 | OS | 1.89 | 0 | | | | | | |
| 243 | OS | 3.43 | 0 | | | | | | |
| 244 | OS | 25.49 | 0 | | | | | | |
| 246A | SFHD | 32.72 | 188 | 549 | | | | | |
| 246B | SFHD | 15.73 | 91 | 266 | | | | | |
| 246C | P (NP) | 10.00 | 0 | | | | | | |
| 247 | OS | 10.29 | 0 | | | | | | |
| 248 | OS-LC | 2.24 | 0 | | | | | | |
| 250 | OS-LC | 2.16 | 0 | | | | | | |
| 252 | OS-LC | 0.18 | 0 | | | | | | |
| 253 | OS | 3.63 | 0 | | | | | | |
| 254 | SF | 4.32 | 13 | 38 | | | | | |
| 255 | SF | 4.94 | 15 | 44 | | | | | |
| 256 | MLD | 13.03 | 119 | 231 | | | | | |
| 257 | OS | 6.49 | 0 | | | | | | |
| 258 | OS | 1.11 | 0 | | | | | | |
| 260 | OS | 0.76 | 0 | | | | | | |
| 261 | OS | 3.09 | 0 | | | | | | |
| 263 | OS | 2.87 | 0 | | | | | | |
| 264 | OS | 2.28 | 0 | | | | | | |
| 266 | OS | 0.35 | 0 | | | | | | |
| 269 | OS | 0.86 | 0 | | | | | | |
| 270A | PQP (School) | 9.77 | 0 | | | | | | |
| 270A | PQP (Utility) | 3.89 | 0 | | | | | | |

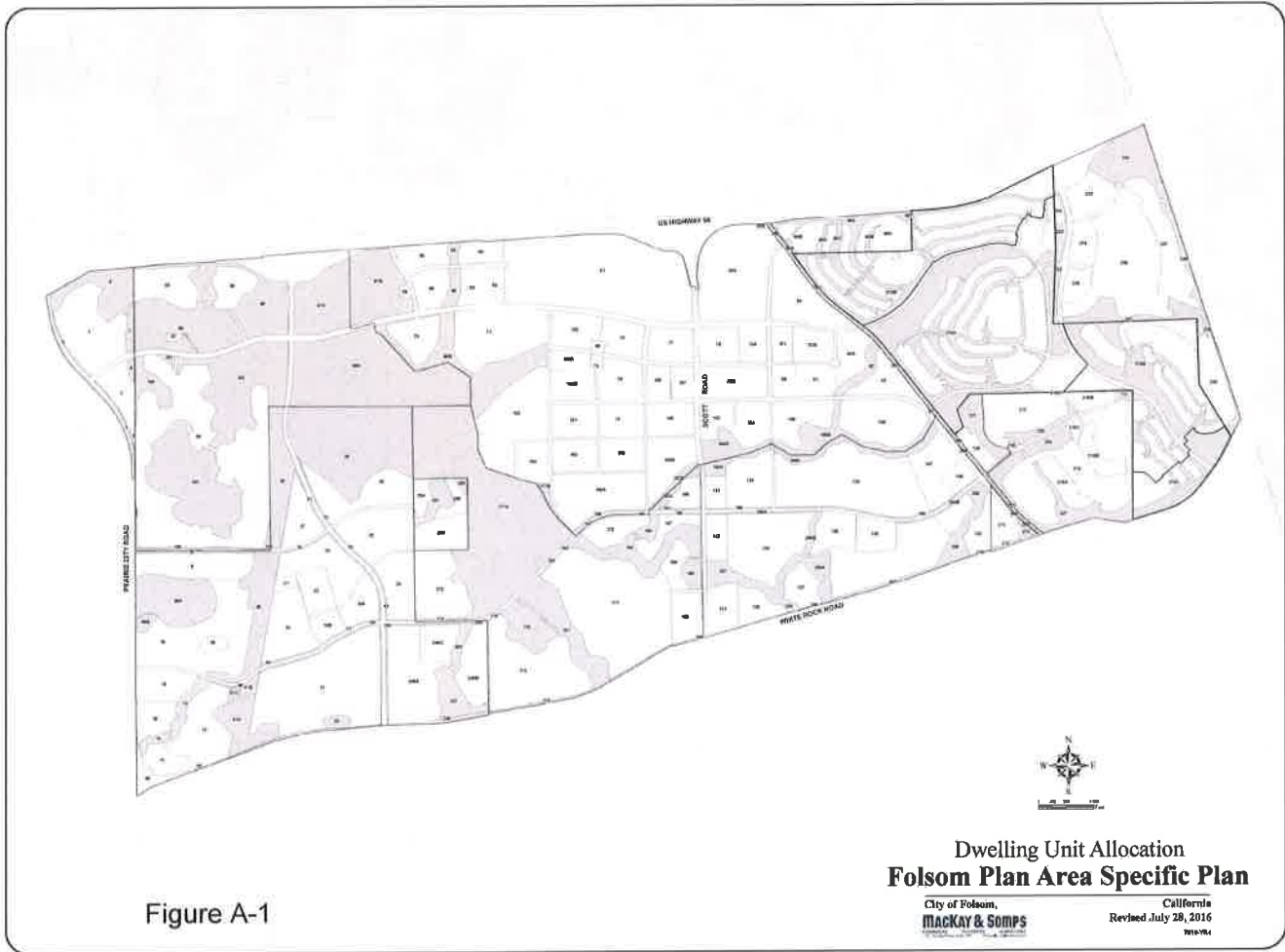
Table A-1
 FPASP Document Table 4.3
 Parcel Summary - FPASP Land Uses as of June 30, 2016

| Parcel No. | Land Use | Acreage | Allocated Res. DU | Projected Population | Allocated Building Area SF | | | | |
|--------------|----------------|-----------------|-------------------|----------------------|--|----|----|----|----|
| | | | | | IND/OP | CC | GC | MU | RC |
| 270A | P (Non-Quimby) | 6.91 | 0 | | | | | | |
| 270A | MLD | 12.48 | 114 | 333 | | | | | |
| 270A | SFHD | 30.99 | 151 | 441 | | | | | |
| 270A | SF | 36.68 | 131 | 382 | | | | | |
| 270A | OS-OTHER | 27.51 | 0 | | | | | | |
| 270A | OS | 52.37 | 0 | | | | | | |
| 270B | SF | 65.27 | 180 | 526 | | | | | |
| 270B | OS-OTHER | 22.91 | 0 | | | | | | |
| 270B | OS | 46.85 | 0 | | | | | | |
| 270B | PQP | 0.05 | 0 | | | | | | |
| 270B | SFHD | 55.60 | 276 | 806 | | | | | |
| 270B | P (NP) | 5.25 | 0 | | | | | | |
| 270C | OS | 13.70 | 0 | | | | | | |
| 270C | OS-OTHER | 1.35 | 0 | | | | | | |
| 270C | SFHD | 10.24 | 46 | 134 | | | | | |
| 270C | SF | 1.32 | 5 | 15 | | | | | |
| 271 | PQP | 0.84 | | | | | | | |
| Total | | 3,341.73 | 11,337 | 27,910 | Total Commercial Building Area = 2,788,844 SF | | | | |

Notes:

Allocation Table

1. Measure W Open Space is designated OS and OS-LC in this table. OS-OTHER is excluded from Measure W Open Space.



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**Table A-2
 Folsom Plan Area Specific Plan
 Specific Plan Infrastructure Fee (SPIF) 2020 Update
 Final Map Approvals by Fiscal Year [1]**

| Item | 2018 | | | | 2019 | | | | 2020 | | | Total |
|--|---------------------|---------------|---------------|---------------|---------------------|---------------|---------------|---------------|---------------------|---------------|---------------|-----------------|
| | Q1 Jan-Mar | Q2 Apr-Jun | Q3 Jul-Sep | Q4 Oct-Dec | Q1 Jan-Mar | Q2 Apr-Jun | Q3 Jul-Sep | Q4 Oct-Dec | Q1 Jan-Mar | Q2 Apr-Jun | Q3 Jul-Sep | |
| Fiscal Year | FY 2017-2018 | | | | FY 2018-2019 | | | | FY 2019-2020 | | | FY 20-21 |
| Mangini Ranch Ph. 1A (Villages 1, 2, 5, 6, 7, 8, 9) | | | | | | | | | | | | |
| SFHD | 0 | 416 | 0 | 0 | 0 | 0 | 0 | 299 | 0 | 0 | 0 | 715 |
| Russell Ranch Phase 1 [2] | | | | | | | | | | | | |
| SF | 0 | 0 | 0 | 0 | 131 | 0 | 0 | 0 | 0 | 0 | 0 | 131 |
| SFHD | 0 | 0 | 0 | 0 | 151 | 0 | 0 | 0 | 0 | 0 | 0 | 151 |
| MLD | 0 | 0 | 0 | 0 | 114 | 0 | 0 | 0 | 0 | 0 | 0 | 114 |
| Subtotal Russell Ranch Ph. 1 | 0 | 0 | 0 | 0 | 396 | 0 | 0 | 0 | 0 | 0 | 0 | 396 |
| White Rock Springs Ranch/Carr Trust | | | | | | | | | | | | |
| SF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 136 | 0 | 0 | 0 | 136 |
| SFHD | 0 | 0 | 0 | 0 | 0 | 0 | 121 | 166 | 0 | 0 | 0 | 287 |
| Subtotal WRSR/Carr Trust | 0 | 0 | 0 | 0 | 0 | 0 | 121 | 302 | 0 | 0 | 0 | 423 |
| Mangini Ranch Phase 2 (Villages 7, 4, 8) | | | | | | | | | | | | |
| SFHD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 59 | 59 |
| MLD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 78 | 0 | 0 | 36 | 114 |
| Subtotal Mangini Ranch Ph. 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 78 | 0 | 0 | 95 | 173 |
| Enclave | | | | | | | | | | | | |
| MLD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 123 | 0 | 123 |
| Total | 0 | 416 | 0 | 0 | 396 | 0 | 121 | 679 | 0 | 123 | 95 | 1,830 |
| Total Final Mapped Projects | | | | | | | | | | | | |
| SF | 0 | 0 | 0 | 0 | 131 | 0 | 0 | 136 | 0 | 0 | 0 | 267 |
| SFHD | 0 | 416 | 0 | 0 | 151 | 0 | 121 | 465 | 0 | 0 | 59 | 1,212 |
| MLD | 0 | 0 | 0 | 0 | 114 | 0 | 0 | 78 | 0 | 123 | 36 | 351 |
| Total | 0 | 416 | 0 | 0 | 396 | 0 | 121 | 679 | 0 | 123 | 95 | 1,830 |
| Total By Fiscal Year | FY 2017-2018 | | | | FY 2018-2019 | | | | FY 2019-2020 | | | FY 20-21 |
| SF | 0 | | | | 131 | | | | 136 | | | 0 |
| SFHD | 416 | | | | 151 | | | | 566 | | | 59 |
| MLD | 0 | | | | 114 | | | | 201 | | | 36 |
| Total | 416 | | | | 396 | | | | 923 | | | 95 |

final map

Source: City of Folsom.

- [1] The number of units shown reflect the land uses allocated to the FPASP Parcels as of June 30, 2016.
- [2] Includes 2 SF Shortfall Units.

A-7

APPENDIX B:

Phase 1 Cost Adjustments

| | | |
|------------|---|------|
| Table B-1 | Summary of Phase 1 Remaining SPIF Infrastructure Costs | B-1 |
| Table B-2 | MIC/TNHC Shared Phase 1 Backbone Facilities Reimbursement Analysis | B-2 |
| Table B-3 | MIC Only Phase 1 Backbone Facilities Reimbursement Analysis | B-3 |
| Table B-4 | TNHC Only Phase 1 Backbone Facilities Reimbursement Analysis | B-4 |
| Table B-5 | Mangini Improvement Company, LLC (MIC) Mangini North Phase 1B Backbone Facilities Reimbursement Analysis | B-5 |
| Table B-6 | Mangini Improvement Company, LLC (MIC) Mangini North Phase 1B Backbone Facilities Constructed | B-6 |
| Table B-7 | Gragg Ranch Recovery LLC Backbone Facilities Reimbursement Analysis | B-7 |
| Table B-8 | Gragg Ranch Recovery LLC White Rock Springs Ranch (WRSR) Backbone Facilities Constructed (3 pages) | B-8 |
| Table B-9 | East Carpenter Improvement Company, LLC (ECIC)/ Enclave at Folsom Ranch, LLC (Enclave) Backbone Facilities Reimbursement Analysis | B-11 |
| Table B-10 | East Carpenter Improvement Company, LLC (ECIC)/ Enclave at Folsom Ranch, LLC (Enclave) Backbone Facilities Constructed (8 pages) | B-12 |
| Table B-11 | MIC/TNHC Shared Phase 1 Backbone Facilities Reimbursement Analysis (CFD 18/Set-Aside) | B-20 |
| Table B-12 | White Rock Springs Ranch & Carr Trust SPIF Payments | B-21 |
| Table B-13 | Allocation of SPIF Infrastructure Fee Payments | B-22 |
| Table B-14 | SPIF True-Up Adjustments—MIC Phase 1 | B-23 |
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| Table B-16 | SPIF True-Up Verification—MIC Phase 1 (2 pages) | B-25 |
| Table B-17 | SPIF True-Up Verification—ECIC/Enclave | B-27 |
| | Phase 1 Backbone Infrastructure Exhibits | B-28 |



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Table B-1
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
Summary of Phase 1 Remaining SPIF Infrastructure Costs [1]

| Item | Phase 1 SPIF Infrastructure Reimbursement Agreement Net Costs [1] | | | | | | | True-Up Reconciliation [2] | | | Total |
|---|---|---------------------|----------------------|-------------------------------------|-----------------------|--------------------------------|----------------------------------|----------------------------|--------------------|----------------------------|---------------------|
| | SPIF MIC/TNHC Shared | SPIF MIC Only | SPIF TNHC Only | SPIF MIC Mangini North Ph. 1B | SPIF Gragg Only | SPIF ECIC/Enclave Shared | CFD 18 MIC/TNHC Shared [3] | Total | MIC Phase 1 | ECIC/ Enclave Shared | |
| | SPIF Facility Cost Estimate | | | | | | | | | | |
| Phase 1 Roadways | | | | | | | | | | | |
| Rough Grading | \$124,054 | \$458,350 | \$4,982,771 | \$0 | \$0 | \$169,711 | \$0 | \$5,734,886 | \$723,778 | \$296,138 | \$6,754,802 |
| Backbone Roadways | \$209,563 | \$1,743,371 | \$3,944,292 | \$0 | \$0 | \$350,553 | \$0 | \$6,247,779 | \$1,583,700 | \$611,700 | \$8,443,179 |
| Railroad Crossings | \$0 | \$0 | \$372,308 | \$0 | \$0 | \$0 | \$0 | \$372,308 | \$0 | \$0 | \$372,308 |
| City Fiber Optic & Traffic Control System | \$0 | \$32,139 | \$247,168 | \$0 | \$0 | \$147,402 | \$0 | \$426,709 | \$11,973 | \$257,211 | \$695,893 |
| Signalized Intersections & Improvements | \$0 | \$572,167 | \$727,355 | \$422,110 | \$0 | \$266,851 | \$0 | \$1,988,483 | \$213,158 | \$465,645 | \$2,667,286 |
| Open Space Vehicular Access Barrier | \$0 | \$21,075 | \$90,621 | \$0 | \$0 | \$2,034 | \$0 | \$113,730 | \$7,851 | \$3,549 | \$125,130 |
| Off-Site Roadway Improvements | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Subtotal Phase 1 Roadways | \$333,617 | \$2,827,102 | \$10,364,515 | \$422,110 | \$0 | \$936,551 | \$0 | \$14,883,895 | \$2,540,460 | \$1,634,243 | \$19,058,598 |
| Dry Utility System | \$20,929 | \$1,433,743 | \$3,665,882 | \$0 | \$0 | \$666,822 | \$0 | \$5,787,376 | \$553,940 | \$1,163,580 | \$7,504,896 |
| Potable Water System | \$0 | \$1,865,163 | \$14,155,693 | \$0 | \$0 | \$579,847 | \$0 | \$18,600,703 | \$694,856 | \$1,011,812 | \$18,307,371 |
| Off-Site Water System (Set-Aside) | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,082,748 | \$1,082,748 | \$0 | \$0 | \$1,082,748 |
| Recycled Water System | \$0 | \$481,241 | \$1,043,128 | \$0 | \$0 | \$216,934 | \$0 | \$1,741,303 | \$179,284 | \$378,542 | \$2,290,129 |
| Sanitary Sewer System | | | | | | | | | | | |
| Sewer Pipelines | \$137,466 | \$810,694 | \$1,569,093 | \$0 | \$0 | \$0 | \$0 | \$2,517,253 | \$914,834 | \$0 | \$3,432,087 |
| Alder Creek Lift Station (Set-Aside) | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$498,504 | \$498,504 | \$0 | \$498,504 |
| Subtotal Sanitary Sewer System | \$137,466 | \$810,694 | \$1,569,093 | \$0 | \$0 | \$0 | \$0 | \$498,504 | \$914,834 | \$0 | \$3,930,591 |
| Storm Drain System | \$34,770 | \$2,540,204 | \$4,944,112 | \$903,273 | \$0 | \$1,034,220 | \$0 | \$9,456,579 | \$1,101,343 | \$1,804,675 | \$12,362,597 |
| Habitat Mitigation | \$52,149 | \$6,245 | \$353,752 | \$0 | \$0 | \$0 | \$0 | \$412,146 | \$0 | \$0 | \$412,146 |
| Total Phase 1 Costs | \$578,931 | \$9,964,392 | \$36,086,175 | \$1,325,383 | \$0 | \$3,434,374 | \$1,581,252 | \$52,980,507 | \$5,984,717 | \$5,992,852 | \$64,958,076 |

ph f costs remain

Source: SPIF Nexus Study Fiscal Year 2017-2018 Update; MacKay & Soms; WestLand; TNHC; EPS.

[1] Reflects the remaining balance of SPIF Infrastructure Fee Reimbursements for Phase 1 SPIF facilities less SPIF Infrastructure Fee payments paid through July 15, 2020, in Fiscal Year 2019-2020 dollars.

See Table B-2 through Table B-13 for details.

[2] See Table B-14 through Table B-17 for details.

[3] Reflects the costs associated with facilities funded by the SPIF Set-Aside Fee.

DRAFT**MIC/TNHC
Reimbursement Analysis**

**Table B-2
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
MIC/TNHC Shared Phase 1 Backbone Facilities Reimbursement Analysis**

| Item | Phase 1 Construction Plan | | | | | Total | Percentage of Total | Allocation of Remaining Reimburse. Amount |
|--|---------------------------|---|-----------------------------------|--------------------|---------------------|---------------|---------------------|---|
| | Folsom Ranch Sewer | Alder Creek Parkway Sewer Lift Station and Force Main | Russell Ranch Alder Creek Parkway | Habitat Mitigation | | | | |
| SPIF Infrastructure Fee Reimbursement | | | | | | | | |
| Initial Reimbursement Amount [1] | - | - | - | - | \$15,075,818 | | | |
| Remaining Reimbursement Amount [2] | - | - | - | - | \$698,903 | | | |
| Less SPIF Infrastructure Fee Payments [3] | - | - | - | - | (\$119,972) | | | |
| Net Remaining Reimbursement Amount | - | - | - | - | \$578,931 | | | |
| SPIF Facility Cost Estimate [4] | | | | | | | | |
| Phase 1 Roadways | | | | | | | | |
| Rough Grading | \$2,946,691 | \$283,764 | \$0 | \$0 | \$3,230,455 | 21.4% | \$124,054 | |
| Backbone Roadways | \$4,050,670 | \$1,406,522 | \$0 | \$0 | \$5,457,192 | 36.2% | \$209,563 | |
| Railroad Crossings | \$0 | \$0 | \$0 | \$0 | \$0 | 0.0% | \$0 | |
| City Fiber Optic & Traffic Control System | \$0 | \$0 | \$0 | \$0 | \$0 | 0.0% | \$0 | |
| Signalized Intersections & Improvements | \$0 | \$0 | \$0 | \$0 | \$0 | 0.0% | \$0 | |
| Open Space Vehicular Access Barrier | \$0 | \$0 | \$0 | \$0 | \$0 | 0.0% | \$0 | |
| Off-Site Roadway Improvements | \$0 | \$0 | \$0 | \$0 | \$0 | 0.0% | \$0 | |
| Subtotal Phase 1 Roadways | \$6,997,361 | \$1,690,286 | \$0 | \$0 | \$8,687,647 | 57.6% | \$333,617 | |
| Dry Utility System | \$52,000 | \$63,700 | \$429,300 | \$0 | \$545,000 | 3.6% | \$20,929 | |
| Potable Water System | \$0 | \$0 | \$0 | \$0 | \$0 | 0.0% | \$0 | |
| Off-Site Water System | \$0 | \$0 | \$0 | \$0 | \$0 | 0.0% | \$0 | |
| Recycled Water System | \$0 | \$0 | \$0 | \$0 | \$0 | 0.0% | \$0 | |
| Sanitary Sewer System | | | | | | | | |
| Sewer Pipelines | \$3,579,732 | \$0 | \$0 | \$0 | \$3,579,732 | 23.7% | \$137,466 | |
| Alder Creek Lift Station | \$0 | \$0 | \$0 | \$0 | \$0 | 0.0% | \$0 | |
| Subtotal Sanitary Sewer System | \$3,579,732 | \$0 | \$0 | \$0 | \$3,579,732 | 23.7% | \$137,466 | |
| Storm Drain System | \$781,560 | \$123,890 | \$0 | \$0 | \$905,450 | 6.0% | \$34,770 | |
| Habitat Mitigation [5] | \$0 | \$0 | \$0 | \$1,357,989 | \$1,357,989 | 9.0% | \$52,149 | |
| Total Phase 1 Costs | \$11,410,653 | \$1,877,876 | \$429,300 | \$1,357,989 | \$15,075,818 | 100.0% | \$578,931 | |

mic tnhc

Source: SPIF Nexus Study FY 2017-2018 Update; MacKay & Somps; MIC; TNHC; EPS.

- [1] Based on a cost-sharing agreement between Mangini Improvement Company, Inc. (MIC) and TNHC Russell Ranch (TNHC). Initial reimbursement amounts for each entity shown below.
MIC - \$10,050,544
TNHC - \$5,025,274
- [2] Based on the reimbursement balances for MIC and TNHC as of July 15, 2020. Remaining reimbursement amounts for each entity is shown below and detailed in Appendix C.
MIC - \$0
TNHC - \$698,903
- [3] Reflects the allocation of SPIF Infrastructure Fee payments made as of July 15, 2020. See Table B-13 for details.
- [4] Unless otherwise noted, based on the Phase 1 SPIF Infrastructure cost estimates from the SPIF Nexus Study FY 2017-2018 Update, as detailed below.
Folsom Ranch Sewer: See Table A-3.
Alder Creek Parkway Sewer Lift Station and Force Main: See Table A-4. Costs exclude the Backbone Sanitary Sewer System Costs as they are funded by CFD No. 18.
Russell Ranch Alder Creek Parkway: See Table A-1
- [5] Reflects the habitat mitigation amount reflected in tables supporting the Exhibit D of the MIC/TNHC Shared Phase 1 Backbone Facilities SPIF Reimbursement Agreement.

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Table B-3
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
MIC Only Phase 1 Backbone Facilities Reimbursement Analysis

Mangini Improvement Company, Inc.
Reimbursement Analysis

| Item | Phase 1 Construction Plan | | | | Percentage of Total | Allocation of Remaining Reimburse. Amount |
|--|---|---|--------------------|---------------------|---------------------|---|
| | Mangini Ranch East Bidwell Street - Phase 1 | Mangini Ranch Mangini Parkway - Phase 1 | Habitat Mitigation | Total | | |
| SPIF Infrastructure Fee Reimbursement | | | | | | |
| Initial Reimbursement Amount [1] | - | - | - | \$21,683,492 | | |
| Remaining Reimbursement Amount [2] | - | - | - | \$10,190,034 | | |
| Less SPIF Infrastructure Fee Payments [3] | - | - | - | (\$225,642) | | |
| Net Remaining Reimbursement Amount | - | - | - | \$9,964,392 | | |
| SPIF Facility Cost Estimate [4] | | | | | | |
| Phase 1 Roadways | | | | | | |
| Rough Grading | \$167,544 | \$829,920 | \$0 | \$997,464 | 4.6% | \$458,350 |
| Backbone Roadways | \$1,177,293 | \$2,616,640 | \$0 | \$3,793,933 | 17.5% | \$1,743,371 |
| Railroad Crossings | \$0 | \$0 | \$0 | \$0 | 0.0% | \$0 |
| City Fiber Optic & Traffic Control System | \$69,940 | \$0 | \$0 | \$69,940 | 0.3% | \$32,139 |
| Signalized Intersections & Improvements | \$924,482 | \$320,671 | \$0 | \$1,245,153 | 5.7% | \$572,167 |
| Open Space Vehicular Access Barrier | \$45,864 | \$0 | \$0 | \$45,864 | 0.2% | \$21,075 |
| Off-Site Roadway Improvements | \$0 | \$0 | \$0 | \$0 | 0.0% | \$0 |
| Subtotal Phase 1 Roadways | \$2,385,123 | \$3,767,231 | \$0 | \$6,152,354 | 28.4% | \$2,827,102 |
| Dry Utility System | \$868,320 | \$2,251,800 | \$0 | \$3,120,120 | 14.4% | \$1,433,743 |
| Potable Water System | \$45,149 | \$4,013,828 | \$0 | \$4,058,977 | 18.7% | \$1,865,163 |
| Off-Site Water System | \$0 | \$0 | \$0 | \$0 | 0.0% | \$0 |
| Recycled Water System | \$373,880 | \$673,400 | \$0 | \$1,047,280 | 4.8% | \$481,241 |
| Sanitary Sewer System | | | | | | |
| Sewer Pipelines | \$756,925 | \$1,007,312 | \$0 | \$1,764,237 | 8.1% | \$810,694 |
| Alder Creek Lift Station | \$0 | \$0 | \$0 | \$0 | 0.0% | \$0 |
| Subtotal Sanitary Sewer System | \$756,925 | \$1,007,312 | \$0 | \$1,764,237 | 8.1% | \$810,694 |
| Storm Drain System | \$3,766,507 | \$1,761,500 | \$0 | \$5,528,007 | 25.5% | \$2,540,204 |
| Habitat Mitigation [5] | \$0 | \$0 | \$13,590 | \$13,590 | 0.1% | \$6,245 |
| Total Phase 1 Costs | \$8,195,904 | \$13,475,071 | \$13,590 | \$21,684,565 | 100.0% | \$9,964,392 |

mic reimb

Source: SPIF Nexus Study FY 2017-2018 Update; MacKay & Somps; MIC; TNHC; EPS.

- [1] Based on Exhibit D of the Mangini Improvement Company, Inc. (MIC) SPIF Infrastructure Fee Program Fee Reimbursement Agreement.
[2] Based on the reimbursement balances for MIC as of July 15, 2020. Remaining reimbursement amounts for each entity is detailed in Appendix C.
[3] Reflects the allocation of SPIF Infrastructure Fee payments made as of July 15, 2020. See Table B-13 for details.
[4] Unless otherwise noted, based on the Phase 1 SPIF Infrastructure cost estimates from the SPIF Nexus Study FY 2017-2018 Update, as detailed below.
Mangini Ranch East Bidwell Street - Phase 1: See Table A-6.
Mangini Ranch Mangini Parkway - Phase 1: See Table A-7.
[5] Reflects the habitat mitigation amount reflected in tables supporting the Exhibit D of the MIC Phase 1 Backbone Facilities SPIF Reimbursement Agreement.

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Table B-4
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
TNHC Only Phase 1 Backbone Facilities Reimbursement Analysis

TNHC Russell Ranch LLC
 Reimbursement Analysis

| Item | Phase 1 Construction Plan | | | | | | | Total | Percentage of Total | Allocation of Remaining Reimburse. Amount |
|--|-----------------------------------|----------------------------------|---|--|---------------------------------|--------------------|---------------------|---------------|---------------------|---|
| | Russell Ranch Alder Creek Parkway | Russell Ranch Grand Prairie Road | Zone 5 Water Tank and Zone 6 Booster Pump Station | Zone 4 and Zone 5 Water Booster Pump Station | Enclave Backbone Infrastructure | Habitat Mitigation | | | | |
| SPIF Infrastructure Fee Reimbursement | | | | | | | | | | |
| Initial Reimbursement Amount [1] | - | - | - | - | - | - | \$41,986,506 | | | |
| Remaining Reimbursement Amount [2] | - | - | - | - | - | - | \$36,744,475 | | | |
| Less SPIF Infrastructure Fee Payments [3] | - | - | - | - | - | - | (\$648,300) | | | |
| Net Remaining Reimbursement Amount | - | - | - | - | - | - | \$36,096,175 | | | |
| SPIF Facility Cost Estimate [4] | | | | | | | | | | |
| Phase 1 Roadways | | | | | | | | | | |
| Rough Grading | \$4,667,845 | \$7,644 | \$1,035,637 | \$59,202 | \$58,176 | \$0 | \$5,828,504 | 13.8% | \$4,982,771 | |
| Backbone Roadways | \$4,482,660 | \$50,700 | \$0 | \$12,362 | \$68,040 | \$0 | \$4,613,762 | 10.9% | \$3,944,292 | |
| Railroad Crossings | \$234,000 | \$201,500 | \$0 | \$0 | \$0 | \$0 | \$435,500 | 1.0% | \$372,308 | |
| City Fiber Optic & Traffic Control System | \$260,520 | \$28,600 | \$0 | \$0 | \$0 | \$0 | \$289,120 | 0.7% | \$247,168 | |
| Signalized Intersections & Improvements | \$740,649 | \$0 | \$0 | \$0 | \$110,160 | \$0 | \$850,809 | 2.0% | \$727,355 | |
| Open Space Vehicular Access Barrier | \$91,260 | \$14,742 | \$0 | \$0 | \$0 | \$0 | \$106,002 | 0.3% | \$90,621 | |
| Off-Site Roadway Improvements | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | 0.0% | \$0 | |
| Subtotal Phase 1 Roadways | \$10,476,934 | \$303,186 | \$1,035,637 | \$71,564 | \$236,376 | \$0 | \$12,123,697 | 28.7% | \$10,364,515 | |
| Dry Utility System | \$4,041,540 | \$0 | \$149,058 | \$97,500 | \$0 | \$0 | \$4,288,098 | 10.2% | \$3,665,882 | |
| Potable Water System | \$2,358,460 | \$1,015,300 | \$8,941,400 | \$4,243,200 | \$0 | \$0 | \$16,558,360 | 39.2% | \$14,155,693 | |
| Off-Site Water System | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | 0.0% | \$0 | |
| Recycled Water System | \$917,280 | \$302,900 | \$0 | \$0 | \$0 | \$0 | \$1,220,180 | 2.9% | \$1,043,128 | |
| Sanitary Sewer System | | | | | | | | | | |
| Sewer Pipelines | \$1,835,418 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,835,418 | 4.3% | \$1,569,093 | |
| Alder Creek Lift Station | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 | 0.0% | \$0 | |
| Subtotal Sanitary Sewer System | \$1,835,418 | \$0 | \$0 | \$0 | \$0 | \$0 | \$1,835,418 | 4.3% | \$1,569,093 | |
| Storm Drain System | \$3,862,742 | \$1,920,542 | \$0 | \$0 | \$0 | \$0 | \$5,783,284 | 13.7% | \$4,944,112 | |
| Habitat Mitigation [5] | \$0 | \$0 | \$0 | \$0 | \$0 | \$413,795 | \$413,795 | 1.0% | \$353,752 | |
| Total Phase 1 Costs | \$23,492,374 | \$3,541,928 | \$10,126,095 | \$4,412,264 | \$236,376 | \$413,795 | \$42,222,832 | 100.0% | \$36,096,175 | |

Inhc reimb

Source: SPIF Nexus Study FY 2017-2018 Update; MacKay & Soms; MIC; TNHC; EPS.

[1] Based on Exhibit D of the TNHC Russell Ranch LLC (TNHC) SPIF Infrastructure Fee Program Fee Reimbursement Agreement.

[2] Based on the reimbursement balances for TNHC as of July 15, 2020. TNHC's remaining SPIF Fee reimbursement amounts are detailed in Appendix C.

[3] Reflects the allocation of SPIF Infrastructure Fee payments made as of July 15, 2020. See Table B-13 for details.

[4] Unless otherwise noted, based on the Phase 1 SPIF Infrastructure cost estimates from the SPIF Nexus Study FY 2017-2018 Update, as detailed below.

Russell Ranch Alder Creek Parkway: See Table A-1.Russell Ranch Grand Prairie Road: See Table A-2.Zone 5 Water Tank and Zone 6 Booster Pump Station: See Table A-8.Zone 4 and Zone 5 Water Booster Pump Station: See Table A-9.Enclave Backbone Infrastructure: See Table A-10.

[5] Reflects the habitat mitigation amount reflected in tables supporting the Exhibit D of the MIC Phase 1 Backbone Facilities SPIF Reimbursement Agreement.

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Table B-5
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
Mangini Improvement Company, LLC (MIC) Mangini North Phase 1B Backbone Facilities Reimbursement Analysis

MIC Mangini North Phase 1B
Reimbursement Analysis

| Item | SPIF Facility Construction Plan | | | Percentage of Total | Allocation of Remaining Reimburse. Amount |
|--|--|------------------------|--------------------|---------------------|---|
| | Mangini Pkwy./ E. Bidwell Intersection | Detention Basin No. 22 | Total | | |
| SPIF Infrastructure Fee Reimbursement | | | | | |
| Initial Reimbursement Amount [1] | - | - | \$1,296,218 | | |
| Remaining Reimbursement Amount [2] | - | - | \$1,325,383 | | |
| Less SPIF Infrastructure Fee Payments | - | - | - | | |
| Net Remaining Reimbursement Amount | - | - | \$1,325,383 | | |
| SPIF Facility Cost Estimate [3] | | | | | |
| Phase 1 Roadways | | | | | |
| Rough Grading | \$0 | \$0 | \$0 | 0.0% | \$0 |
| Backbone Roadways | \$0 | \$0 | \$0 | 0.0% | \$0 |
| Railroad Crossings | \$0 | \$0 | \$0 | 0.0% | \$0 |
| City Fiber Optic & Traffic Control System | \$0 | \$0 | \$0 | 0.0% | \$0 |
| Signalized Intersections & Improvements | \$412,821 | \$0 | \$412,821 | 31.8% | \$422,110 |
| Open Space Vehicular Access Barrier | \$0 | \$0 | \$0 | 0.0% | \$0 |
| Off-Site Roadway Improvements | \$0 | \$0 | \$0 | 0.0% | \$0 |
| Subtotal Phase 1 Roadways | \$412,821 | \$0 | \$412,821 | 31.8% | \$422,110 |
| Dry Utility System | \$0 | \$0 | \$0 | 0.0% | \$0 |
| Potable Water System | \$0 | \$0 | \$0 | 0.0% | \$0 |
| Off-Site Water System | \$0 | \$0 | \$0 | 0.0% | \$0 |
| Recycled Water System | \$0 | \$0 | \$0 | 0.0% | \$0 |
| Sanitary Sewer System | | | | | |
| Sewer Pipelines | \$0 | \$0 | \$0 | 0.0% | \$0 |
| Alder Creek Lift Station | \$0 | \$0 | \$0 | 0.0% | \$0 |
| Subtotal Sanitary Sewer System | \$0 | \$0 | \$0 | 0.0% | \$0 |
| Storm Drain System | \$0 | \$883,397 | \$883,397 | 68.2% | \$903,273 |
| Habitat Mitigation | \$0 | \$0 | \$0 | 0.0% | \$0 |
| Total SPIF Facility Costs [4] | \$412,821 | \$883,397 | \$1,296,218 | 100.0% | \$1,325,383 |

mic 1b reimb

Source: SPIF Nexus Study FY 2017-2018 Update; MacKay & Somp; MIC; TNHC; EPS.

[1] Based on Exhibit D of the Mangini Improvement Company, Inc. (MIC) North Phase 1B SPIF Infrastructure Fee Program Fee Reimbursement Agreement.

[2] Based on the reimbursement balances for MIC as of July 15, 2020. Remaining reimbursement amounts for each entity is detailed in Appendix C.

[3] See Table B-6 for details.

[4] The Total SPIF Facility Costs may not equal the reimbursement amount due to rounding.

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Table B-6
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
Mangini Improvement Company, LLC (MIC) Mangini North Phase 1B Backbone Facilities Constructed

| SPIF Improvement | Percentage of Facility Constructed | SPIF Nexus Study FY 2017-2018 Update Costs | | | | | | Total |
|---|------------------------------------|--|-----------------|-----------------------------|------------------------|-----------------------------------|-----------------|--------------------|
| | | SPIF Nexus Study Construction | SPIF Escalation | Escalated Construction Cost | SMUD Contract Cost [1] | Engineering/Plan Check/Inspection | Contingency | |
| <i>Assumption</i> | | | 5.85% | | 50% | 20% | 10% | |
| <i>Formula</i> | | A | B | C = A+B | D = C*50% | E = C*20% | F = C*10% | G = C+D+E+F |
| Backbone Infrastructure Roadways - Signalized Intersections & Improvements | | | | | | | | |
| Intersection No. 13 - E. Bidwell St./Mangini Pkwy. Item 11 Traffic Signals | 100% | \$300,000 | \$17,555 | \$317,555 | \$0 | \$63,511 | \$31,756 | \$412,821 |
| Storm Drain Hydro-Modification Basin No. 22 | 100% | \$641,970 | \$37,566 | \$679,536 | \$0 | \$135,907 | \$67,954 | \$883,397 |
| Total Facilities | | \$941,970 | \$55,121 | \$997,091 | \$0 | \$189,418 | \$99,709 | \$1,296,218 |

mic 1b detail

Source: SPIF Nexus Study FY 2017-2018 Update; MacKay & Soms; MIC; EPS.

- [1] Reflects the estimated cost SMUD will charge for the installation of backbone electrical conductors.
[2] Estimate does not include costs for the traffic signals.

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Table B-7
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
Gragg Ranch Recovery LLC Backbone Facilities Reimbursement Analysis

Gragg Ranch Recovery LLC
Reimbursement Analysis

| Item | SPIF Facility Construction Plan | | | | | Percentage of Total | Allocation of Remaining Reimburse. Amount |
|--|---------------------------------|--------------------|-----------------------|------------------------|--------------------|---------------------|---|
| | Mangini Parkway | Savannah Parkway | Detention Basin No. 8 | Hydromod. Basin No. 24 | Total | | |
| SPIF Infrastructure Fee Reimbursement | | | | | | | |
| Initial Reimbursement Amount [1] | - | - | - | - | \$10,999,824 | | |
| Remaining Reimbursement Amount [2] | - | - | - | - | \$0 | | |
| Less SPIF Infrastructure Fee Payments | - | - | - | - | - | | |
| Net Remaining Reimbursement Amount | - | - | - | - | \$0 | | |
| SPIF Facility Cost Estimate [3] | | | | | | | |
| Phase 1 Roadways | | | | | | | |
| Rough Grading | \$930,760 | \$0 | \$0 | \$0 | \$930,760 | 11.6% | \$0 |
| Backbone Roadways | \$1,200,191 | \$0 | \$0 | \$0 | \$1,200,191 | 15.0% | \$0 |
| Railroad Crossings | \$206,408 | \$0 | \$0 | \$0 | \$206,408 | 2.6% | \$0 |
| City Fiber Optic & Traffic Control System | \$0 | \$0 | \$0 | \$0 | \$0 | 0.0% | \$0 |
| Signalized Intersections & Improvements | \$196,412 | \$0 | \$0 | \$0 | \$196,412 | 2.4% | \$0 |
| Open Space Vehicular Access Barrier | \$82,976 | \$0 | \$0 | \$0 | \$82,976 | 1.0% | \$0 |
| Off-Site Roadway Improvements | \$0 | \$0 | \$0 | \$0 | \$0 | 0.0% | \$0 |
| Subtotal Phase 1 Roadways | \$2,616,747 | \$0 | \$0 | \$0 | \$2,616,747 | 32.6% | \$0 |
| Dry Utility System | \$1,080,305 | \$0 | \$0 | \$0 | \$1,080,305 | 13.5% | \$0 |
| Potable Water System | \$207,371 | \$0 | \$0 | \$0 | \$207,371 | 2.6% | \$0 |
| Off-Site Water System | \$0 | \$0 | \$0 | \$0 | \$0 | 0.0% | \$0 |
| Recycled Water System | \$286,219 | \$0 | \$0 | \$0 | \$286,219 | 3.6% | \$0 |
| Sanitary Sewer System | | | | | | | |
| Sewer Pipelines | \$189,895 | \$0 | \$0 | \$0 | \$189,895 | 2.4% | \$0 |
| Alder Creek Lift Station | \$0 | \$0 | \$0 | \$0 | \$0 | 0.0% | \$0 |
| Subtotal Sanitary Sewer System | \$189,895 | \$0 | \$0 | \$0 | \$189,895 | 2.4% | \$0 |
| Storm Drain System | \$950,987 | \$1,058,458 | \$702,611 | \$933,223 | \$3,645,279 | 45.4% | \$0 |
| Habitat Mitigation | \$0 | \$0 | \$0 | \$0 | \$0 | 0.0% | \$0 |
| Total SPIF Facility Costs [4] | \$5,331,524 | \$1,058,458 | \$702,611 | \$933,223 | \$8,025,816 | 100.0% | \$0 |

wrsr reimb

Source: SPIF Nexus Study FY 2017-2018 Update; MacKay & Soms; Gragg Ranch Recovery LLC; EPS.

- [1] Based on Exhibit D of the Gragg Ranch Recovery, LLC (Gragg) White Rock Springs Ranch (WRSR) SPIF Infrastructure Fee Program Fee Reimbursement Agreement.
 [2] Based on the reimbursement balances for MIC as of July 15, 2020. Remaining reimbursement amounts for each entity is detailed in Appendix C.
 [3] See Table B-8 for details.
 [4] The Total SPIF Facility Costs may not equal the reimbursement amount due to rounding.

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Table B-8
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
Gragg Ranch Recovery LLC White Rock Springs Ranch (WRSR) Backbone Facilities Constructed

| SPIF Improvement | Percentage of Facility Constructed | SPIF Nexus Study FY 2017-2018 Update Costs | | | | | | Total | |
|--|--|--|------------------|-----------------------------|------------------------|-----------------------------------|------------------|-----------------|------------------|
| | | SPIF Nexus Study Construction | SPIF Escalation | Escalated Construction Cost | SMUD Contract Cost [1] | Engineering/Plan Check/Inspection | Contingency | | |
| <i>Assumption</i> | | | 5.85% | | 50% | 20% | 10% | | |
| <i>Formula</i> | | A | B | C = A+B | D = C*50% | E = C*20% | F = C*10% | G = C+D+E+F | |
| Backbone Roadway Rough Grading | | | | | | | | | |
| Mangini Parkway | | | | | | | | | |
| MP 8-GD | Clearing | 100.0% | \$15,900 | \$930 | \$16,830 | \$0 | \$3,366 | \$1,683 | \$21,879 |
| MP 8-GD | Rough Grade | 100.0% | \$581,000 | \$33,989 | \$614,989 | \$0 | \$122,998 | \$61,499 | \$799,485 |
| MP 8-GD | Erosion Control | 100.0% | \$79,500 | \$4,651 | \$84,151 | \$0 | \$16,830 | \$8,415 | \$109,396 |
| Subtotal Alder Creek Parkway | | | \$676,400 | \$39,569 | \$715,969 | \$0 | \$143,194 | \$71,597 | \$830,760 |
| Backbone Roadways | | | | | | | | | |
| Mangini Parkway | | | | | | | | | |
| MP 8 | Mangini Parkway | 79.1% | \$872,200 | \$51,024 | \$923,224 | \$0 | \$184,645 | \$92,322 | \$1,200,191 |
| Railroad Crossings | | | | | | | | | |
| Mangini Parkway | | | | | | | | | |
| | At-Grade Railroad Crossing (Mangini Parkway; MP 7-8) | 25.0% | \$150,000 | \$8,775 | \$158,775 | \$0 | \$31,755 | \$15,878 | \$206,408 |
| Open Space Vehicular Barrier | | | | | | | | | |
| Mangini Parkway | | | | | | | | | |
| MP 8 | Mangini Parkway | 100.0% | \$60,300 | \$3,528 | \$63,828 | \$0 | \$12,766 | \$6,383 | \$82,976 |
| Signalized Intersections & Improvements | | | | | | | | | |
| Mangini Parkway | | | | | | | | | |
| | Intersection No. 14 [2] Mangini Parkway/Savannah Parkway | 13.8% | \$142,736 | \$8,350 | \$151,086 | \$0 | \$30,217 | \$15,109 | \$196,412 |

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Table B-8
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
Gragg Ranch Recovery LLC White Rock Springs Ranch (WRSR) Backbone Facilities Constructed

| SPIF Improvement | Percentage of Facility Constructed | SPIF Nexus Study FY 2017-2018 Update Costs | | | | | | | Total |
|---|------------------------------------|--|------------------|-----------------------------|------------------------|-----------------------------------|-----------------|-----------------|------------------|
| | | SPIF Nexus Study Construction | SPIF Escalation | Escalated Construction Cost | SMUD Contract Cost [1] | Engineering/Plan Check/Inspection | Contingency | | |
| <i>Assumption</i> | | | 5.85% | | 50% | 20% | 10% | | |
| <i>Formula</i> | | A | B | C = A+B | D = C*50% | E = C*20% | F = C*10% | G = C+D+E+F | |
| Dry Utilities | | | | | | | | | |
| Mangini Parkway MP 8-DU | Mangini Parkway | 100.0% | \$567,000 | \$33,170 | \$600,170 | \$300,085 | \$120,034 | \$60,017 | \$1,080,305 |
| Potable Water | | | | | | | | | |
| Mangini Parkway MP 8-W | Mangini Parkway | 100.0% | \$150,700 | \$8,816 | \$159,516 | \$0 | \$31,903 | \$15,952 | \$207,371 |
| Non-Potable Water | | | | | | | | | |
| Mangini Parkway MP 8-NP | Zone 5 | 100.0% | \$92,000 | \$5,382 | \$97,382 | \$0 | \$19,476 | \$9,738 | \$126,597 |
| MP 8-NP | Zone 6 | 100.0% | \$116,000 | \$6,786 | \$122,786 | \$0 | \$24,557 | \$12,279 | \$159,622 |
| Subtotal Mangini Parkway | | | \$208,000 | \$12,168 | \$220,168 | \$0 | \$44,034 | \$22,017 | \$286,219 |
| Subtotal Non-Potable Water | | | \$208,000 | \$12,168 | \$220,168 | \$0 | \$44,034 | \$22,017 | \$286,219 |
| Sanitary Sewer System | | | | | | | | | |
| Sewer Pipelines - Mangini Parkway MP 8-SS | Mangini Parkway - 8" | 100.0% | \$138,000 | \$8,073 | \$146,073 | \$0 | \$29,215 | \$14,607 | \$189,895 |

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Table B-8
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
Gragg Ranch Recovery LLC White Rock Springs Ranch (WRSR) Backbone Facilities Constructed

| SPIF Improvement | Percentage of Facility Constructed | SPIF Nexus Study FY 2017-2018 Update Costs | | | | | | Total | |
|-------------------------------------|--|--|--------------------|-----------------------------|------------------------|-----------------------------------|--------------------|------------------|--------------------|
| | | SPIF Nexus Study Construction | SPIF Escalation | Escalated Construction Cost | SMUD Contract Cost [1] | Engineering/Plan Check/inspection | Contingency | | |
| <i>Assumption</i> | | | 5.85% | | 50% | 20% | 10% | | |
| <i>Formula</i> | | A | B | C = A+B | D = C*50% | E = C*20% | F = C*10% | G = C+D+E+F | |
| Storm Drain | | | | | | | | | |
| Pipelines - Mangini Parkway | | | | | | | | | |
| MP 8-SD | Mangini Parkway - 60" | 100.0% | \$126,000 | \$7,371 | \$133,371 | \$0 | \$26,674 | \$13,337 | \$173,382 |
| MP 8-SD | Mangini Parkway - 48" | 100.0% | \$198,400 | \$11,606 | \$210,006 | \$0 | \$42,001 | \$21,001 | \$273,008 |
| MP 8-SD | Mangini Parkway - 24" | 100.0% | \$287,500 | \$16,819 | \$304,319 | \$0 | \$60,864 | \$30,432 | \$395,614 |
| MP 8-SD | Mangini Parkway - 15" | 100.0% | \$46,800 | \$2,738 | \$49,538 | \$0 | \$9,908 | \$4,954 | \$64,399 |
| MP 8-SD | Mangini Parkway - 12" | 100.0% | \$32,400 | \$1,895 | \$34,295 | \$0 | \$6,859 | \$3,430 | \$44,584 |
| Subtotal Mangini Parkway | | | \$691,100 | \$40,429 | \$731,529 | \$0 | \$146,306 | \$73,153 | \$950,987 |
| Pipelines - Savannah Parkway | | | | | | | | | |
| SP 1-SD | Savannah Parkway - 60" | 29.3% | \$163,800 | \$9,582 | \$173,382 | \$0 | \$34,676 | \$17,338 | \$225,397 |
| SP 1-SD | 60" Storm Drain Outfall Structure to HMB #24 | 100.0% | \$30,000 | \$1,755 | \$31,755 | \$0 | \$6,351 | \$3,176 | \$41,282 |
| SP 1-SD | 60" Storm Drain Pipe Extended to HMB #244 | 100.0% | \$575,400 | \$33,661 | \$609,061 | \$0 | \$121,812 | \$60,906 | \$791,779 |
| Subtotal Savannah Parkway | | | \$769,200 | \$44,998 | \$814,198 | \$0 | \$162,840 | \$81,420 | \$1,058,458 |
| Detention Basins | | | | | | | | | |
| DB 8 | Detention Basin No. 8 | 100.0% | \$510,600 | \$29,870 | \$540,470 | \$0 | \$108,094 | \$54,047 | \$702,611 |
| HMB 24 | Hydromodification Basin No. 24 | 100.0% | \$678,190 | \$39,674 | \$717,864 | \$0 | \$143,573 | \$71,786 | \$933,223 |
| Subtotal Detention Basins | | | \$1,188,790 | \$69,544 | \$1,258,334 | \$0 | \$251,667 | \$125,833 | \$1,635,834 |
| Subtotal Storm Drain | | | \$2,649,090 | \$154,972 | \$2,804,062 | \$0 | \$560,812 | \$280,406 | \$3,645,279 |
| Total Facilities | | | \$5,614,426 | \$328,444 | \$5,942,870 | \$300,085 | \$1,188,574 | \$594,287 | \$8,025,816 |

wrsr detail

Source: SPIF Nexus Study FY 2017-2018 Update; MacKay & Soms; WRSR; EPS.

[1] Reflects the estimated cost SMUD will charge for the installation of backbone electrical conductors.

[2] Estimate does not include costs for the traffic signals.

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Table B-9
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
East Carpenter Improvement Company, LLC (ECIC)/Enclave at Folsom Ranch, LLC (Enclave) Backbone Facilities Reimbursement Analysis

ECIC/Enclave
Reimbursement Analysis

| Item | SPIF Facility Construction Plan | | | | | Percentage of Total | Allocation of Remaining Reimburse. Amount |
|--|---------------------------------|--------------------|--------------------|------------------------|---------------------|---------------------|---|
| | Alder Creek Parkway | East Bidwell | Westwood Drive | Hydromod. Basin No. 19 | Total | | |
| SPIF Infrastructure Fee Reimbursement | | | | | | | |
| Initial Reimbursement Amount [1] | - | - | - | - | \$10,456,880 | | |
| Remaining Reimbursement Amount [2] | - | - | - | - | \$3,434,374 | | |
| Less SPIF Infrastructure Fee Payments | - | - | - | - | - | | |
| Net Remaining Reimbursement Amount | - | - | - | - | \$3,434,374 | | |
| SPIF Facility Cost Estimate [3] | | | | | | | |
| Phase 1 Roadways | | | | | | | |
| Rough Grading | \$295,168 | \$0 | \$221,561 | \$0 | \$516,729 | 4.9% | \$169,711 |
| Backbone Roadways | \$647,855 | \$218,039 | \$201,457 | \$0 | \$1,067,351 | 10.2% | \$350,553 |
| Railroad Crossings | \$0 | \$0 | \$0 | \$0 | \$0 | 0.0% | \$0 |
| City Fiber Optic & Traffic Control System | \$232,350 | \$164,234 | \$52,222 | \$0 | \$448,806 | 4.3% | \$147,402 |
| Signalized Intersections & Improvements | \$634,400 | \$178,101 | \$0 | \$0 | \$812,501 | 7.8% | \$266,851 |
| Open Space Vehicular Access Barrier | \$0 | \$6,192 | \$0 | \$0 | \$6,192 | 0.1% | \$2,034 |
| Off-Site Roadway Improvements | \$0 | \$0 | \$0 | \$0 | \$0 | 0.0% | \$0 |
| Subtotal Phase 1 Roadways | \$1,809,773 | \$566,566 | \$475,240 | \$0 | \$2,851,579 | 27.3% | \$936,551 |
| Dry Utility System | \$1,052,886 | \$740,793 | \$236,642 | \$0 | \$2,030,321 | 19.4% | \$666,822 |
| Potable Water System | \$464,700 | \$1,082,419 | \$218,383 | \$0 | \$1,765,502 | 16.9% | \$579,847 |
| Off-Site Water System | \$0 | \$0 | \$0 | \$0 | \$0 | 0.0% | \$0 |
| Recycled Water System | \$211,365 | \$297,232 | \$151,918 | \$0 | \$660,515 | 6.3% | \$216,934 |
| Sanitary Sewer System | | | | | | | |
| Sewer Pipelines | \$0 | \$0 | \$0 | \$0 | \$0 | 0.0% | \$0 |
| Alder Creek Lift Station | \$0 | \$0 | \$0 | \$0 | \$0 | 0.0% | \$0 |
| Subtotal Sanitary Sewer System | \$0 | \$0 | \$0 | \$0 | \$0 | 0.0% | \$0 |
| Storm Drain System | \$1,203,513 | \$1,009,625 | \$140,772 | \$795,054 | \$3,148,964 | 30.1% | \$1,034,220 |
| Habitat Mitigation | \$0 | \$0 | \$0 | \$0 | \$0 | 0.0% | \$0 |
| Total SPIF Facility Costs [4] | \$4,742,237 | \$3,696,635 | \$1,222,955 | \$795,054 | \$10,456,881 | 100.0% | \$3,434,374 |

ecic enclave reimb

Source: SPIF Nexus Study FY 2017-2018 Update; MacKay & Soms; MIC; TNHC; EPS.

[1] Based on a cost-sharing agreement between ECIC and Enclave. Initial reimbursement amounts for each entity shown below.

ECIC - \$5,799,132
 Enclave - \$4,657,748

[2] Based on the reimbursement balances for ECIC and Enclave as of July 15, 2020. Remaining reimbursement amounts for each entity is shown below and detailed in Appendix C.

ECIC - \$1,180,700
 Enclave - \$2,253,674

[3] See Table B-10 for details.

[4] The Total SPIF Facility Costs may not equal the reimbursement amount due to rounding.

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**Table B-10
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
East Carpenter Improvement Company, LLC (ECIC)/Enclave at Folsom Ranch, LLC (Enclave) Backbone Facilities Constructed**

| SPIF Improvement | Percentage of Facility Constructed | SPIF Nexus Study FY 2017-2018 Update Costs | | | | | | |
|--|------------------------------------|--|-----------------|-----------------------------|------------------------|-----------------------------------|-----------------|------------------|
| | | SPIF Nexus Study Construction | SPIF Escalation | Escalated Construction Cost | SMUD Contract Cost [1] | Engineering/Plan Check/Inspection | Contingency | Total |
| <i>Assumption</i> | | | 5.85% | | 50% | 20% | 10% | |
| <i>Formula</i> | A | B | C = A+B | D = C*50% | E = C*20% | F = C*10% | G = C+D+E+F | |
| Backbone Roadway Rough Grading | | | | | | | | |
| Alder Creek Parkway | | | | | | | | |
| ACP 7-GD Clearing | 100.0% | \$4,320 | \$253 | \$4,573 | \$0 | \$915 | \$457 | \$5,945 |
| ACP 7-GD Rough Grade | 100.0% | \$156,000 | \$9,126 | \$165,126 | \$0 | \$33,025 | \$16,513 | \$214,664 |
| ACP 7-GD Erosion Control | 100.0% | \$21,600 | \$1,264 | \$22,864 | \$0 | \$4,573 | \$2,286 | \$29,723 |
| ACP 8-GD Clearing | 100.0% | \$2,430 | \$142 | \$2,572 | \$0 | \$514 | \$257 | \$3,344 |
| ACP 8-GD Rough Grade | 100.0% | \$18,000 | \$1,053 | \$19,053 | \$0 | \$3,811 | \$1,905 | \$24,769 |
| ACP 8-GD Erosion Control | 100.0% | \$12,150 | \$711 | \$12,861 | \$0 | \$2,572 | \$1,286 | \$16,719 |
| Adjustments for Rounding | | \$0 | \$0 | \$3 | \$0 | \$0 | \$1 | \$4 |
| Subtotal Alder Creek Parkway | | \$214,500 | \$12,548 | \$227,051 | \$0 | \$45,410 | \$22,706 | \$295,168 |
| Westwood Drive | | | | | | | | |
| WWD 1-GD Clearing | 50.0% | \$2,835 | \$166 | \$3,001 | \$0 | \$600 | \$300 | \$3,901 |
| WWD 1-GD Rough Grade | 50.0% | \$144,000 | \$8,424 | \$152,424 | \$0 | \$30,485 | \$15,242 | \$198,151 |
| WWD 1-GD Erosion Control | 50.0% | \$14,175 | \$829 | \$15,004 | \$0 | \$3,001 | \$1,500 | \$19,506 |
| Adjustments for Rounding | | \$0 | \$0 | \$3 | \$0 | \$0 | \$0 | \$3 |
| Subtotal Westwood Drive | | \$161,010 | \$9,419 | \$170,432 | \$0 | \$34,086 | \$17,043 | \$221,561 |
| Subtotal Backbone Roadway Rough Grading | | \$375,510 | \$21,967 | \$397,483 | \$0 | \$79,496 | \$39,749 | \$516,728 |

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Table B-10
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
East Carpenter Improvement Company, LLC (ECIC)/Enclave at Folsom Ranch, LLC (Enclave) Backbone Facilities Constructed

| SPIF Improvement | Percentage of Facility Constructed | SPIF Nexus Study FY 2017-2018 Update Costs | | | | | | | Total |
|--|------------------------------------|--|-----------------|-----------------------------|------------------------|-----------------------------------|-----------------|--------------------|-------|
| | | SPIF Nexus Study Construction | SPIF Escalation | Escalated Construction Cost | SMUD Contract Cost [1] | Engineering/Plan Check/Inspection | Contingency | | |
| <i>Assumption</i> | | | 5.85% | | 50% | 20% | 10% | | |
| <i>Formula</i> | A | B | C = A+B | D = C*50% | E = C*20% | F = C*10% | G = C+D+E+F | | |
| Backbone Roadways | | | | | | | | | |
| Alder Creek Parkway | | | | | | | | | |
| ACP 7 Alder Creek Parkway | 100.0% | \$259,600 | \$15,187 | \$274,787 | \$0 | \$54,957 | \$27,479 | \$357,223 | |
| ACP 8 Alder Creek Parkway | 50.0% | \$211,200 | \$12,355 | \$223,555 | \$0 | \$44,711 | \$22,356 | \$290,622 | |
| Adjustments for Rounding | | \$0 | \$0 | \$8 | \$0 | \$2 | \$0 | \$10 | |
| Subtotal Alder Creek Parkway | | \$470,800 | \$27,542 | \$498,350 | \$0 | \$99,670 | \$49,834 | \$647,855 | |
| East Bidwell Street | | | | | | | | | |
| EBS 2B E Bidwell - V7 Frontage | 14.2% | \$31,350 | \$1,834 | \$33,184 | \$0 | \$6,637 | \$3,318 | \$43,139 | |
| EBS 3A E Bidwell Lot B Frontage | 24.0% | \$40,700 | \$2,381 | \$43,081 | \$0 | \$8,616 | \$4,308 | \$56,005 | |
| EBS 3B E Bidwell - Shops Frontage | 43.8% | \$86,400 | \$5,054 | \$91,454 | \$0 | \$18,291 | \$9,145 | \$118,891 | |
| Adjustments for Rounding | | \$0 | \$0 | \$4 | \$0 | \$0 | \$0 | \$4 | |
| Subtotal East Bidwell Street | | \$158,450 | \$9,269 | \$167,723 | \$0 | \$33,544 | \$16,772 | \$218,039 | |
| Westwood Drive | | | | | | | | | |
| WWD 1-N Westwood Dr - N of Old Ranch Way | 50.0% | \$146,400 | \$8,564 | \$154,964 | \$0 | \$30,993 | \$15,496 | \$201,454 | |
| Adjustments for Rounding | | \$0 | \$0 | \$3 | \$0 | \$0 | \$0 | \$3 | |
| Subtotal Westwood Drive | | \$146,400 | \$8,564 | \$154,967 | \$0 | \$30,993 | \$15,496 | \$201,457 | |
| Subtotal Backbone Roadways | | \$775,650 | \$45,376 | \$821,041 | \$0 | \$164,207 | \$82,103 | \$1,067,351 | |

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Table B-10
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
East Carpenter Improvement Company, LLC (ECIC)/Enclave at Folsom Ranch, LLC (Enclave) Backbone Facilities Constructed

| SPIF Improvement | Percentage of Facility Constructed | SPIF Nexus Study FY 2017-2018 Update Costs | | | | | | | Total |
|---|------------------------------------|--|-----------------|-----------------------------|------------------------|-----------------------------------|-----------------|------------------|-------|
| | | SPIF Nexus Study Construction | SPIF Escalation | Escalated Construction Cost | SMUD Contract Cost [1] | Engineering/Plan Check/Inspection | Contingency | | |
| <i>Assumption</i> | | | 5.85% | | 50% | 20% | 10% | | |
| <i>Formula</i> | A | B | | C = A+B | D = C*50% | E = C*20% | F = C*10% | G = C+D+E+F | |
| City Fiber Optic Traffic Control System | | | | | | | | | |
| Alder Creek Parkway | | | | | | | | | |
| ACP 7 Alder Creek Parkway | 100.0% | \$73,700 | \$4,311 | \$78,011 | \$0 | \$15,602 | \$7,801 | \$101,415 | |
| ACP 8 Alder Creek Parkway | 100.0% | \$95,150 | \$5,566 | \$100,716 | \$0 | \$20,143 | \$10,072 | \$130,931 | |
| Adjustments for Rounding | | \$0 | \$0 | \$4 | \$0 | \$0 | \$0 | \$4 | |
| Subtotal Alder Creek Parkway | | \$168,850 | \$9,878 | \$178,732 | \$0 | \$35,746 | \$17,873 | \$232,350 | |
| East Bidwell Street | | | | | | | | | |
| EBS 2B E Bidwell - V7 Frontage | 100.0% | \$42,900 | \$2,510 | \$45,410 | \$0 | \$9,082 | \$4,541 | \$59,033 | |
| EBS 3A E Bidwell Lot B Frontage | 100.0% | \$36,850 | \$2,156 | \$39,006 | \$0 | \$7,801 | \$3,901 | \$50,707 | |
| EBS 3B E Bidwell - Shops Frontage | 100.0% | \$39,600 | \$2,317 | \$41,917 | \$0 | \$8,383 | \$4,192 | \$54,492 | |
| Adjustments for Rounding | | \$0 | \$0 | \$2 | \$0 | \$0 | \$0 | \$2 | |
| Subtotal East Bidwell Street | | \$119,350 | \$6,982 | \$126,334 | \$0 | \$25,266 | \$12,633 | \$164,234 | |
| Westwood Drive | | | | | | | | | |
| WWD 1-N Westwood Dr - N of Old Ranch Way | 50.0% | \$37,950 | \$2,220 | \$40,170 | \$0 | \$8,034 | \$4,017 | \$52,221 | |
| Adjustments for Rounding | | \$0 | \$0 | \$1 | \$0 | \$0 | \$0 | \$1 | |
| Subtotal Westwood Drive | | \$37,950 | \$2,220 | \$40,171 | \$0 | \$8,034 | \$4,017 | \$52,222 | |
| Subtotal City Fiber Optic Traffic Control System | | \$326,150 | \$19,080 | \$345,237 | \$0 | \$69,046 | \$34,523 | \$448,806 | |

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Table B-10
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
East Carpenter Improvement Company, LLC (ECIC)/Enclave at Folsom Ranch, LLC (Enclave) Backbone Facilities Constructed

| SPIF Improvement | Percentage of Facility Constructed | SPIF Nexus Study FY 2017-2018 Update Costs | | | | | | | Total |
|---|------------------------------------|--|-----------------|-----------------------------|------------------------|-----------------------------------|-----------------|------------------|-------|
| | | SPIF Nexus Study Construction | SPIF Escalation | Escalated Construction Cost | SMUD Contract Cost [1] | Engineering/Plan Check/Inspection | Contingency | | |
| <i>Assumption</i> | | | 5.85% | | 50% | 20% | 10% | | |
| <i>Formula</i> | | A | B | C = A+B | D = C*50% | E = C*20% | F = C*10% | G = C+D+E+F | |
| Open Space Vehicular Barrier | | | | | | | | | |
| East Bidwell Street | | | | | | | | | |
| EBS 2 East Bidwell | 100.0% | \$4,500 | \$263 | \$4,763 | \$0 | \$953 | \$476 | \$6,192 | |
| Subtotal Open Space Vehicular Barrier | | \$4,500 | \$263 | \$4,763 | \$0 | \$953 | \$476 | \$6,192 | |
| Signalized Intersections & Improvements | | | | | | | | | |
| Alder Creek Parkway | | | | | | | | | |
| Intersection No. 5 [2] Alder Creek/East Bidwell | 11.3% | \$170,994 | \$10,003 | \$180,997 | \$0 | \$36,199 | \$18,100 | \$235,296 | |
| Intersection No. 6 [2] Alder Creek/Westwood Drive | 28.4% | \$290,028 | \$16,967 | \$306,995 | \$0 | \$61,399 | \$30,699 | \$399,093 | |
| Adjustments for Rounding | | \$0 | \$0 | \$11 | \$0 | \$0 | \$0 | \$11 | |
| Subtotal Alder Creek Parkway | | \$461,022 | \$26,970 | \$488,003 | \$0 | \$97,598 | \$48,799 | \$634,400 | |
| East Bidwell Street | | | | | | | | | |
| Intersection No. 11 [2] East Bidwell/Savannah Parkway | 14.1% | \$129,426 | \$7,571 | \$136,998 | \$0 | \$27,400 | \$13,700 | \$178,087 | |
| Adjustments for Rounding | | \$0 | \$0 | \$4 | \$0 | \$0 | \$0 | \$4 | |
| Subtotal East Bidwell Street | | \$129,426 | \$7,571 | \$137,002 | \$0 | \$27,400 | \$13,700 | \$178,101 | |
| Subtotal Signalized Intersections & Improvements | | \$690,448 | \$34,541 | \$625,006 | \$0 | \$124,998 | \$62,499 | \$812,501 | |

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Table B-10
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
East Carpenter Improvement Company, LLC (ECIC)/Enclave at Folsom Ranch, LLC (Enclave) Backbone Facilities Constructed

| SPIF Improvement | Percentage of Facility Constructed | SPIF Nexus Study FY 2017-2018 Update Costs | | | | | | Total | |
|-------------------------------|-------------------------------------|--|--------------------|-----------------------------|------------------------|-------------------------------------|------------------|------------------|--------------------|
| | | SPIF Nexus Study Construction | SPIF Escalation | Escalated Construction Cost | SMUD Contract Cost [1] | Engineering/ Plan Check/ Inspection | Contingency | | |
| <i>Assumption</i> | | | 5.85% | | 50% | 20% | 10% | | |
| <i>Formula</i> | | A | B | C = A+B | D = C*50% | E = C*20% | F = C*10% | G = C+D+E+F | |
| Dry Utilities | | | | | | | | | |
| Alder Creek Parkway | | | | | | | | | |
| ACP 7 | Alder Creek Parkway | 100.0% | \$241,200 | \$14,110 | \$255,310 | \$127,655 | \$51,062 | \$25,531 | \$459,558 |
| ACP 8 | Alder Creek Parkway | 100.0% | \$311,400 | \$18,217 | \$329,617 | \$164,808 | \$65,923 | \$32,962 | \$593,310 |
| | Adjustments for Rounding | | \$0 | \$0 | \$18 | \$0 | \$0 | \$0 | \$18 |
| | Subtotal Alder Creek Parkway | | \$552,600 | \$32,327 | \$584,945 | \$292,464 | \$116,985 | \$58,493 | \$1,052,886 |
| East Bidwell Street | | | | | | | | | |
| EBS 2B | East Bidwell | 100.0% | \$140,400 | \$8,213 | \$148,613 | \$74,307 | \$29,723 | \$14,861 | \$267,504 |
| EBS 3 | East Bidwell | 100.0% | \$248,400 | \$14,531 | \$262,931 | \$131,466 | \$52,586 | \$26,293 | \$473,277 |
| | Adjustments for Rounding | | \$0 | \$0 | \$12 | \$0 | \$0 | \$0 | \$12 |
| | Subtotal East Bidwell Street | | \$388,800 | \$22,745 | \$411,557 | \$205,772 | \$82,309 | \$41,154 | \$740,793 |
| Westwood Drive | | | | | | | | | |
| WWD 1-N | Westwood Dr - N of Old Ranch Way | 50.0% | \$124,200 | \$7,266 | \$131,466 | \$65,733 | \$26,293 | \$13,147 | \$236,638 |
| | Adjustments for Rounding | | \$0 | \$0 | \$4 | \$0 | \$0 | \$0 | \$4 |
| | Subtotal Westwood Drive | | \$124,200 | \$7,266 | \$131,470 | \$65,733 | \$26,293 | \$13,147 | \$236,642 |
| Subtotal Dry Utilities | | | \$1,065,600 | \$62,338 | \$1,127,972 | \$563,969 | \$225,588 | \$112,794 | \$2,030,321 |

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**Table B-10
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
East Carpenter Improvement Company, LLC (ECIC)/Enclave at Folsom Ranch, LLC (Enclave) Backbone Facilities Constructed**

| | | SPIF Nexus Study FY 2017-2018 Update Costs | | | | | | | |
|-------------------------------------|---|---|------------------------|------------------------------------|-------------------------------|--|--------------------|------------------|--------------------|
| SPIF Improvement | Percentage of Facility Constructed | SPIF Nexus Study Construction | SPIF Escalation | Escalated Construction Cost | SMUD Contract Cost [1] | Engineering/Plan Check/Inspection | Contingency | Total | |
| <i>Assumption</i> | | 5.85% | | | 50% | 20% | 10% | | |
| <i>Formula</i> | | A | B | C = A+B | D = C*50% | E = C*20% | F = C*10% | G = C+D+E+F | |
| Potable Water | | | | | | | | | |
| Alder Creek Parkway | | | | | | | | | |
| ACP 7 | Alder Creek Parkway | 100.0% | \$147,400 | \$8,623 | \$156,023 | \$0 | \$31,205 | \$15,602 | \$202,830 |
| ACP 8 | Alder Creek Parkway | 100.0% | \$190,300 | \$11,133 | \$201,433 | \$0 | \$40,287 | \$20,143 | \$261,863 |
| Adjustments for Rounding | | | \$0 | \$0 | \$8 | \$0 | \$0 | \$0 | \$8 |
| Subtotal Alder Creek Parkway | | | \$337,700 | \$19,755 | \$357,463 | \$0 | \$71,491 | \$35,746 | \$464,700 |
| East Bidwell Street | | | | | | | | | |
| EBS 2A | East Bidwell | 100.0% | \$289,800 | \$16,953 | \$306,753 | \$0 | \$61,351 | \$30,675 | \$398,779 |
| EBS 2B | East Bidwell | 100.0% | \$179,400 | \$10,495 | \$189,895 | \$0 | \$37,979 | \$18,989 | \$246,863 |
| EBS 3 | East Bidwell | 100.0% | \$317,400 | \$18,568 | \$335,968 | \$0 | \$67,194 | \$33,597 | \$436,758 |
| Adjustments for Rounding | | | \$0 | \$0 | \$19 | \$0 | \$0 | \$0 | \$19 |
| Subtotal East Bidwell Street | | | \$786,600 | \$46,016 | \$832,635 | \$0 | \$166,523 | \$83,262 | \$1,082,419 |
| Westwood Drive | | | | | | | | | |
| WWD 1A | Westwood Dr - 12" Zone 3 | 50.0% | \$75,900 | \$4,440 | \$80,340 | \$0 | \$16,068 | \$8,034 | \$104,442 |
| WWD 1A | Westwood Dr - 16" Zone 4 | 50.0% | \$82,800 | \$4,844 | \$87,644 | \$0 | \$17,529 | \$8,764 | \$113,937 |
| Adjustments for Rounding | | | \$0 | \$0 | \$4 | \$0 | \$0 | \$0 | \$4 |
| Subtotal Westwood Drive | | | \$158,700 | \$9,284 | \$167,988 | \$0 | \$33,597 | \$16,798 | \$218,383 |
| Subtotal Potable Water | | | \$1,283,000 | \$75,056 | \$1,358,087 | \$0 | \$271,611 | \$135,806 | \$1,765,502 |

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Table B-10
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
East Carpenter Improvement Company, LLC (ECIC)/Enclave at Folsom Ranch, LLC (Enclave) Backbone Facilities Constructed

| SPIF Improvement | Percentage of Facility Constructed | SPIF Nexus Study FY 2017-2018 Update Costs | | | | | | |
|--|------------------------------------|--|-----------------|-----------------------------|------------------------|-----------------------------------|-----------------|------------------|
| | | SPIF Nexus Study Construction | SPIF Escalation | Escalated Construction Cost | SMUD Contract Cost [1] | Engineering/Plan Check/Inspection | Contingency | Total |
| <i>Assumption</i> | | | 5.85% | | 50% | 20% | 10% | |
| <i>Formula</i> | | A | B | C = A+B | D = C*50% | E = C*20% | F = C*10% | G = C+D+E+F |
| Non-Potable Water | | | | | | | | |
| Alder Creek Parkway | | | | | | | | |
| ACP 8 Alder Creek Parkway - 8" Zone 3 | 100.0% | \$153,600 | \$8,986 | \$162,586 | \$0 | \$32,517 | \$16,259 | \$211,361 |
| Adjustments for Rounding | | \$0 | \$0 | \$4 | \$0 | \$0 | \$0 | \$4 |
| Subtotal Alder Creek Parkway | | \$153,600 | \$8,986 | \$162,590 | \$0 | \$32,517 | \$16,259 | \$211,365 |
| East Bidwell Street | | | | | | | | |
| EBS 2B East Bidwell - Village 7 Frontage | 100.0% | \$78,000 | \$4,563 | \$82,563 | \$0 | \$16,513 | \$8,256 | \$107,332 |
| EBS 3 East Bidwell - Shops Frontage | 100.0% | \$138,000 | \$8,073 | \$146,073 | \$0 | \$29,215 | \$14,607 | \$189,895 |
| Adjustments for Rounding | | \$0 | \$0 | \$5 | \$0 | \$0 | \$0 | \$5 |
| Subtotal East Bidwell Street | | \$216,000 | \$12,636 | \$228,641 | \$0 | \$45,727 | \$22,864 | \$297,232 |
| Westwood Drive | | | | | | | | |
| WWD 1 Westwood Drive - 8" Zone 4 | 100.0% | \$110,400 | \$6,458 | \$116,858 | \$0 | \$23,372 | \$11,686 | \$151,916 |
| Adjustments for Rounding | | \$0 | \$0 | \$2 | \$0 | \$0 | \$0 | \$2 |
| Subtotal Westwood Drive | | \$110,400 | \$6,458 | \$116,860 | \$0 | \$23,372 | \$11,686 | \$151,918 |
| Subtotal Non-Potable Water | | \$480,000 | \$28,080 | \$508,091 | \$0 | \$101,616 | \$50,808 | \$660,515 |

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Table B-10
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
East Carpenter Improvement Company, LLC (ECIC)/Enclave at Folsom Ranch, LLC (Enclave) Backbone Facilities Constructed

| SPIF Improvement | Percentage of Facility Constructed | SPIF Nexus Study FY 2017-2018 Update Costs | | | | | | Total |
|--|------------------------------------|--|------------------|-----------------------------|------------------------|-----------------------------------|------------------|---------------------|
| | | SPIF Nexus Study Construction | SPIF Escalation | Escalated Construction Cost | SMUD Contract Cost [1] | Engineering/Plan Check/Inspection | Contingency | |
| <i>Assumption</i> | | | 5.85% | | 50% | 20% | 10% | |
| <i>Formula</i> | | A | B | C = A+B | D = C*50% | E = C*20% | F = C*10% | G = C+D+E+F |
| Storm Drain | | | | | | | | |
| Pipelines - Alder Creek Parkway | | | | | | | | |
| ACP 7 Alder Creek Parkway - 60" SD | 100.0% | \$268,800 | \$15,725 | \$284,525 | \$0 | \$56,905 | \$28,452 | \$369,882 |
| ACP 7 Alder Creek Parkway - 66" SD | 100.0% | \$322,000 | \$18,837 | \$340,837 | \$0 | \$68,167 | \$34,084 | \$443,088 |
| ACP 8 Alder Creek Parkway - 18" SD | 100.0% | \$283,800 | \$16,602 | \$300,402 | \$0 | \$60,080 | \$30,040 | \$390,523 |
| Adjustments for Rounding | | \$0 | \$0 | \$20 | \$0 | \$0 | \$0 | \$20 |
| Subtotal Alder Creek Parkway | | \$874,600 | \$51,164 | \$925,764 | \$0 | \$185,153 | \$92,576 | \$1,203,513 |
| Pipelines - East Bidwell Street | | | | | | | | |
| EBS 2 East Bidwell - 72" SD | 100.0% | \$471,700 | \$27,594 | \$499,294 | \$0 | \$99,859 | \$49,929 | \$649,083 |
| EBS 2 Outfall Structure to HMB 19 | 100.0% | \$40,000 | \$2,340 | \$42,340 | \$0 | \$8,468 | \$4,234 | \$55,042 |
| EBS 3 East Bidwell - 36" SD | 100.0% | \$222,000 | \$12,987 | \$234,987 | \$0 | \$46,997 | \$23,499 | \$305,483 |
| Adjustments for Rounding | | \$0 | \$0 | \$17 | \$0 | \$0 | \$0 | \$17 |
| Subtotal East Bidwell Street | | \$733,700 | \$42,921 | \$776,638 | \$0 | \$155,324 | \$77,662 | \$1,009,625 |
| Pipelines - Westwood Drive | | | | | | | | |
| WWD 1 Westwood Drive - 42" SD | 50.0% | \$102,300 | \$5,985 | \$108,285 | \$0 | \$21,657 | \$10,828 | \$140,770 |
| Adjustments for Rounding | | \$0 | \$0 | \$2 | \$0 | \$0 | \$0 | \$2 |
| Subtotal Westwood Drive | | \$102,300 | \$5,985 | \$108,287 | \$0 | \$21,657 | \$10,828 | \$140,772 |
| Hydromodification Basin 19 | | | | | | | | |
| HMB 19 Hydromod Basin No. 19 | 100.0% | \$577,770 | \$33,800 | \$611,570 | \$0 | \$122,314 | \$61,157 | \$795,040 |
| Adjustments for Rounding | | \$0 | \$0 | \$14 | \$0 | \$0 | \$0 | \$14 |
| Subtotal Hydromodification Basin 19 | | \$577,770 | \$33,800 | \$611,584 | \$0 | \$122,314 | \$61,157 | \$795,054 |
| Subtotal Storm Drain | | \$2,288,370 | \$133,870 | \$2,422,293 | \$0 | \$484,448 | \$242,224 | \$3,148,964 |
| Total Facilities | | \$7,189,228 | \$420,570 | \$7,609,970 | \$563,969 | \$1,521,962 | \$760,981 | \$10,456,881 |

ecic enclave detail

Source: SPIF Nexus Study FY 2017-2018 Update; MacKay & Sumps; ECIC; Enclave; EPS.

[1] Reflects the estimated cost SMUD will charge for the installation of backbone electrical conductors.

[2] Estimate does not include costs for the traffic signals.

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Table B-11
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
MIC/TNHC Shared Phase 1 Backbone Facilities Reimbursement Analysis (CFD 18/Set-Aside)

| Item | Phase 1 Construction Plan | | | Percentage of Total | Allocation of Remaining Reimburse. Amount |
|--|---|---|--------------------|---------------------|---|
| | Alder Creek Parkway Sewer Lift Station and Force Main | US 50 Hwy Crossing Pipeline: Off-Site Water | Total | | |
| CFD 18 and SPIF Acquisition & Shortfall Agreement | | | | | |
| Initial Reimbursement Amount [1] | - | - | \$5,075,191 | | |
| Remaining Reimbursement Amount [2] | - | - | \$2,628,206 | | |
| Less SPIF Set-Aside Payments [3] | - | - | (\$1,046,954) | | |
| Net Remaining Reimbursement Amount | - | - | \$1,581,252 | | |
| SPIF Facility Cost Estimate [3] | | | | | |
| Phase 1 Roadways | | | | | |
| Rough Grading | \$0 | \$0 | \$0 | 0.0% | \$0 |
| Backbone Roadways | \$0 | \$0 | \$0 | 0.0% | \$0 |
| Railroad Crossings | \$0 | \$0 | \$0 | 0.0% | \$0 |
| City Fiber Optic & Traffic Control System | \$0 | \$0 | \$0 | 0.0% | \$0 |
| Signalized Intersections & Improvements | \$0 | \$0 | \$0 | 0.0% | \$0 |
| Open Space Vehicular Access Barrier | \$0 | \$0 | \$0 | 0.0% | \$0 |
| Off-Site Roadway Improvements | \$0 | \$0 | \$0 | 0.0% | \$0 |
| Subtotal Phase 1 Roadways | \$0 | \$0 | \$0 | 0.0% | \$0 |
| Dry Utility System | \$0 | \$0 | \$0 | 0.0% | \$0 |
| Potable Water System | \$0 | \$0 | \$0 | 0.0% | \$0 |
| Off-Site Water System | \$0 | \$3,475,191 | \$3,475,191 | 68.5% | \$1,082,748 |
| Recycled Water System | \$0 | \$0 | \$0 | 0.0% | \$0 |
| Sanitary Sewer System [4] | | | | | |
| Sewer Pipelines | \$0 | \$0 | \$0 | 0.0% | \$0 |
| Alder Creek Lift Station | \$1,600,000 | \$0 | \$1,600,000 | 31.5% | \$498,504 |
| Subtotal Sanitary Sewer System | \$1,600,000 | \$0 | \$1,600,000 | 31.5% | \$498,504 |
| Storm Drain System | \$0 | \$0 | \$0 | 0.0% | \$0 |
| Habitat Mitigation | \$0 | \$0 | \$0 | 0.0% | \$0 |
| Total Phase 1 Costs | \$1,600,000 | \$3,475,191 | \$5,075,191 | 100.0% | \$1,581,252 |

set-aside reimb

Source: SPIF Nexus Study FY 2017-2018 Update; MacKay & Soms; MIC; TNHC; EPS.

- [1] Based on a cost-sharing agreement between Mangini Improvement Company, Inc. (MIC) and TNHC Russell Ranch (TNHC). Initial reimbursement amounts for each entity shown below.
 MIC - \$3,383,460
 TNHC - \$1,691,731
- [2] Based on the reimbursement balances for MIC and TNHC as of July 15, 2020. Remaining reimbursement amounts for each entity is shown below and detailed in Appendix C.
 MIC - \$1,712,260
 TNHC - \$915,946
- [3] Reflects the SPIF Set-Aside Fee payments made through July 15, 2020. See Table B-12 for details.
- [4] The SPIF Nexus Study FY 2017-2018 Update assumed \$1,600,000 of the Alder Creek Lift Station costs would be funded by the SPIF Fee Program whereas the remaining \$4,827,005 would be funded by CFD 18. See Table 17 of the SPIF Nexus Study FY 2017-2018 Update for details.

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Table B-12
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
White Rock Springs Ranch & Carr Trust SPIF Payments

| Item | Transaction Date | SPIF Infrastructure Fee | SPIF Set-Aside Fee |
|---------------------------------|-------------------------|--------------------------------|---------------------------|
| White Rock Springs Ranch | | | |
| Carr Trust | 07/10/19 | \$0 | \$58,184 |
| Village 1 | 07/10/19 | \$0 | \$193,254 |
| Villages 8 & 9 | 10/03/19 | \$0 | \$284,918 |
| Villages 4 - 7 | 12/06/19 | \$993,914 | \$306,465 |
| Villages 2 & 3 | 12/19/19 | \$0 | \$204,133 |
| Total | | \$993,914 | \$1,046,954 |

wrsr pmt

Source: City of Folsom; EPS.

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Table B-13
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
Allocation of SPIF Infrastructure Fee Payments [1]

| Item | Amount | Percentage of Total | Allocation of SPIF Payment |
|---|---------------------|---------------------|----------------------------|
| White Rock Springs Ranch SPIF Infrastructure Fee Payment | \$993,914 | | |
| SPIF Infrastructure Fee Reimbursement Balances | | | |
| <i>Mangini Improvement Company</i> | | | |
| MIC/TNHC Shared Ph. 1 Backbone Improvements | \$5,966,672 | 10.8% | \$107,641 |
| MIC Only Ph. 1 Backbone Improvements | \$12,507,593 | 22.7% | \$225,642 |
| <i>Subtotal Mangini Improvement Company</i> | \$18,474,265 | 33.5% | \$333,283 |
| <i>TNHC Russell Ranch</i> | | | |
| MIC/TNHC Shared Ph. 1 Backbone Improvements | \$683,524 | 1.2% | \$12,331 |
| TNHC Only Ph. 1 Backbone Improvements | \$35,935,917 | 65.2% | \$648,300 |
| <i>Subtotal TNHC Russell Ranch</i> | \$36,619,441 | 66.5% | \$660,631 |
| Total | \$55,093,706 | 100.0% | \$993,914 |

wrsr split

Source: City of Folsom; EPS.

[1] Per the SPIF Fee Reimbursement Agreement, Fee Reimbursements paid to Equal-Priority Reimbursement Agreements shall be paid out pro rata, based on the relative amount of then outstanding Fee Reimbursements due thereunder at the time of such payment.

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Table B-14
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
SPIF True-Up Adjustments - MIC Phase 1

MIC Phase 1

| Item | Phase 1 SPIF Facilities | | | Total | Percentage of Total | Distribution of MIC Phase 1 True-Up Amount |
|--------------------------------|-------------------------|-------------------------------------|--|--------------------|---------------------|--|
| | Outfall Sewer [1] | East Bidwell & Detention Basins [2] | Mangini Parkway & Placerville Road Water [3] | | | |
| MIC Phase 1 True-Up [4] | - | - | - | \$5,984,717 | - | |

Estimated Facility Costs by SPIF Infrastructure Fee Component

| | | | | | | |
|---|---------------------|--------------------|---------------------|---------------------|---------------|--------------------|
| Phase 1 Roadways | | | | | | |
| Rough Grading | \$3,230,455 | \$167,544 | \$829,920 | \$4,227,919 | 12.1% | \$723,778 |
| Backbone Roadways | \$5,457,192 | \$1,177,293 | \$2,616,640 | \$9,251,125 | 26.5% | \$1,583,700 |
| Railroad Crossings | \$0 | \$0 | \$0 | \$0 | 0.0% | \$0 |
| City Fiber Optic & Traffic Control System | \$0 | \$69,940 | \$0 | \$69,940 | 0.2% | \$11,973 |
| Signalized Intersections & Improvements | \$0 | \$924,482 | \$320,671 | \$1,245,153 | 3.6% | \$213,158 |
| Open Space Vehicular Access Barrier | \$0 | \$45,864 | \$0 | \$45,864 | 0.1% | \$7,851 |
| Off-Site Roadway Improvements | \$0 | \$0 | \$0 | \$0 | 0.0% | \$0 |
| Subtotal Phase 1 Roadways | \$8,687,647 | \$2,385,123 | \$3,767,231 | \$14,840,001 | 42.4% | \$2,540,460 |
| Dry Utility System | \$115,700 | \$868,320 | \$2,251,800 | \$3,235,820 | 9.3% | \$553,940 |
| Potable Water System | \$0 | \$45,149 | \$4,013,828 | \$4,058,977 | 11.6% | \$694,856 |
| Off-Site Water System | \$0 | \$0 | \$0 | \$0 | 0.0% | \$0 |
| Recycled Water System | \$0 | \$373,880 | \$673,400 | \$1,047,280 | 3.0% | \$179,284 |
| Sanitary Sewer System | | | | | | |
| Sewer Pipelines | \$3,579,732 | \$756,925 | \$1,007,312 | \$5,343,969 | 15.3% | \$914,834 |
| Alder Creek Lift Station | \$0 | \$0 | \$0 | \$0 | 0.0% | \$0 |
| Subtotal Sanitary Sewer System | \$3,579,732 | \$756,925 | \$1,007,312 | \$5,343,969 | 15.3% | \$914,834 |
| Storm Drain System | \$905,450 | \$3,766,507 | \$1,761,500 | \$6,433,457 | 18.4% | \$1,101,343 |
| Total Phase 1 Costs | \$13,288,529 | \$8,195,904 | \$13,475,071 | \$34,959,503 | 100.0% | \$5,984,717 |

true up alloc mic

Source: WestLand; SPIF Nexus Study Fiscal Year 2017-2018 Update; EPS.

- [1] Phase 1 costs based on the information provided in **Table A-3** and **Table A-4** of the SPIF Nexus Study Fiscal Year 2017-2018 Update, excluding the Alder Creek Parkway Sewer Lift Station and Forceman and Iron Point Gravity Sewer Connection, which are funded by CFD No. 18.
- [2] Phase 1 costs based on the information provided in **Table A-6** of the SPIF Nexus Study Fiscal Year 2017-2018 Update.
- [3] Phase 1 costs based on the information provided in **Table A-7** of the SPIF Nexus Study Fiscal Year 2017-2018 Update.
- [4] See Table B-16 for details.

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Table B-15
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
SPIF True-Up Adjustments - ECIC/Enclave

ECIC/Enclave

| Item | SPIF Facilities [1] | | | | Total | Percentage of Total | Distribution of ECIC/Enclave True-Up Amount |
|--|---------------------|--------------------|--------------------|------------------------|---------------------|---------------------|---|
| | Alder Creek Parkway | East Bidwell | Westwood Drive | Hydromod. Basin No. 19 | | | |
| MIC Phase 1 True-Up [2] | - | - | - | - | \$5,992,852 | - | |
| Estimated Facility Costs by SPIF Infrastructure Fee Component | | | | | | | |
| Phase 1 Roadways | | | | | | | |
| Rough Grading | \$295,168 | \$0 | \$221,561 | \$0 | \$516,729 | 4.9% | \$296,138 |
| Backbone Roadways | \$647,855 | \$218,039 | \$201,457 | \$0 | \$1,067,351 | 10.2% | \$611,700 |
| Railroad Crossings | \$0 | \$0 | \$0 | \$0 | \$0 | 0.0% | \$0 |
| City Fiber Optic & Traffic Control System | \$232,350 | \$164,234 | \$52,222 | \$0 | \$448,806 | 4.3% | \$257,211 |
| Signalized Intersections & Improvements | \$634,400 | \$178,101 | \$0 | \$0 | \$812,501 | 7.8% | \$465,645 |
| Open Space Vehicular Access Barrier | \$0 | \$6,192 | \$0 | \$0 | \$6,192 | 0.1% | \$3,549 |
| Off-Site Roadway Improvements | \$0 | \$0 | \$0 | \$0 | \$0 | 0.0% | \$0 |
| Subtotal Phase 1 Roadways | \$1,809,773 | \$566,566 | \$475,240 | \$0 | \$2,851,579 | 27.3% | \$1,634,243 |
| Dry Utility System | \$1,052,886 | \$740,793 | \$236,642 | \$0 | \$2,030,321 | 19.4% | \$1,163,580 |
| Potable Water System | \$464,700 | \$1,082,419 | \$218,383 | \$0 | \$1,765,502 | 16.9% | \$1,011,812 |
| Off-Site Water System | \$0 | \$0 | \$0 | \$0 | \$0 | 0.0% | \$0 |
| Recycled Water System | \$211,365 | \$297,232 | \$151,918 | \$0 | \$660,515 | 6.3% | \$378,542 |
| Sanitary Sewer System | | | | | | | |
| Sewer Pipelines | \$0 | \$0 | \$0 | \$0 | \$0 | 0.0% | \$0 |
| Alder Creek Lift Station | \$0 | \$0 | \$0 | \$0 | \$0 | 0.0% | \$0 |
| Subtotal Sanitary Sewer System | \$0 | \$0 | \$0 | \$0 | \$0 | 0.0% | \$0 |
| Storm Drain System | \$1,203,513 | \$1,009,625 | \$140,772 | \$795,054 | \$3,148,964 | 30.1% | \$1,804,675 |
| Total Phase 1 Costs | \$4,742,237 | \$3,696,635 | \$1,222,955 | \$795,054 | \$10,456,881 | 100.0% | \$5,992,852 |

true up alloc ecic

Source: WestLand; SPIF Nexus Study Fiscal Year 2017-2018 Update; EPS.

[1] See Table B-10 for SPIF Facility costs details.

[2] See Table B-17 for details.

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Table B-16
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
SPIF True-Up Verification - MIC Phase 1

MIC Phase 1

| Item | SPIF Construction Costs | | | | | Total Costs |
|---|-------------------------|--------------------------|------------------|--------------------|-------------|---------------------|
| | Improvement Costs | Indirect Cost Allocation | SMUD Costs | Soft Costs | Contingency | |
| MIC Phase 1 Construction Costs [1] | | | | | | |
| Outfall Sewer | \$9,873,579 | \$2,112,585 | \$0 | \$2,397,233 | - | \$14,383,397 |
| E Bidwell & Detention Basins | \$8,201,654 | \$1,815,556 | \$283,702 | \$2,060,182 | - | \$12,361,094 |
| Mangini Parkway & Placerville Rd Water | \$10,350,292 | \$2,363,909 | \$697,896 | \$2,682,419 | - | \$16,094,516 |
| Total MIC Phase 1 Construction Costs | \$28,425,525 | \$6,292,050 | \$981,598 | \$7,139,834 | \$0 | \$42,839,007 |

FY 2017-2018 SPIF NEXUS STUDY COST ASSUMPTIONS

Outfall Sewer [2]

Folsom Ranch Sewer Phase 1 Backbone Infrastructure

| | | | | | | |
|--|--------------------|------------|------------|--------------------|------------------|---------------------|
| Backbone Rough Grading | \$2,266,685 | - | \$0 | \$453,337 | \$226,669 | \$2,946,691 |
| Backbone Roadways | \$3,115,900 | - | \$0 | \$623,180 | \$311,590 | \$4,050,670 |
| Dry Utilities | \$40,000 | - | \$0 | \$8,000 | \$4,000 | \$52,000 |
| Backbone Sanitary Sewer System | \$2,753,640 | - | \$0 | \$550,728 | \$275,364 | \$3,579,732 |
| Backbone Storm Drain System | \$601,200 | - | \$0 | \$120,240 | \$60,120 | \$781,560 |
| Subtotal Folsom Ranch Sewer Ph. 1 Backbone Infrastructure | \$8,777,425 | \$0 | \$0 | \$1,755,485 | \$877,743 | \$11,410,653 |

Alder Creek Parkway Sewer Lift Station and Force Main Phase 1 Costs

| | | | | | | |
|---|--------------------|------------|------------|------------------|------------------|--------------------|
| Backbone Rough Grading | \$218,280 | - | \$0 | \$43,656 | \$21,828 | \$283,764 |
| Backbone Roadways | \$1,081,940 | - | \$0 | \$216,388 | \$108,194 | \$1,406,522 |
| Backbone Dry Utility | \$49,000 | - | \$0 | \$9,800 | \$4,900 | \$63,700 |
| Backbone Sanitary Sewer System [3] | - | - | - | - | - | \$0 |
| Backbone Storm Drain System | \$95,300 | - | \$0 | \$19,060 | \$9,530 | \$123,890 |
| Subtotal Alder Creek Parkway Sewer Lift Station and Force Main Phase 1 Costs | \$1,444,520 | \$0 | \$0 | \$288,904 | \$144,452 | \$1,877,876 |

Total Outfall Sewer

| | | | | | | |
|--|---------------------|------------|------------|--------------------|--------------------|---------------------|
| | \$10,221,945 | \$0 | \$0 | \$2,044,389 | \$1,022,195 | \$13,288,529 |
|--|---------------------|------------|------------|--------------------|--------------------|---------------------|

E Bidwell & Detention Basins [4]

| | | | | | | |
|---|--------------------|------------|------------------|--------------------|------------------|--------------------|
| Backbone Rough Grading | \$128,880 | - | \$0 | \$25,776 | \$12,888 | \$167,544 |
| Backbone Roadways | \$905,610 | - | \$0 | \$181,122 | \$90,561 | \$1,177,293 |
| City Fiber Optic & Traffic Control System | \$53,800 | - | \$0 | \$10,760 | \$5,380 | \$69,940 |
| Backbone Signalized Intersection Improvements | \$711,140 | - | \$0 | \$142,228 | \$71,114 | \$924,482 |
| Backbone Open Space Vehicular Access Barrier | \$35,280 | - | \$0 | \$7,056 | \$3,528 | \$45,864 |
| Backbone Dry Utility System | \$482,400 | - | \$241,200 | \$96,480 | \$48,240 | \$868,320 |
| Backbone Potable Water System | \$34,730 | - | \$0 | \$6,946 | \$3,473 | \$45,149 |
| Backbone Recycled Water System | \$287,600 | - | \$0 | \$57,520 | \$28,760 | \$373,880 |
| Backbone Sanitary Sewer System | \$582,250 | - | \$0 | \$116,450 | \$58,225 | \$756,925 |
| Backbone Storm Drain System | \$2,897,313 | - | \$0 | \$579,463 | \$289,731 | \$3,766,507 |
| Total E Bidwell & Detention Basins | \$6,119,003 | \$0 | \$241,200 | \$1,223,801 | \$611,900 | \$8,195,904 |

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Table B-16
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
SPIF True-Up Verification - MIC Phase 1

MIC Phase 1

| Item | SPIF Construction Costs | | | | | Total Costs |
|---|-------------------------|--------------------------|------------------|--------------------|----------------------|---------------------|
| | Improvement Costs | Indirect Cost Allocation | SMUD Costs | Soft Costs | Contingency | |
| Mangini Parkway & Placerville Rd Water [5] | | | | | | |
| Backbone Rough Grading | \$638,400 | - | \$0 | \$127,680 | \$63,840 | \$829,920 |
| Backbone Roadways | \$2,012,800 | - | \$0 | \$402,560 | \$201,280 | \$2,616,640 |
| Backbone Signalized Intersection Improvements | \$246,670 | - | \$0 | \$49,334 | \$24,667 | \$320,671 |
| Backbone Dry Utility System | \$1,251,000 | - | \$625,500 | \$250,200 | \$125,100 | \$2,251,800 |
| Backbone Potable Water System | \$3,087,560 | - | \$0 | \$617,512 | \$308,756 | \$4,013,828 |
| Backbone Recycled Water System | \$518,000 | - | \$0 | \$103,600 | \$51,800 | \$673,400 |
| Backbone Sanitary Sewer System | \$774,855 | - | \$0 | \$154,971 | \$77,486 | \$1,007,312 |
| Backbone Storm Drain System | \$1,355,000 | - | \$0 | \$271,000 | \$135,500 | \$1,761,500 |
| Total Mangini Parkway & Placerville Rd Water | \$9,884,285 | \$0 | \$625,500 | \$1,976,857 | \$988,429 | \$13,475,071 |
| TOTAL FY 2017-2018 SPIF NEXUS STUDY COST ASSUMPTIONS | \$26,225,233 | \$0 | \$866,700 | \$5,245,047 | \$2,622,523 | \$34,959,503 |
| MIC SPIF True-Up Adjustment | | | | | | |
| MIC Phase 1 Construction | \$28,425,525 | \$6,292,050 | \$981,598 | \$7,139,834 | \$0 | \$42,839,007 |
| FY 2017-2018 SPIF Nexus Study Costs | \$26,225,233 | \$0 | \$866,700 | \$5,245,047 | \$2,622,523 | \$34,959,503 |
| Adjusted SPIF True-Up [6] | \$2,200,292 | \$6,292,050 | \$114,898 | - | (\$2,622,523) | \$5,984,717 |

adjusted true up mic

Source: FY 2017-2018 SPIF Nexus Study Update; WestLand; EPS.

- [1] Based on information provided in the Mangini Improvement Company, Inc. Phase 1 SPIF True-Up Analysis, dated August 6, 2019.
- [2] Based on information in **Table A-3** (Folsom Ranch Sewer Phase 1 Costs) and **Table A-4** (Alder Creek Parkway Sewer Lift Station and Force Main Phase 1 Costs). Costs exclude the Alder Creek Parkway Sewer Lift Station and Forcemain and Iron Point Gravity Sewer Connection.
- [3] Costs not included because they are funded by CFD No. 18.
- [4] Based on information in **Table A-6** (Mangini Ranch East Bidwell Street Phase 1 Construction Costs).
- [5] Based on information in **Table A-7** (Mangini Ranch Parkway Phase 1 Construction Costs).
- [6] The adjusted SPIF True-Up assumes the Soft Costs do not exceed the amount included in the FY 2017-2018 SPIF Nexus Study.

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Table B-17
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
SPIF True-Up Verification - ECIC/Enclave

ECIC/Enclave

| Item | SPIF Construction Costs | | | | | Total Costs |
|---|-------------------------|--------------------------|-------------------|--------------------|--------------------|---------------------|
| | Improvement Costs | Indirect Cost Allocation | SMUD Costs | Soft Costs | Contingency | |
| ECIC/Enclave Construction Costs [1] | | | | | | |
| Alder Creek Parkway | \$4,842,168 | \$951,944 | \$243,367 | \$823,362 | - | \$6,860,841 |
| East Bidwell | \$5,224,335 | \$1,027,076 | \$140,199 | \$888,346 | - | \$7,279,957 |
| Westwood Drive | \$1,240,134 | \$243,804 | \$85,392 | \$210,872 | - | \$1,780,202 |
| Hydromodification Basin No. 19 | \$776,665 | \$152,698 | \$0 | \$132,064 | - | \$1,061,417 |
| Total ECIC/Enclave Construction Costs | \$12,083,302 | \$2,375,512 | \$468,958 | \$2,054,645 | \$0 | \$16,982,417 |
| FY 2017-2018 SPIF NEXUS STUDY COST ASSUMPTIONS [2] | | | | | | |
| Roadways | | | | | | |
| Rough Grading | \$397,483 | - | \$0 | \$79,495 | \$39,749 | \$516,728 |
| Backbone Roadways | \$821,041 | - | \$0 | \$164,207 | \$82,103 | \$1,067,350 |
| Railroad Crossings | \$0 | - | \$0 | \$0 | \$0 | \$0 |
| City Fiber Optic & Traffic Control System | \$345,237 | - | \$0 | \$69,046 | \$34,523 | \$448,805 |
| Signalized Intersections & Improvements | \$625,005 | - | \$0 | \$124,998 | \$62,499 | \$812,502 |
| Open Space Vehicular Access Barrier | \$4,763 | - | \$0 | \$953 | \$476 | \$5,192 |
| Off-Site Roadway Improvements | \$0 | - | \$0 | \$0 | \$0 | \$0 |
| Subtotal Roadways | \$2,193,529 | \$0 | \$0 | \$438,699 | \$219,350 | \$2,851,577 |
| Dry Utility System | \$1,127,972 | - | \$563,969 | \$225,588 | \$112,794 | \$2,030,322 |
| Potable Water System | \$1,358,087 | - | \$0 | \$271,611 | \$135,806 | \$1,765,503 |
| Off-Site Water System | \$0 | - | \$0 | \$0 | \$0 | \$0 |
| Recycled Water System | \$508,091 | - | \$0 | \$101,616 | \$50,808 | \$660,515 |
| Sanitary Sewer System | | | | | | |
| Sewer Pipelines | \$0 | - | \$0 | \$0 | \$0 | \$0 |
| Alder Creek Lift Station | \$0 | - | \$0 | \$0 | \$0 | \$0 |
| Subtotal Sanitary Sewer System | \$0 | \$0 | \$0 | \$0 | \$0 | \$0 |
| Storm Drain System | \$2,422,293 | - | \$0 | \$484,448 | \$242,224 | \$3,148,965 |
| Habitat Mitigation | | | | | | \$0 |
| TOTAL FY 2017-2018 SPIF NEXUS STUDY COST ASSUMPTIONS | \$7,609,970 | \$0 | \$563,969 | \$1,521,962 | \$760,981 | \$10,456,881 |
| MIC SPIF True-Up Adjustment | | | | | | |
| ECIC/Enclave Construction | \$12,083,302 | \$2,375,512 | \$468,958 | \$2,054,645 | \$0 | \$16,982,417 |
| FY 2017-2018 SPIF Nexus Study Costs | \$7,609,970 | \$0 | \$563,969 | \$1,521,962 | \$760,981 | \$10,456,882 |
| Adjusted SPIF True-Up [3] | \$4,473,332 | \$2,375,512 | (\$85,011) | - | (\$760,981) | \$5,992,852 |

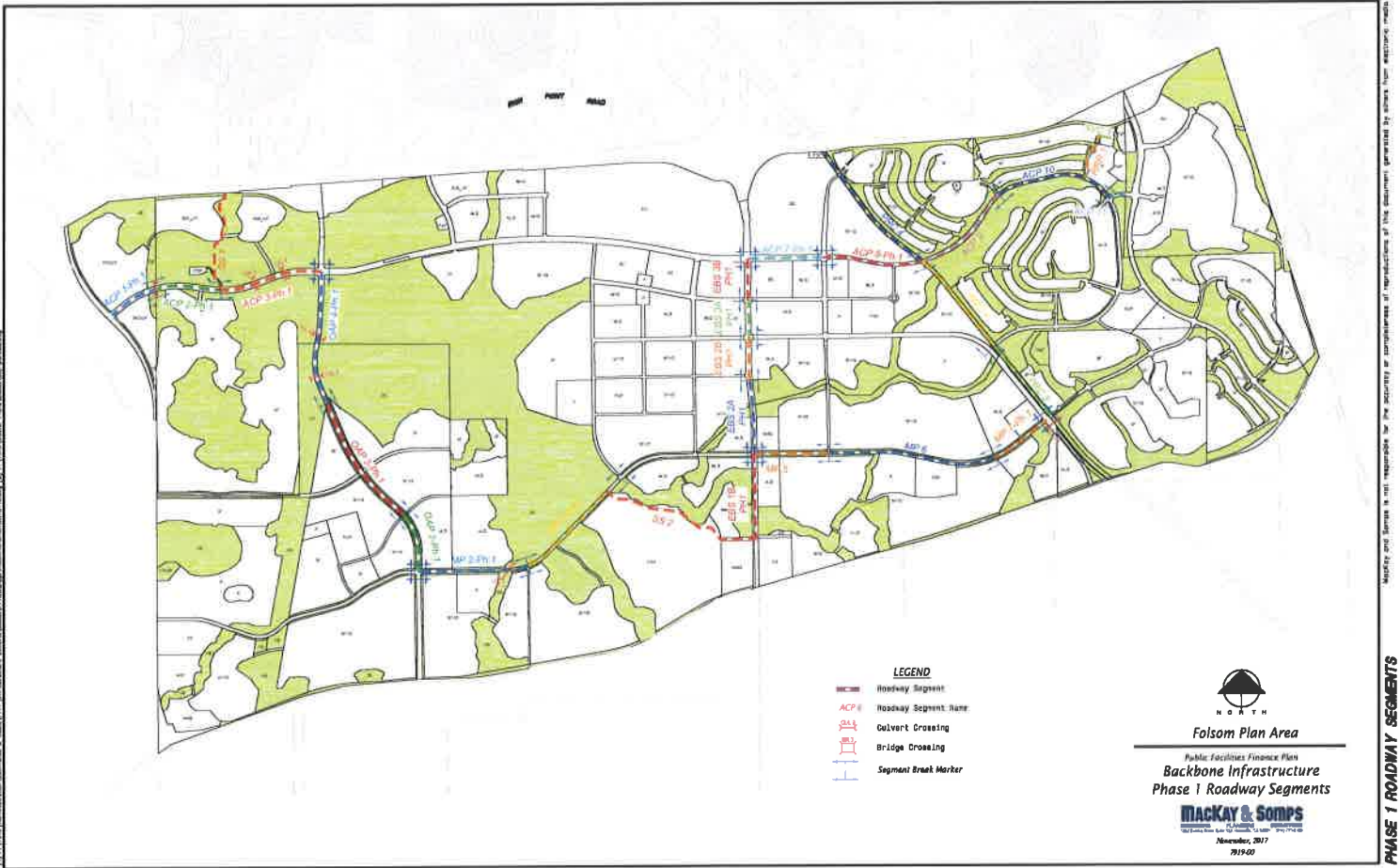
adjusted true up ecic

Source: FY 2017-2018 SPIF Nexus Study Update; WestLand; EPS.

[1] Based on information provided by the East Carpenter Improvement Company, dated July 15, 2020.

[2] See Table B-10 for details.

[3] The adjusted SPIF True-Up assumes the Soft Costs do not exceed the amount included in the FY 2017-2018 SPIF Nexus Study.



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PHASE 1 ROADWAY SEGMENTS



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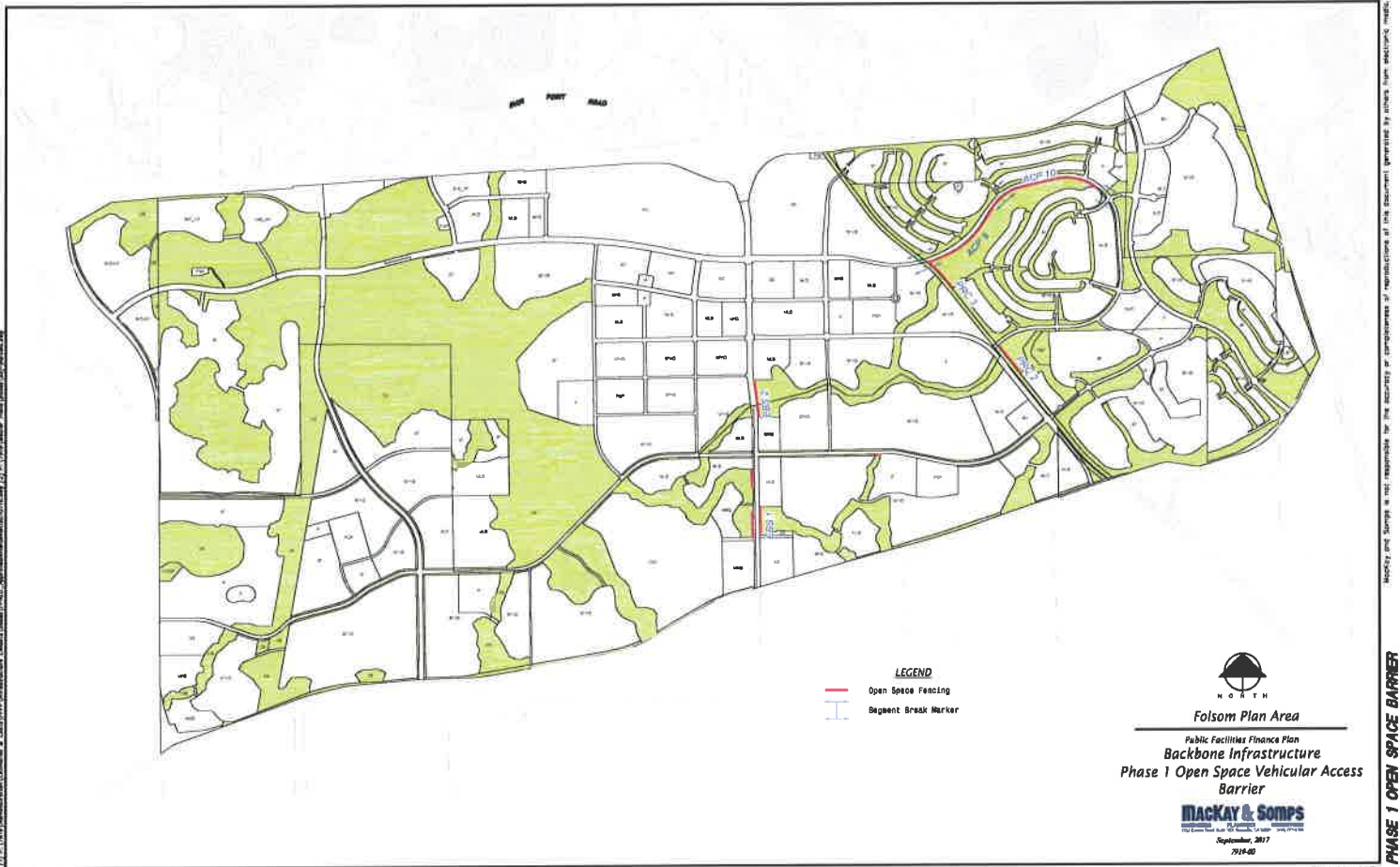
- City Fiber Optic & Traffic Signal Control System
- Segment Break Marker


Folsom Plan Area
 Public Facilities Finance Plan
Backbone Infrastructure
 Phase 1 City Fiber Optic & Traffic Control System

 November, 2017

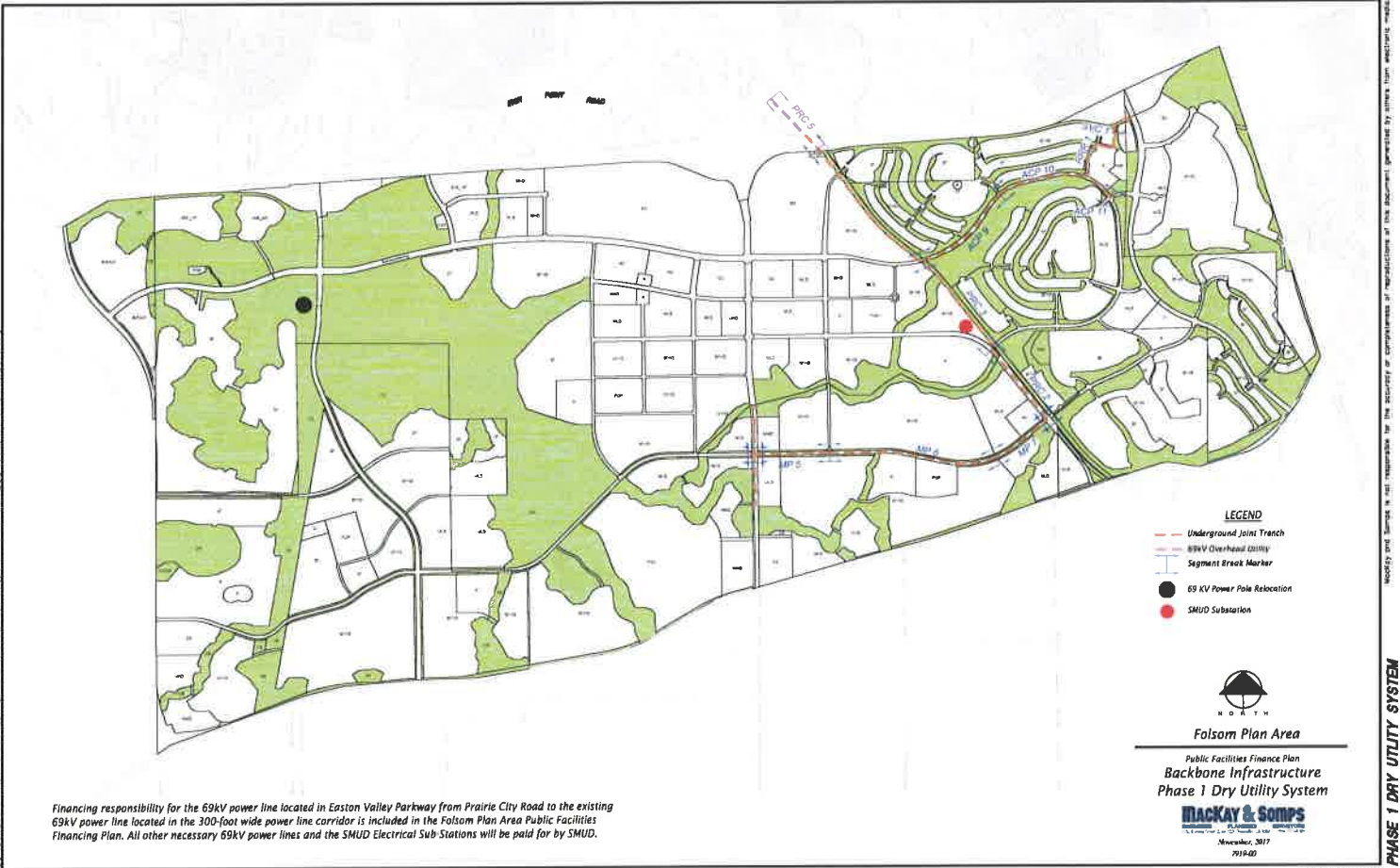
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PHASE 1 TRAFFIC CONTROL SYSTEM



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LEGEND

- - - - - Underground Joint Trench
- - - - - 88kV Overhead Utility Segment Erect Marker
- 69 KV Power Pole Relocation
- SMUD Substation



Folsom Plan Area

Public Facilities Finance Plan
Backbone Infrastructure
 Phase 1 Dry Utility System

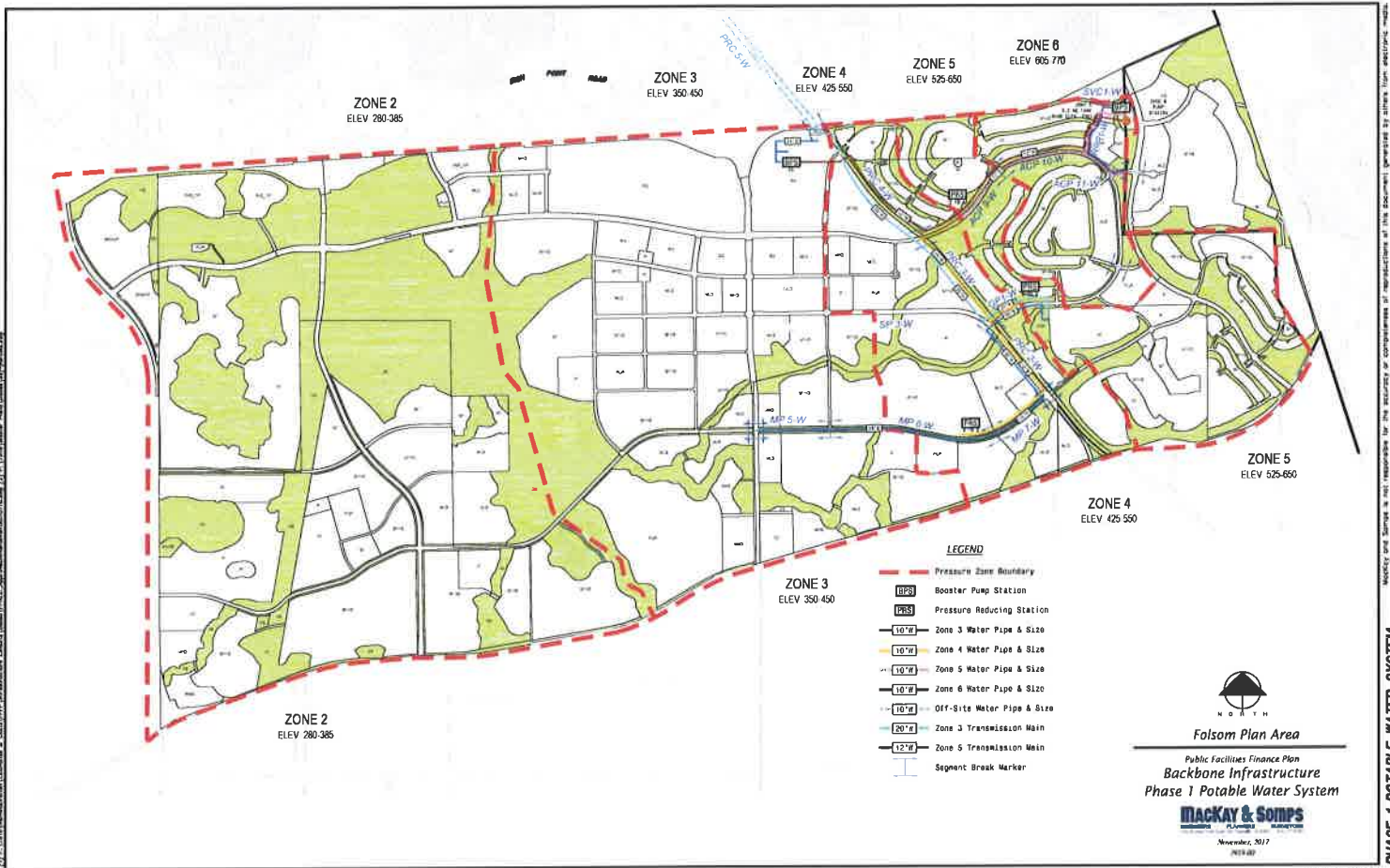


Financing responsibility for the 69kV power line located in Easton Valley Parkway from Prairie City Road to the existing 69kV power line located in the 300-foot wide power line corridor is included in the Folsom Plan Area Public Facilities Financing Plan. All other necessary 69kV power lines and the SMUD Electrical Sub-Station will be paid for by SMUD.

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PHASE 1 DRY UTILITY SYSTEM



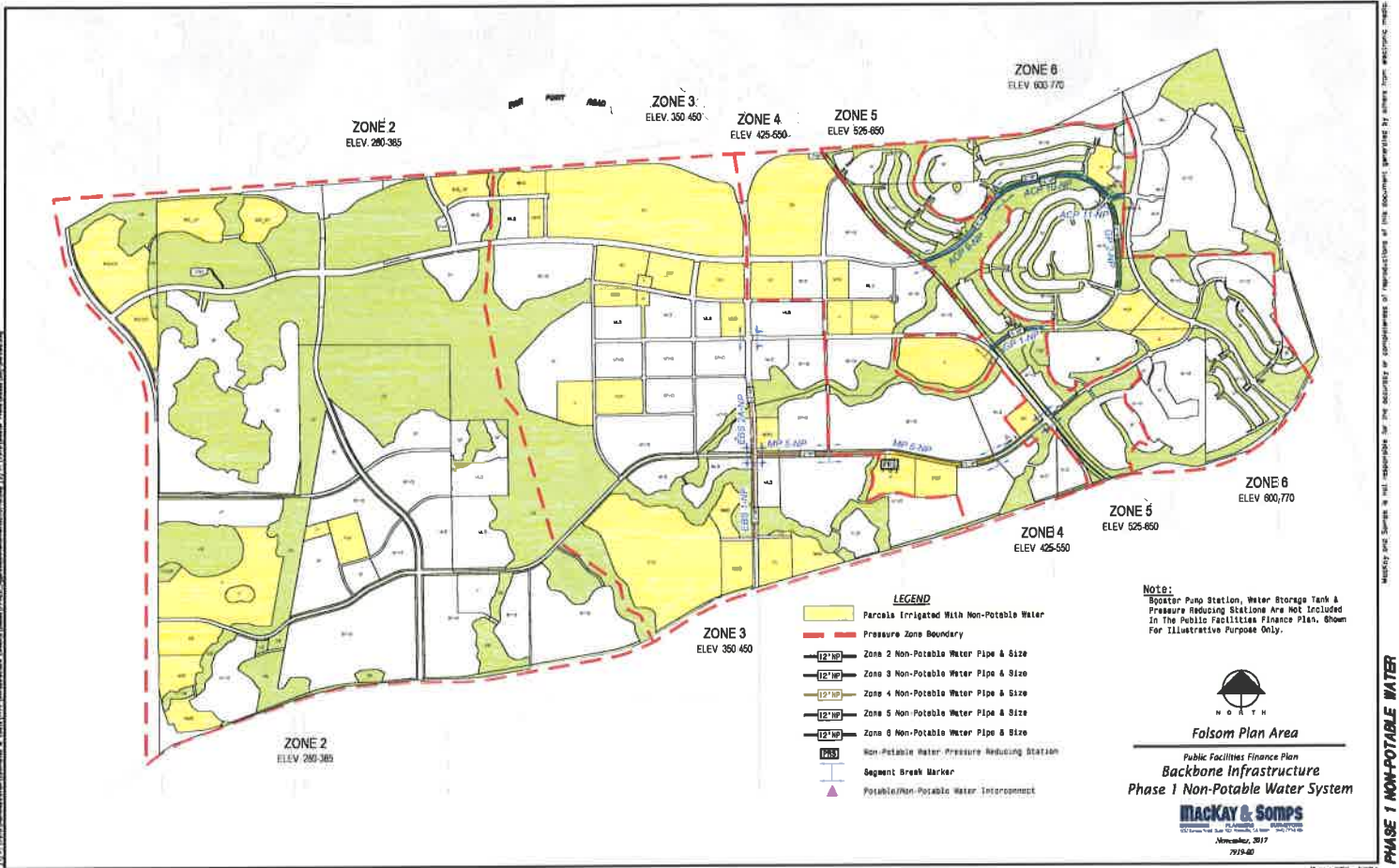
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Folsom Plan Area
 Public Facilities Finance Plan
Backbone Infrastructure
Phase 1 Potable Water System

 November, 2017
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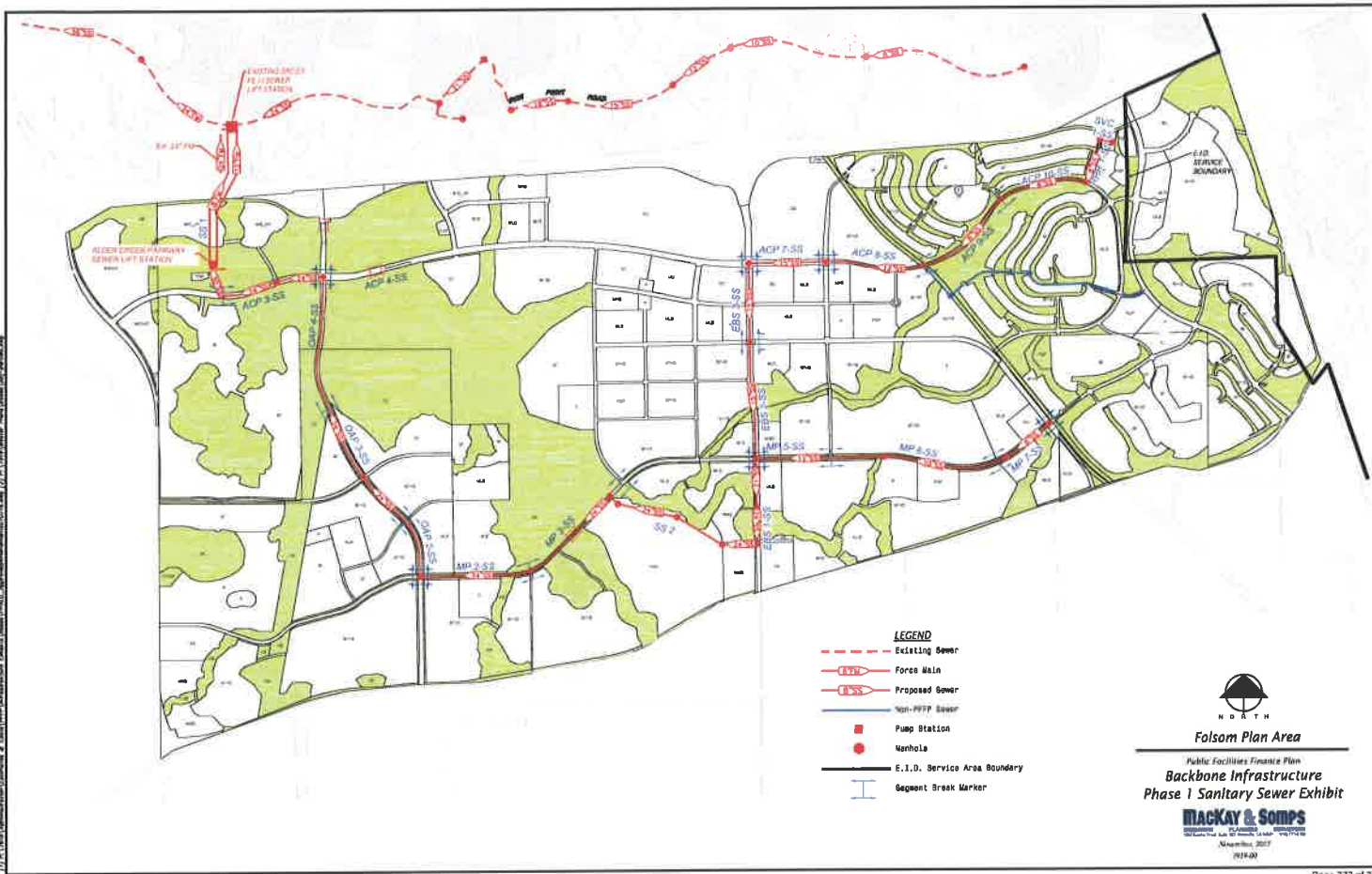
PHASE 1 POTABLE WATER SYSTEM



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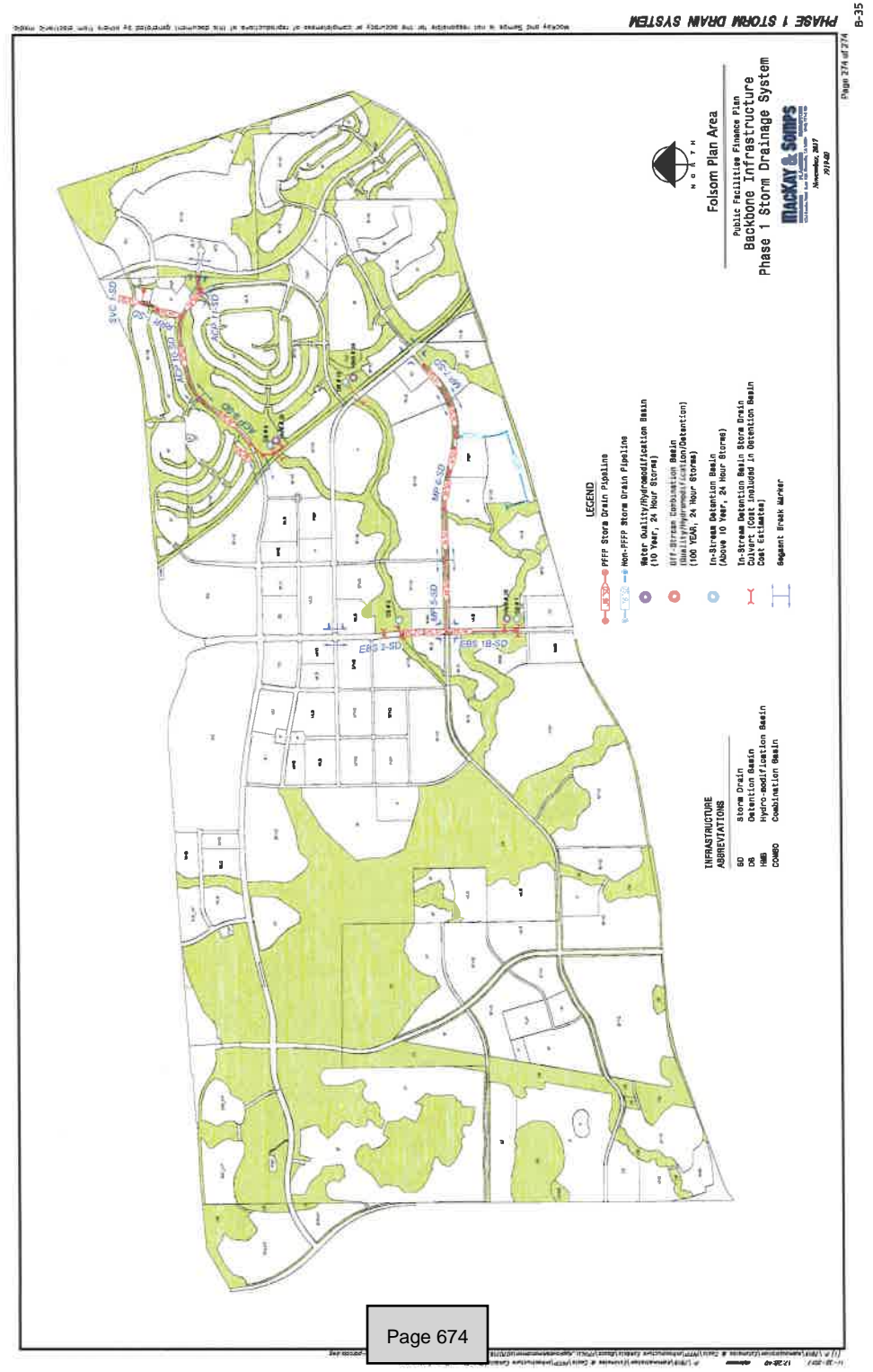
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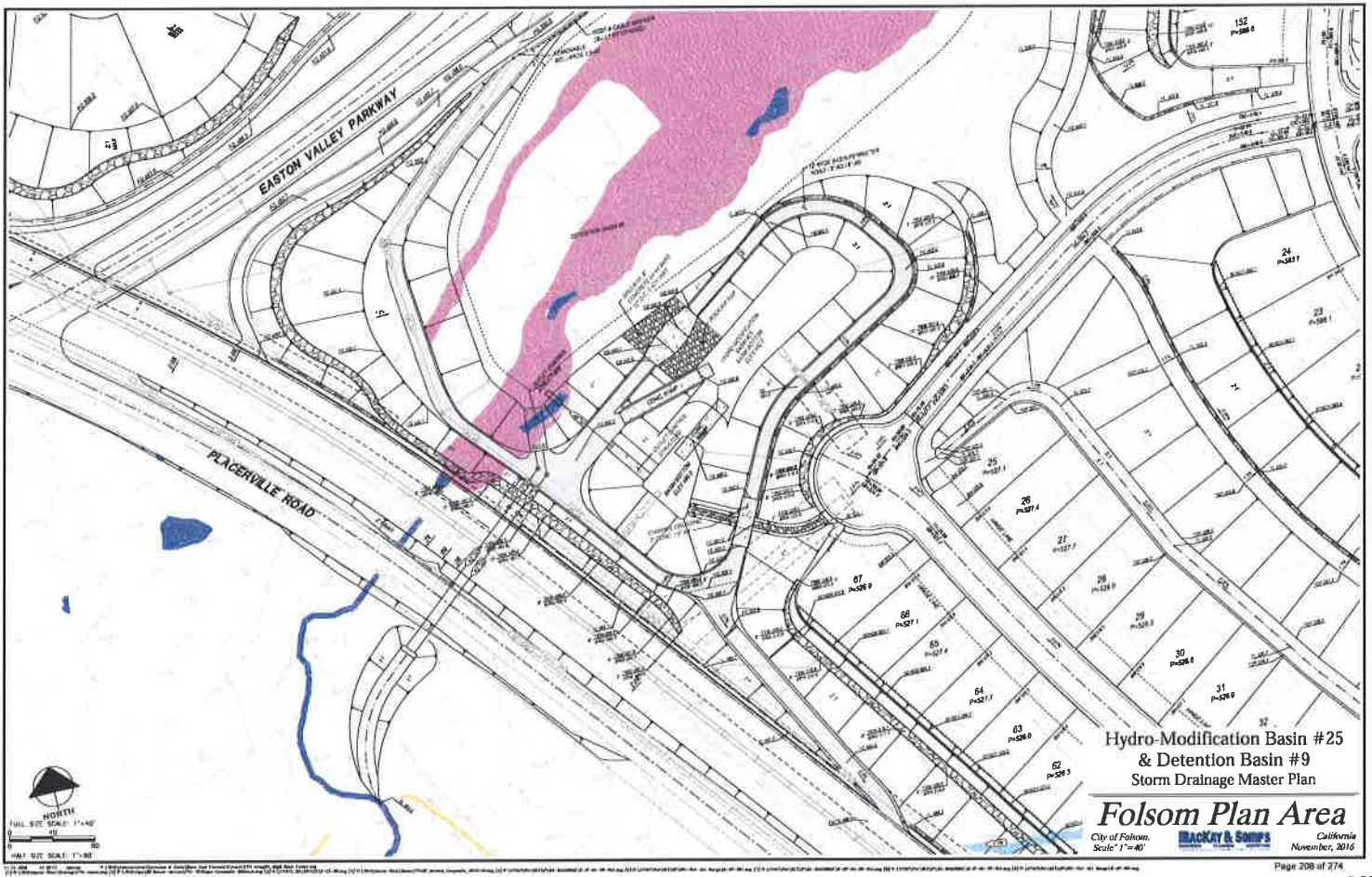
PHASE 1 NON-POTABLE WATER

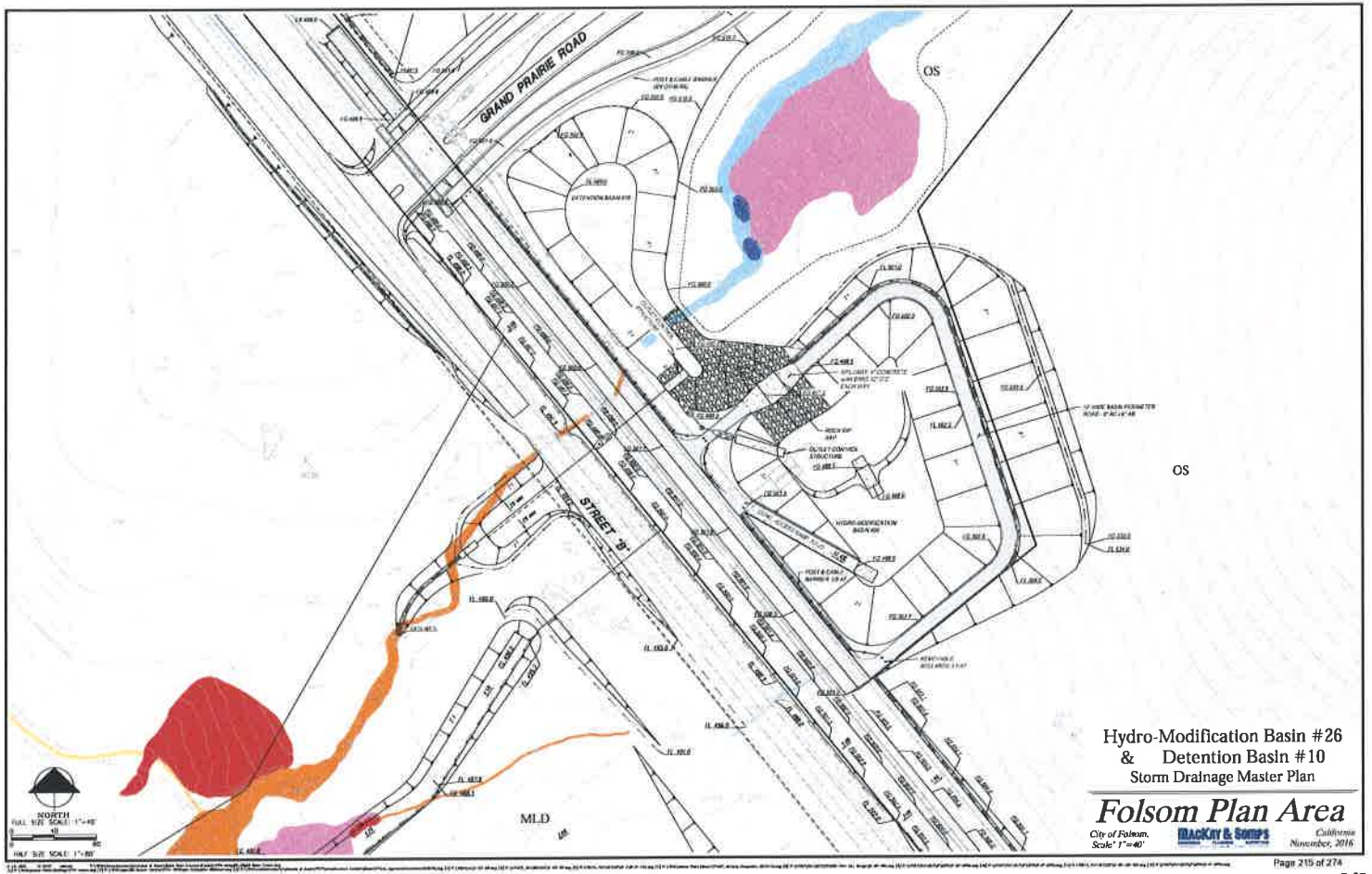


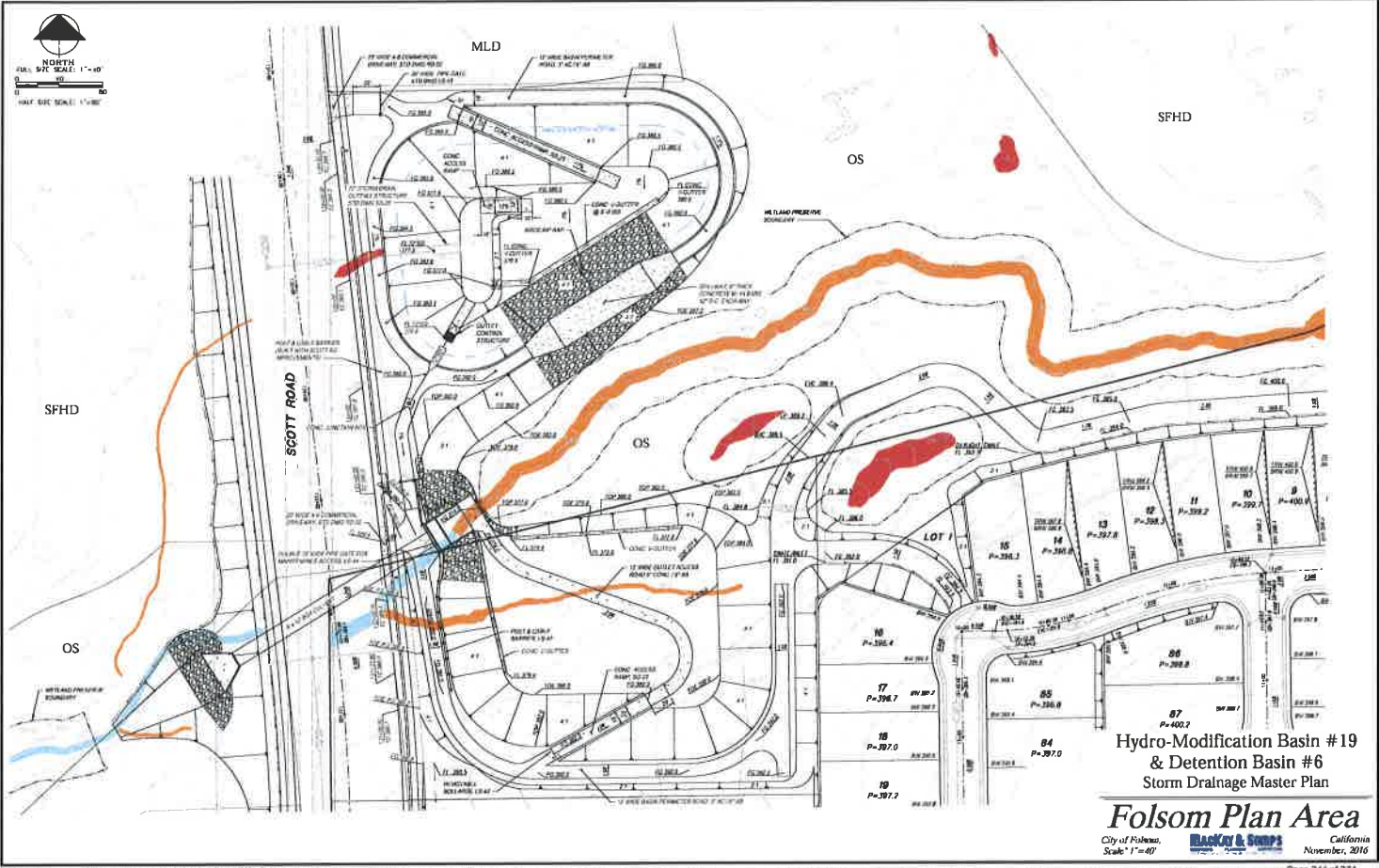
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PHASE 1 SANITARY SEWER SYSTEM

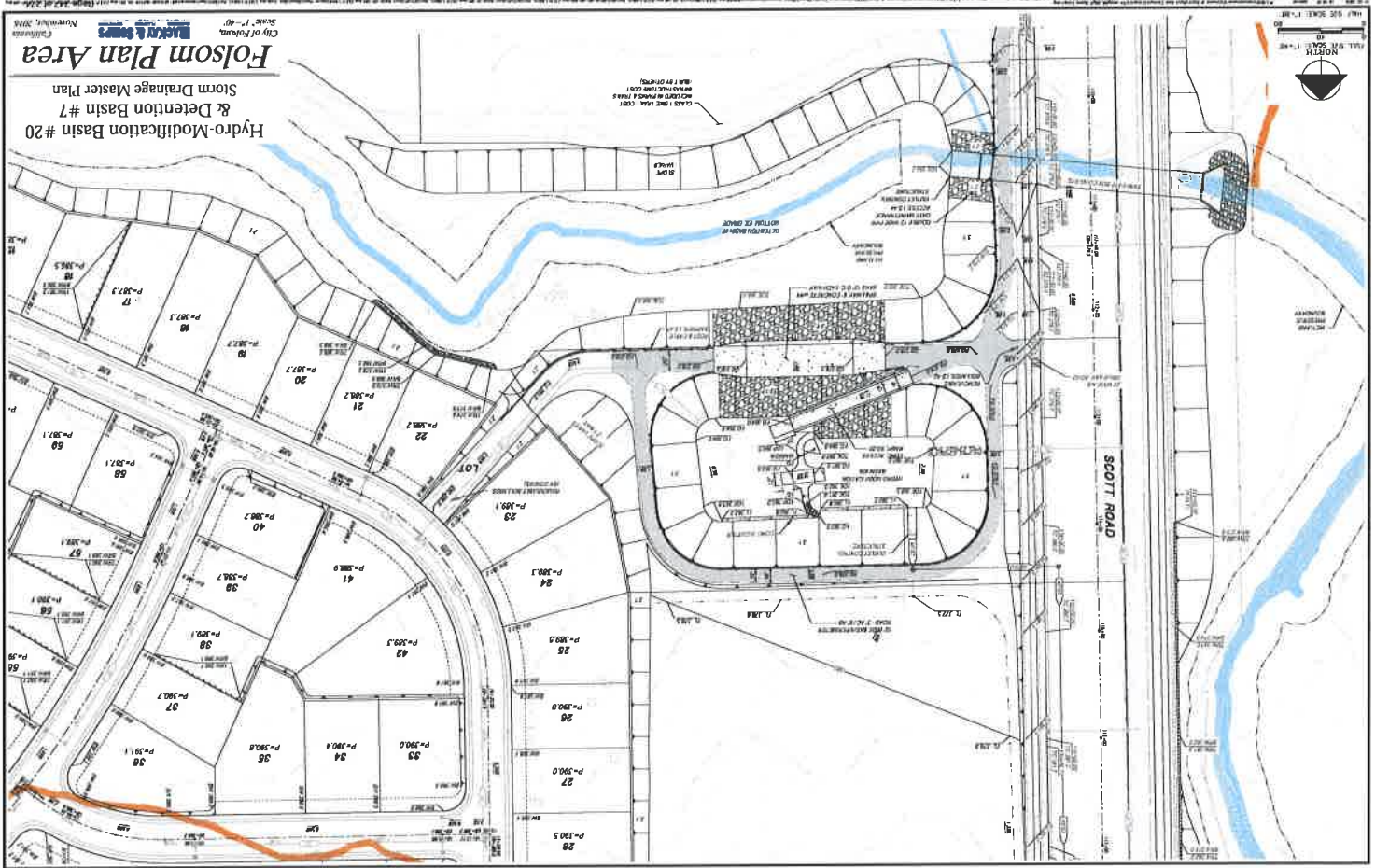








B-39



APPENDIX C:
Constructing Owner Reimbursement Balances

Table C-1 Mangini Improvement Company C-1
Table C-2 Russell Ranch Phase 1..... C-2
Table C-3 East Carpenter Improvement Company C-3
Table C-4 Eagle Entities C-4
Table C-5 Gragg Ranch Recovery Acquisition C-5



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Margini Improvement Company

Table C-1
City of Falcon
SPF Credit/Reimbursement Tracking
Margini Improvement Company

Table with columns: Agreement, Description, Beginning Balance (PFR, Non-PFR, Total), Transactions (PFR, Non-PFR, Total), End Balance (PFR, Non-PFR, Total), Recipient/Description, Transaction Date. Contains multiple rows for various agreements like FPA SPF Fee Reimbursement, CFD No. 18 and FPA SPIF Acquisition, and FPA SPIF Parkland Dedication.

Source: City of Falcon, EPS

[1] Reflects 20% share of MCTNHC Shared Ph. 1 Backbone Facilities construction costs.
[2] As stipulated in the SPFF Contract and the SPFF Reimbursement Agreements the reimbursement balance shall be adjusted annually based on the annual percentage change in Engineering-News-Record Construction Cost Index.

Key:
CMT - Credit and Transfer

DRAFT

Table C-2
City of Folsom
SPF Credit/Reimbursement Tracking
Russell Ranch TNHC

Russell Ranch TNHC

| Agreement | Description | Transactions | | | Recipient/Destination | Transaction Date |
|---|--|-------------------|--------------------|---------------|-----------------------|--------------------------|
| | | Beginning Balance | Transaction Amount | End Balance | | |
| FPA SPF Program Public Lands Fee Reimbursement Agreement | THHC Russell Ranch Water Tank Site Dedication [1] | \$597,320 | \$0 | \$597,320 | THHC Russell Ranch | 01/29/19 |
| Cert. No. 1 to CAT Fee Reimbursements as Fee Credits | Reimbursements Converted to Public Lands Fee Credits | \$597,320 | (\$43,600) | \$553,720 | Village 6 | 01/29/19 |
| Cert. No. 1 to CAT Fee Reimbursements as Fee Credits | Reimbursements Converted to Infrastructure Fee Credits | \$553,720 | (\$53,720) | \$0 | Village 6 | 01/29/19 |
| FPA SPF Fee Reimbursement Agreement | MIC/TNHC Shared Ph. 1 Backbone Facilities [2] | \$5,025,274 | \$0 | \$5,025,274 | THHC Russell Ranch | 08/11/18 |
| Cert. No. 1 to CAT Fee Reimbursements as Fee Credits | Reimbursements Converted to Infrastructure Fee Credits | \$5,025,274 | (\$60,939) | \$4,964,335 | Village 5 | 02/19/19 |
| Cert. No. 2 to CAT Fee Reimbursements as Fee Credits | Reimbursements Converted to Infrastructure Fee Credits | \$4,964,335 | (\$1,705,234) | \$3,259,101 | Village 1 | 03/13/19 |
| Cert. No. 2 to CAT Fee Reimbursements as Fee Credits | Reimbursements Converted to Public Lands Fee Credits | \$2,553,101 | (\$52,320) | \$2,500,781 | Village 1 | 03/13/19 |
| Cert. No. 2 to CAT Fee Reimbursements as Fee Credits | Reimbursements Converted to Infrastructure Fee Credits (Shortfall) | \$2,500,781 | (\$68,894) | \$2,431,887 | Village 1 | 03/13/19 |
| Cert. No. 3 to CAT Fee Reimbursements as Fee Credits | Reimbursements Converted to Infrastructure Fee Credits | \$2,431,887 | \$0 | \$2,431,887 | Village 1 | 03/13/19 |
| Cert. No. 3 to CAT Fee Reimbursements as Fee Credits | Reimbursements Converted to Infrastructure Fee Credits | \$2,431,887 | (\$88,175) | \$2,343,712 | Village 2 | 03/13/19 |
| Cert. No. 3 to CAT Fee Reimbursements as Fee Credits | Reimbursements Converted to Public Lands Fee Credits | \$2,343,712 | (\$26,166) | \$2,317,546 | Village 2 | 03/13/19 |
| Cert. No. 4 to CAT Fee Reimbursements as Fee Credits | Reimbursements Converted to Infrastructure Fee Credits | \$2,317,546 | (\$68,923) | \$2,248,623 | Village 3 | 03/13/19 |
| Cert. No. 4 to CAT Fee Reimbursements as Fee Credits | Reimbursements Converted to Public Lands Fee Credits | \$2,248,623 | (\$28,180) | \$2,220,443 | Village 3 | 03/13/19 |
| Cert. No. 5 to CAT Fee Reimbursements as Fee Credits | Reimbursements Converted to Infrastructure Fee Credits | \$2,220,443 | (\$206,243) | \$1,914,200 | Village 7 | 03/13/19 |
| Cert. No. 5 to CAT Fee Reimbursements as Fee Credits | Reimbursements Converted to Infrastructure Fee Credits (Warranty) | \$1,914,200 | \$0 | \$1,914,200 | Village 7 | 03/13/19 |
| Cert. No. 5 to CAT Fee Reimbursements as Fee Credits [3] | Reimbursements Converted to Infrastructure Fee Credits | \$1,914,200 | \$184,326 | \$2,098,526 | THHC Russell Ranch | 07/01/18 (Retrospective) |
| FY 2018-2019 Adjustment [4] [5] | | 3.2% | \$60,653 | \$2,159,179 | THHC Russell Ranch | 07/01/18 |
| FY 2019-2020 Adjustment [4] | | 2.5% | \$53,984 | \$2,213,163 | THHC Russell Ranch | 07/01/20 |
| FY 2020-2021 Adjustment [4] | | 2.5% | \$55,817 | \$2,268,980 | THHC Russell Ranch | 07/01/20 |
| CFD No. 18 and FPA SPF Acquisition & Shortfall Agreement | MIC/TNHC Shared Ph. 1 Backbone Facilities [2] | \$1,691,731 | \$0 | \$1,691,731 | THHC Russell Ranch | 08/11/18 |
| Cert. No. 1 to CAT Fee Reimbursements as Fee Credits | Reimbursements Converted to Fee Credits | \$1,691,731 | (\$87,181) | \$1,604,550 | Village 5 | 02/19/19 |
| Cert. No. 2 to CAT Fee Reimbursements as Fee Credits | Reimbursements Converted to Fee Credits | \$1,604,550 | (\$149,889) | \$1,454,661 | Village 1 | 03/13/19 |
| Cert. No. 2 to CAT Fee Reimbursements as Fee Credits | Reimbursements Converted to Fee Credits (Shortfall) | \$1,454,661 | (\$5,404) | \$1,449,257 | Village 1 | 03/13/19 |
| Cert. No. 3 to CAT Fee Reimbursements as Fee Credits | Reimbursements Converted to Fee Credits | \$1,449,257 | (\$80,800) | \$1,368,457 | Village 2 | 03/13/19 |
| Cert. No. 4 to CAT Fee Reimbursements as Fee Credits | Reimbursements Converted to Fee Credits | \$1,368,457 | (\$84,032) | \$1,284,425 | Village 3 | 03/13/19 |
| Cert. No. 5 to CAT Fee Reimbursements as Fee Credits | Reimbursements Converted to Fee Credits | \$1,284,425 | (\$53,107) | \$1,231,318 | Village 7 | 03/13/19 |
| Cert. No. 5 to CAT Fee Reimbursements as Fee Credits | Reimbursements Converted to Fee Credits | \$1,231,318 | (\$142,840) | \$1,088,478 | Village 4 | 03/21/19 |
| Cert. No. 6 to CAT Fee Reimbursements as Fee Credits | Reimbursements Converted to Fee Credits | \$1,088,478 | (\$105,404) | \$983,074 | Village 8 | 03/21/19 |
| Cert. No. 6 to CAT Fee Reimbursements as Fee Credits | Reimbursements Converted to Fee Credits | \$983,074 | (\$132,512) | \$850,562 | Village 5 | 03/21/19 |
| Cert. No. 8 to CAT Fee Reimbursements as Fee Credits | Reimbursements Converted to Fee Credits | \$850,562 | \$50,320 | \$900,882 | THHC Russell Ranch | 07/01/18 (Retrospective) |
| FY 2018-2019 Adjustment [4] [5] | | 3.2% | \$29,062 | \$929,944 | THHC Russell Ranch | 07/01/18 |
| FY 2019-2020 Adjustment [4] | | 2.5% | \$23,062 | \$952,906 | THHC Russell Ranch | 07/01/18 |
| FY 2020-2021 Adjustment [4] | | 2.5% | \$24,151 | \$977,057 | THHC Russell Ranch | 07/01/20 |
| FPA SPF Parkland Dedication Credit Agreement | THHC Russell Ranch Neighborhood Park, Large Lot 22 | 0.26 | 0.00 | 0.26 | THHC Russell Ranch | 07/19/18 |
| Cert. No. 1 to Transfer Parkland Dedication Acreage Credits | Transfer Parkland Dedication to Credits | 0.26 | (0.03) | 0.23 | Village 5 | 02/19/19 |
| Cert. No. 2 to Transfer Parkland Dedication Acreage Credits | Transfer Parkland Dedication to Credits | 0.23 | (0.76) | 0.47 | Village 1 | 03/13/19 |
| Cert. No. 2 to Transfer Parkland Dedication Acreage Credits (Shortfall) | Transfer Parkland Dedication to Credits (Shortfall) | 0.47 | (0.03) | 0.44 | Village 1 | 03/13/19 |
| Cert. No. 3 to Transfer Parkland Dedication Acreage Credits | Transfer Parkland Dedication to Credits | 0.44 | (0.37) | 0.07 | Village 2 | 03/13/19 |
| Cert. No. 4 to Transfer Parkland Dedication Acreage Credits | Transfer Parkland Dedication to Credits | 0.07 | (0.30) | 0.37 | Village 3 | 03/13/19 |
| Cert. No. 5 to Transfer Parkland Dedication Acreage Credits | Transfer Parkland Dedication to Credits | 0.37 | (0.00) | 0.37 | Village 7 | 03/13/19 |
| Cert. No. 8 to Transfer Parkland Dedication Acreage Credits | Transfer Parkland Dedication to Credits | 0.37 | (1.06) | 0.33 | Village 4 | 03/21/19 |
| Cert. No. 7 to Transfer Parkland Dedication Acreage Credits | Transfer Parkland Dedication to Credits | 0.33 | (0.76) | 0.07 | Village 6 | 03/21/19 |
| Cert. No. 8 to Transfer Parkland Dedication Acreage Credits [6] | Transfer Parkland Dedication to Credits | 0.07 | (0.07) | 0.00 | Village 5 | 03/21/19 |
| FPA SPF Fee Reimbursement Agreement | THHC Russell Ranch Ph. 1 Backbone Facilities [4] | \$41,772,309 | (\$214,300) | \$41,558,009 | THHC Russell Ranch | 07/18/18 |
| Cert. No. 1 to CAT Fee Reimbursements as Fee Credits | Reimbursements Converted to Infrastructure Fee Credits | \$41,772,309 | (\$270,880) | \$41,501,429 | Village 7 | 03/13/19 |
| Cert. No. 2 to CAT Fee Reimbursements as Fee Credits | Reimbursements Converted to Public Lands Fee Credits | \$41,501,429 | (\$38,240) | \$41,463,189 | Village 7 | 03/13/19 |
| Cert. No. 2 to CAT Fee Reimbursements as Fee Credits | Reimbursements Converted to Infrastructure Fee Credits | \$41,463,189 | (\$2,631,452) | \$38,831,737 | Village 4 | 03/21/19 |
| Cert. No. 2 to CAT Fee Reimbursements as Fee Credits | Reimbursements Converted to Public Lands Fee Credits | \$38,831,737 | (\$74,100) | \$38,757,637 | Village 4 | 03/21/19 |
| Cert. No. 3 to CAT Fee Reimbursements as Fee Credits | Reimbursements Converted to Infrastructure Fee Credits | \$38,757,637 | (\$1,483,070) | \$37,274,567 | Village 8 | 03/21/19 |
| Cert. No. 3 to CAT Fee Reimbursements as Fee Credits | Reimbursements Converted to Public Lands Fee Credits | \$37,274,567 | (\$52,330) | \$37,222,237 | Village 8 | 03/21/19 |
| Cert. No. 4 to CAT Fee Reimbursements as Fee Credits | Reimbursements Converted to Infrastructure Fee Credits | \$37,222,237 | (\$1,412,217) | \$35,810,020 | Village 5 | 03/21/19 |
| Cert. No. 4 to CAT Fee Reimbursements as Fee Credits | Reimbursements Converted to Public Lands Fee Credits | \$35,810,020 | (\$39,210) | \$35,770,810 | Village 5 | 03/21/19 |
| FY 2019-2020 Adjustment [4] | | 2.5% | \$35,055,431 | \$70,826,241 | THHC Russell Ranch | 03/01/19 |
| FY 2020-2021 Adjustment [4] | | 2.5% | \$35,935,917 | \$106,762,158 | THHC Russell Ranch | 07/01/20 |

Source: City of Folsom, THHC Russell Ranch; Heifer, Stark & Marok, LLP; Mackay & Somp; EPS.

- [1] Based on dedication of 1.37 acre water tank site at \$438,000 per acre.
- [2] Reflects 1/3 share of MIC/TNHC Shared Ph. 1 Backbone Facilities construction costs.
- [3] The Fee Reimbursement represents 10 percent of the original estimated Fee Reimbursement set-aside as security for any required warranty work and is ineligible for conversion to Fee Credits until expiration of the warranty period and completion of any such required warranty work.
- [4] As stipulated in the SPF Ordinance and the SPF Reimbursement Agreements the reimbursement balance shall be adjusted annually based on the annual percentage change in Engineering-News Record Construction Cost Index. See Table 3 for details.
- [5] Reflects a retroactive adjustment in the reimbursement balance prior to 7/1/18. These adjustments are based on the following balance amounts:
MIC/TNHC Shared Ph. 1 Backbone Facilities (SPF Infrastructure) \$5,025,274;
MIC/TNHC Shared Ph. 1 Backbone Facilities (CFD No. 18/SPF-Aside) \$1,691,731.
- [6] TNHC exhausts its parkland dedication acreage with the Final Map for Village 5. Therefore, TNHC shall pay for the dedication of 0.53 of parkland acres.

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Table C-3
City of Folsom
SPIF Credit/Reimbursement Tracking
East Carpenter Improvement Company (ECIC)

East Carpenter
Improvement Company

| Agreement | Description | Transactions | | | | | | | | | Recipient/Destination | Transaction Date |
|---|---|-------------------|------------------|-------------|--------------------|------------------|---------------|--------------|------------------|-------------|-----------------------|------------------|
| | | Beginning Balance | | | Transaction Amount | | | End Balance | | | | |
| | | PF-Compliant | Non-PF-Compliant | Total | PF-Compliant | Non-PF-Compliant | Total | PF-Compliant | Non-PF-Compliant | Total | | |
| FFA SPIF Fee Reimbursement Agreement [1] | ECIC/Enclose Shared Costs | \$5,237,338 | \$561,794 | \$5,799,132 | \$0 | \$0 | \$0 | \$5,237,338 | \$561,794 | \$5,799,132 | ECIC | 12/04/18 |
| 30-Percent Retention for Punch-List/Warranty | Set-Aside until True-Up Process | \$5,237,338 | \$561,794 | \$5,799,132 | (\$1,739,740) | \$0 | (\$1,739,740) | \$3,497,598 | \$561,794 | \$4,059,392 | Mangini Ph. 2, V. 7 | 12/04/18 |
| Cert. No. 1 to C&T Fee Reimbursements as Credits | Non-PF-Compliant Reimburse. Conv. To Infrastructure Fee Credits | \$3,497,598 | \$561,794 | \$4,059,392 | \$0 | (\$561,794) | (\$561,794) | \$3,497,598 | \$0 | \$3,497,598 | Mangini Ph. 2, V. 7 | 01/08/20 |
| Cert. No. 1 to C&T Fee Reimbursements as Credits | PF-Compliant Reimburse. Conv. To Infrastructure Fee Credits | \$3,497,598 | \$0 | \$3,497,598 | (\$1,034,846) | \$0 | (\$1,034,846) | \$2,462,752 | \$0 | \$2,462,752 | Mangini Ph. 2, V. 7 | 01/08/20 |
| Cert. No. 1 to C&T Fee Reimbursements as Credits | PF-Compliant Reimburse. Conv. To Public Land Fee Credits | \$2,462,752 | \$0 | \$2,462,752 | (\$42,800) | \$0 | (\$42,800) | \$2,420,152 | \$0 | \$2,420,152 | Mangini Ph. 2, V. 7 | 01/08/20 |
| Receive 15-Percent of Retained Costs | Approval from Steve Krahn & Kelley Butcher | \$2,420,152 | \$0 | \$2,420,152 | \$899,870 | \$0 | \$899,870 | \$3,280,022 | \$0 | \$3,280,022 | ECIC | 04/08/20 |
| Receive Remaining Portion of Retained Costs | Approval from Steve Krahn - June 30, 2020 | \$3,280,022 | \$0 | \$3,280,022 | \$899,870 | \$0 | \$899,870 | \$4,159,892 | \$0 | \$4,159,892 | ECIC | 06/30/20 |
| FY 2020-2021 Adjustment [2] | 2.25% | \$4,159,892 | \$0 | \$4,159,892 | \$93,598 | \$0 | \$93,598 | \$4,253,490 | \$0 | \$4,253,490 | ECIC | 07/01/20 |
| Cert. No. 2 to C&T Fee Reimbursements as Credits | PF-Compliant Reimburse. Conv. To Infrastructure Fee Credits | \$4,253,490 | \$0 | \$4,253,490 | (\$845,280) | \$0 | (\$845,280) | \$3,408,210 | \$0 | \$3,408,210 | Mangini Ph. 2, V. 8 | July 2020 |
| Cert. No. 2 to C&T Fee Reimbursements as Credits | PF-Compliant Reimburse. Conv. To Public Land Fee Credits | \$3,408,210 | \$0 | \$3,408,210 | (\$21,300) | \$0 | (\$21,300) | \$3,386,910 | \$0 | \$3,386,910 | Mangini Ph. 2, V. 8 | July 2020 |
| Cert. No. 3 to C&T Fee Reimbursements as Credits | PF-Compliant Reimburse. Conv. To Infrastructure Fee Credits | \$3,386,910 | \$0 | \$3,386,910 | (\$2,133,790) | \$0 | (\$2,133,790) | \$1,253,120 | \$0 | \$1,253,120 | Mangini Ph. 2, V. 4 | July 2020 |
| Cert. No. 3 to C&T Fee Reimbursements as Credits | PF-Compliant Reimburse. Conv. To Public Land Fee Credits | \$1,253,120 | \$0 | \$1,253,120 | (\$72,420) | \$0 | (\$72,420) | \$1,180,700 | \$0 | \$1,180,700 | Mangini Ph. 2, V. 4 | July 2020 |
| Preliminary SPIF True-Up [3] | FY 2020-2021 SPIF Nexus Study Update | \$1,180,700 | \$0 | \$1,180,700 | \$2,397,141 | \$0 | \$2,397,141 | \$3,577,841 | \$0 | \$3,577,841 | ECIC | July 2020 |
| Acres | | | | | | | | | | | | |
| FFA SPIF Parkland Dedication Credit Agreement | Mangini Ranch Phase 2, Lot 14 | 5.85 | - | 5.85 | 0.00 | - | 0.00 | 5.85 | 0.00 | 5.85 | ECIC | 12/04/18 |
| Cert. No. 1 to Transfer Parkland Dedication Acreage Credits | Transfer Parkland Dedication to Credits | 5.85 | - | 5.85 | (0.86) | - | (0.86) | 4.99 | 0.00 | 4.99 | Mangini Ph. 2, V. 7 | 01/08/20 |
| Cert. No. 2 to Transfer Parkland Dedication Acreage Credits | Transfer Parkland Dedication to Credits | 4.99 | - | 4.99 | (0.35) | - | (0.35) | 4.64 | 0.00 | 4.64 | Mangini Ph. 2, V. 8 | July 2020 |
| Cert. No. 3 to Transfer Parkland Dedication Acreage Credits | Transfer Parkland Dedication to Credits | 4.64 | - | 4.64 | (1.07) | - | (1.07) | 3.57 | 0.00 | 3.57 | Mangini Ph. 2, V. 4 | July 2020 |

Source: City of Folsom; EPS.

[1] Reflects ECIC's share of total costs (\$10,456,860) split between ECIC and Enclose.
 [2] As stipulated in the SPIF Ordinance and the SPIF Reimbursement Agreements the reimbursement balance shall be adjusted annually based on the annual percentage change in Engineering-News Record Construction Cost Index.
 [3] Assume a preliminary split of the Enclose/ECIC trust up of 60/40 between the two parties.

Key:
C&T - Credit and Transfer

DRAFT

Eagle Entities

Table C-4
City of Folsom
SPIF Credit/Reimbursement Tracking
Eagle Entities (Eagle Commercial, Eagle Office)

| Agreement | Description | Transactions | | | | | | | | | Recipient/Destination | Transaction Date |
|--|--|-------------------|-------------------|-------------|--------------------|-------------------|---------------|---------------|-------------------|-------------|---------------------------|------------------|
| | | Beginning Balance | | | Transaction Amount | | | End Balance | | | | |
| | | PFR Compliant | Non-PFR-Compliant | Total | PFR Compliant | Non-PFR-Compliant | Total | PFR Compliant | Non-PFR-Compliant | Total | | |
| FPA SPIF Fee Reimbursement Agreement FY 2019-2020 Adjustment [2] | TNHC Russell Ranch Ph. 1 Backbone Facilities [1] | \$214,300 | \$0 | \$214,300 | \$0 | \$0 | \$0 | \$214,300 | \$0 | \$214,300 | Eagle/Enclave | 07/19/18 |
| Cert. No. 1 to C&T Fee Reimbursements as Credits | PFR Compliant Reimburse. Conv. To Infrastructure Fee Credits | \$219,858 | \$0 | \$219,858 | (\$5,358) | \$0 | (\$5,358) | \$219,858 | \$0 | \$219,858 | Eagle/Enclave | 07/01/19 |
| FPA SPIF Fee Reimbursement Agreement 30-Percent Retention for Punch-List/Warranty | ECIG/Enclave Shared Coats [3] | \$3,282,143 | \$1,365,605 | \$4,647,748 | \$0 | \$0 | \$0 | \$3,282,143 | \$1,365,605 | \$4,647,748 | Eagle/Enclave | April 2020 |
| Cert. No. 1 to C&T Fee Reimbursements as Credits | Set-Aside until True-Up Process | \$3,282,143 | \$1,365,605 | \$4,647,748 | (\$1,367,324) | \$0 | (\$1,367,324) | \$1,894,819 | \$1,365,605 | \$3,260,424 | Eagle/Enclave | April 2020 |
| Cert. No. 1 to C&T Fee Reimbursements as Credits | Non-PFR Compliant Reimburse. Conv. To Infrastructure Fee Credits | \$1,894,819 | \$1,365,605 | \$3,260,424 | \$0 | (\$1,365,605) | (\$1,365,605) | \$1,894,819 | \$0 | \$1,894,819 | KB Home (Enclave Bullder) | April 2020 |
| Cert. No. 1 to C&T Fee Reimbursements as Credits | PFR Compliant Reimburse. Conv. To Infrastructure Fee Credits | \$1,894,819 | \$0 | \$1,894,819 | (\$1,021,017) | \$0 | (\$1,021,017) | \$873,802 | \$0 | \$873,802 | KB Home (Enclave Bullder) | April 2020 |
| Cert. No. 1 to C&T Fee Reimbursements as Credits | PFR Compliant Reimburse. Conv. To Public Lands Fee Credits | \$873,802 | \$0 | \$873,802 | (\$72,420) | \$0 | (\$72,420) | \$801,382 | \$0 | \$801,382 | KB Home (Enclave Bullder) | April 2020 |
| Revised 30-Percent of Retained Costs | Approval from Steve Krahn - June 30, 2020 | \$801,382 | \$0 | \$801,382 | \$1,367,324 | \$0 | \$1,367,324 | ##### | ##### | ##### | Eagle/Enclave | 05/02/20 |
| FY 2020-2021 Adjustment [2] | 2.25% | \$2,198,706 | \$0 | \$2,198,706 | \$54,986 | \$0 | \$54,986 | \$2,353,674 | \$0 | \$2,353,674 | Eagle/Enclave | 07/01/20 |
| Preliminary SPIF True-Up [4] | FY 2020-2021 SPIF Nexus Study Update | ##### | \$0 | ##### | \$3,595,711 | \$0 | \$3,595,711 | ##### | ##### | ##### | Eagle/Enclave | July 2020 |
| FPA SPIF Program Public Lands Fee Reimbursement Agreement | Enclave/Eagle Booster Pump Station Bille | \$105,094 | \$0 | \$105,094 | \$0 | \$0 | \$0 | \$105,094 | \$0 | \$105,094 | Eagle/Enclave | April 2020 |

Source: City of Folsom; EP6.

[1] Reflects Enclave's share of FY 2019-2019 total costs (\$41,888,506) split between TNHC Russell Ranch LLC and Enclave.
 [2] As stipulated in the SPIF Ordinance and the SPIF Reimbursement Agreements the reimbursement balance shall be adjusted annually based on the annual percentage change in Engineering-News-Record Construction Cost Index. See Table 2 for details.
 [3] Reflects Enclave's share of FY 2019-2020 total costs (\$10,456,860) split between ECIG and Enclave.
 [4] Assumes a preliminary split of the Enclave/ECIG true up of 60/40 between the two parties.

Key:
C&T - Credit and Transfer

APPENDIX D:


Roadway Construction Cost Estimates

| | |
|--|-----|
| Backbone Infrastructure Roadway Segments Exhibit | D-1 |
| Backbone Infrastructure City Fiber Optic & Traffic Control Exhibit | D-2 |
| Backbone Infrastructure Open Space Vehicular Access Barrier..... | D-3 |
| Backbone Infrastructure Construction Cost Estimate | D-4 |



Map and cover is not responsible for the accuracy or completeness of the information presented on this map. The user assumes all liability for any use of this map.

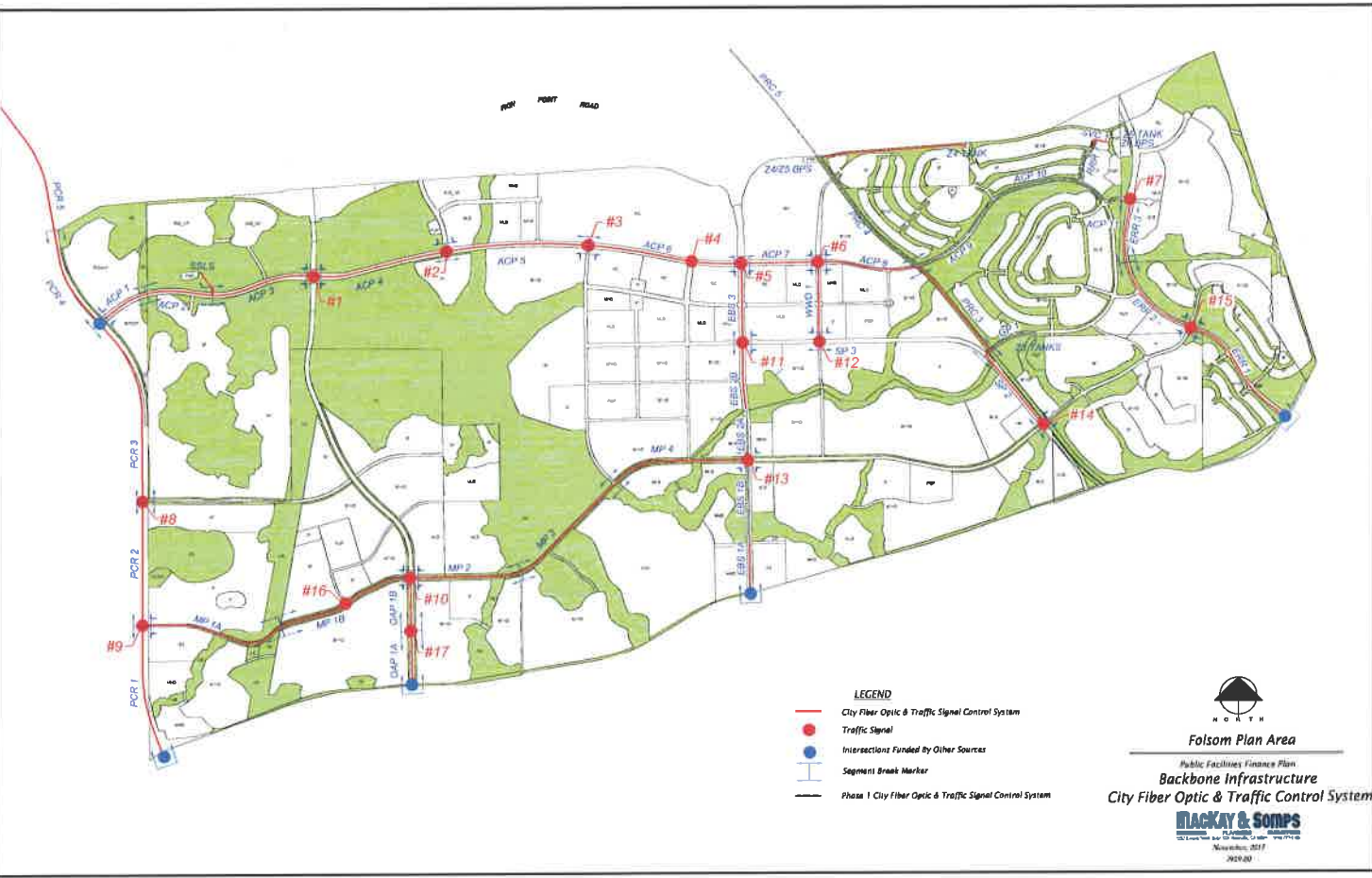
MACKAY & SOMPS
 Public Facilities Division
Backbone Infrastructure Roadway Segments
 Folsom Plan Area



- LEGEND**
- Phase 1 Roadway Segment
 - ACP 1
 - Phase 1 Roadway Segment Name
 - ACP 2
 - Roadway Segment
 - Roadway Segment Name
 - ACP 3
 - Phase 1 Culvert Crossing
 - Culvert Crossing
 - Phase 1 Culvert Crossing
 - Bridge Crossing
 - Segment Break Marker



City of Folsom, California
Public Facilities Finance Plan
Backbone Infrastructure
City Fiber Optic & Traffic Control System
November 2017
2019-20



TRAFFIC CONTROL SYSTEM



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Vertical text on the right margin: Mackay and Somps is not responsible for the accuracy or completeness of reproductions of the information presented by other than Mackay and Somps.

OPEN SPACE BARRIER

**FOLSOM PLAN AREA
Backbone Infrastructure
Construction Cost Estimate**

| Item | Excavation Quantity (CYS) | Construction Cost | Soft Cost (15%) | Contingency (20%) | Total |
|---|------------------------------|----------------------|--------------------|----------------------|---------------------|
| Backbone Rough Grading Summary | | | | | |
| Alder Creek Parkway | 563,000 | \$3,998,760 | \$599,814 | \$799,752 | \$5,398,326 |
| Oak Avenue Parkway | 283,000 | \$2,150,800 | \$322,620 | \$430,160 | \$2,903,580 |
| East Bidwell Street | 38,700 | \$362,472 | \$54,371 | \$72,494 | \$489,337 |
| Westwood Drive | 60,000 | \$291,240 | \$43,686 | \$58,248 | \$393,174 |
| Empire Ranch Road | 783,000 | \$6,197,940 | \$929,691 | \$1,239,588 | \$8,367,219 |
| Rowberry Drive | 58,000 | \$425,920 | \$63,888 | \$85,184 | \$574,992 |
| Mangini Parkway | 743,500 | \$4,667,360 | \$700,104 | \$933,472 | \$6,300,936 |
| Savannah Parkway | 219,000 | \$1,646,640 | \$246,996 | \$329,328 | \$2,222,964 |
| Prairie City Road | 500,000 | \$3,715,760 | \$557,364 | \$743,152 | \$5,016,276 |
| Placerville Road Utility Corridor | 4,000 | \$47,680 | \$7,152 | \$9,536 | \$64,368 |
| Total Backbone Rough Grading | 3,252,200 | \$23,504,572 | \$3,525,686 | \$4,700,914 | \$31,731,172 |

FOLSOM PLAN AREA
Backbone Infrastructure
Construction Cost Estimate

7919,000

| Sect. | Description | Rough Grade Excavation | | Roadway Section Length | | Unit Cost | Pct. Remaining | Const. Costs | Soft Costs (15%) | Contingency (20%) | Total |
|---------------------------------------|---|------------------------|------|------------------------|------|-----------|----------------|--------------|------------------|-------------------|-------------|
| | | Qty. | Unit | Qty. | Unit | | | | | | |
| Backbone Roadway Rough Grading | | | | | | | | | | | |
| Alder Creek Parkway | | | | | | | | | | | |
| ACP 1-GD | Clearing & Grubbing (Sta 379+00 to Sta 389+00) | 183,000 | SF | 1000 | LF | \$0.04 | 100% | \$7,320 | \$1,098 | \$1,464 | \$9,882 |
| ACP 1-GD | Rough Grade Excavation (Sta 379+00 to Sta 389+00) | 37,000 | CY | 1000 | LF | \$6.40 | 100% | \$236,800 | \$35,520 | \$47,360 | \$319,680 |
| ACP 1-GD | Erosion Control (Sta 379+00 to Sta 389+00) | 183,000 | SF | 1000 | LF | \$0.20 | 100% | \$36,600 | \$5,490 | \$7,320 | \$49,410 |
| ACP 2-GD | Clearing & Grubbing (Sta 389+00 to Sta 400+30) | 232,000 | SF | 1130 | LF | \$0.04 | 100% | \$9,280 | \$1,392 | \$1,856 | \$12,528 |
| ACP 2-GD | Rough Grade Excavation (Sta 389+00 to Sta 400+30) | 67,000 | CY | 1130 | LF | \$6.40 | 100% | \$428,800 | \$64,320 | \$85,760 | \$578,880 |
| ACP 2-GD | Erosion Control (Sta 389+00 to Sta 400+30) | 232,000 | SF | 1130 | LF | \$0.20 | 100% | \$46,400 | \$6,960 | \$9,280 | \$62,640 |
| ACP 3-GD | Clearing & Grubbing (Sta 400+30 to Sta 418+40) | 367,000 | SF | 1810 | LF | \$0.04 | 100% | \$14,680 | \$2,202 | \$2,936 | \$19,818 |
| ACP 3-GD | Rough Grade Excavation (Sta 400+30 to Sta 418+40) | 104,000 | CY | 1810 | LF | \$6.40 | 100% | \$665,600 | \$99,840 | \$133,120 | \$898,560 |
| ACP 3-GD | Erosion Control (Sta 400+30 to Sta 418+40) | 367,000 | SF | 1810 | LF | \$0.20 | 100% | \$73,400 | \$11,010 | \$14,680 | \$99,090 |
| ACP 4-GD | Clearing & Grubbing (Sta 418+40 to Sta 442+00) | 553,000 | SF | 2360 | LF | \$0.04 | 100% | \$22,120 | \$3,318 | \$4,424 | \$29,862 |
| ACP 4-GD | Rough Grade Excavation (Sta 418+40 to Sta 442+00) | 214,000 | CY | 2360 | LF | \$6.40 | 100% | \$1,369,600 | \$205,440 | \$273,920 | \$1,848,960 |
| ACP 4-GD | Erosion Control (Sta 418+40 to Sta 442+00) | 553,000 | SF | 2360 | LF | \$0.20 | 100% | \$110,600 | \$16,590 | \$22,120 | \$149,310 |
| ACP 5-GD | Clearing & Grubbing (Sta 442+00 to Sta 466+70) | 463,000 | SF | 2480 | LF | \$0.04 | 100% | \$18,520 | \$2,778 | \$3,704 | \$25,002 |
| ACP 5-GD | Rough Grade Excavation (Sta 442+00 to Sta 466+70) | 26,000 | CY | 2480 | LF | \$6.40 | 100% | \$166,400 | \$24,960 | \$33,280 | \$224,640 |
| ACP 5-GD | Erosion Control (Sta 442+00 to Sta 466+70) | 463,000 | SF | 2480 | LF | \$0.20 | 100% | \$92,600 | \$13,890 | \$18,520 | \$125,010 |
| ACP 6-GD | Clearing & Grubbing (Sta 466+70 to Sta 493+50) | 470,000 | SF | 2690 | LF | \$0.04 | 100% | \$18,800 | \$2,820 | \$3,760 | \$25,380 |
| ACP 6-GD | Rough Grade Excavation (Sta 466+70 to Sta 493+50) | 56,000 | CY | 2690 | LF | \$6.40 | 100% | \$358,400 | \$53,760 | \$71,680 | \$483,840 |
| ACP 6-GD | Erosion Control (Sta 466+70 to Sta 493+50) | 470,000 | SF | 2690 | LF | \$0.20 | 100% | \$94,000 | \$14,100 | \$18,800 | \$126,900 |
| ACP 7-GD | Clearing & Grubbing (Sta 493+50 to Sta 506+90) | 144,000 | SF | 1340 | LF | \$0.04 | 0% | \$0 | \$0 | \$0 | \$0 |
| ACP 7-GD | Rough Grade Excavation (Sta 493+50 to Sta 506+90) | 26,000 | CY | 1340 | LF | \$6.40 | 0% | \$0 | \$0 | \$0 | \$0 |
| ACP 7-GD | Erosion Control (Sta 493+50 to Sta 506+90) | 144,000 | SF | 1340 | LF | \$0.20 | 0% | \$0 | \$0 | \$0 | \$0 |
| ACP 8-GD | Clearing & Grubbing (Sta 506+90 to Sta 524+10) | 81,000 | SF | 1730 | LF | \$0.04 | 0% | \$0 | \$0 | \$0 | \$0 |
| ACP 8-GD | Rough Grade Excavation (Sta 506+90 to Sta 524+10) | 3,000 | CY | 1730 | LF | \$6.40 | 0% | \$0 | \$0 | \$0 | \$0 |
| ACP 8-GD | Erosion Control (Sta 506+90 to Sta 524+10) | 81,000 | SF | 1730 | LF | \$0.20 | 0% | \$0 | \$0 | \$0 | \$0 |
| ACP 11-GD | Clearing & Grubbing (Sta 563+70 to Sta 568+20) | 16,000 | SF | 140 | LF | \$0.04 | 100% | \$640 | \$96 | \$128 | \$864 |
| ACP 11-GD | Rough Grade Excavation (Sta 563+70 to Sta 568+20) | 30,000 | CY | 140 | LF | \$7.50 | 100% | \$225,000 | \$33,750 | \$45,000 | \$303,750 |
| ACP 11-GD | Erosion Control (Sta 563+70 to Sta 568+20) | 16,000 | SF | 140 | LF | \$0.20 | 100% | \$3,200 | \$480 | \$640 | \$4,320 |

Alder Creek Parkway - Rough Grade Excavation Totals: 563,000 CY

FOLSOM PLAN AREA
Backbone Infrastructure
Construction Cost Estimate

7919.000

| Sect. | Description | Rough Grade Excavation | | Roadway Section Length | | Unit Cost | Pct. Remaining | Const. Costs | Soft Costs (15%) | Contingency (20%) | Total |
|---|---|------------------------|------|------------------------|------|-----------|----------------|--------------|------------------|-------------------|-----------|
| | | Qty. | Unit | Qty. | Unit | | | | | | |
| Backbone Roadway Rough Grading (Continued) | | | | | | | | | | | |
| Oak Avenue Parkway | | | | | | | | | | | |
| OAP 1-GD | Clearing & Grubbing (Sta 100+30 to Sta 119+00) | 304,000 | SF | 1,880 | LF | \$0.04 | 100% | \$12,160 | \$1,824 | \$2,432 | \$16,416 |
| OAP 1-GD | Rough Grade Excavation (Sta 100+30 to Sta 119+00) | 60,000 | CY | 1,880 | LF | \$6.40 | 100% | \$384,000 | \$57,600 | \$76,800 | \$518,400 |
| OAP 1-GD | Erosion Control (Sta 100+30 to Sta 119+00) | 304,000 | SF | 1,880 | LF | \$0.20 | 100% | \$60,800 | \$9,120 | \$12,160 | \$82,080 |
| OAP 2-GD | Clearing & Grubbing (Sta 119+00 to Sta 129+50) | 149,000 | SF | 1,050 | LF | \$0.04 | 100% | \$5,960 | \$894 | \$1,192 | \$8,046 |
| OAP 2-GD | Rough Grade Excavation (Sta 119+00 to Sta 129+50) | 84,000 | CY | 1,050 | LF | \$6.40 | 100% | \$537,600 | \$80,640 | \$107,520 | \$725,760 |
| OAP 2-GD | Erosion Control (Sta 119+00 to Sta 129+50) | 149,000 | SF | 1,050 | LF | \$0.20 | 100% | \$29,800 | \$4,470 | \$5,960 | \$40,230 |
| OAP 3-GD | Clearing & Grubbing (Sta 129+50 to 153+50) | 371,000 | SF | 2,400 | LF | \$0.04 | 100% | \$14,840 | \$2,226 | \$2,968 | \$20,034 |
| OAP 3-GD | Rough Grade Excavation (Sta 129+50 to 153+50) | 56,000 | CY | 2,400 | LF | \$6.40 | 100% | \$358,400 | \$53,760 | \$71,680 | \$483,840 |
| OAP 3-GD | Erosion Control (Sta 129+50 to 153+50) | 371,000 | SF | 2,400 | LF | \$0.20 | 100% | \$74,200 | \$11,130 | \$14,840 | \$100,170 |
| OAP 4-GD | Clearing & Grubbing (Sta 153+50 to 176+90) | 393,000 | SF | 2,340 | LF | \$0.04 | 100% | \$15,720 | \$2,358 | \$3,144 | \$21,222 |
| OAP 4-GD | Rough Grade Excavation (Sta 153+50 to 176+90) | 48,000 | CY | 2,340 | LF | \$6.40 | 100% | \$307,200 | \$46,080 | \$61,440 | \$414,720 |
| OAP 4-GD | Erosion Control (Sta 153+50 to 176+90) | 393,000 | SF | 2,340 | LF | \$0.20 | 100% | \$78,600 | \$11,790 | \$15,720 | \$106,110 |
| OAP 5-GD | Clearing & Grubbing (Sta 176+90 to Sta 186+20) | 198,000 | SF | 940 | LF | \$0.04 | 100% | \$7,920 | \$1,188 | \$1,584 | \$10,692 |
| OAP 5-GD | Rough Grade Excavation (Sta 176+90 to Sta 186+20) | 35,000 | CY | 940 | LF | \$6.40 | 100% | \$224,000 | \$33,600 | \$44,800 | \$302,400 |
| OAP 5-GD | Erosion Control (Sta 176+90 to Sta 186+20) | 198,000 | SF | 940 | LF | \$0.20 | 100% | \$39,600 | \$5,940 | \$7,920 | \$53,460 |

Oak Avenue Parkway - Rough Grade Excavation Totals: 283,000 CY

FOLSOM PLAN AREA
Backbone Infrastructure
Construction Cost Estimate

7919.000

| Sect. | Description | Rough Grade Excavation | | Roadway Section Length | | Unit Cost | Pct. Remaining | Const. Costs | Soft Costs (15%) | Contingency (20%) | Total |
|---|---|------------------------|-----------|------------------------|------|-----------|----------------|--------------|------------------|-------------------|-----------|
| | | Qty. | Unit | Qty. | Unit | | | | | | |
| Backbone Roadway Rough Grading (Continued) | | | | | | | | | | | |
| East Bidwell Street | | | | | | | | | | | |
| EBS 1A-GD | Clearing & Grubbing (Sta 100+60 to 109+50) | 101,000 | SF | 890 | LF | \$0.04 | 100% | \$4,040 | \$606 | \$808 | \$5,454 |
| EBS 1A-GD | Rough Grade Excavation (Sta 100+60 to 109+50) | 4,000 | CY | 890 | LF | \$6.40 | 100% | \$25,600 | \$3,840 | \$5,120 | \$34,560 |
| EBS 1A-GD | Erosion Control (Sta 100+60 to 109+50) | 101,000 | SF | 890 | LF | \$0.20 | 100% | \$20,200 | \$3,030 | \$4,040 | \$27,270 |
| EBS 2B-GD | Clearing & Grubbing (Sta 136+30 to 144+10) | 70,200 | SF | 780 | LF | \$0.04 | 100% | \$2,808 | \$421 | \$562 | \$3,791 |
| EBS 2B-GD | Rough Grade Excavation (Sta 136+30 to 144+10) | 2,200 | CY | 780 | LF | \$6.40 | 100% | \$14,080 | \$2,112 | \$2,816 | \$19,008 |
| EBS 2B-GD | Erosion Control (Sta 136+30 to 144+10) | 70,200 | SF | 780 | LF | \$0.20 | 100% | \$14,040 | \$2,106 | \$2,808 | \$18,954 |
| EBS 3A-GD | Clearing & Grubbing (Sta 144+10 to 150+70) | 60,300 | SF | 670 | LF | \$0.04 | 100% | \$2,412 | \$362 | \$482 | \$3,256 |
| EBS 3A-GD | Rough Grade Excavation (Sta 144+10 to 150+70) | 5,000 | CY | 670 | LF | \$6.40 | 100% | \$32,000 | \$4,800 | \$6,400 | \$43,200 |
| EBS 3A-GD | Erosion Control (Sta 144+10 to 150+70) | 60,300 | SF | 670 | LF | \$0.20 | 100% | \$12,060 | \$1,809 | \$2,412 | \$16,281 |
| EBS 3B-GD | Clearing & Grubbing (Sta 150+70 to 157+90) | 64,800 | SF | 720 | LF | \$0.04 | 100% | \$2,592 | \$389 | \$518 | \$3,499 |
| EBS 3B-GD | Rough Grade Excavation (Sta 150+70 to 157+90) | 25,500 | CY | 720 | LF | \$6.40 | 100% | \$163,200 | \$24,480 | \$32,640 | \$220,320 |
| EBS 3B-GD | Erosion Control (Sta 150+70 to 157+90) | 64,800 | SF | 720 | LF | \$0.20 | 100% | \$12,960 | \$1,944 | \$2,592 | \$17,496 |
| EBS 4-GD | Clearing & Grubbing (Sta 157+90 to 168+00) | 182,000 | SF | 1,010 | LF | \$0.04 | 100% | \$7,280 | \$1,092 | \$1,456 | \$9,828 |
| EBS 4-GD | Rough Grade Excavation (Sta 157+90 to 168+00) | 2,000 | CY | 1,010 | LF | \$6.40 | 100% | \$12,800 | \$1,920 | \$2,560 | \$17,280 |
| EBS 4-GD | Erosion Control (Sta 157+90 to 168+00) | 182,000 | SF | 1,010 | LF | \$0.20 | 100% | \$36,400 | \$5,460 | \$7,280 | \$49,140 |
| East Bidwell Street - Rough Grade Excavation Totals: | | 38,700 | CY | | | | | | | | |

FOLSOM PLAN AREA
Backbone Infrastructure
Construction Cost Estimate

7919.000

| Sect. | Description | Rough Grade Excavation | | Roadway Section Length | | Unit Cost | Pct. Remaining | Const. Costs | Soft Costs (15%) | Contingency (20%) | Total |
|--|---|------------------------|-----------|------------------------|------|-----------|----------------|--------------|------------------|-------------------|-----------|
| | | Qty. | Unit | Qty. | Unit | | | | | | |
| Backbone Roadway Rough Grading (Continued) | | | | | | | | | | | |
| Westwood Drive | | | | | | | | | | | |
| WWD 1-GD | Clearing & Grubbing (Sta 100+00 to Sta 113+70) | 189,000 | SF | 1,380 | LF | \$0.04 | 50% | \$3,780 | \$567 | \$756 | \$5,103 |
| WWD 1-GD | Rough Grade Excavation (Sta 100+00 to Sta 113+70) | 48,000 | CY | 1,380 | LF | \$6.40 | 50% | \$153,600 | \$23,040 | \$30,720 | \$207,360 |
| WWD 1-GD | Erosion Control (Sta 100+00 to Sta 113+70) | 189,000 | SF | 1,380 | LF | \$0.20 | 50% | \$18,900 | \$2,835 | \$3,780 | \$25,515 |
| WWD 2-GD | Clearing & Grubbing (Sta 113+70 to Sta 121+50) | 85,000 | SF | 780 | LF | \$0.04 | 100% | \$3,400 | \$510 | \$680 | \$4,590 |
| WWD 2-GD | Rough Grade Excavation (Sta 113+70 to Sta 121+50) | 11,000 | CY | 780 | LF | \$6.40 | 100% | \$70,400 | \$10,560 | \$14,080 | \$95,040 |
| WWD 2-GD | Erosion Control (Sta 113+70 to Sta 121+50) | 85,000 | SF | 780 | LF | \$0.20 | 100% | \$17,000 | \$2,550 | \$3,400 | \$22,950 |
| WWD 3-GD | Clearing & Grubbing (Sta 121+50 to Sta 128+40) | 74,000 | SF | 700 | LF | \$0.04 | 100% | \$2,960 | \$444 | \$592 | \$3,996 |
| WWD 3-GD | Rough Grade Excavation (Sta 121+50 to Sta 128+40) | 1,000 | CY | 700 | LF | \$6.40 | 100% | \$6,400 | \$960 | \$1,280 | \$8,640 |
| WWD 3-GD | Erosion Control (Sta 121+50 to Sta 128+40) | 74,000 | SF | 700 | LF | \$0.20 | 100% | \$14,800 | \$2,220 | \$2,960 | \$19,980 |
| Westwood Drive - Rough Grade Excavation Totals: | | 60,000 | CY | | | | | | | | |

FOLSOM PLAN AREA
Backbone Infrastructure
Construction Cost Estimate

7919.000

| Sect. | Description | Rough Grade Excavation | | Roadway Section Length | | Unit Cost | Pct. Remaining | Const. Costs | Soft Costs (15%) | Contingency (20%) | Total |
|---|---|------------------------|------|------------------------|------|-----------|----------------|--------------|------------------|-------------------|-------------|
| | | Qty. | Unit | Qty. | Unit | | | | | | |
| Backbone Roadway Rough Grading (Continued) | | | | | | | | | | | |
| Empire Ranch Road | | | | | | | | | | | |
| ERR 1-GD | Clearing & Grubbing (Sta 105+70 to Sta 129+30) | 399,000 | SF | 2,370 | LF | \$0.04 | 100% | \$15,960 | \$2,394 | \$3,192 | \$21,546 |
| ERR 1-GD | Rough Grade Excavation (Sta 105+70 to Sta 129+30) | 1,000 | CY | 2,370 | LF | \$7.50 | 100% | \$7,500 | \$1,125 | \$1,500 | \$10,125 |
| ERR 1-GD | Rough Grade Import (Sta 105+70 to Sta 129+30) | 114,000 | CY | 1,650 | LF | \$7.50 | 100% | \$855,000 | \$128,250 | \$171,000 | \$1,154,250 |
| ERR 1-GD | Erosion Control (Sta 105+70 to Sta 129+30) | 399,000 | SF | 2,370 | LF | \$0.20 | 100% | \$79,800 | \$11,970 | \$15,960 | \$107,730 |
| ERR 2-GD | Clearing & Grubbing (Sta 129+30 to Sta 145+80) | 280,000 | SF | 1,650 | LF | \$0.04 | 100% | \$11,200 | \$1,680 | \$2,240 | \$15,120 |
| ERR 2-GD | Rough Grade Excavation (Sta 129+30 to Sta 145+80) | 2,000 | CY | 1,650 | LF | \$7.50 | 100% | \$15,000 | \$2,250 | \$3,000 | \$20,250 |
| ERR 2-GD | Rough Grade Import (Sta 129+30 to Sta 145+80) | 80,000 | CY | 1,100 | LF | \$7.50 | 100% | \$600,000 | \$90,000 | \$120,000 | \$810,000 |
| ERR 2-GD | Erosion Control (Sta 129+30 to Sta 145+80) | 280,000 | SF | 1,650 | LF | \$0.20 | 100% | \$56,000 | \$8,400 | \$11,200 | \$75,600 |
| ERR 3-GD | Clearing & Grubbing (Sta 145+80 to Sta 156+70) | 253,000 | SF | 1,100 | LF | \$0.04 | 100% | \$10,120 | \$1,518 | \$2,024 | \$13,662 |
| ERR 3-GD | Rough Grade Excavation (Sta 145+80 to Sta 156+70) | 110,000 | CY | 1,100 | LF | \$7.50 | 100% | \$825,000 | \$123,750 | \$165,000 | \$1,113,750 |
| ERR 3-GD | Erosion Control (Sta 145+80 to Sta 156+70) | 253,000 | SF | 1,100 | LF | \$0.20 | 100% | \$50,600 | \$7,590 | \$10,120 | \$68,310 |
| ERR 4-GD | Clearing & Grubbing (Sta 156+70 to Sta 165+00) | 302,000 | SF | 840 | LF | \$0.04 | 100% | \$12,080 | \$1,812 | \$2,416 | \$16,308 |
| ERR 4-GD | Rough Grade Excavation (Sta 156+70 to Sta 165+00) | 476,000 | CY | 840 | LF | \$7.50 | 100% | \$3,570,000 | \$535,500 | \$714,000 | \$4,819,500 |
| ERR 4-GD | Erosion Control (Sta 156+70 to Sta 165+00) | 302,000 | SF | 840 | LF | \$0.20 | 100% | \$60,400 | \$9,060 | \$12,080 | \$81,540 |
| ERR 5-GD | Clearing & Grubbing (Sta 165+00 to Sta 170+60) | 122,000 | SF | 560 | LF | \$0.04 | 100% | \$4,880 | \$732 | \$976 | \$6,588 |
| ERR 5-GD | Rough Grade Excavation (Sta 165+00 to Sta 170+60) | 0 | CY | 560 | LF | \$7.50 | 100% | \$0 | \$0 | \$0 | \$0 |
| ERR 5-GD | Erosion Control (Sta 165+00 to Sta 170+60) | 122,000 | SF | 560 | LF | \$0.20 | 100% | \$24,400 | \$3,660 | \$4,880 | \$32,940 |

Empire Ranch Road - Rough Grade Excavation Totals: 783,000 CY

FOLSOM PLAN AREA
Backbone Infrastructure
Construction Cost Estimate

7919,000

| Sect. | Description | Rough Grade Excavation | | Roadway Section Length | | Unit Cost | Pct. Remaining | Const. Costs | Soft Costs (15%) | Contingency (20%) | Total |
|---|---|------------------------|-----------|------------------------|------|-----------|----------------|--------------|------------------|-------------------|-------------|
| | | Qty. | Unit | Qty. | Unit | | | | | | |
| Backbone Roadway Rough Grading (Continued) | | | | | | | | | | | |
| Rowberry Drive | | | | | | | | | | | |
| ROW 1-GD | Clearing & Grubbing (Sta 100+60 to Sta 107+50) | 115,000 | SF | 700 | LF | \$0.04 | 100% | \$4,600 | \$690 | \$920 | \$6,210 |
| ROW 1-GD | Rough Grade Excavation (Sta 100+60 to Sta 107+50) | 50,000 | CY | 700 | LF | \$6.40 | 100% | \$320,000 | \$48,000 | \$64,000 | \$432,000 |
| ROW 1-GD | Erosion Control (Sta 100+60 to Sta 107+50) | 115,000 | SF | 700 | LF | \$0.20 | 100% | \$23,000 | \$3,450 | \$4,600 | \$31,050 |
| ROW 2-GD | Clearing & Grubbing (Sta 107+50 to Sta 113+90) | 113,000 | SF | 640 | LF | \$0.04 | 100% | \$4,520 | \$678 | \$904 | \$6,102 |
| ROW 2-GD | Rough Grade Excavation (Sta 107+50 to Sta 113+90) | 8,000 | CY | 640 | LF | \$6.40 | 100% | \$51,200 | \$7,680 | \$10,240 | \$69,120 |
| ROW 2-GD | Erosion Control (Sta 107+50 to Sta 113+90) | 113,000 | SF | 640 | LF | \$0.20 | 100% | \$22,600 | \$3,390 | \$4,520 | \$30,510 |
| Rowberry Drive - Rough Grade Excavation Totals: | | 58,000 | CY | | | | | | | | |
| Mangini Parkway | | | | | | | | | | | |
| MP 1-GD | Clearing & Grubbing (Sta 100+60 to Sta 150+20) | 771,000 | SF | 2,920 | LF | \$0.04 | 100% | \$30,840 | \$4,626 | \$6,168 | \$41,634 |
| MP 1-GD | Rough Grade Excavation (Sta 100+60 to Sta 150+20) | 241,000 | CY | 2,920 | LF | \$6.40 | 100% | \$1,542,400 | \$231,360 | \$308,480 | \$2,082,240 |
| MP 1-GD | Erosion Control (Sta 100+60 to Sta 150+20) | 771,000 | SF | 2,920 | LF | \$0.20 | 100% | \$154,200 | \$23,130 | \$30,840 | \$208,170 |
| MP 2-GD | Clearing & Grubbing (Sta 150+20 to Sta 169+50) | 280,000 | SF | 1,930 | LF | \$0.04 | 100% | \$11,200 | \$1,680 | \$2,240 | \$15,120 |
| MP 2-GD | Rough Grade Excavation (Sta 150+20 to Sta 169+50) | 62,000 | CY | 1,930 | LF | \$6.40 | 100% | \$396,800 | \$59,520 | \$79,360 | \$535,680 |
| MP 2-GD | Erosion Control (Sta 150+20 to Sta 169+50) | 280,000 | SF | 1,930 | LF | \$0.20 | 100% | \$56,000 | \$8,400 | \$11,200 | \$75,600 |
| MP 3-GD | Clearing & Grubbing (Sta 169+50 to Sta 191+80) | 405,000 | SF | 2,240 | LF | \$0.04 | 100% | \$16,200 | \$2,430 | \$3,240 | \$21,870 |
| MP 3-GD | Rough Grade Excavation (Sta 169+50 to Sta 191+80) | 500 | CY | 2,240 | LF | \$6.40 | 100% | \$3,200 | \$480 | \$640 | \$4,320 |
| MP 3-GD | Rough Grade Import (Sta 169+50 to Sta 191+80) | 248,000 | CY | 2,440 | LF | \$6.40 | 100% | \$1,587,200 | \$238,080 | \$317,440 | \$2,142,720 |
| MP 3-GD | Erosion Control (Sta 169+50 to Sta 191+80) | 405,000 | SF | 2,240 | LF | \$0.20 | 100% | \$81,000 | \$12,150 | \$16,200 | \$109,350 |
| MP 4-GD | Clearing & Grubbing (Sta 191+80 to Sta 216+10) | 378,000 | SF | 2,440 | LF | \$0.04 | 100% | \$15,120 | \$2,268 | \$3,024 | \$20,412 |
| MP 4-GD | Rough Grade Excavation (Sta 191+80 to Sta 216+10) | 15,000 | CY | 2,440 | LF | \$6.40 | 100% | \$96,000 | \$14,400 | \$19,200 | \$129,600 |
| MP 4-GD | Rough Grade Import (Sta 191+80 to Sta 216+10) | 94,000 | CY | 1,310 | LF | \$6.40 | 100% | \$601,600 | \$90,240 | \$120,320 | \$812,160 |
| MP 4-GD | Erosion Control (Sta 191+80 to Sta 216+10) | 378,000 | SF | 2,440 | LF | \$0.20 | 100% | \$75,600 | \$11,340 | \$15,120 | \$102,060 |
| MP 8-GD | Clearing & Grubbing (Sta 269+80 to Sta 301+30) | 530,000 | SF | 3,150 | LF | \$0.04 | 0% | \$0 | \$0 | \$0 | \$0 |
| MP 8-GD | Rough Grade Excavation (Sta 269+80 to Sta 301+30) | 83,000 | CY | 3,150 | LF | \$7.50 | 0% | \$0 | \$0 | \$0 | \$0 |
| MP 8-GD | Erosion Control (Sta 269+80 to Sta 301+30) | 530,000 | SF | 3,150 | LF | \$0.20 | 0% | \$0 | \$0 | \$0 | \$0 |
| Mangini Parkway - Rough Grade Excavation Totals: | | 743,500 | CY | | | | | | | | |

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FOLSOM PLAN AREA
Backbone Infrastructure
Construction Cost Estimate

7919.000

| Sect. | Description | Rough Grade Excavation | | Roadway Section Length | | Unit Cost | Pct. Remaining | Const. Costs | Soft Costs (15%) | Contingency (20%) | Total |
|--|---|------------------------|-----------|------------------------|------|-----------|----------------|--------------|------------------|-------------------|-------------|
| | | Qty. | Unit | Qty. | Unit | | | | | | |
| Backbone Roadway Rough Grading (Continued) | | | | | | | | | | | |
| Savannah Parkway | | | | | | | | | | | |
| SP 1-GD | Clearing & Grubbing (Sta 170+20 to Sta 183+90) | 183,000 | SF | 1,380 | LF | \$0.04 | 100% | \$7,320 | \$1,098 | \$1,464 | \$9,882 |
| SP 1-GD | Rough Grade Excavation (Sta 170+20 to Sta 183+90) | 1,000 | CY | 1,380 | LF | \$6.40 | 100% | \$6,400 | \$960 | \$1,280 | \$8,640 |
| SP 1-GD | Erosion Control (Sta 170+20 to Sta 183+90) | 183,000 | SF | 1,380 | LF | \$0.20 | 100% | \$36,600 | \$5,490 | \$7,320 | \$49,410 |
| SP 2-GD | Clearing & Grubbing (Sta 154+60 to Sta 170+20) | 209,000 | SF | 1,560 | LF | \$0.04 | 100% | \$8,360 | \$1,254 | \$1,672 | \$11,286 |
| SP 2-GD | Rough Grade Excavation (Sta 154+60 to Sta 170+20) | 23,000 | CY | 1,560 | LF | \$6.40 | 100% | \$147,200 | \$22,080 | \$29,440 | \$198,720 |
| SP 2-GD | Erosion Control (Sta 154+60 to Sta 170+20) | 209,000 | SF | 1,560 | LF | \$0.20 | 100% | \$41,800 | \$6,270 | \$8,360 | \$56,430 |
| SP 3-GD | Clearing & Grubbing (Sta 125+00 to Sta 154+60) | 408,000 | SF | 2,960 | LF | \$0.04 | 100% | \$16,320 | \$2,448 | \$3,264 | \$22,032 |
| SP 3-GD | Rough Grade Excavation (Sta 125+00 to Sta 154+60) | 76,000 | CY | 2,960 | LF | \$6.40 | 100% | \$486,400 | \$72,960 | \$97,280 | \$656,640 |
| SP 3-GD | Erosion Control (Sta 125+00 to Sta 154+60) | 408,000 | SF | 2,960 | LF | \$0.20 | 100% | \$81,600 | \$12,240 | \$16,320 | \$110,160 |
| SP 4-GD | Clearing & Grubbing (Sta 111+50 to Sta 125+00) | 221,000 | SF | 1,350 | LF | \$0.04 | 100% | \$8,840 | \$1,326 | \$1,768 | \$11,934 |
| SP 4-GD | Rough Grade Excavation (Sta 111+50 to Sta 125+00) | 119,000 | CY | 1,350 | LF | \$6.40 | 100% | \$761,600 | \$114,240 | \$152,320 | \$1,028,160 |
| SP 4-GD | Erosion Control (Sta 111+50 to Sta 125+00) | 221,000 | SF | 1,350 | LF | \$0.20 | 100% | \$44,200 | \$6,630 | \$8,840 | \$59,670 |
| Savannah Parkway - Rough Grade Excavation Totals: | | 219,000 | CY | | | | | | | | |

FOLSOM PLAN AREA
Backbone Infrastructure
Construction Cost Estimate

7919,000

| Sect. | Description | Rough Grade Excavation | | Roadway Section Length | Unit Cost | Pct. Remaining | Const. Costs | Soft Costs (15%) | Contingency (20%) | Total | |
|---|---|------------------------|-----------|------------------------|-----------|----------------|--------------|------------------|---------------------|-----------|-------------|
| | | Qty. | Unit | Qty. | | | | | | | Unit |
| Backbone Roadway Rough Grading (Continued) | | | | | | | | | | | |
| Prairie City Road | | | | | | | | | | | |
| PCR 1-GD | Clearing & Grubbing (Sta 99+40 to Sta 121+80) | 531,000 | SF | 2240 | LF | \$0.04 | 100% | \$21,240 | \$3,186 | \$4,248 | \$28,674 |
| PCR 1-GD | Rough Grade Excavation (Sta 99+40 to Sta 121+80) | 19,000 | CY | 2240 | LF | \$6.40 | 100% | \$121,600 | \$18,240 | \$24,320 | \$164,160 |
| PCR 1-GD | Erosion Control (Sta 99+40 to Sta 121+80) | 531,000 | SF | 2240 | LF | \$0.20 | 100% | \$106,200 | \$15,930 | \$21,240 | \$143,370 |
| PCR 2-GD | Clearing & Grubbing (Sta 121+80 to Sta 143+40) | 510,000 | SF | 2170 | LF | \$0.04 | 100% | \$20,400 | \$3,060 | \$4,080 | \$27,540 |
| PCR 2-GD | Rough Grade Excavation (Sta 121+80 to Sta 143+40) | 23,000 | CY | 2170 | LF | \$6.40 | 100% | \$147,200 | \$22,080 | \$29,440 | \$198,720 |
| PCR 2-GD | Erosion Control (Sta 121+80 to Sta 143+40) | 510,000 | SF | 2170 | LF | \$0.20 | 100% | \$102,000 | \$15,300 | \$20,400 | \$137,700 |
| PCR 3-GD | Clearing & Grubbing (Sta 143+40 to Sta 176+30) | 779,000 | SF | 3300 | LF | \$0.04 | 100% | \$31,160 | \$4,674 | \$6,232 | \$42,066 |
| PCR 3-GD | Rough Grade Excavation (Sta 143+40 to Sta 176+30) | 427,000 | CY | 3300 | LF | \$6.40 | 100% | \$2,732,800 | \$409,920 | \$546,560 | \$3,689,280 |
| PCR 3-GD | Erosion Control (Sta 143+40 to Sta 176+30) | 779,000 | SF | 3300 | LF | \$0.20 | 100% | \$155,800 | \$23,370 | \$31,160 | \$210,330 |
| PCR 4-GD | Clearing & Grubbing (Sta 143+40 to Sta 176+30) | 329,000 | SF | 1820 | LF | \$0.04 | 100% | \$13,160 | \$1,974 | \$2,632 | \$17,766 |
| PCR 4-GD | Rough Grade Excavation (Sta 143+40 to Sta 176+30) | 31,000 | CY | 1820 | LF | \$6.40 | 100% | \$198,400 | \$29,760 | \$39,680 | \$267,840 |
| PCR 4-GD | Erosion Control (Sta 143+40 to Sta 176+30) | 329,000 | SF | 1820 | LF | \$0.20 | 100% | \$65,800 | \$9,870 | \$13,160 | \$88,830 |
| Prairie City Road - Rough Grade Excavation Totals: | | 500,000 | CY | | | | | | | | |
| Placerville Road Utility Corridor | | | | | | | | | | | |
| PRC 1-GD | Clearing & Grubbing (Sta 113+50 to Sta 128+80) | 92,000 | SF | 1530 | LF | \$0.04 | 100% | \$3,680 | \$552 | \$736 | \$4,968 |
| PRC 1-GD | Rough Grade Excavation (Sta 113+50 to Sta 128+80) | 4,000 | CY | 1530 | LF | \$6.40 | 100% | \$25,600 | \$3,840 | \$5,120 | \$34,560 |
| PRC 1-GD | Erosion Control (Sta 113+50 to Sta 128+80) | 92,000 | SF | 1530 | LF | \$0.20 | 100% | \$18,400 | \$2,760 | \$3,680 | \$24,840 |
| Placerville Road - Rough Grade Excavation Totals: | | 4,000 | CY | | | | | | | | |
| Total Backbone Roadways - Rough Grade Excavation Volume: | | 3,252,200 | CY | | | | | | | | |
| Total Backbone Roadways Rough Grading: | | | | | | | | | \$31,731,172 | | |

FOLSOM PLAN AREA
Backbone Infrastructure
Construction Cost Estimate

| Item | Construction Cost | Soft Cost (15%) | Contingency (20%) | Total |
|--|----------------------|--------------------|----------------------|---------------------|
| Backbone Roadways Summary | | | | |
| Alder Creek Parkway | \$20,256,300 | \$3,038,445 | \$4,051,260 | \$27,346,005 |
| Oak Avenue Parkway | \$12,555,050 | \$1,883,258 | \$2,511,010 | \$16,949,318 |
| East Bidwell Street | \$3,756,090 | \$563,413 | \$751,218 | \$5,070,721 |
| Westwood Drive | \$758,300 | \$113,745 | \$151,660 | \$1,023,705 |
| Empire Ranch Road | \$3,399,300 | \$509,895 | \$679,860 | \$4,589,055 |
| Rowberry Drive | \$631,900 | \$94,785 | \$126,380 | \$853,065 |
| Mangini Parkway | \$11,344,200 | \$1,701,630 | \$2,268,840 | \$15,314,670 |
| Savannah Parkway | \$3,764,200 | \$564,630 | \$752,840 | \$5,081,670 |
| Russell Ranch Road | \$105,600 | \$15,840 | \$21,120 | \$142,560 |
| Scenic Vista Court | \$85,100 | \$12,765 | \$17,020 | \$114,885 |
| Subtotal Backbone Roadways | \$56,656,040 | \$8,498,406 | \$11,331,208 | \$76,485,654 |
| Railroad Crossings | \$1,440,000 | \$216,000 | \$288,000 | \$1,944,000 |
| City Fiber Optic & Traffic Signal Control System | \$3,625,020 | \$543,753 | \$725,004 | \$4,893,777 |
| Signalized Intersections & Improvements | \$17,501,466 | \$2,625,220 | \$3,500,293 | \$23,626,979 |
| Open Space Vehicular Access Barrier | \$638,800 | \$95,820 | \$127,760 | \$862,380 |
| Off-Site Roadway Improvements within the City of Folsom (Fair Share Cost - 50%) | \$832,387 | \$124,858 | \$166,477 | \$1,123,722 |

FOLSOM PLAN AREA
Backbone Infrastructure
Construction Cost Estimate

7919,000

| Section | Description | Qty. | Unit | Unit Cost | Pct. Remaining | Const. Costs | Soft Costs (15%) | Contingency (20%) | Total |
|---|--|--------|------|-----------|----------------|--------------|------------------|-------------------|--------------|
| Backbone Infrastructure Roadways | | | | | | | | | |
| Alder Creek Parkway | | | | | | | | | |
| ACP 1 | Alder Creek Parkway (Sta 379+00 to Sta 389+00) | 1,000 | LF | \$920 | 100% | \$920,000 | \$138,000 | \$184,000 | \$1,242,000 |
| ACP 2 | Alder Creek Parkway (Sta 389+00 to Sta 400+30) | 1,130 | LF | \$880 | 100% | \$994,400 | \$149,160 | \$198,880 | \$1,342,440 |
| ACP 3 | Alder Creek Parkway (Sta 400+30 to Sta 418+40) | 1,360 | LF | \$880 | 100% | \$1,196,800 | \$179,520 | \$239,360 | \$1,615,680 |
| ACP 3 | Retaining Wall (Wetland Preservation) | 8,000 | SF | \$85 | 100% | \$680,000 | \$102,000 | \$136,000 | \$918,000 |
| ACP 4 | Alder Creek Parkway (Sta 418+40 to Sta 442+00) | 1,460 | LF | \$880 | 100% | \$1,284,800 | \$192,720 | \$256,960 | \$1,734,480 |
| ACP 4 | Alder Creek Parkway Sewer Access Road (Sta 418+40 to Sta 442+00) | 2,360 | LF | \$80 | 100% | \$188,800 | \$28,320 | \$37,760 | \$254,880 |
| BR 2 | Alder Creek Parkway Bridge - Westbound Travel Lanes (295' Long x 42' wide) | 12,390 | DSF | \$320 | 100% | \$3,964,800 | \$594,720 | \$792,960 | \$5,352,480 |
| BR 2 | Alder Creek Parkway Bridge - Eastbound Travel Lanes (295' Long x 52' wide) | 15,340 | DSF | \$320 | 100% | \$4,908,800 | \$736,320 | \$981,760 | \$6,626,880 |
| BR 2 | Alder Creek Prky Sewer Pipeline Bridge (295' L x 12' W) | 3,540 | DSF | \$320 | 100% | \$1,132,800 | \$169,920 | \$226,560 | \$1,529,280 |
| BR 2 | Retaining Wall (Wetland Preservation) | 1,400 | SF | \$85 | 100% | \$119,000 | \$17,850 | \$23,800 | \$160,650 |
| BR 2 | Rock Slope Protection | 9,500 | SF | \$32 | 100% | \$304,000 | \$45,600 | \$60,800 | \$410,400 |
| ACP 5 | Alder Creek Parkway (Sta 442+00 to Sta 466+70) | 1,970 | LF | \$920 | 100% | \$1,812,400 | \$271,860 | \$362,480 | \$2,446,740 |
| ACP 5 | Alder Creek Parkway Sewer Access Road (Sta 442+00 to Sta 466+70) | 2,480 | LF | \$80 | 100% | \$198,400 | \$29,760 | \$39,680 | \$267,840 |
| CUL 4 | 60" Drainage Culvert | 250 | LF | \$450 | 100% | \$112,500 | \$16,875 | \$22,500 | \$151,875 |
| CUL 4 | 60" Drainage Culvert Inlet/Outlet Structures | 2 | EA | \$37,100 | 100% | \$74,200 | \$11,130 | \$14,840 | \$100,170 |
| ACP 6 | Alder Creek Parkway (Sta 466+70 to Sta 493+50) | 2,020 | LF | \$950 | 100% | \$1,919,000 | \$287,850 | \$383,800 | \$2,590,650 |
| ACP 6 | Alder Creek Parkway Sewer Access Road (Sta 466+70 to Sta 493+50) | 2,690 | LF | \$80 | 100% | \$215,200 | \$32,280 | \$43,040 | \$290,520 |
| ACP 7 | Alder Creek Parkway (Sta 493+50 to Sta 506+90) | 440 | LF | \$660 | 0% | \$0 | \$0 | \$0 | \$0 |
| ACP 8 | Alder Creek Parkway (Sta 506+90 to Sta 524+10) | 1,280 | LF | \$360 | 50% | \$230,400 | \$34,560 | \$46,080 | \$311,040 |
| Oak Avenue Parkway | | | | | | | | | |
| OAP 1 | Oak Avenue Parkway (Sta 100+30 to Sta 119+00) | 80 | LF | \$680 | 100% | \$54,400 | \$8,160 | \$10,880 | \$73,440 |
| OAP 2-Ph1 | Oak Avenue Parkway (Sta 119+00 to Sta 129+50) | 600 | LF | \$680 | 100% | \$408,000 | \$61,200 | \$81,600 | \$550,800 |
| OAP 3-Ph1 | Oak Avenue Parkway (Sta 129+50 to 153+50) | 2,400 | LF | \$680 | 100% | \$1,632,000 | \$244,800 | \$326,400 | \$2,203,200 |
| OAP 4-Ph1 | Oak Avenue Parkway (Sta 153+50 to 176+90) | 1,890 | LF | \$680 | 100% | \$1,285,200 | \$192,780 | \$257,040 | \$1,735,020 |
| OAP 4-Ph1 | Retaining Wall (Power Line Tower Preservation) | 1,250 | SF | \$85 | 100% | \$106,250 | \$15,938 | \$21,250 | \$143,438 |
| OAP 5-Ph1 | Oak Avenue Parkway (Sta 176+90 to Sta 186+20) | 490 | LF | \$680 | 100% | \$333,200 | \$49,980 | \$66,640 | \$449,820 |
| BR 1-Ph1 | Alder Creek Bridge (210' Long x 130' Wide) | 27,300 | DSF | \$320 | 100% | \$8,736,000 | \$1,310,400 | \$1,747,200 | \$11,793,600 |
| Backbone Infrastructure Roadways (Continued) | | | | | | | | | |

FOLSOM PLAN AREA
Backbone Infrastructure
Construction Cost Estimate

7919,000

| Section | Description | Qty. | Unit | Unit Cost | Pct. Remaining | Const. Costs | Soft Costs (15%) | Contingency (20%) | Total |
|----------------------------|--|-------|------|-----------|-------------------|--------------|---------------------|----------------------|-------------|
| East Bidwell Street | | | | | | | | | |
| EBS 1A | East Bidwell Street (Sta 100+60 to 109+50) | 890 | LF | \$920 | 100% | \$818,800 | \$122,820 | \$163,760 | \$1,105,380 |
| EBS 1B | East Bidwell Street (Sta 109+50 to 123+80) | 980 | LF | \$590 | 100% | \$578,200 | \$86,730 | \$115,640 | \$780,570 |
| EBS 1 | Traffic Signal and Appurtenances (4-Way) | 1 | EA | \$320,000 | 100% | \$320,000 | \$48,000 | \$64,000 | \$432,000 |
| EBS 1 | Retaining Wall (Wetland Preservation) | 6,300 | SF | \$85 | 100% | \$535,500 | \$80,325 | \$107,100 | \$722,925 |
| EBS 2A | East Bidwell Street (Sta 123+80 to 136+30) | 810 | LF | \$590 | 100% | \$477,900 | \$71,685 | \$95,580 | \$645,165 |
| EBS 2B | East Bidwell Street (Sta 136+30 to 144+10) | 330 | LF | \$740 | 86% | \$209,575 | \$31,436 | \$41,915 | \$282,926 |
| EBS 3A | East Bidwell Street (Sta 144+10 to 150+70) | 220 | LF | \$840 | 76% | \$140,400 | \$21,060 | \$28,080 | \$189,540 |
| EBS 3B | East Bidwell Street (Sta 150+70 to 157+90) | 270 | LF | \$800 | 56% | \$121,315 | \$18,197 | \$24,263 | \$163,775 |
| EBS 4 | East Bidwell Street (Sta 157+90 to 168+00) | 560 | LF | \$990 | 100% | \$554,400 | \$83,160 | \$110,880 | \$748,440 |
| Westwood Drive | | | | | | | | | |
| WWD 1 | Westwood Drive (Sta 100+00 to Sta 113+70) | 480 | LF | \$740 | 50% | \$177,600 | \$26,640 | \$35,520 | \$239,760 |
| WWD 2 | Westwood Drive (Sta 113+70 to Sta 121+50) | 330 | LF | \$510 | 100% | \$168,300 | \$25,245 | \$33,660 | \$227,205 |
| WWD 2 | Westwood Drive Sewer Access Road | 780 | LF | \$80 | 100% | \$62,400 | \$9,360 | \$12,480 | \$84,240 |
| WWD 3 | Westwood Drive (Sta 121+50 to Sta 128+40) | 700 | LF | \$420 | 100% | \$294,000 | \$44,100 | \$58,800 | \$396,900 |
| WWD 3 | Westwood Drive Sewer Access Road | 700 | LF | \$80 | 100% | \$56,000 | \$8,400 | \$11,200 | \$75,500 |
| Empire Ranch Road | | | | | | | | | |
| ERR 1-Ph1 | Empire Ranch Road (Sta 105+70 to Sta 129+30) | 1,920 | LF | \$690 | 100% | \$1,324,800 | \$198,720 | \$264,960 | \$1,788,480 |
| ERR 2-Ph1 | Empire Ranch Road (Sta 129+30 to Sta 145+80) | 1,200 | LF | \$690 | 100% | \$828,000 | \$124,200 | \$165,600 | \$1,117,800 |
| ERR 3-Ph1 | Empire Ranch Road (Sta 145+80 to Sta 156+70) | 650 | LF | \$690 | 100% | \$448,500 | \$67,275 | \$89,700 | \$605,475 |
| ERR 4-Ph1 | Empire Ranch Road (Sta 156+70 to Sta 165+00) | 390 | LF | \$840 | 100% | \$327,600 | \$49,140 | \$65,520 | \$442,260 |
| ERR 5-Ph1 | Empire Ranch Road (Sta 165+00 to Sta 170+60) | 560 | LF | \$840 | 100% | \$470,400 | \$70,560 | \$94,080 | \$635,040 |
| Rowberry Drive | | | | | | | | | |
| ROW 1 | Rowberry Drive (Sta 100+60 to Sta 107+50) | 250 | LF | \$710 | 100% | \$177,500 | \$26,625 | \$35,500 | \$239,625 |
| ROW 2 | Rowberry Drive (Sta 107+50 to Sta 113+90) | 640 | LF | \$710 | 100% | \$454,400 | \$68,160 | \$90,880 | \$613,440 |

FOLSOM PLAN AREA
Backbone Infrastructure
Construction Cost Estimate

7919,000

| Section | Description | Qty. | Unit | Unit Cost | Pct. Remaining | Const. Costs | Soft Costs (15%) | Contingency (20%) | Total |
|---|--|--------|------|-----------|-------------------|--------------|---------------------|----------------------|---------------------|
| Backbone Infrastructure Roadways (Continued) | | | | | | | | | |
| Mangini Parkway | | | | | | | | | |
| MP 1A | Mangini Parkway (Sta 100+60 to Sta 129+70) | 2,470 | LF | \$530 | 100% | \$1,309,100 | \$196,365 | \$261,820 | \$1,767,285 |
| MP 1B | Mangini Parkway (Sta 129+70 to Sta 150+20) | 710 | LF | \$710 | 100% | \$504,100 | \$75,615 | \$100,820 | \$680,535 |
| MP 2 | Mangini Parkway (Sta 150+20 to Sta 169+50) | 1,480 | LF | \$530 | 100% | \$784,400 | \$117,660 | \$156,880 | \$1,058,940 |
| MP 3 | Mangini Parkway (Sta 169+50 to Sta 191+80) | 2,240 | LF | \$530 | 100% | \$1,187,200 | \$178,080 | \$237,440 | \$1,602,720 |
| BR 3 | Alder Creek Bridge (250' X 70') | 17,500 | DSF | \$320 | 100% | \$5,600,000 | \$840,000 | \$1,120,000 | \$7,560,000 |
| MP 4 | Mangini Parkway (Sta 191+80 to Sta 216+10) | 1,990 | LF | \$530 | 100% | \$1,054,700 | \$158,205 | \$210,940 | \$1,423,845 |
| CUL 8 | 12' Wide x 6' High Box Culvert | 200 | LF | \$490 | 100% | \$98,000 | \$14,700 | \$19,600 | \$132,300 |
| CUL 8 | 12' Wide x 6' High Box Culvert Inlet/Outlet Structures | 2 | EA | \$136,000 | 100% | \$272,000 | \$40,800 | \$54,400 | \$367,200 |
| MP 7 | Mangini Parkway (Sta 258+50 to Sta 269+80) | 680 | LF | \$420 | 100% | \$285,600 | \$42,840 | \$57,120 | \$385,560 |
| MP 8 | Mangini Parkway (Sta 269+80 to Sta 301+30) | 2,250 | LF | \$530 | 21% | \$249,100 | \$37,365 | \$49,820 | \$336,285 |
| Savannah Parkway | | | | | | | | | |
| SP 1 | Savannah Parkway (Sta 170+20 to Sta 183+90) | 930 | LF | \$680 | 100% | \$632,400 | \$94,860 | \$126,480 | \$853,740 |
| CUL 9 | 48" Drainage Culvert | 250 | LF | \$340 | 100% | \$85,000 | \$12,750 | \$17,000 | \$114,750 |
| CUL 9 | 48" Drainage Culvert Inlet/Outlet Structures | 2 | EA | \$26,500 | 100% | \$53,000 | \$7,950 | \$10,600 | \$71,550 |
| SP 2 | Savannah Parkway (Sta 154+60 to Sta 170+20) | 1,110 | LF | \$680 | 100% | \$754,800 | \$113,220 | \$150,960 | \$1,018,980 |
| SP 3 | Savannah Parkway (Sta 125+00 to Sta 154+60) | 2,510 | LF | \$680 | 100% | \$1,706,800 | \$256,020 | \$341,360 | \$2,304,180 |
| CUL 10 | Twin 60-Inch Culverts | 500 | LF | \$340 | 100% | \$170,000 | \$25,500 | \$34,000 | \$229,500 |
| CUL 10 | Twin 60-inch Culvert Inlet/Outlet Headwalls | 2 | EA | \$37,100 | 100% | \$74,200 | \$11,130 | \$14,840 | \$100,170 |
| SP 4 | Savannah Parkway (Sta 111+50 to Sta 125+00) | 450 | LF | \$640 | 100% | \$288,000 | \$43,200 | \$57,600 | \$388,800 |
| Russell Ranch Road | | | | | | | | | |
| RRR 1B | Russell Ranch Road (Sta 15+80 to Sta 18+00) | 220 | LF | \$480 | 100% | \$105,600 | \$15,840 | \$21,120 | \$142,560 |
| Scenic Vista Court | | | | | | | | | |
| SVC 1 | Scenic Vista Court (Sta 34+00 to 37+00) | 230 | LF | \$370 | 100% | \$85,100 | \$12,765 | \$17,020 | \$114,885 |
| Total Backbone Roadways | | | | | | | | | \$76,485,654 |

FOLSOM PLAN AREA
Backbone Infrastructure
Construction Cost Estimate

7919,000

| Section | Description | Qty. | Unit | Unit Cost | Pct. Remaining | Const. Costs | Soft Costs (15%) | Contingency (20%) | Total |
|--|--|-------|------|-----------|----------------|--------------|------------------|-------------------|--------------------|
| Backbone Infrastructure Roadways - Railroad Crossings | | | | | | | | | |
| Remove and Replacement of Railroad Track for Underground Utilities / Surface Improvements | | | | | | | | | |
| | At-Grade Railroad Crossing (Westwood Drive; WWD 3) | 1 | EA | \$640,000 | 100% | \$640,000 | \$96,000 | \$128,000 | \$864,000 |
| | At-Grade Railroad Crossing (Alder Creek Pkwy; ACP 9) | 1 | EA | \$160,000 | 100% | \$160,000 | \$24,000 | \$32,000 | \$216,000 |
| | At-Grade Railroad Crossing (Grand Prairie Dr; GP 1) | 1 | EA | \$160,000 | 100% | \$160,000 | \$24,000 | \$32,000 | \$216,000 |
| | At-Grade Railroad Crossing (Mangini Parkway; MP 7-8) | 1 | EA | \$640,000 | 75% | \$480,000 | \$72,000 | \$96,000 | \$648,000 |
| Total Railroad Crossings | | | | | | | | | \$1,944,000 |
| Backbone Infrastructure Roadways - City Fiber Optic & Traffic Signal Control System | | | | | | | | | |
| Alder Creek Parkway | | | | | | | | | |
| ACP 1 | Alder Creek Parkway (Sta 379+10 to Sta 389+00) | 1,000 | LF | \$60 | 100% | \$60,000 | \$9,000 | \$12,000 | \$81,000 |
| ACP 2 | Alder Creek Parkway (Sta 389+00 to Sta 400+30) | 1,130 | LF | \$60 | 100% | \$67,800 | \$10,170 | \$13,560 | \$91,530 |
| ACP 3 | Alder Creek Parkway (Sta 400+30 to Sta 418+40) | 1,810 | LF | \$60 | 100% | \$108,600 | \$16,290 | \$21,720 | \$146,610 |
| ACP 4 | Alder Creek Parkway (Sta 418+40 to Sta 442+00) | 2,360 | LF | \$60 | 100% | \$141,600 | \$21,240 | \$28,320 | \$191,160 |
| ACP 5 | Alder Creek Parkway (Sta 442+00 to Sta 466+70) | 2,480 | LF | \$60 | 100% | \$148,800 | \$22,320 | \$29,760 | \$200,880 |
| ACP 6 | Alder Creek Parkway (Sta 466+70 to Sta 493+50) | 2,690 | LF | \$60 | 100% | \$161,400 | \$24,210 | \$32,280 | \$217,890 |
| ACP 7 | Alder Creek Parkway (Sta 493+50 to Sta 506+90) | 1,340 | LF | \$60 | 0% | \$0 | \$0 | \$0 | \$0 |
| ACP 8 | Alder Creek Parkway (Sta 506+90 to Sta 524+10) | 1,730 | LF | \$60 | 0% | \$0 | \$0 | \$0 | \$0 |
| ACP 9 | Alder Creek Parkway (Sta 524+10 to Sta 542+20) | 1,820 | LF | \$38 | 100% | \$69,160 | \$10,374 | \$13,832 | \$93,366 |
| ACP 10 | Alder Creek Parkway (Sta 542+20 to Sta 563+70) | 2,150 | LF | \$38 | 100% | \$81,700 | \$12,255 | \$16,340 | \$110,295 |
| ACP 11A | Alder Creek Parkway (Sta 563+70 to Sta 566+70) | 300 | LF | \$38 | 100% | \$11,400 | \$1,710 | \$2,280 | \$15,390 |
| ACP 11B | Alder Creek Parkway (Sta 566+70 to Sta 568+20) | 160 | LF | \$60 | 100% | \$9,600 | \$1,440 | \$1,920 | \$12,960 |
| Prairie City Road | | | | | | | | | |
| PCR 1 | Prairie City Road (Sta 99+40 to 121+80) | 2,240 | LF | \$60 | 100% | \$134,400 | \$20,160 | \$26,880 | \$181,440 |
| PCR 2 | Prairie City Road (Sta 121+80 to 143+40) | 2,170 | LF | \$60 | 100% | \$130,200 | \$19,530 | \$26,040 | \$175,770 |
| PCR 3 | Prairie City Road (Sta 143+40 to 176+30) | 3,300 | LF | \$60 | 100% | \$198,000 | \$29,700 | \$39,600 | \$267,300 |
| PCR 4 | Prairie City Road (Sta 176+30 to 194+50) | 1,820 | LF | \$60 | 100% | \$109,200 | \$16,380 | \$21,840 | \$147,420 |
| PCR 5 | Prairie City Road (Sta 194+50 to 235+50) | 4,110 | LF | \$60 | 100% | \$246,600 | \$36,990 | \$49,320 | \$332,910 |

FOLSOM PLAN AREA
Backbone Infrastructure
Construction Cost Estimate

7919.000

| Section | Description | Qty. | Unit | Unit Cost | Pct. Remaining | Const. Costs | Soft Costs (15%) | Contingency (20%) | Total |
|---|--|-------|------|-----------|----------------|--------------|------------------|-------------------|-----------|
| Backbone Infrastructure Roadways - City Fiber Optic & Traffic Signal Control System(Continued) | | | | | | | | | |
| Oak Avenue Parkway | | | | | | | | | |
| OAP 1 | Oak Avenue Parkway (Sta 100+30 to Sta 119+00) | 1,880 | LF | \$60 | 100% | \$112,800 | \$16,920 | \$22,560 | \$152,280 |
| East Bidwell Street | | | | | | | | | |
| EBS 1A | East Bidwell Street (Sta 100+60 to 109+50) | 890 | LF | \$60 | 100% | \$53,400 | \$8,010 | \$10,680 | \$72,090 |
| EBS 1B | East Bidwell Street (Sta 109+50 to 123+80) | 1,430 | LF | \$38 | 100% | \$54,340 | \$8,151 | \$10,868 | \$73,359 |
| EBS 2A | East Bidwell Street (Sta 123+80 to 136+30) | 1,260 | LF | \$38 | 100% | \$47,880 | \$7,182 | \$9,576 | \$64,638 |
| EBS 2B | East Bidwell Street (Sta 136+30 to 144+10) | 780 | LF | \$60 | 0% | \$0 | \$0 | \$0 | \$0 |
| EBS 3A | East Bidwell Street (Sta 144+10 to 150+70) | 670 | LF | \$60 | 0% | \$0 | \$0 | \$0 | \$0 |
| EBS 3B | East Bidwell Street (Sta 150+70 to 157+90) | 720 | LF | \$60 | 0% | \$0 | \$0 | \$0 | \$0 |
| Placerville Road Corridor | | | | | | | | | |
| PRC 2A | Placerville Road Corridor (Sta 104+30 to 113+60) | 930 | LF | \$60 | 100% | \$55,800 | \$8,370 | \$11,160 | \$75,330 |
| PRC 2B | Placerville Road Corridor (Sta 97+80 to 104+30) | 650 | LF | \$60 | 100% | \$39,000 | \$5,850 | \$7,800 | \$52,650 |
| PRC 3 | Placerville Road Corridor (Sta 78+30 to 97+80) | 1,960 | LF | \$60 | 100% | \$117,600 | \$17,640 | \$23,520 | \$158,760 |
| PRC 4 | Placerville Road Corridor (Sta 52+40 to 78+30) | 2,590 | LF | \$38 | 100% | \$98,420 | \$14,763 | \$19,684 | \$132,867 |
| PRC 5 | Placerville Road Corridor (Sta 26+70 to 52+40) | 2,580 | LF | \$38 | 100% | \$98,040 | \$14,706 | \$19,608 | \$132,354 |
| Empire Ranch Road | | | | | | | | | |
| ERR 1 | Empire Ranch Road (Sta 105+70 to Sta 129+30) | 2,370 | LF | \$60 | 100% | \$142,200 | \$21,330 | \$28,440 | \$191,970 |
| ERR 2 | Empire Ranch Road (Sta 129+30 to Sta 145+80) | 1,650 | LF | \$60 | 100% | \$99,000 | \$14,850 | \$19,800 | \$133,650 |
| ERR 3 | Empire Ranch Road (Sta 145+80 to Sta 156+70) | 1,100 | LF | \$60 | 100% | \$66,000 | \$9,900 | \$13,200 | \$89,100 |
| Westwood Drive | | | | | | | | | |
| WWD 1 | Westwood Drive (Sta 100+00 to Sta 113+70) | 1,380 | LF | \$60 | 50% | \$41,400 | \$6,210 | \$8,280 | \$55,890 |

FOLSOM PLAN AREA
Backbone Infrastructure
Construction Cost Estimate

7919.000

| Section | Description | Qty. | Unit | Unit Cost | Pct. Remaining | Const. Costs | Soft Costs (15%) | Contingency (20%) | Total |
|--|---|-------|------|-----------|-------------------|--------------|---------------------|----------------------|--------------------|
| Backbone Infrastructure Roadways - City Fiber Optic & Traffic Signal Control System (Continued) | | | | | | | | | |
| Mangini Parkway | | | | | | | | | |
| MP 1 | Mangini Parkway (Sta 100+60 to Sta 150+20) | 2,920 | LF | \$60 | 100% | \$175,200 | \$26,280 | \$35,040 | \$236,520 |
| MP 2 | Mangini Parkway (Sta 150+20 to Sta 169+50) | 1,930 | LF | \$60 | 100% | \$115,800 | \$17,370 | \$23,160 | \$156,330 |
| MP 3 | Mangini Parkway (Sta 169+50 to Sta 191+80) | 2,240 | LF | \$60 | 100% | \$134,400 | \$20,160 | \$26,880 | \$181,440 |
| MP 4 | Mangini Parkway (Sta 191+80 to Sta 216+10) | 2,440 | LF | \$60 | 100% | \$146,400 | \$21,960 | \$29,280 | \$197,640 |
| Savannah Parkway | | | | | | | | | |
| SP 2 | Savannah Parkway (Sta 154+60 to Sta 170+20) | 1,560 | LF | \$60 | 100% | \$93,600 | \$14,040 | \$18,720 | \$126,360 |
| Russell Ranch Road | | | | | | | | | |
| RRR 1A | Russell Ranch Road (Sta 10+00 to Sta 15+80) | 580 | LF | \$38 | 100% | \$22,040 | \$3,306 | \$4,408 | \$29,754 |
| RRR 1B | Russell Ranch Road (Sta 15+80 to Sta 18+00) | 220 | LF | \$60 | 100% | \$13,200 | \$1,980 | \$2,640 | \$17,820 |
| Scenic Vista Court | | | | | | | | | |
| SVC 1 | Scenic Vista Court (Sta 34+10 to 36+40) | 230 | LF | \$60 | 100% | \$13,800 | \$2,070 | \$2,760 | \$18,630 |
| Grand Prairie Road (Zone 3 Tanks) | | | | | | | | | |
| GPR 1 | Grand Prairie Road (Sta 11+00 to 21+00) | 580 | LF | \$38 | 100% | \$22,040 | \$3,306 | \$4,408 | \$29,754 |
| Zone 4 Tank Site | | | | | | | | | |
| Z4TS | Zone 4 Tank Site | 2,600 | LF | \$60 | 100% | \$156,000 | \$23,400 | \$31,200 | \$210,600 |
| Alder Creek Sewer Lift Station & Force Main | | | | | | | | | |
| SSLS | Alder Creek Parkway SSLS | 470 | LF | \$60 | 100% | \$28,200 | \$4,230 | \$5,640 | \$38,070 |
| Total City Fiber Optic & Traffic Control System | | | | | | | | | \$4,893,777 |

FOLSOM PLAN AREA
Backbone Infrastructure
Construction Cost Estimate

7919,000

| Section | Description | Qty. | Unit | Unit Cost | Pct. Remaining | Const. Costs | Soft Costs (15%) | Contingency (20%) | Total |
|---|--|------|------|-------------|----------------|--------------|------------------|-------------------|---------------------|
| Backbone Infrastructure Roadways - Signalized Intersections & Improvements | | | | | | | | | |
| INTX NO. | | | | | | | | | |
| 1 | Alder Creek Parkway / Oak Avenue Parkway (4-Way) | 1 | EA | \$1,621,000 | 100% | \$1,621,000 | \$243,150 | \$324,200 | \$2,188,350 |
| 2 | Alder Creek Parkway / Rowberry Drive (3-Way) | 1 | EA | \$1,280,000 | 100% | \$1,280,000 | \$192,000 | \$256,000 | \$1,728,000 |
| 3 | Alder Creek Parkway / Residential Street (4-Way: to Curb Returns) | 1 | EA | \$399,000 | 100% | \$399,000 | \$59,850 | \$79,800 | \$538,650 |
| 4 | Alder Creek Parkway / Collector Rd. (W. of East Bidwell Street) (4-Way: to Curb Returns) | 1 | EA | \$414,000 | 100% | \$414,000 | \$62,100 | \$82,800 | \$558,900 |
| 5 | Alder Creek Parkway / East Bidwell Street (4-Way) | 1 | EA | \$1,965,000 | 89% | \$1,742,384 | \$261,358 | \$348,477 | \$2,352,218 |
| 6 | Alder Creek Parkway / Westwood Drive (4-Way) | 1 | EA | \$1,437,000 | 72% | \$1,028,602 | \$154,290 | \$205,720 | \$1,388,612 |
| 7 | Alder Creek Parkway / Empire Ranch Road (3-Way & 1 to Curb Return) | 1 | EA | \$1,156,000 | 100% | \$1,156,000 | \$173,400 | \$231,200 | \$1,560,600 |
| 8 | Prairie City Road / Collector Rd. (N. of Mangini Pkwy) (3-Way to Curb Returns) | 1 | EA | \$537,000 | 100% | \$537,000 | \$80,550 | \$107,400 | \$724,950 |
| 9 | Prairie City Road / Mangini Parkway (3-Way to Curb Return) | 1 | EA | \$521,000 | 100% | \$521,000 | \$78,150 | \$104,200 | \$703,350 |
| 10 | Oak Avenue Parkway / Mangini Parkway (4-Way) | 1 | EA | \$1,704,000 | 100% | \$1,704,000 | \$255,600 | \$340,800 | \$2,300,400 |
| 11 | East Bidwell St. / Savannah Parkway (4-Way) | 1 | EA | \$1,334,000 | 86% | \$1,146,021 | \$171,903 | \$229,204 | \$1,547,129 |
| 12 | Westwood Drive / Savannah Parkway (3-Way) | 1 | EA | \$995,000 | 100% | \$995,000 | \$149,250 | \$199,000 | \$1,343,250 |
| 13 | East Bidwell Street / Mangini Parkway (4-Way) | 1 | EA | \$728,000 | 100% | \$728,000 | \$109,200 | \$145,600 | \$982,800 |
| 14 | Mangini Parkway / Savannah Parkway (4-Way) | 1 | EA | \$1,134,000 | 86% | \$977,460 | \$146,619 | \$195,492 | \$1,319,571 |
| 15 | Empire Ranch Road / Mangini Parkway (4-Way: One Side of St 'A' to Curb Return) | 1 | EA | \$1,432,000 | 100% | \$1,432,000 | \$214,800 | \$286,400 | \$1,933,200 |
| 16 | Mangini Parkway / High School Access (4-Way) | 1 | EA | \$886,000 | 100% | \$886,000 | \$132,900 | \$177,200 | \$1,196,100 |
| 17 | Oak Avenue Parkway / High School Access (4-Way) | 1 | EA | \$934,000 | 100% | \$934,000 | \$140,100 | \$186,800 | \$1,260,900 |
| Total Signalized Intersections | | | | | | | | | \$23,626,979 |

*See Intersection Estimates for Detailed Breakdown of Costs

FOLSOM PLAN AREA
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| Section | Description | Qty. | Unit | Unit Cost | Pct. Remaining | Const. Costs | Soft Costs (15%) | Contingency (20%) | Total |
|---|--|-------|------|-----------|-------------------|--------------|---------------------|----------------------|-----------|
| Backbone Infrastructure Roadways - Open Space Vehicular Access Barrier (Open Space Adjacent to Major & Secondary Roadways) | | | | | | | | | |
| Alder Creek Parkway | | | | | | | | | |
| ACP 1 | Alder Creek Parkway (Sta 379+00 to Sta 389+00) | 300 | LF | \$20 | 100% | \$6,000 | \$900 | \$1,200 | \$8,100 |
| ACP 2 | Alder Creek Parkway (Sta 389+00 to Sta 400+30) | 1,300 | LF | \$20 | 100% | \$26,000 | \$3,900 | \$5,200 | \$35,100 |
| ACP 3 | Alder Creek Parkway (Sta 400+30 to Sta 418+40) | 3,350 | LF | \$20 | 100% | \$67,000 | \$10,050 | \$13,400 | \$90,450 |
| ACP 4 | Alder Creek Parkway (Sta 418+40 to Sta 442+00) | 3,950 | LF | \$20 | 100% | \$79,000 | \$11,850 | \$15,800 | \$106,650 |
| ACP 5 | Alder Creek Parkway (Sta 442+00 to Sta 466+70) | 550 | LF | \$20 | 100% | \$11,000 | \$1,650 | \$2,200 | \$14,850 |
| Prairie City Road | | | | | | | | | |
| PCR 1 | Prairie City Road (Sta 99+40 to 121+80) | 250 | LF | \$20 | 100% | \$5,000 | \$750 | \$1,000 | \$6,750 |
| PCR 2 | Prairie City Road (Sta 121+80 to 143+40) | 1,050 | LF | \$20 | 100% | \$21,000 | \$3,150 | \$4,200 | \$28,350 |
| PCR 4 | Prairie City Road (Sta 176+30 to 194+50) | 350 | LF | \$20 | 100% | \$7,000 | \$1,050 | \$1,400 | \$9,450 |
| Oak Avenue Parkway | | | | | | | | | |
| OAP 3 | Oak Avenue Parkway (Sta 129+50 to 153+50) | 100 | LF | \$20 | 100% | \$2,000 | \$300 | \$400 | \$2,700 |
| OAP 4 | Oak Avenue Parkway (Sta 153+50 to 176+90) | 4,500 | LF | \$20 | 100% | \$90,000 | \$13,500 | \$18,000 | \$121,500 |
| OAP 5 | Oak Avenue Parkway (Sta 176+90 to Sta 186+20) | 1,850 | LF | \$20 | 100% | \$37,000 | \$5,550 | \$7,400 | \$49,950 |
| East Bidwell Street | | | | | | | | | |
| EBS 1 | East Bidwell Street (Sta 100+60 to 123+80) | 400 | LF | \$20 | 100% | \$8,000 | \$1,200 | \$1,600 | \$10,800 |
| EBS 2 | East Bidwell Street (Sta 123+80 to 144+10) | 250 | LF | \$20 | 0% | \$0 | \$0 | \$0 | \$0 |
| Empire Ranch Road | | | | | | | | | |
| ERR 1 | Empire Ranch Road (Sta 105+70 to Sta 129+30) | 2,200 | LF | \$20 | 100% | \$44,000 | \$6,600 | \$8,800 | \$59,400 |
| ERR 2 | Empire Ranch Road (Sta 129+30 to Sta 145+80) | 1,550 | LF | \$20 | 100% | \$31,000 | \$4,650 | \$6,200 | \$41,850 |
| ERR 3 | Empire Ranch Road (Sta 145+80 to Sta 156+70) | 100 | LF | \$20 | 100% | \$2,000 | \$300 | \$400 | \$2,700 |

FOLSOM PLAN AREA
Backbone Infrastructure
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7919.000

| Section | Description | Qty. | Unit | Unit Cost | Pct. Remaining | Const. Costs | Soft Costs (15%) | Contingency (20%) | Total |
|--|---|-------|------|-----------|-------------------|--------------|---------------------|----------------------|------------------|
| Backbone Infrastructure Roadways - Open Space Vehicular Access Barrier (Open Space Adjacent to Major & Secondary Roadways)(Continued) | | | | | | | | | |
| Rowberry Drive | | | | | | | | | |
| ROW 1 | Rowberry Drive (Sta 100+60 to Sta 107+50) | 650 | LF | \$20 | 100% | \$13,000 | \$1,950 | \$2,600 | \$17,550 |
| ROW 2 | Rowberry Drive (Sta 107+50 to Sta 113+90) | 650 | LF | \$20 | 100% | \$13,000 | \$1,950 | \$2,600 | \$17,550 |
| Mangini Parkway | | | | | | | | | |
| MP 1 | Mangini Parkway (Sta 100+60 to Sta 150+20) | 2,100 | LF | \$20 | 100% | \$42,000 | \$6,300 | \$8,400 | \$56,700 |
| MP 2 | Mangini Parkway (Sta 150+20 to Sta 169+50) | 650 | LF | \$20 | 100% | \$13,000 | \$1,950 | \$2,600 | \$17,550 |
| MP 3 | Mangini Parkway (Sta 169+50 to Sta 191+80) | 3,450 | LF | \$20 | 100% | \$69,000 | \$10,350 | \$13,800 | \$93,150 |
| MP 4 | Mangini Parkway (Sta 191+80 to Sta 216+10) | 400 | LF | \$20 | 100% | \$8,000 | \$1,200 | \$1,600 | \$10,800 |
| MP 6 | Mangini Parkway (Sta 229+20 to Sta 258+50) | 100 | LF | \$20 | 100% | \$2,000 | \$300 | \$400 | \$2,700 |
| MP 7 | Mangini Parkway (Sta 258+50 to Sta 269+80) | 350 | LF | \$20 | 100% | \$7,000 | \$1,050 | \$1,400 | \$9,450 |
| MP 8 | Mangini Parkway (Sta 269+80 to Sta 301+30) | 3,350 | LF | \$20 | 0% | \$0 | \$0 | \$0 | \$0 |
| Savannah Parkway | | | | | | | | | |
| SP 1 | Savannah Parkway (Sta 170+20 to Sta 183+90) | 250 | LF | \$20 | 100% | \$5,000 | \$750 | \$1,000 | \$6,750 |
| SP 2 | Savannah Parkway (Sta 154+60 to Sta 170+20) | 300 | LF | \$20 | 100% | \$6,000 | \$900 | \$1,200 | \$8,100 |
| SP 3 | Savannah Parkway (Sta 125+00 to Sta 154+60) | 350 | LF | \$20 | 100% | \$7,000 | \$1,050 | \$1,400 | \$9,450 |
| Placerville Road Utility Corridor | | | | | | | | | |
| PRC 1 | Placerville Road (Sta 113+60 to Sta 128+80) | 250 | LF | \$20 | 100% | \$5,000 | \$750 | \$1,000 | \$6,750 |
| PRC 3 | Placerville Road (Sta 78+30 to Sta 97+90) | 200 | LF | \$20 | 100% | \$4,000 | \$600 | \$800 | \$5,400 |
| PRC 4 | Placerville Road (Sta 52+40 to Sta 78+30) | 440 | LF | \$20 | 100% | \$8,800 | \$1,320 | \$1,760 | \$11,880 |
| Total Open Space Vehicular Access Barrier | | | | | | | | | \$862,380 |

FOLSOM PLAN AREA
Backbone Infrastructure
Construction Cost Estimate

7919.000

| Section | Description | Qty. | Unit | Unit Cost | Pct. Remaining | Const. Costs | Soft Costs (15%) | Contingency (20%) | Total |
|---|---|---------|------|------------|-------------------|--------------|---------------------|----------------------|-----------|
| Backbone Infrastructure Roadways - Off-Site Roadway Improvements | | | | | | | | | |
| Empire Ranch Road - Iron Point Road Intersection Improvements (OFF 1) | | | | | | | | | |
| | 1 Clearing & Grubbing | 100,000 | SF | \$0.04 | 100% | \$4,000 | \$600 | \$800 | \$5,400 |
| | 2 Sawcut Asphalt Concrete | 4,700 | LF | \$1.60 | 100% | \$7,520 | \$1,128 | \$1,504 | \$10,152 |
| | 3 Asphalt Concrete Removal | 11,000 | SF | \$2.20 | 100% | \$24,200 | \$3,630 | \$4,840 | \$32,670 |
| | 4 Concrete Removal (Sidewalk) | 12,300 | SF | \$2.20 | 100% | \$27,060 | \$4,059 | \$5,412 | \$36,531 |
| | 5 Median Curb Removal | 2,520 | LF | \$2.20 | 100% | \$5,544 | \$832 | \$1,109 | \$7,484 |
| | 6 Remove Gallery Drop Inlet | 4 | LS | \$530.00 | 100% | \$2,120 | \$318 | \$424 | \$2,862 |
| | 7 Place Gallery Drop Inlet & Reconnect to Drainage System | 4 | LS | \$3,176.00 | 100% | \$12,704 | \$1,906 | \$2,541 | \$17,150 |
| | 8 Relocate Fire Hydrant | 1 | LS | \$1,059.00 | 100% | \$1,059 | \$159 | \$212 | \$1,430 |
| | 9 Roadway Excavation | 2,890 | CY | \$11.00 | 100% | \$31,790 | \$4,769 | \$6,358 | \$42,917 |
| | 10 Subgrade Preparation | 39,000 | SF | \$0.60 | 100% | \$23,400 | \$3,510 | \$4,680 | \$31,590 |
| | 11 Special Asphalt Concrete Crosswalk Paving | 400 | SF | \$5.30 | 100% | \$2,120 | \$318 | \$424 | \$2,862 |
| | 12 6" Asphalt Concrete Paving | 1,260 | TON | \$87.40 | 100% | \$110,124 | \$16,519 | \$22,025 | \$148,667 |
| | 13 18" Aggregate Base | 3,600 | TON | \$26.00 | 100% | \$93,600 | \$14,040 | \$18,720 | \$126,360 |
| | 14 Curb & Gutter, Type 2 (Vertical) | 2,220 | LF | \$27.00 | 100% | \$59,940 | \$8,991 | \$11,988 | \$80,919 |
| | 15 Median Curb, Type 4 | 2,520 | LF | \$14.00 | 100% | \$35,280 | \$5,292 | \$7,056 | \$47,628 |
| | 16 Rock Retaining Wall | 1,500 | SF | \$64.00 | 100% | \$96,000 | \$14,400 | \$19,200 | \$129,600 |
| | 17 Concrete Sidewalk | 12,300 | SF | \$7.50 | 100% | \$92,250 | \$13,838 | \$18,450 | \$124,538 |
| | 18 Median Landscaping Planting & Irrigation | 10,200 | SF | \$7.00 | 100% | \$71,400 | \$10,710 | \$14,280 | \$96,390 |
| | 19 Regrade Landscape Corridor | 27,000 | SF | \$5.00 | 100% | \$135,000 | \$20,250 | \$27,000 | \$182,250 |
| | 20 Landscape Corridor Planting & Irrigation | 33,000 | SF | \$7.00 | 100% | \$231,000 | \$34,650 | \$46,200 | \$311,850 |

FOLSOM PLAN AREA
Backbone Infrastructure
Construction Cost Estimate

7919.000

| Section | Description | Qty. | Unit | Unit Cost | Pct. Remaining | Const. Costs | Soft Costs (15%) | Contingency (20%) | Total |
|---|--|--------|------|--------------|----------------|--------------|------------------|-------------------|--------------------|
| Backbone Infrastructure Roadways - Off-Site Roadway Improvements (Continued) | | | | | | | | | |
| | 22 Reconstruction Entry Monument | 3 | EA | \$21,170.00 | 100% | \$63,510 | \$9,527 | \$12,702 | \$85,739 |
| | 23 Signing & Striping | 5,000 | LF | \$6.40 | 100% | \$32,000 | \$4,800 | \$6,400 | \$43,200 |
| | 24 Erosion Control | 50,000 | SF | \$0.20 | 100% | \$10,000 | \$1,500 | \$2,000 | \$13,500 |
| | 25 Relocate Street Light | 7 | EA | \$3,176.00 | 100% | \$22,232 | \$3,335 | \$4,446 | \$30,013 |
| | 26 Traffic Signal Modification (Reset 3 Signals) | 1 | LS | \$105,850.00 | 100% | \$105,850 | \$15,878 | \$21,170 | \$142,898 |
| Total Empire Ranch Road - Iron Point Improvements | | | | | | | | | \$1,754,699 |

EB Approach does not provide for a dedicated Right Turn-Lane.

(Reconfigure EB Approach to Consist of 2 Left-Turn Lanes, 1 Thru Lane & 1 Thru Shared Right Turn-Lane) (Reconfigure WB Approach to Consist of 2 Left-Turn Lane, 1 Thru Lane & 1 Thru Shared Right-Turn Lane) (Reconfigure NB Approach to Consist of 2 Left-Turn Lane, 3 Thru Lanes & 1 Right Turn-Lane)

FOLSOM PLAN AREA
Backbone Infrastructure
Construction Cost Estimate

7919.000

| Section | Description | Qty. | Unit | Unit Cost | Pct. Remaining | Const. Costs | Soft Costs (15%) | Contingency (20%) | Total |
|---|---|--------|------|-----------|-------------------|--------------|---------------------|----------------------|------------------|
| Backbone Infrastructure Roadways - Off-Site Roadway Improvements (Continued) | | | | | | | | | |
| Sibley Street - Blue Ravine Road Intersection Improvements (OFF 2) | | | | | | | | | |
| | 1 Sawcut Asphalt Concrete | 1,000 | LF | \$1.60 | 100% | \$1,600 | \$240 | \$320 | \$2,160 |
| | 2 Concrete Removal (Median Island) | 1,100 | SF | \$2.20 | 100% | \$2,420 | \$363 | \$484 | \$3,267 |
| | 3 Roadway Excavation | 120 | CY | \$11.00 | 100% | \$1,320 | \$198 | \$264 | \$1,782 |
| | 4 Subgrade Preparation | 1,600 | SF | \$0.60 | 100% | \$960 | \$144 | \$192 | \$1,296 |
| | 5 2" Asphalt Concrete Overlay Paving | 99 | TON | \$87.40 | 100% | \$8,670 | \$1,301 | \$1,734 | \$11,705 |
| | 6 6" Asphalt Concrete Paving | 62 | TON | \$87.40 | 100% | \$5,436 | \$815 | \$1,087 | \$7,339 |
| | 7 18" Aggregate Base | 178 | TON | \$26.00 | 100% | \$4,623 | \$693 | \$925 | \$6,241 |
| | 8 Median Curb, Type 4 | 900 | LF | \$14.00 | 100% | \$12,600 | \$1,890 | \$2,520 | \$17,010 |
| | 9 Grouted Cobble Median | 3,500 | SF | \$20.00 | 100% | \$70,000 | \$10,500 | \$14,000 | \$94,500 |
| | 2 Signing & Striping (4-lanes) | 2,000 | LF | \$6.40 | 100% | \$12,800 | \$1,920 | \$2,560 | \$17,280 |
| | 3 Erosion Control | 15,000 | SF | \$0.20 | 100% | \$3,000 | \$450 | \$600 | \$4,050 |
| | 4 Traffic Signal Modification (Reset 2 Signals) | 1 | LS | \$105,850 | 100% | \$105,850 | \$15,878 | \$21,170 | \$142,898 |
| Total Sibley Street - Blue Ravine Road Intersection Improvements | | | | | | | | | \$309,527 |

EB Approach does not provide for a dedicated Right Turn-Lane.

(Reconfigure NB Approach to Consist of 2 Left-Turn Lane, 2 Thru Lanes & 1 Right Turn-Lane)

FOLSOM PLAN AREA
Backbone Infrastructure
Construction Cost Estimate

7919.000

| Section | Description | Qty. | Unit | Unit Cost | Pct. Remaining | Const. Costs | Soft Costs (15%) | Contingency (20%) | Total |
|---|---|--------|------|-------------|-------------------|--------------|---------------------|----------------------|------------------|
| Backbone Infrastructure Roadways - Off-Site Roadway Improvements (Continued) | | | | | | | | | |
| East Bidwell Street - Nesmith Court Intersection Improvements (OFF 3) | | | | | | | | | |
| | 1 Clear and Grub | 16,000 | SF | \$0.04 | 100% | \$640 | \$96 | \$128 | \$864 |
| | 2 Sawcut Asphalt Concrete | 800 | LF | \$1.60 | 100% | \$1,280 | \$192 | \$256 | \$1,728 |
| | 3 Roadway Excavation | 590 | CY | \$11.00 | 100% | \$6,490 | \$974 | \$1,298 | \$8,762 |
| | 4 Subgrade Preparation | 9,000 | SF | \$0.60 | 100% | \$5,400 | \$810 | \$1,080 | \$7,290 |
| | 5 3" Asphalt Concrete Paving | 88 | TON | \$87.40 | 100% | \$7,648 | \$1,147 | \$1,530 | \$10,324 |
| | 6 6" Asphalt Concrete Paving | 175 | TON | \$87.40 | 100% | \$15,295 | \$2,294 | \$3,059 | \$20,648 |
| | 7 15" Aggregate Base | 417 | TON | \$26.00 | 100% | \$10,834 | \$1,625 | \$2,167 | \$14,626 |
| | 8 18" Aggregate Base | 500 | TON | \$26.00 | 100% | \$13,000 | \$1,950 | \$2,600 | \$17,550 |
| | 9 Curb & Gutter, Type 2 (Vertical Curb) | 50 | LF | \$27.00 | 100% | \$1,350 | \$203 | \$270 | \$1,823 |
| | 10 Concrete Sidewalk | 300 | SF | \$7.50 | 100% | \$2,250 | \$338 | \$450 | \$3,038 |
| | 11 Signing & Striping (4-lanes) | 800 | LF | \$6.40 | 100% | \$5,120 | \$768 | \$1,024 | \$6,912 |
| | 12 Erosion Control | 16,000 | SF | \$0.20 | 100% | \$3,200 | \$480 | \$640 | \$4,320 |
| | 13 Roadside Ditch | 740 | LF | \$5.30 | 100% | \$3,922 | \$588 | \$784 | \$5,295 |
| | 14 Traffic Signal Modification (Reset 1 Signal) | 1 | LS | \$52,925.00 | 100% | \$52,925 | \$7,939 | \$10,585 | \$71,449 |
| Total East Bidwell Street - Nesmith Court Intersection Improvements | | | | | | | | | \$174,627 |

(Reconfigure WB Approach to Consist of 1 Left-Turn Lane, 1 Shared Thru Left-Turn Lane & 1 Right Turn-Lane)

FOLSOM PLAN AREA
Backbone Infrastructure
Construction Cost Estimate

7919.000

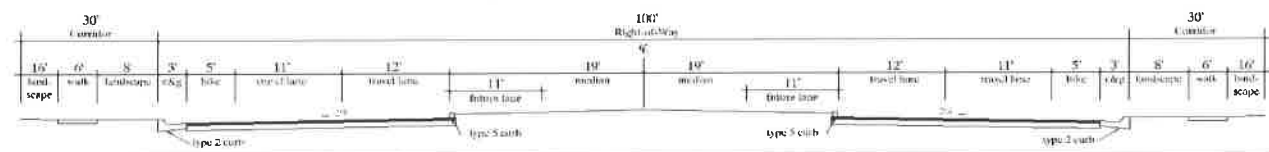
| Section | Description | Qty. | Unit | Unit Cost | Pct. Remaining | Const. Costs | Soft Costs (15%) | Contingency (20%) | Total |
|--|---|------|------|------------|-------------------|--------------|---------------------|----------------------|--------------------|
| Backbone Infrastructure Roadways - Off-Site Roadway Improvements (Continued) | | | | | | | | | |
| Serpa Way - Iron Point Road Intersection Improvements (OFF 4) | | | | | | | | | |
| | 1 Remove Pavement Marking | 19 | SF | \$2.20 | 100% | \$42 | \$6 | \$8 | \$56 |
| | 2 Place Pavement Marking (2 total) | 54 | SF | \$10.60 | 100% | \$572 | \$86 | \$114 | \$773 |
| | 3 Replace Traffic Signal Signage | 1 | EA | \$530.00 | 100% | \$530 | \$80 | \$106 | \$716 |
| | 4 Traffic Signal Modification (Reset Signal Phasing) | 1 | LS | \$5,293.00 | 100% | \$5,293 | \$794 | \$1,059 | \$7,146 |
| | Total Serpa Way - Iron Point Road Intersection Improvements | | | | | | | | \$8,690 |
| (Reconfigure NB Approach to Consist of 1 Left-Turn Lane, 1 Shared Thru Left-Turn Lane & 1 Right Turn-Lane) | | | | | | | | | |
| | Total Offsite Roadway Improvements | | | | | | | | \$2,247,444 |
| | Total Offsite Roadway Improvements Fair Share Cost (50/50 Split with City) | | | | | | | | \$1,123,722 |

**Folsom Plan Area
Backbone Infrastructure
Construction Cost Estimate**

**Cost Per Linear Foot
Alder Creek Parkway
ACP 1 & ACP 5 (TI=10)
6-Lane Major Arterial (4 Lane Road & 2 Future Lanes)**

| Item | Description | Qty. | Unit | Unit Cost | Per Foot Cost |
|-----------------|---|------|------|-----------|-----------------|
| 1 | Subgrade Preparation | 62 | SF | \$0.60 | \$37.20 |
| 2 | 6" Asphalt Concrete over 13" Aggregate Base | 56 | SF | \$7.50 | \$420.00 |
| 3 | Curb & Gutter, Type 2 (Vertical Curb) | 2 | LF | \$27.00 | \$54.00 |
| 4 | Median Curb, Type 5 (Barrier Curb) | 2 | LF | \$20.00 | \$40.00 |
| 5 | Median Landscaping & Irrigation (CNL & Street Trees) | 15 | SF | \$7.00 | \$105.00 |
| 6 | Median Landscaping & Irrigation (Future Travel Lanes) | 22 | SF | \$5.00 | \$110.00 |
| 7 | PCC Sidewalk w/6" AB | 12 | SF | \$7.50 | \$90.00 |
| 8 | Signing & Striping (4-lanes) | 4 | LF | \$1.60 | \$6.40 |
| 9 | Street Lights (Type A, 220' spacing, both sides) | 1 | LF | \$53.00 | \$53.00 |
| Subtotal | | | | | \$915.60 |
| Use | | | | | \$920.00 |

**Alder Creek Parkway
6 Lane Major Arterial (4 Lane Road & 2 Future Lanes)**

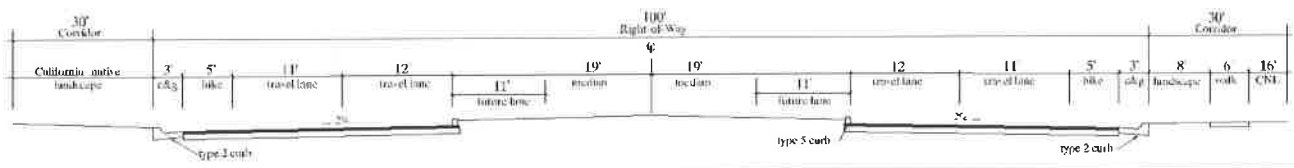


**Folsom Plan Area
Backbone Infrastructure
Construction Cost Estimate**

**Cost Per Linear Foot
Alder Creek Parkway
ACP 2 thru ACP 4 (TI=10)
6-Lane Major Arterial (4 Lane Road & 2 Future Lanes)**

| Item | Description | Qty. | Unit | Unit Cost | Per Foot Cost |
|-----------------|---|------|------|-----------|-----------------|
| 1 | Subgrade Preparation | 62 | SF | \$0.60 | \$37.20 |
| 2 | 6" Asphalt Concrete over 13" Aggregate Base | 56 | SF | \$7.50 | \$420.00 |
| 3 | Curb & Gutter, Type 2 (Vertical Curb) | 2 | LF | \$27.00 | \$54.00 |
| 4 | Median Curb, Type 5 (Barrier Curb) | 2 | LF | \$20.00 | \$40.00 |
| 5 | Median Landscaping & Irrigation (CNL & Street Trees) | 15 | SF | \$7.00 | \$105.00 |
| 6 | Median Landscaping & Irrigation (Future Travel Lanes) | 22 | SF | \$5.00 | \$110.00 |
| 7 | PCC Sidewalk w/6" AB | 6 | SF | \$7.50 | \$45.00 |
| 8 | Signing & Striping (4-lanes) | 4 | LF | \$1.60 | \$6.40 |
| 9 | Street Lights (Type A, 220' spacing, both sides) | 1 | LF | \$53.00 | \$53.00 |
| Subtotal | | | | | \$870.60 |
| Use | | | | | \$880.00 |

**Alder Creek Parkway
6 Lane Major Arterial (4 Lane Road & 2 Future Lanes)**

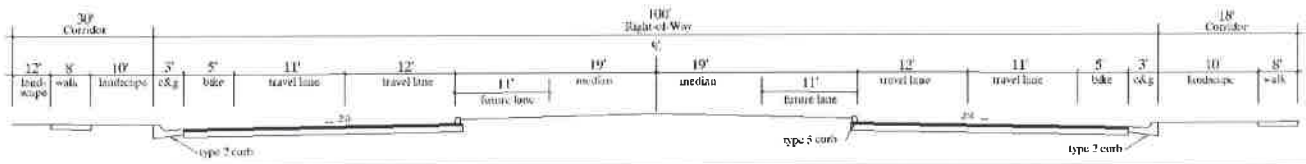


**Folsom Plan Area
Backbone Infrastructure
Construction Cost Estimate**

**Cost Per Linear Foot
Alder Creek Parkway
ACP 6 (TI=10)
6-Lane Major Arterial (4 Lane Road & 2 Future Lanes)**

| Item | Description | Qty. | Unit | Unit Cost | Per Foot Cost |
|-----------------|---|------|------|-----------|-----------------|
| 1 | Subgrade Preparation | 62 | SF | \$0.60 | \$37.20 |
| 2 | 6" Asphalt Concrete over 13" Aggregate Base | 56 | SF | \$7.50 | \$420.00 |
| 3 | Curb & Gutter, Type 2 (Vertical Curb) | 2 | LF | \$27.00 | \$54.00 |
| 4 | Median Curb, Type 5 (Barrier Curb) | 2 | LF | \$20.00 | \$40.00 |
| 5 | Median Landscaping & Irrigation (CNL & Street Trees) | 15 | SF | \$7.00 | \$105.00 |
| 6 | Median Landscaping & Irrigation (Future Travel Lanes) | 22 | SF | \$5.00 | \$110.00 |
| 7 | PCC Sidewalk w/6" AB | 16 | SF | \$7.50 | \$120.00 |
| 8 | Signing & Striping (4-lanes) | 4 | LF | \$1.60 | \$6.40 |
| 9 | Street Lights (Type A, 220' spacing, both sides) | 1 | LF | \$53.00 | \$53.00 |
| Subtotal | | | | | \$945.60 |
| Use | | | | | \$950.00 |

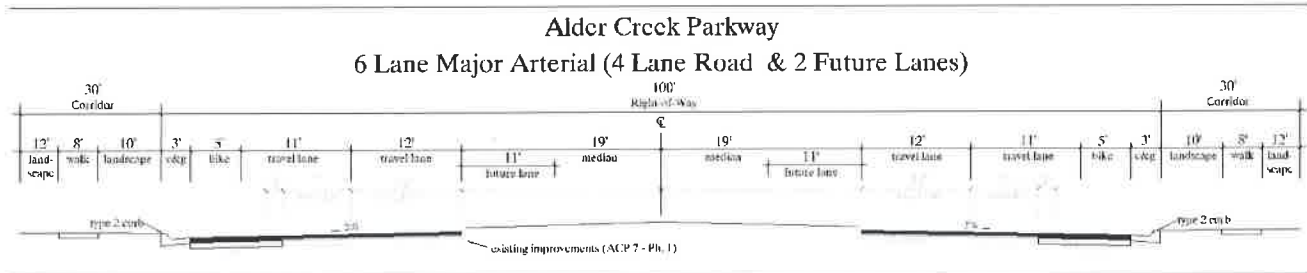
**Alder Creek Parkway
6 Lane Major Arterial (4 Lane Road & 2 Future Lanes)**



**Folsom Plan Area
Backbone Infrastructure
Construction Cost Estimate**

**Cost Per Linear Foot
Alder Creek Parkway
ACP 7 (TI=10)
6-Lane Major Arterial (4 Lane Road & 2 Future Lanes)**

| Item | Description | Qty. | Unit | Unit Cost | Per Foot Cost |
|-----------------|---|------|------|-----------|-----------------|
| 1 | Subgrade Preparation | 20 | SF | \$0.60 | \$12.00 |
| 2 | 2" Asphalt Concrete Paving Overlay | 38 | SF | \$1.60 | \$60.80 |
| 3 | 6" Asphalt Concrete over 13" Aggregate Base | 18 | SF | \$7.50 | \$135.00 |
| 4 | Curb & Gutter, Type 2 (Vertical Curb) | 2 | LF | \$27.00 | \$54.00 |
| 5 | Median Landscaping & Irrigation (CNL & Street Trees) | 15 | SF | \$7.00 | \$105.00 |
| 6 | Median Landscaping & Irrigation (Future Travel Lanes) | 22 | SF | \$5.00 | \$110.00 |
| 7 | PCC Sidewalk w/6" AB | 16 | SF | \$7.50 | \$120.00 |
| 8 | Signing & Striping (4-lanes) | 4 | LF | \$1.60 | \$6.40 |
| 9 | Street Lights (Type A, 220' spacing, both sides) | 1 | LF | \$53.00 | \$53.00 |
| Subtotal | | | | | \$656.20 |
| Use | | | | | \$660.00 |

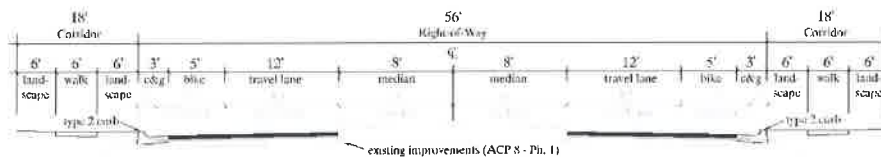


**Folsom Plan Area
Backbone Infrastructure
Construction Cost Estimate**

**Cost Per Linear Foot
Alder Creek Parkway
ACP 8 (TI=7)
2 Lane Collector**

| Item | Description | Qty. | Unit | Unit Cost | Per Foot Cost |
|------|--|------|------|-----------------|-----------------|
| 1 | 2" Asphalt Concrete Paving Overlay | 34 | SF | \$1.60 | \$54.40 |
| 2 | Curb & Gutter, Type 2 (Vertical Curb) | 2 | LF | \$27.00 | \$54.00 |
| 3 | Median Landscaping & Irrigation (CNL & Street Trees) | 15 | SF | \$7.00 | \$105.00 |
| 4 | PCC Sidewalk w/6" AB | 12 | SF | \$7.50 | \$90.00 |
| 5 | Signing & Striping (2-lanes) | 2 | LF | \$1.60 | \$3.20 |
| 6 | Street Lights (Type A, 220' spacing, both sides) | 1 | LF | \$53.00 | \$53.00 |
| | | | | Subtotal | \$359.60 |
| | | | | Use | \$360.00 |

**Alder Creek Parkway
2-lane Collector**

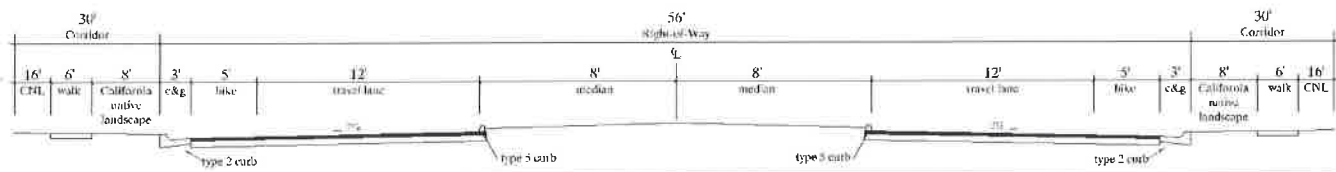


**Folsom Plan Area
Backbone Infrastructure
Construction Cost Estimate**

**Cost Per Linear Foot
Mangini Parkway
MP 1A (TI=7)
2 Lane Collector**

| Item | Description | Qty. | Unit | Unit Cost | Per Foot Cost |
|------|--|------|------|-----------------|-----------------|
| 1 | Subgrade Preparation | 40 | SF | \$0.60 | \$24.00 |
| 2 | 4" Asphalt Concrete over 8.5" Aggregate Base | 34 | SF | \$4.70 | \$159.80 |
| 3 | Curb & Gutter, Type 2 (Vertical Curb) | 2 | LF | \$27.00 | \$54.00 |
| 4 | Median Curb, Type 5 (Barrier Curb) | 2 | LF | \$20.00 | \$40.00 |
| 5 | Median Landscaping & Irrigation (CNL & Street Trees) | 15 | SF | \$7.00 | \$105.00 |
| 6 | PCC Sidewalk w/6" AB | 12 | SF | \$7.50 | \$90.00 |
| 7 | Signing & Striping (2-lanes) | 2 | LF | \$1.60 | \$3.20 |
| 8 | Street Lights (Type A, 220' spacing, both sides) | 1 | LF | \$53.00 | \$53.00 |
| | | | | Subtotal | \$529.00 |
| | | | | Use | \$530.00 |

**Mangini Parkway
2-lane Collector**

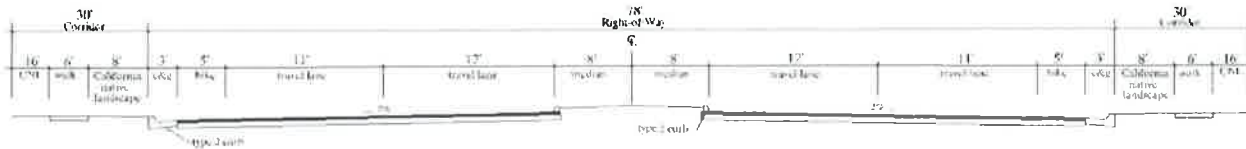


**Folsom Plan Area
Backbone Infrastructure
Construction Cost Estimate**

**Cost Per Linear Foot
Mangini Parkway
MP 1B (TI=9)
4-Lane Major Arterial**

| Item | Description | Qty. | Unit | Unit Cost | Per Foot Cost |
|------|--|------|------|-----------------|-----------------|
| 1 | Subgrade Preparation | 62 | SF | \$0.60 | \$37.20 |
| 2 | 5.5" Asphalt Concrete over 11" Aggregate Base | 56 | SF | \$5.70 | \$319.20 |
| 3 | Curb & Gutter, Type 2 (Vertical Curb) | 2 | LF | \$27.00 | \$54.00 |
| 4 | Median Curb, Type 5 (Barrier Curb) | 2 | LF | \$20.00 | \$40.00 |
| 5 | Median Landscaping & Irrigation (CNL & Street Trees) | 15 | SF | \$7.00 | \$105.00 |
| 6 | PCC Sidewalk w/6" AB | 12 | SF | \$7.50 | \$90.00 |
| 7 | Signing & Striping (4-lanes) | 4 | LF | \$1.60 | \$6.40 |
| 8 | Street Lights (Type A, 220' spacing, both sides) | 1 | LF | \$53.00 | \$53.00 |
| | | | | Subtotal | \$704.80 |
| | | | | Use | \$710.00 |

**Mangini Parkway
4 Lane Major Arterial**

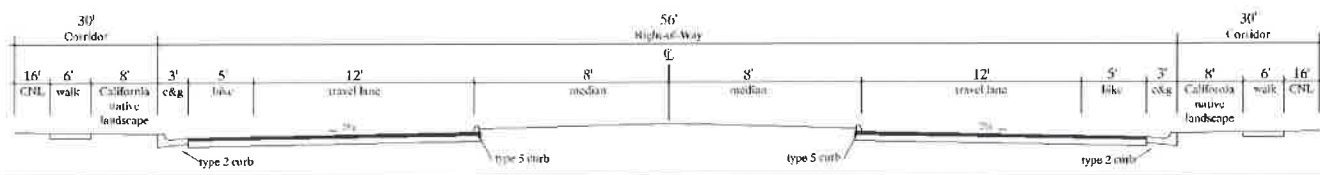


**Folsom Plan Area
Backbone Infrastructure
Construction Cost Estimate**

**Cost Per Linear Foot
Mangini Parkway
MP 2 Thru MP 4 and MP 8 (TI=7)
2 Lane Collector**

| Item | Description | Qty. | Unit | Unit Cost | Per Foot Cost |
|------|--|------|------|-----------------|-----------------|
| 1 | Subgrade Preparation | 40 | SF | \$0.60 | \$24.00 |
| 2 | 4" Asphalt Concrete over 8.5" Aggregate Base | 34 | SF | \$4.70 | \$159.80 |
| 3 | Curb & Gutter, Type 2 (Vertical Curb) | 2 | LF | \$27.00 | \$54.00 |
| 4 | Median Curb, Type 5 (Barrier Curb) | 2 | LF | \$20.00 | \$40.00 |
| 5 | Median Landscaping & Irrigation (CNL & Street Trees) | 15 | SF | \$7.00 | \$105.00 |
| 6 | PCC Sidewalk w/6" AB | 12 | SF | \$7.50 | \$90.00 |
| 7 | Signing & Striping (2-lanes) | 2 | LF | \$1.60 | \$3.20 |
| 8 | Street Lights (Type A, 220' spacing, both sides) | 1 | LF | \$53.00 | \$53.00 |
| | | | | Subtotal | \$529.00 |
| | | | | Use | \$530.00 |

**Mangini Parkway
2-lane Collector**

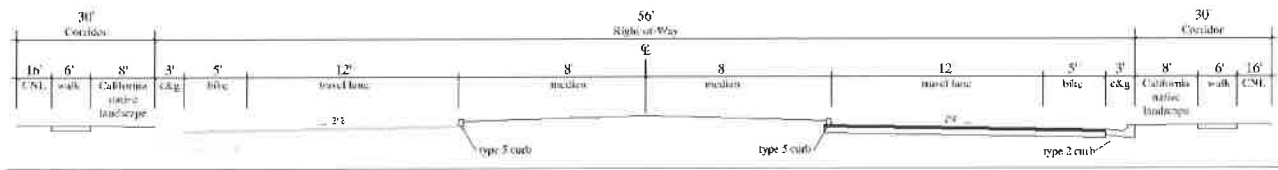


**Folsom Plan Area
Backbone Infrastructure
Construction Cost Estimate**

**Cost Per Linear Foot
Mangini Parkway
MP 7 (TI=7)
2 Lane Collector**

| Item | Description | Qty. | Unit | Unit Cost | Per Foot Cost |
|------|--|------|------|-----------------|-----------------|
| 1 | Subgrade Preparation | 20 | SF | \$0.60 | \$12.00 |
| 2 | 4" Asphalt Concrete over 8.5" Aggregate Base | 17 | SF | \$4.70 | \$79.90 |
| 3 | Curb & Gutter, Type 2 (Vertical Curb) | 1 | LF | \$27.00 | \$27.00 |
| 4 | Median Curb, Type 5 (Barrier Curb) | 2 | LF | \$20.00 | \$40.00 |
| 5 | Median Landscaping & Irrigation (CNL & Street Trees) | 15 | SF | \$7.00 | \$105.00 |
| 6 | PCC Sidewalk w/6" AB | 12 | SF | \$7.50 | \$90.00 |
| 7 | Signing & Striping (2-lanes) | 2 | LF | \$1.60 | \$3.20 |
| 8 | Street Lights (Type A, 220' spacing, both sides) | 1 | LF | \$53.00 | \$53.00 |
| | | | | Subtotal | \$410.10 |
| | | | | Use | \$420.00 |

**Mangini Parkway
2-lane Collector**

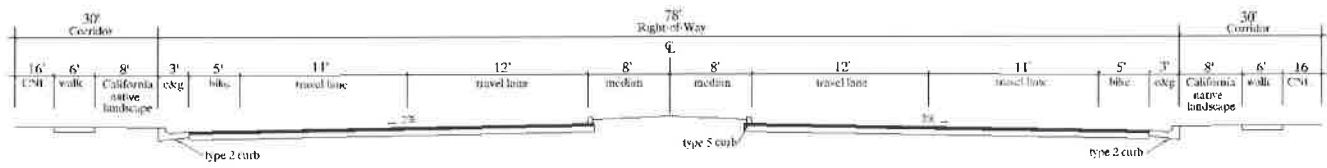


**Folsom Plan Area
Backbone Infrastructure
Construction Cost Estimate**

**Preliminary Cost Per Linear Foot
Oak Avenue Parkway
OAP 1 (TI=9)
4 Lane Major Arterial**

| Item | Description | Qty. | Unit | Unit Cost | Per Foot Cost |
|-----------------|--|------|------|-----------|-----------------|
| 1 | Subgrade Preparation | 62 | SF | \$0.60 | \$37.20 |
| 2 | 5.5" Asphalt Concrete over 11" Aggregate Base | 56 | SF | \$5.70 | \$319.20 |
| 3 | Curb & Gutter, Type 2 (Vertical Curb) | 2 | LF | \$27.00 | \$54.00 |
| 4 | Median Curb, Type 5 (Barrier Curb) | 2 | LF | \$20.00 | \$40.00 |
| 5 | Median Landscaping & Irrigation (CNL & Street Trees) | 15 | SF | \$7.00 | \$105.00 |
| 6 | PCC Sidewalk w/6" AB | 12 | SF | \$7.50 | \$90.00 |
| 7 | Signing & Striping (4-lanes) | 4 | LF | \$1.60 | \$6.40 |
| 8 | Street Lights (Type A, 220' spacing, both sides) | 1 | LF | \$53.00 | \$53.00 |
| Subtotal | | | | | \$704.80 |
| Use | | | | | \$710.00 |

**Oak Avenue Parkway
4 Lane Major Arterial**

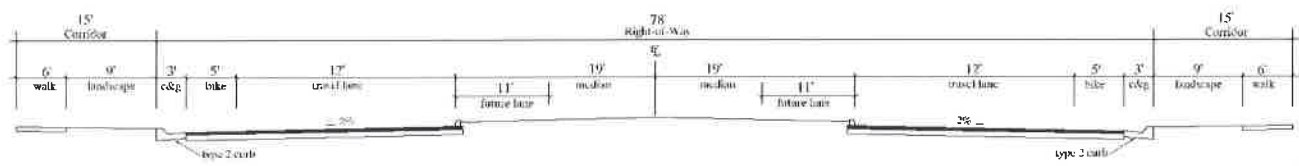


**Folsom Plan Area
Backbone Infrastructure
Construction Cost Estimate**

**Cost Per Linear Foot
Oak Avenue Parkway
OAP 2 thru OAP 5 - Phase 1 (TI=9)
4-Lane Major Arterial (2 Lane Road & 2 Future Lanes)**

| Item | Description | Qty. | Unit | Unit Cost | Per Foot Cost |
|------|---|------|------|-----------------|-----------------|
| 1 | Subgrade Preparation | 40 | SF | \$0.60 | \$24.00 |
| 2 | 5.5" Asphalt Concrete over 11" Aggregate Base | 34 | SF | \$5.70 | \$193.80 |
| 3 | Curb & Gutter, Type 2 (Vertical Curb) | 2 | LF | \$27.00 | \$54.00 |
| 4 | Median Curb, Type 5 (Barrier Curb) | 2 | LF | \$20.00 | \$40.00 |
| 5 | Median Landscaping & Irrigation (CNL & Street Trees) | 15 | SF | \$7.00 | \$105.00 |
| 6 | Median Landscaping & Irrigation (Future Travel Lanes) | 22 | SF | \$5.00 | \$110.00 |
| 7 | PCC Sidewalk w/6" AB | 12 | SF | \$7.50 | \$90.00 |
| 8 | Signing & Striping (2-lanes) | 2 | LF | \$1.60 | \$3.20 |
| 9 | Street Lights (Type A, 220' spacing, both sides) | 1 | LF | \$53.00 | \$53.00 |
| | | | | Subtotal | \$673.00 |
| | | | | Use | \$680.00 |

**Oak Avenue Parkway
4 Lane Major Arterial (2 Lane Road & 2 Future Lanes)**

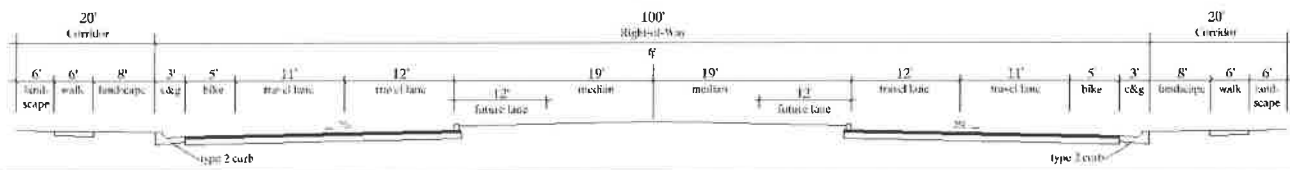


**Folsom Plan Area
Backbone Infrastructure
Construction Cost Estimate**

**Cost Per Linear Foot
East Bidwell Street
EBS 1A (TI=10)
6-Lane Major Arterial (4 Lane Road & 2 Future Lanes)**

| Item | Description | Qty. | Unit | Unit Cost | Per Foot Cost |
|-----------------|---|------|------|-----------|-----------------|
| 1 | Subgrade Preparation | 62 | SF | \$0.60 | \$37.20 |
| 2 | 6" Asphalt Concrete over 13" Aggregate Base | 56 | SF | \$7.50 | \$420.00 |
| 3 | Curb & Gutter, Type 2 (Vertical Curb) | 2 | LF | \$27.00 | \$54.00 |
| 4 | Median Curb, Type 5 (Barrier Curb) | 2 | LF | \$20.00 | \$40.00 |
| 5 | Median Landscaping & Irrigation (CNL & Street Trees) | 15 | SF | \$7.00 | \$105.00 |
| 6 | Median Landscaping & Irrigation (Future Travel Lanes) | 22 | SF | \$5.00 | \$110.00 |
| 7 | PCC Sidewalk w/6" AB | 12 | SF | \$7.50 | \$90.00 |
| 8 | Signing & Striping (4-lanes) | 4 | LF | \$1.60 | \$6.40 |
| 9 | Street Lights (Type A, 220' spacing, both sides) | 1 | LF | \$53.00 | \$53.00 |
| Subtotal | | | | | \$915.60 |
| Use | | | | | \$920.00 |

**East Bidwell Street
6 Lane Major Arterial (4 Lane Road & 2 Future Lanes)**

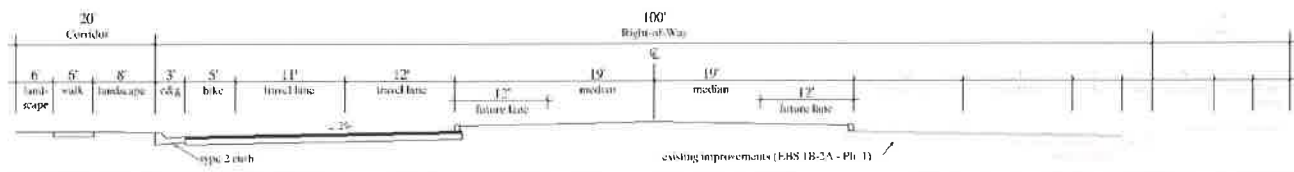


**Folsom Plan Area
Backbone Infrastructure
Construction Cost Estimate**

**Cost Per Linear Foot
East Bidwell Street
EBS 1B, 2A (TI=10)
6-Lane Major Arterial (4 Lane Road & 2 Future Lanes)**

| Item | Description | Qty. | Unit | Unit Cost | Per Foot Cost |
|------|---|------|------|-----------------|-----------------|
| 1 | Subgrade Preparation | 31 | SF | \$0.60 | \$18.60 |
| 2 | 6" Asphalt Concrete over 13" Aggregate Base | 28 | SF | \$7.50 | \$210.00 |
| 3 | Curb & Gutter, Type 2 (Vertical Curb) | 1 | LF | \$27.00 | \$27.00 |
| 4 | Median Curb, Type 5 (Barrier Curb) | 2 | LF | \$20.00 | \$40.00 |
| 5 | Median Landscaping & Irrigation (CNL & Street Trees) | 14 | SF | \$7.00 | \$98.00 |
| 6 | Median Landscaping & Irrigation (Future Travel Lanes) | 23 | SF | \$5.00 | \$115.00 |
| 7 | PCC Sidewalk w/6" AB | 6 | SF | \$7.50 | \$45.00 |
| 8 | Signing & Striping (4-lanes) | 4 | LF | \$1.60 | \$6.40 |
| 9 | Street Lights (Type A, 220' spacing, both sides) | 0.5 | LF | \$53.00 | \$26.50 |
| | | | | Subtotal | \$586.50 |
| | | | | Use | \$590.00 |

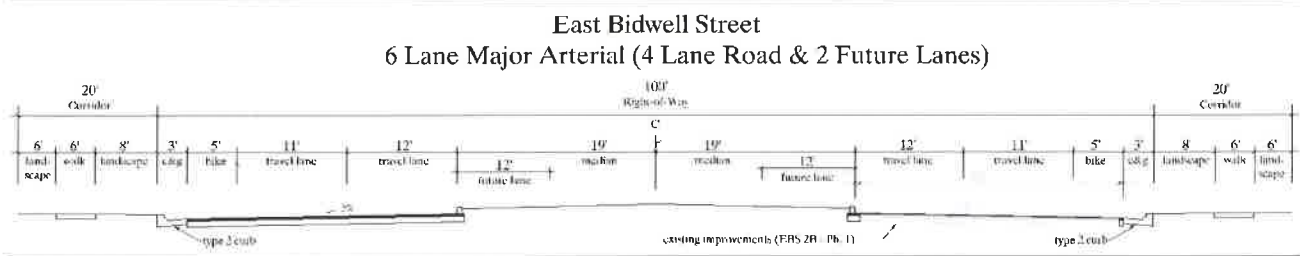
**East Bidwell Street
6 Lane Major Arterial (4 Lane Road & 2 Future Lanes)**



**Folsom Plan Area
Backbone Infrastructure
Construction Cost Estimate**

**Cost Per Linear Foot
East Bidwell Street
EBS 2B (TI=10)
6-Lane Major Arterial (4 Lane Road & 2 Future Lanes)**

| Item | Description | Qty. | Unit | Unit Cost | Per Foot Cost |
|------|---|------|------|-----------------|-----------------|
| 1 | Subgrade Preparation | 36 | SF | \$0.60 | \$21.60 |
| 2 | 3" Asphalt Concrete Overlay | 26 | SF | \$2.40 | \$62.40 |
| 3 | 6" Asphalt Concrete over 13" Aggregate Base | 30 | SF | \$7.50 | \$225.00 |
| 4 | Curb & Gutter, Type 2 (Vertical Curb) | 2 | LF | \$27.00 | \$54.00 |
| 5 | Median Curb, Type 5 (Barrier Curb) | 2 | LF | \$20.00 | \$40.00 |
| 6 | Median Landscaping & Irrigation (CNL & Street Trees) | 14 | SF | \$7.00 | \$98.00 |
| 7 | Median Landscaping & Irrigation (Future Travel Lanes) | 23 | SF | \$5.00 | \$115.00 |
| 8 | PCC Sidewalk w/6" AB | 12 | SF | \$7.50 | \$90.00 |
| 9 | Signing & Striping (4-lanes) | 4 | LF | \$1.60 | \$6.40 |
| 10 | Street Lights (Type A, 220' spacing, both sides) | 0.5 | LF | \$53.00 | \$26.50 |
| | | | | Subtotal | \$738.90 |
| | | | | Use | \$740.00 |

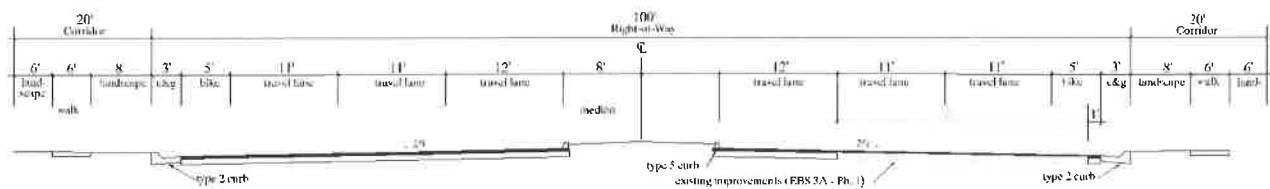


**Folsom Plan Area
Backbone Infrastructure
Construction Cost Estimate**

**Cost Per Linear Foot
East Bidwell Street
EBS 3A (TI=10)
6-Lane Major Arterial**

| Item | Description | Qty. | Unit | Unit Cost | Per Foot Cost |
|------|--|------|------|-----------------|-----------------|
| 1 | Subgrade Preparation | 58 | SF | \$0.60 | \$34.80 |
| 2 | 3" Asphalt Concrete Overlay | 26 | SF | \$2.40 | \$62.40 |
| 3 | 6" Asphalt Concrete over 13" Aggregate Base | 52 | SF | \$7.50 | \$390.00 |
| 4 | Curb & Gutter, Type 2 (Vertical Curb) | 2 | LF | \$27.00 | \$54.00 |
| 5 | Median Curb, Type 5 (Barrier Curb) | 2 | LF | \$20.00 | \$40.00 |
| 6 | Median Landscaping & Irrigation (CNL & Street Trees) | 15 | SF | \$7.00 | \$105.00 |
| 7 | PCC Sidewalk w/6" AB | 12 | SF | \$7.50 | \$90.00 |
| 8 | Signing & Striping (6-lanes) | 6 | LF | \$1.60 | \$9.60 |
| 9 | Street Lights (Type A, 220' spacing, both sides) | 1 | LF | \$53.00 | \$53.00 |
| | | | | Subtotal | \$838.80 |
| | | | | Use | \$840.00 |

**East Bidwell Street
6 Lane Major Arterial**

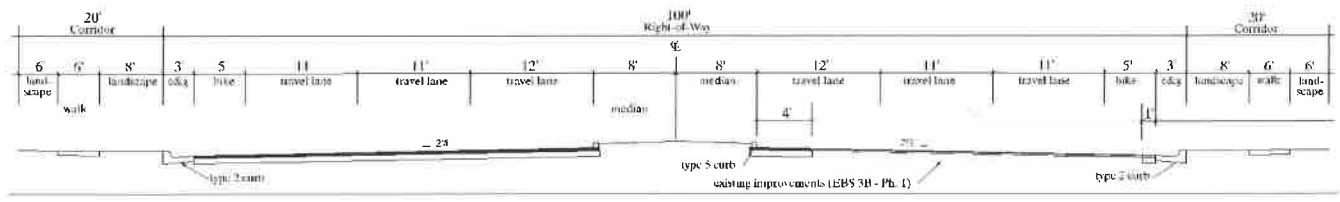


**Folsom Plan Area
Backbone Infrastructure
Construction Cost Estimate**

**Cost Per Linear Foot
East Bidwell Street
EBS 3B (TI=10)
6-Lane Major Arterial**

| Item | Description | Qty. | Unit | Unit Cost | Per Foot Cost |
|-----------------|--|------|------|-----------|-----------------|
| 1 | Subgrade Preparation | 50 | SF | \$0.60 | \$30.00 |
| 2 | 3" Asphalt Concrete Overlay | 34 | SF | \$2.40 | \$81.60 |
| 3 | 6" Asphalt Concrete over 13" Aggregate Base | 44 | SF | \$7.50 | \$330.00 |
| 4 | Curb & Gutter, Type 2 (Vertical Curb) | 2 | LF | \$27.00 | \$54.00 |
| 5 | Median Curb, Type 5 (Barrier Curb) | 2 | LF | \$20.00 | \$40.00 |
| 6 | Median Landscaping & Irrigation (CNL & Street Trees) | 15 | SF | \$7.00 | \$105.00 |
| 7 | PCC Sidewalk w/6" AB | 12 | SF | \$7.50 | \$90.00 |
| 8 | Signing & Striping (6-lanes) | 6 | LF | \$1.60 | \$9.60 |
| 9 | Street Lights (Type A, 220' spacing, both sides) | 1 | LF | \$53.00 | \$53.00 |
| Subtotal | | | | | \$793.20 |
| Use | | | | | \$800.00 |

**East Bidwell Street
6 Lane Major Arterial**

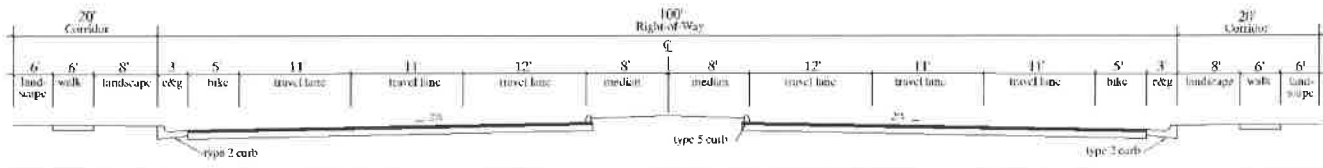


**Folsom Plan Area
Backbone Infrastructure
Construction Cost Estimate**

**Cost Per Linear Foot
East Bidwell Street
EBS 4 (TI=10)
6-Lane Major Arterial**

| Item | Description | Qty. | Unit | Unit Cost | Per Foot Cost |
|-----------------|--|------|------|-----------|-----------------|
| 1 | Subgrade Preparation | 84 | SF | \$0.60 | \$50.40 |
| 2 | 6" Asphalt Concrete over 13" Aggregate Base | 78 | SF | \$7.50 | \$585.00 |
| 3 | Curb & Gutter, Type 2 (Vertical Curb) | 2 | LF | \$27.00 | \$54.00 |
| 4 | Median Curb, Type 5 (Barrier Curb) | 2 | LF | \$20.00 | \$40.00 |
| 5 | Median Landscaping & Irrigation (CNL & Street Trees) | 15 | SF | \$7.00 | \$105.00 |
| 6 | PCC Sidewalk w/6" AB | 12 | SF | \$7.50 | \$90.00 |
| 7 | Signing & Striping (6-lanes) | 6 | LF | \$1.60 | \$9.60 |
| 8 | Street Lights (Type A, 220' spacing, both sides) | 1 | LF | \$53.00 | \$53.00 |
| Subtotal | | | | | \$987.00 |
| Use | | | | | \$990.00 |

**East Bidwell Street
6 Lane Major Arterial**

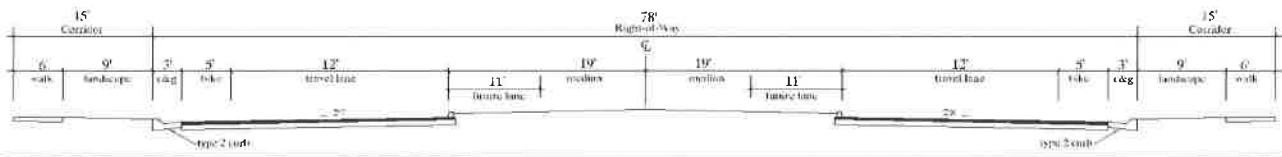


**Folsom Plan Area
Backbone Infrastructure
Construction Cost Estimate**

**Cost Per Linear Foot
Savannah Parkway
SP 1, SP 2, SP 3 (TI=9)
4-Lane Minor Arterial (2 Lane Road & 2 Future Lanes)**

| Item | Description | Qty. | Unit | Unit Cost | Per Foot Cost |
|-----------------|---|------|------|-----------|-----------------|
| 1 | Subgrade Preparation | 40 | SF | \$0.60 | \$24.00 |
| 2 | 5.5" Asphalt Concrete over 11" Aggregate Base | 34 | SF | \$5.70 | \$193.80 |
| 3 | Curb & Gutter, Type 2 (Vertical Curb) | 2 | LF | \$27.00 | \$54.00 |
| 4 | Median Curb, Type 5 (Barrier Curb) | 2 | LF | \$20.00 | \$40.00 |
| 5 | Median Landscaping & Irrigation (CNL & Street Trees) | 15 | SF | \$7.00 | \$105.00 |
| 6 | Median Landscaping & Irrigation (Future Travel Lanes) | 22 | SF | \$5.00 | \$110.00 |
| 7 | PCC Sidewalk w/6" AB | 12 | SF | \$7.50 | \$90.00 |
| 8 | Signing & Striping (2-lanes) | 2 | LF | \$1.60 | \$3.20 |
| 9 | Street Lights (Type A, 220' spacing, both sides) | 1 | LF | \$53.00 | \$53.00 |
| Subtotal | | | | | \$673.00 |
| Use | | | | | \$680.00 |

Savannah Parkway
4 Lane Minor Arterial (2 Lane Road & 2 Future Lanes)

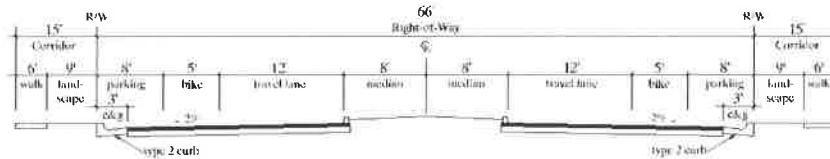


**Folsom Plan Area
Backbone Infrastructure
Construction Cost Estimate**

**Cost Per Linear Foot
Savannah Parkway
SP 4 (TI=7)
2-Lane Collector**

| Item | Description | Qty. | Unit | Unit Cost | Per Foot Cost |
|------|--|------|------|-----------------|-----------------|
| 1 | Subgrade Preparation | 50 | SF | \$0.60 | \$30.00 |
| 2 | 5.5" Asphalt Concrete over 11" Aggregate Base | 44 | SF | \$5.70 | \$250.80 |
| 3 | Curb & Gutter, Type 2 (Vertical Curb) | 2 | LF | \$27.00 | \$54.00 |
| 4 | Median Curb, Type 5 (Barrier Curb) | 2 | LF | \$20.00 | \$40.00 |
| 5 | Median Landscaping & Irrigation (CNL & Street Trees) | 16 | SF | \$7.00 | \$112.00 |
| 6 | PCC Sidewalk w/6" AB | 12 | SF | \$7.50 | \$90.00 |
| 7 | Signing & Striping (2-lanes) | 2 | LF | \$1.60 | \$3.20 |
| 8 | Street Lights (Type A, 220' spacing, both sides) | 1 | LF | \$53.00 | \$53.00 |
| | | | | Subtotal | \$633.00 |
| | | | | Use | \$640.00 |

**Savannah Parkway
2 Lane Collector**

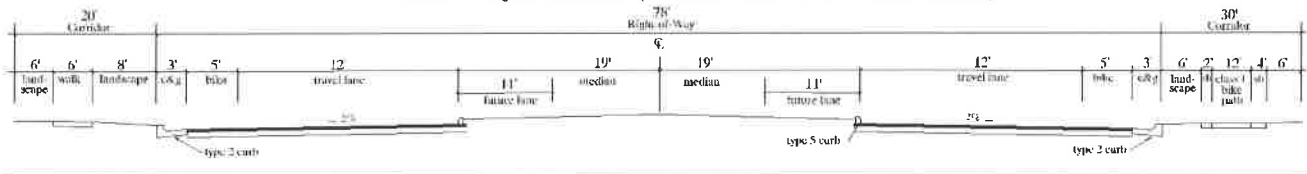


**Folsom Plan Area
Backbone Infrastructure
Construction Cost Estimate**

**Cost Per Linear Foot
Empire Ranch Road - Phase 1
ERR 1 thru ERR 3 (TI=10)
4 Lane Major Arterial (2 Lane Road & 2 Future Lanes)**

| Item | Description | Qty. | Unit | Unit Cost | Per Foot Cost |
|------|---|------|------|-----------------|-----------------|
| 1 | Subgrade Preparation | 40 | SF | \$0.60 | \$24.00 |
| 2 | 6" Asphalt Concrete over 13" Aggregate Base | 34 | SF | \$7.50 | \$255.00 |
| 3 | Curb & Gutter, Type 2 (Vertical Curb) | 2 | LF | \$27.00 | \$54.00 |
| 4 | Median Curb, Type 5 (Barrier Curb) | 2 | LF | \$20.00 | \$40.00 |
| 5 | Median Landscaping & Irrigation (CNL & Street Trees) | 15 | SF | \$7.00 | \$105.00 |
| 6 | Median Landscaping & Irrigation (Future Travel Lanes) | 22 | SF | \$5.00 | \$110.00 |
| 7 | PCC Sidewalk w/6" AB | 6 | SF | \$7.50 | \$45.00 |
| 8 | Signing & Striping (2-lanes) | 2 | LF | \$1.60 | \$3.20 |
| 9 | Street Lights (Type A, 220' spacing, both sides) | 1 | LF | \$53.00 | \$53.00 |
| | | | | Subtotal | \$689.20 |
| | | | | Use | \$690.00 |

**Empire Ranch Road
4 Lane Major Arterial (2 Lane Road & 2 Future Lanes)**

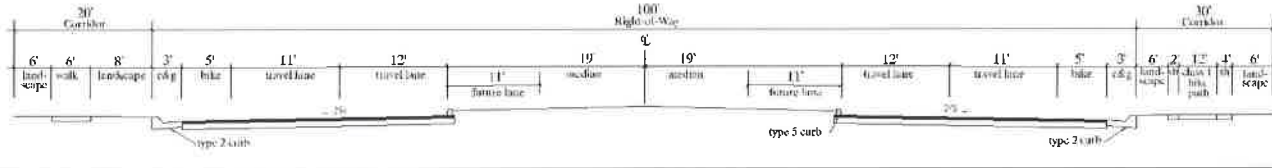


**Folsom Plan Area
Backbone Infrastructure
Construction Cost Estimate**

**Cost Per Linear Foot
Empire Ranch Road - Phase 1
ERR 4, ERR 5 (TI=10)
6 Lane Major Arterial (4 Lane Road & 2 Future Lanes)**

| Item | Description | Qty. | Unit | Unit Cost | Per Foot Cost |
|-----------------|---|------|------|-----------|-----------------|
| 1 | Subgrade Preparation | 62 | SF | \$0.60 | \$37.20 |
| 2 | 6" Asphalt Concrete over 13" Aggregate Base | 56 | SF | \$7.50 | \$420.00 |
| 3 | Curb & Gutter, Type 2 (Vertical Curb) | 2 | LF | \$27.00 | \$54.00 |
| 4 | Median Curb, Type 5 (Barrier Curb) | 2 | LF | \$20.00 | \$40.00 |
| 5 | Median Landscaping & Irrigation (CNL & Street Trees) | 15 | SF | \$1.60 | \$24.00 |
| 6 | Median Landscaping & Irrigation (Future Travel Lanes) | 22 | SF | \$5.00 | \$110.00 |
| 7 | PCC Sidewalk w/6" AB | 12 | SF | \$7.50 | \$90.00 |
| 8 | Signing & Striping (4-lanes) | 4 | LF | \$1.60 | \$6.40 |
| 9 | Street Lights (Type A, 220' spacing, both sides) | 1 | LF | \$53.00 | \$53.00 |
| Subtotal | | | | | \$834.60 |
| Use | | | | | \$840.00 |

**Empire Ranch Road
4 Lane Major Arterial (2 Lane Road & 2 Future Lanes)**

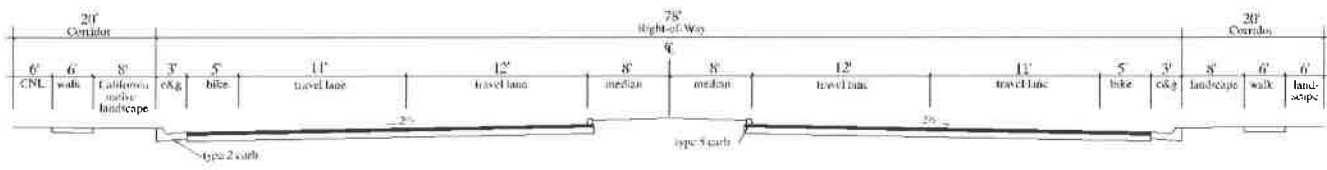


**Folsom Plan Area
Backbone Infrastructure
Construction Cost Estimate**

**Cost Per Linear Foot
Rowberry Drive
ROW 1- 2 (TI=9)
4-Lane Major Arterial**

| Item | Description | Qty. | Unit | Unit Cost | Per Foot Cost |
|-----------------|--|------|------|-----------|-----------------|
| 1 | Subgrade Preparation | 62 | SF | \$0.60 | \$37.20 |
| 2 | 5.5" Asphalt Concrete over 11" Aggregate Base | 56 | SF | \$5.70 | \$319.20 |
| 3 | Curb & Gutter, Type 2 (Vertical Curb) | 2 | LF | \$27.00 | \$54.00 |
| 4 | Median Curb, Type 5 (Barrier Curb) | 2 | LF | \$20.00 | \$40.00 |
| 5 | Median Landscaping & Irrigation (CNL & Street Trees) | 15 | SF | \$7.00 | \$105.00 |
| 6 | PCC Sidewalk w/6" AB | 12 | SF | \$7.50 | \$90.00 |
| 7 | Signing & Striping (4-lanes) | 4 | LF | \$1.60 | \$6.40 |
| 8 | Street Lights (Type A, 220' spacing, both sides) | 1 | LF | \$53.00 | \$53.00 |
| Subtotal | | | | | \$704.80 |
| Use | | | | | \$710.00 |

**Rowberry Road
4 Lane Major Arterial**

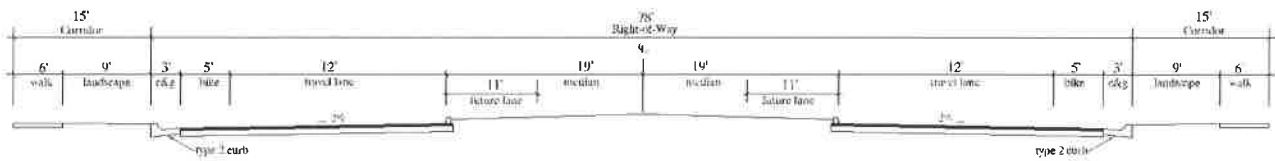


**Folsom Plan Area
Backbone Infrastructure
Construction Cost Estimate**

**Cost Per Linear Foot
Westwood Drive
WWD 1 (TI=9)
4-Lane Minor Arterial (2 Lane Road & 2 Future Lanes)**

| Item | Description | Qty. | Unit | Unit Cost | Per Foot Cost |
|-----------------|---|------|------|-----------|-----------------|
| 1 | Subgrade Preparation | 40 | SF | \$0.60 | \$24.00 |
| 2 | 5.5" Asphalt Concrete over 11" Aggregate Base | 34 | SF | \$7.50 | \$255.00 |
| 3 | Curb & Gutter, Type 2 (Vertical Curb) | 2 | LF | \$27.00 | \$54.00 |
| 4 | Median Curb, Type 5 (Barrier Curb) | 2 | LF | \$20.00 | \$40.00 |
| 5 | Median Landscaping & Irrigation (CNL & Street Trees) | 15 | SF | \$7.00 | \$105.00 |
| 6 | Median Landscaping & Irrigation (Future Travel Lanes) | 22 | SF | \$5.00 | \$110.00 |
| 7 | PCC Sidewalk w/6" AB | 12 | SF | \$7.50 | \$90.00 |
| 8 | Signing & Striping (2-lanes) | 2 | LF | \$1.60 | \$3.20 |
| 9 | Street Lights (Type A, 220' spacing, both sides) | 1 | LF | \$53.00 | \$53.00 |
| Subtotal | | | | | \$734.20 |
| Use | | | | | \$740.00 |

**Westwood Drive
4 Lane Minor Arterial (2 Lane Road & 2 Future Lanes)**

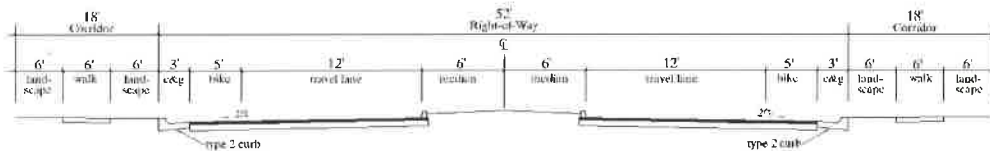


**Folsom Plan Area
Backbone Infrastructure
Construction Cost Estimate**

**Cost Per Linear Foot
Westwood Drive
WWD 2 (TI=7)
2-Lane Collector**

| Item | Description | Qty. | Unit | Unit Cost | Per Foot Cost |
|------|--|------|------|-----------------|-----------------|
| 1 | Subgrade Preparation | 40 | SF | \$0.60 | \$24.00 |
| 2 | 4" Asphalt Concrete over 8.5" Aggregate Base | 34 | SF | \$4.70 | \$159.80 |
| 3 | Curb & Gutter, Type 2 (Vertical Curb) | 2 | LF | \$27.00 | \$54.00 |
| 4 | Median Curb, Type 5 (Barrier Curb) | 2 | LF | \$20.00 | \$40.00 |
| 5 | Median Landscaping & Irrigation (CNL & Street Trees) | 11 | SF | \$7.00 | \$77.00 |
| 6 | PCC Sidewalk w/6" AB | 12 | SF | \$7.50 | \$90.00 |
| 7 | Signing & Striping (2-lanes) | 2 | LF | \$1.60 | \$3.20 |
| 8 | Street Lights (Type A, 220' spacing, both sides) | 1 | LF | \$53.00 | \$53.00 |
| | | | | Subtotal | \$501.00 |
| | | | | Use | \$510.00 |

**Westwood Drive
2 Lane Collector**

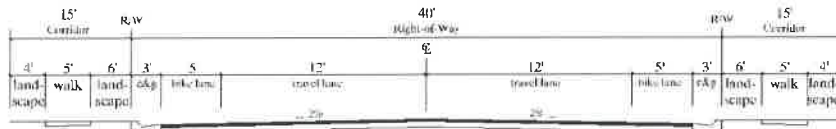


**Folsom Plan Area
Backbone Infrastructure
Construction Cost Estimate**

**Cost Per Linear Foot
Westwood Drive
WWD 3 (TI=7)
2 Lane Collector**

| Item | Description | Qty. | Unit | Unit Cost | Per Foot Cost |
|------|--|------|------|-----------------|-----------------|
| 1 | Subgrade Preparation | 40 | SF | \$0.60 | \$24.00 |
| 2 | 4" Asphalt Concrete over 8.5" Aggregate Base | 34 | SF | \$4.70 | \$159.80 |
| 3 | Curb & Gutter, Type 2 (Vertical Curb) | 2 | LF | \$27.00 | \$54.00 |
| 4 | Median Curb, Type 5 (Barrier Curb) | 2 | LF | \$20.00 | \$40.00 |
| 5 | PCC Sidewalk w/6" AB | 10 | SF | \$7.50 | \$75.00 |
| 6 | Signing & Striping (2-lanes) | 3 | LF | \$1.60 | \$4.80 |
| 7 | Street Lights (Type A, 220' spacing, both sides) | 1 | LF | \$53.00 | \$53.00 |
| | | | | Subtotal | \$410.60 |
| | | | | Use | \$420.00 |

**Westwood Drive
2 Lane Collector**

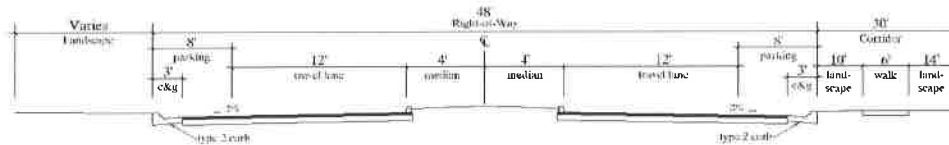


**Folsom Plan Area
Backbone Infrastructure
Construction Cost Estimate**

**Cost Per Linear Foot
Russell Ranch Road
RRR 1 (TI=7)
2 Lane Collector**

| Item | Description | Qty. | Unit | Unit Cost | Per Foot Cost |
|-----------------|--|------|------|-----------|-----------------|
| 1 | Subgrade Preparation | 40 | SF | \$0.60 | \$24.00 |
| 2 | 4" Asphalt Concrete over 12" Aggregate Base (1) | 34 | SF | \$5.60 | \$190.40 |
| 3 | Curb & Gutter, Type 2 (Vertical Curb) | 2 | LF | \$27.00 | \$54.00 |
| 4 | Median Curb, Type 5 (Barrier Curb) | 2 | LF | \$20.00 | \$40.00 |
| 5 | Median Landscaping & Irrigation (CNL & Street Trees) | 16 | SF | \$7.00 | \$112.00 |
| 6 | PCC Sidewalk w/6" AB | 6 | SF | \$7.50 | \$45.00 |
| 7 | Signing & Striping (2-lanes) | 2 | LF | \$1.60 | \$3.20 |
| 8 | Street Lights (Type A, 220' spacing, both sides) | 1 | LF | \$53.00 | \$53.00 |
| Subtotal | | | | | \$521.60 |
| Use | | | | | \$530.00 |

**Russell Ranch Road
2 Lane Collector**



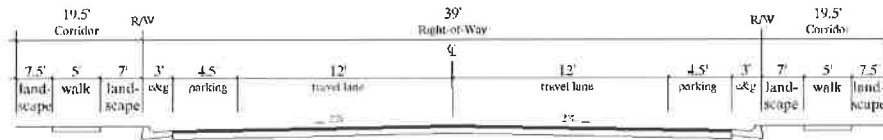
Note: (1) Pavement section is based on Geotechnical Engineering Study for Russell Ranch South Folsom California

**Folsom Plan Area
Backbone Infrastructure
Construction Cost Estimate**

**Cost Per Linear Foot
Scenic Vista Court
SVC 1 (TI=6)
2 Lane Residential Road**

| Item | Description | Qty. | Unit | Unit Cost | Per Foot Cost |
|------|---|------|------|-----------------|-----------------|
| 1 | Subgrade Preparation | 39 | SF | \$0.60 | \$23.40 |
| 2 | 3" Asphalt Concrete over 10.5" Aggregate Base (1) | 35 | SF | \$4.10 | \$143.50 |
| 3 | Curb & Gutter, Type 2 (Vertical Curb) | 2 | LF | \$27.00 | \$54.00 |
| 4 | Median Curb, Type 5 (Barrier Curb) | 2 | LF | \$20.00 | \$40.00 |
| 5 | PCC Sidewalk w/6" AB | 10 | SF | \$7.50 | \$75.00 |
| 6 | Signing & Striping (2-lanes) | 2 | LF | \$1.60 | \$3.20 |
| 7 | Street Lights (Type A, 220' spacing, both sides) | 1 | LF | \$53.00 | \$53.00 |
| | | | | Subtotal | \$392.10 |
| | | | | Use | \$400.00 |

Scenic Vista Court
2 Lane Residential



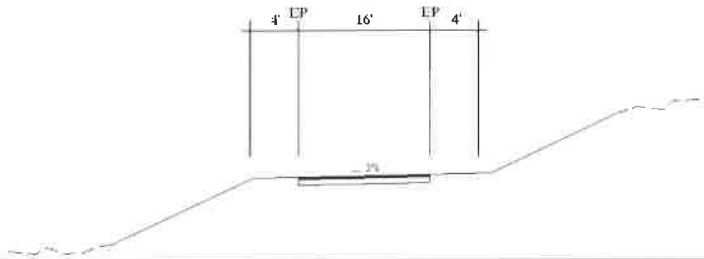
Note: (1) Pavement section is based on Geotechnical Engineering Study for Russell Ranch South Folsom California

**Folsom Plan Area
Backbone Infrastructure
Construction Cost Estimate**

**Cost Per Linear Foot
Sewer Pipe Line Access Road
ACP 1thru 6, OAP 2 thru4, MP 2-3, SS 1-2
1-Lane Access Road**

| Item | Description | Qty. | Unit | Unit Cost | Per Foot Cost |
|------|--|------|------|-----------------|----------------|
| 1 | Subgrade Preparation | 16 | SF | \$0.60 | \$9.60 |
| 2 | 3" Asphalt Concrete over 7.5" Aggregate Base | 16 | SF | \$3.90 | \$62.40 |
| | | | | Subtotal | \$72.00 |
| | | | | Use | \$80.00 |

Sewer Line Access Road

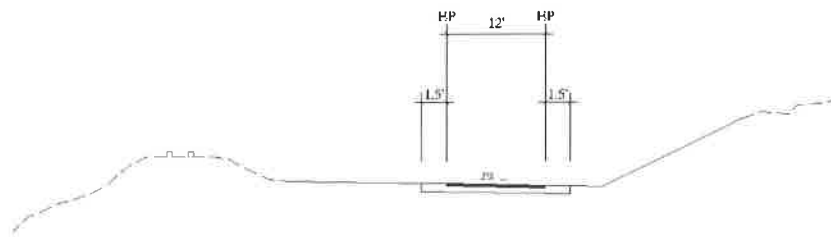


**Folsom Plan Area
Backbone Infrastructure
Construction Cost Estimate**

**Cost Per Linear Foot
Placerville Road Utility Corridor
PRC 1-4
1-Lane 69kV Access Road**

| Item | Description | Qty. | Unit | Unit Cost | Per Foot Cost |
|------|--|------|------|-----------------|----------------|
| 1 | Subgrade Preparation | 15 | SF | \$0.60 | \$9.00 |
| 2 | 3" Asphalt Concrete over 8" Aggregate Base | 12 | SF | \$3.90 | \$46.80 |
| | | | | Subtotal | \$55.80 |
| | | | | Use | \$60.00 |

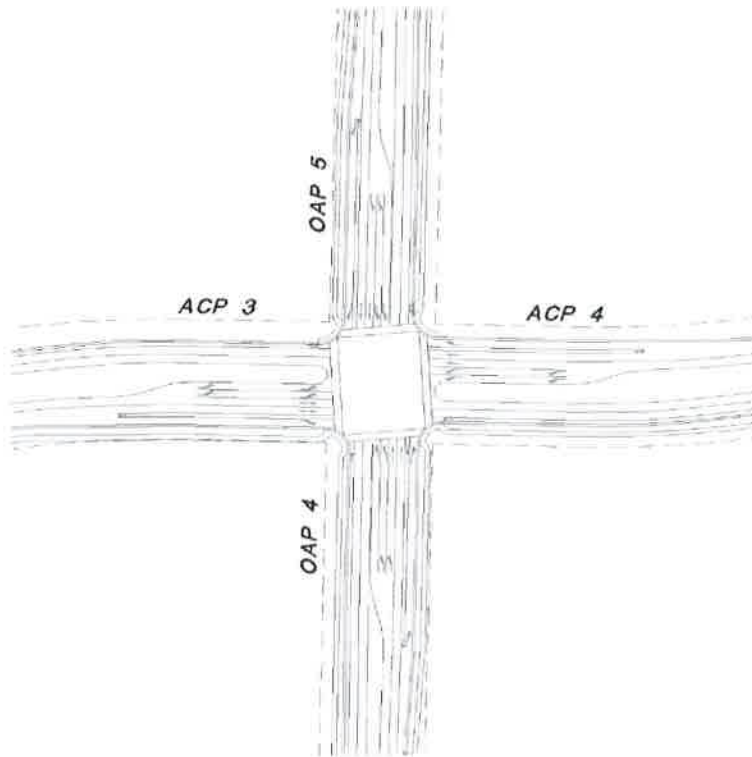
69 kV Access Road



**Folsom Plan Area
Backbone Infrastructure
Construction Cost Estimate**

**Intersection No. 1
Alder Creek Parkway & Oak Avenue Parkway Intersection
ACP / OAP
6-Lane Ultimate (4 Lane Road & 2 Future) / 4 Lane Road**

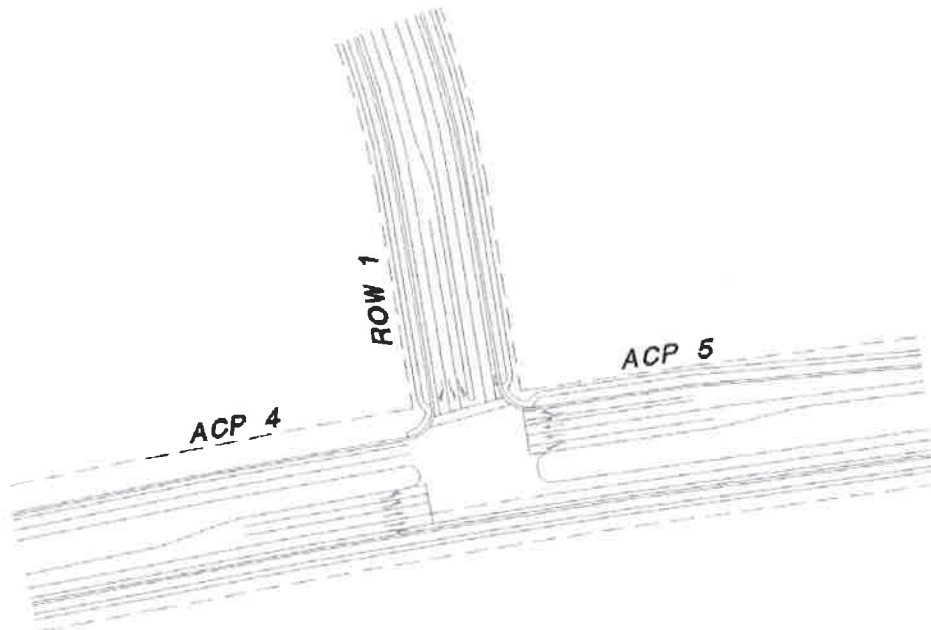
| Item | Description | Qty. | Unit | Unit Cost | Total Cost |
|-----------------|---|---------|------|-----------|-----------------------|
| 1 | Subgrade Preparation | 103,000 | SF | \$0.60 | \$61,800.00 |
| 2 | 6" Asphalt Concrete over 13" Aggregate Base | 93,000 | SF | \$7.50 | \$697,500.00 |
| 3 | Curb & Gutter, Type 2 (Vertical Curb) | 3,200 | LF | \$27.00 | \$86,400.00 |
| 4 | Median Curb, Type 5 (Barrier Curb) | 3,200 | LF | \$20.00 | \$64,000.00 |
| 5 | Median Landscaping & Irrigation (CNL & Street Trees) | 14,000 | SF | \$7.00 | \$98,000.00 |
| 6 | Median Landscaping & Irrigation (Future Travel Lanes) | 18,000 | SF | \$5.00 | \$90,000.00 |
| 7 | PCC Sidewalk w/6" AB | 14,400 | SF | \$7.50 | \$108,000.00 |
| 8 | Signing & Striping (4-lanes) | 6,400 | LF | \$1.60 | \$10,240.00 |
| 9 | Street Lights (Type A, 220' spacing, both sides) | 1,600 | LF | \$53.00 | \$84,800.00 |
| 10 | Traffic Signals | 1 | LF | \$320,000 | \$320,000.00 |
| Subtotal | | | | | \$1,620,740.00 |
| Use | | | | | \$1,621,000.00 |



**Folsom Plan Area
Backbone Infrastructure
Construction Cost Estimate**

**Intersection No. 2
Alder Creek Parkway & Rowberry Drive Intersection
ACP / ROW
6-Lane Ultimate (4 Lane Road & 2 Future) / 4 Lane Road**

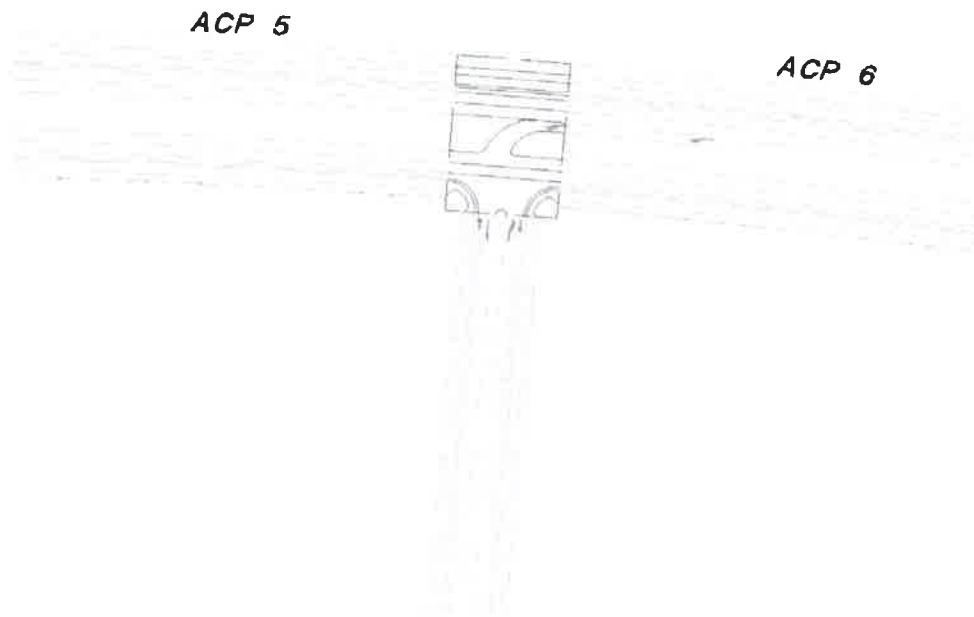
| Item | Description | Qty. | Unit | Unit Cost | Total Cost |
|------|---|--------|------|-----------------|-----------------------|
| 1 | Subgrade Preparation | 77,000 | SF | \$0.60 | \$46,200.00 |
| 2 | 6" Asphalt Concrete over 13" Aggregate Base | 70,000 | SF | \$7.50 | \$525,000.00 |
| 3 | Curb & Gutter, Type 2 (Vertical Curb) | 2,500 | LF | \$27.00 | \$67,500.00 |
| 4 | Median Curb, Type 5 (Barrier Curb) | 2,400 | LF | \$20.00 | \$48,000.00 |
| 5 | Median Landscaping & Irrigation (CNL & Street Trees) | 11,000 | SF | \$7.00 | \$77,000.00 |
| 6 | Median Landscaping & Irrigation (Future Travel Lanes) | 18,000 | SF | \$5.00 | \$90,000.00 |
| 7 | PCC Sidewalk w/6" AB | 12,000 | SF | \$7.50 | \$90,000.00 |
| 8 | Signing & Striping (4-lanes) | 4,800 | LF | \$1.60 | \$7,680.00 |
| 9 | Street Lights (Type A, 220' spacing, both sides) | 1,200 | LF | \$53.00 | \$63,600.00 |
| 10 | Traffic Signals | 1 | LF | \$265,000 | \$265,000.00 |
| | | | | Subtotal | \$1,279,980.00 |
| | | | | Use | \$1,280,000.00 |



**Folsom Plan Area
Backbone Infrastructure
Construction Cost Estimate**

**Intersection No. 3
Alder Creek Parkway / Residential Street
ACP at Residential Street
6-Lane Ultimate (4 Lane Road & 2 Future)**

| Item | Description | Qty. | Unit | Unit Cost | Total Cost |
|------|---|--------|------|-----------------|---------------------|
| 1 | Subgrade Preparation | 11,000 | SF | \$0.60 | \$6,600.00 |
| 2 | 6" Asphalt Concrete over 13" Aggregate Base | 10,000 | SF | \$7.50 | \$75,000.00 |
| 3 | Curb & Gutter, Type 2 (Vertical Curb) | 300 | LF | \$27.00 | \$8,100.00 |
| 4 | Median Curb, Type 5 (Barrier Curb) | 350 | LF | \$20.00 | \$7,000.00 |
| 5 | Median Landscaping & Irrigation (CNL & Street Trees) | 1,100 | SF | \$7.00 | \$7,700.00 |
| 6 | Median Landscaping & Irrigation (Future Travel Lanes) | 2,100 | SF | \$5.00 | \$10,500.00 |
| 7 | PCC Sidewalk w/6" AB | 1,550 | SF | \$7.50 | \$11,625.00 |
| 8 | Signing & Striping (4-lanes) | 500 | LF | \$1.60 | \$800.00 |
| 9 | Street Lights (Type A, 220' spacing, both sides) | 120 | LF | \$53.00 | \$6,360.00 |
| 10 | Traffic Signals | 1 | LF | \$265,000 | \$265,000.00 |
| | | | | Subtotal | \$398,685.00 |
| | | | | Use | \$399,000.00 |



**Folsom Plan Area
Backbone Infrastructure
Construction Cost Estimate**

**Intersection No. 4
Alder Creek Parkway
ACP / Collector Road (W. of East Bidwell St.)
6-Lane Ultimate (4 Lane Road & 2 Future)**

| Item | Description | Qty. | Unit | Unit Cost | Total Cost |
|------|---|--------|------|-----------------|---------------------|
| 1 | Subgrade Preparation | 12,000 | SF | \$0.60 | \$7,200.00 |
| 2 | 6" Asphalt Concrete over 13" Aggregate Base | 11,000 | SF | \$7.50 | \$82,500.00 |
| 3 | Curb & Gutter, Type 2 (Vertical Curb) | 300 | LF | \$27.00 | \$8,100.00 |
| 4 | Median Curb, Type 5 (Barrier Curb) | 350 | LF | \$20.00 | \$7,000.00 |
| 5 | Median Landscaping & Irrigation (CNL & Street Trees) | 1,600 | SF | \$7.00 | \$11,200.00 |
| 6 | Median Landscaping & Irrigation (Future Travel Lanes) | 2,400 | SF | \$5.00 | \$12,000.00 |
| 7 | PCC Sidewalk w/6" AB | 1,630 | SF | \$7.50 | \$12,225.00 |
| 8 | Signing & Striping (4-lanes) | 600 | LF | \$1.60 | \$960.00 |
| 9 | Street Lights (Type A, 220' spacing, both sides) | 130 | LF | \$53.00 | \$6,890.00 |
| 10 | Traffic Signals | 1 | LF | \$265,000 | \$265,000.00 |
| | | | | Subtotal | \$413,075.00 |
| | | | | Use | \$414,000.00 |



**Folsom Plan Area
Backbone Infrastructure
Construction Cost Estimate**

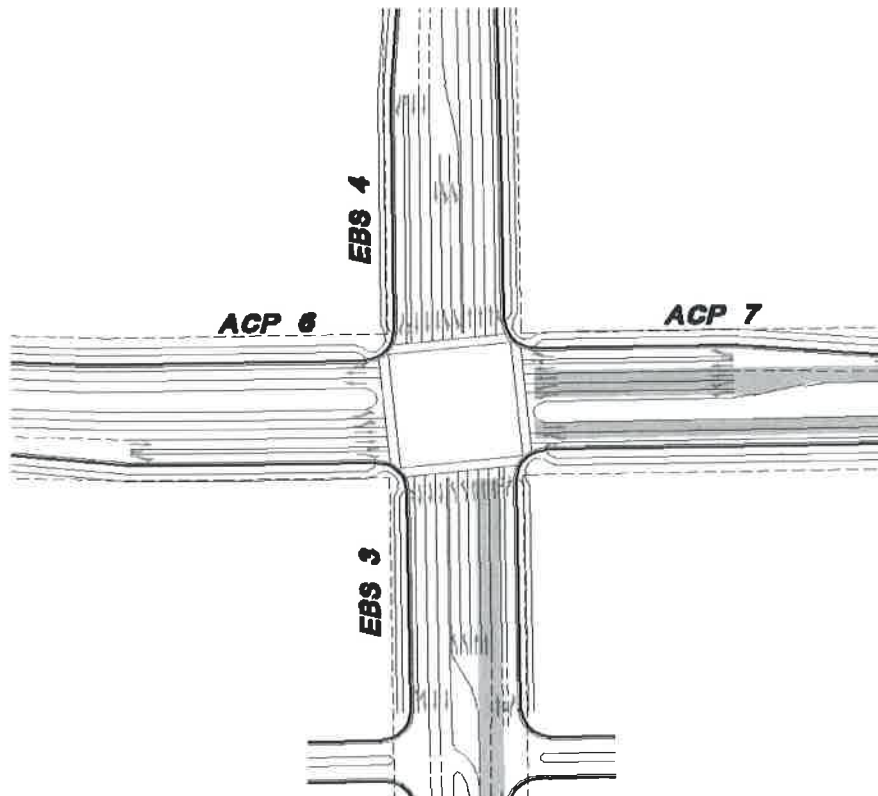
**Intersection No. 5
Alder Creek Parkway & East Bidwell Street Intersection
ACP / EBS
6-Lane Ultimate (4 Lane Road & 2 Future) / 6-Lane Ultimate (4 Lane Road & 2 Future)**

| Item | Description | Qty. | Unit | Unit Cost | Total Cost |
|------|---|---------|------|--------------|--------------|
| 1 | Subgrade Preparation | 137,700 | SF | \$0.60 | \$82,620.00 |
| 2 | 2" Asphalt Concrete Paving Overlay | 18,350 | SF | \$1.60 | \$29,360.00 |
| 3 | 3" Asphalt Concrete Paving Overlay | 15,300 | SF | \$2.40 | \$36,720.00 |
| 4 | 6" Asphalt Concrete over 13" Aggregate Base | 127,700 | SF | \$7.50 | \$957,750.00 |
| 5 | Curb & Gutter, Type 2 (Vertical Curb) | 3,200 | LF | \$27.00 | \$86,400.00 |
| 6 | Median Curb, Type 5 (Barrier Curb) | 2,300 | LF | \$20.00 | \$46,000.00 |
| 7 | Median Landscaping & Irrigation (CNL & Street Trees) | 8,820 | SF | \$7.00 | \$61,740.00 |
| 8 | Median Landscaping & Irrigation (Future Travel Lanes) | 16,170 | SF | \$5.00 | \$80,850.00 |
| 9 | PCC Sidewalk w/6" AB | 21,600 | SF | \$7.50 | \$162,000.00 |
| 10 | Signing & Striping (4-lanes) | 6,800 | LF | \$1.60 | \$10,880.00 |
| 11 | Street Lights (Type A, 220' spacing, both sides) | 1,700 | LF | \$53.00 | \$90,100.00 |
| 12 | Traffic Signals | 1 | EA | \$320,000.00 | \$320,000.00 |

Subtotal **\$1,964,420.00**

Note: Grey Hatch Area Represents Existing Improvements

Use **\$1,965,000.00**



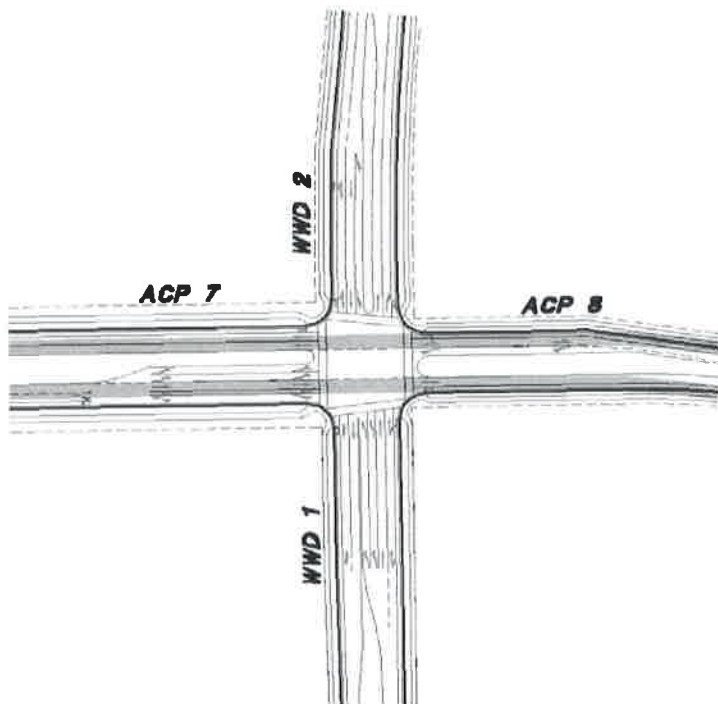
**Folsom Plan Area
Backbone Infrastructure
Construction Cost Estimate**

**Intersection No. 6
Alder Creek Parkway & Westwood Drive Intersection
ACP / WWD**

6-Lane Ultimate (4 Lane Road & 2 Future) to 2 Lane Road / 4-Lane Ultimate (2 Lane Road & 2 Future)

| Item | Description | Qty. | Unit | Unit Cost | Total Cost |
|-----------------|---|--------|------|-----------|-----------------------|
| 1 | Subgrade Preparation | 86,000 | SF | \$0.60 | \$51,600.00 |
| 2 | 2" Asphalt Concrete Paving Overlay | 35,000 | SF | \$1.60 | \$56,000.00 |
| 3 | 4" Asphalt Concrete over 8.5" Aggregate Base | 48,000 | SF | \$4.70 | \$225,600.00 |
| 4 | 6" Asphalt Concrete over 13" Aggregate Base | 28,000 | SF | \$7.50 | \$210,000.00 |
| 5 | Curb & Gutter, Type 2 (Vertical Curb) | 3,300 | LF | \$27.00 | \$89,100.00 |
| 6 | Median Curb, Type 5 (Barrier Curb) | 2,300 | LF | \$20.00 | \$46,000.00 |
| 7 | Median Landscaping & Irrigation (CNL & Street Trees) | 21,200 | SF | \$7.00 | \$148,400.00 |
| 8 | Median Landscaping & Irrigation (Future Travel Lanes) | 7,700 | SF | \$5.00 | \$38,500.00 |
| 9 | PCC Sidewalk w/6" AB | 20,900 | SF | \$7.50 | \$156,750.00 |
| 10 | Signing & Striping (4-lanes) | 6,400 | LF | \$1.60 | \$10,240.00 |
| 11 | Street Lights (Type A, 220' spacing, both sides) | 1,600 | LF | \$53.00 | \$84,800.00 |
| 12 | Traffic Signals | 1 | EA | \$320,000 | \$320,000.00 |
| Subtotal | | | | | \$1,436,990.00 |
| Use | | | | | \$1,437,000.00 |

Note: Grey Hatch Area Represents Existing Improvements



**Folsom Plan Area
Backbone Infrastructure
Construction Cost Estimate**

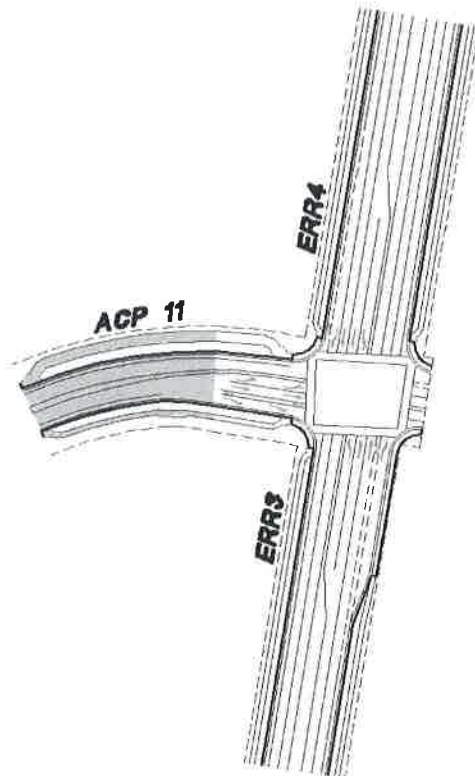
**Intersection No. 7
Alder Creek Parkway & Empire Ranch Road Intersection
ACP / ERR
2-Lane Collector / 2 Lane Major Arterial (Future 4 and 6-lane)**

| Item | Description | Qty. | Unit | Unit Cost | Total Cost |
|------|--|--------|------|-----------|--------------|
| 1 | Subgrade Preparation | 86,000 | SF | \$0.60 | \$51,600.00 |
| 2 | 4" Asphalt Concrete over 8.5" Aggregate Base | 5,000 | SF | \$4.70 | \$23,500.00 |
| 3 | 6" Asphalt Concrete over 13" Aggregate Base | 75,000 | SF | \$7.50 | \$562,500.00 |
| 4 | Curb & Gutter, Type 2 (Vertical Curb) | 1,920 | LF | \$27.00 | \$51,840.00 |
| 5 | Median Curb, Type 5 (Barrier Curb) | 1,880 | LF | \$20.00 | \$37,600.00 |
| 6 | Median Landscaping & Irrigation (CNL & Street Trees) | 1,920 | SF | \$7.00 | \$13,440.00 |
| 8 | PCC Sidewalk w/6" AB | 3,970 | SF | \$7.50 | \$29,775.00 |
| 9 | Signing & Striping (2-lanes) | 4,300 | LF | \$1.60 | \$6,880.00 |
| 10 | Street Lights (Type A, 220' spacing, both sides) | 1,100 | LF | \$53.00 | \$58,300.00 |
| 11 | Traffic Signals | 1 | EA | \$320,000 | \$320,000.00 |

Subtotal **\$1,155,435.00**

Note: Grey Hatch Area Represents Existing Improvements

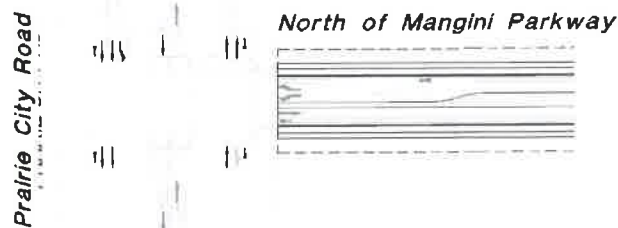
Use **\$1,156,000.00**



**Folsom Plan Area
Backbone Infrastructure
Construction Cost Estimate**

**Intersection No. 8
Collector Road North of Mangini Parkway
PCR Intersection
2 Lane Road**

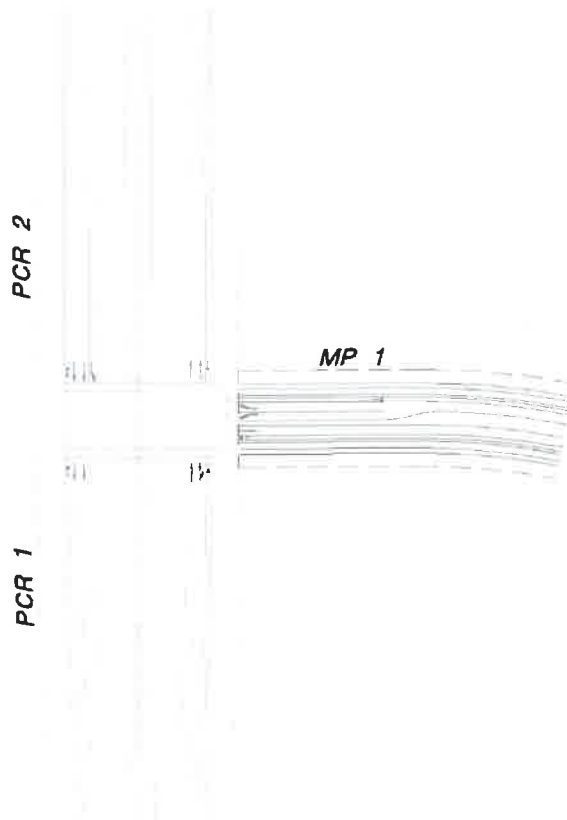
| Item | Description | Qty. | Unit | Unit Cost | Total Cost |
|------|--|--------|------|-----------------|---------------------|
| 1 | Subgrade Preparation | 21,000 | SF | \$0.60 | \$12,600.00 |
| 2 | 4" Asphalt Concrete over 8.5" Aggregate Base | 21,000 | SF | \$4.70 | \$98,700.00 |
| 3 | Curb & Gutter, Type 2 (Vertical Curb) | 800 | LF | \$27.00 | \$21,600.00 |
| 4 | Median Curb, Type 5 (Barrier Curb) | 800 | LF | \$20.00 | \$16,000.00 |
| 5 | Median Landscaping & Irrigation (CNL & Street Trees) | 4,500 | SF | \$7.00 | \$31,500.00 |
| 6 | PCC Sidewalk w/6" AB | 9,000 | SF | \$7.50 | \$67,500.00 |
| 7 | Signing & Striping (2-lanes) | 1,600 | LF | \$1.60 | \$2,560.00 |
| 8 | Street Lights (Type A, 220' spacing, both sides) | 400 | LF | \$53.00 | \$21,200.00 |
| 9 | Traffic Signals | 1 | EA | \$265,000 | \$265,000.00 |
| | | | | Subtotal | \$536,660.00 |
| | | | | Use | \$537,000.00 |



**Folsom Plan Area
Backbone Infrastructure
Construction Cost Estimate**

**Intersection No. 9
Prairie City Road & Mangini Parkway
MP 1A
2 Lane Road**

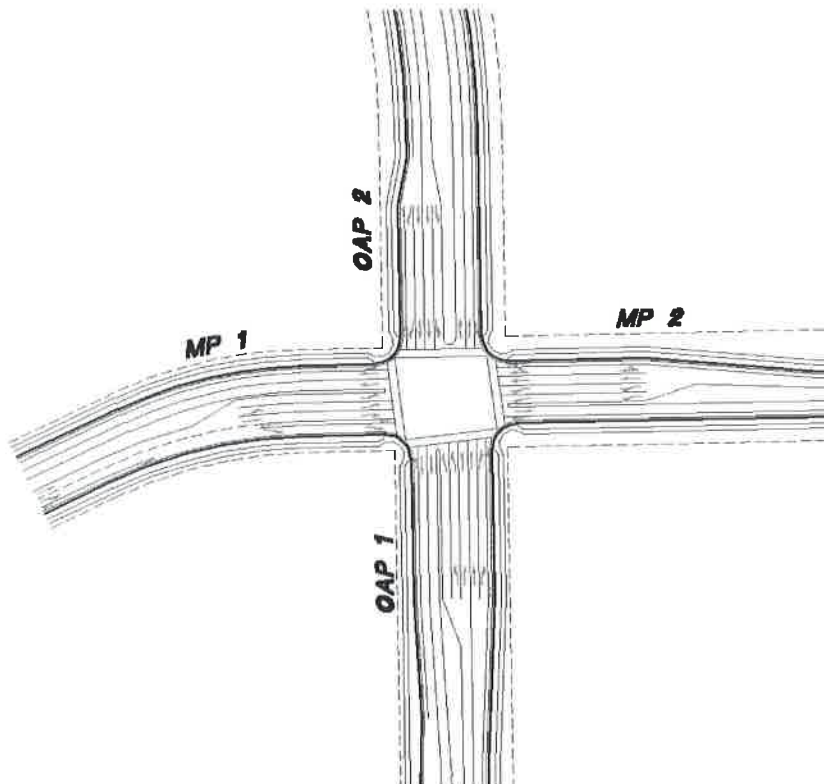
| Item | Description | Qty. | Unit | Unit Cost | Total Cost |
|------|--|--------|------|-----------------|---------------------|
| 1 | Subgrade Preparation | 16,000 | SF | \$0.60 | \$9,600.00 |
| 2 | 4" Asphalt Concrete over 8.5" Aggregate Base | 14,000 | SF | \$4.70 | \$65,800.00 |
| 3 | Curb & Gutter, Type 2 (Vertical Curb) | 800 | LF | \$27.00 | \$21,600.00 |
| 4 | Median Curb, Type 5 (Barrier Curb) | 800 | LF | \$20.00 | \$16,000.00 |
| 5 | Median Landscaping & Irrigation (CNL & Street Trees) | 9,000 | SF | \$7.00 | \$63,000.00 |
| 6 | PCC Sidewalk w/6" AB | 4,800 | SF | \$7.50 | \$36,000.00 |
| 7 | Signing & Striping (2-lanes) | 800 | LF | \$1.60 | \$1,280.00 |
| 8 | Street Lights (Type A, 220' spacing, both sides) | 800 | LF | \$53.00 | \$42,400.00 |
| 9 | Traffic Signals | 1 | EA | \$265,000 | \$265,000.00 |
| | | | | Subtotal | \$520,680.00 |
| | | | | Use | \$521,000.00 |



**Folsom Plan Area
Backbone Infrastructure
Construction Cost Estimate**

**Intersection No. 10
Mangini Parkway & Oak Avenue Parkway Intersection
MP / OAP
2 Lane Road / 4 Lane Road**

| Item | Description | Qty. | Unit | Unit Cost | Total Cost |
|------|--|---------|------|-----------------|-----------------------|
| 1 | Subgrade Preparation | 125,400 | SF | \$0.60 | \$75,240.00 |
| 2 | 4" Asphalt Concrete over 8.5" Aggregate Base Paving | 17,000 | SF | \$4.70 | \$79,900.00 |
| 3 | 6" Asphalt Concrete over 13" Aggregate Base | 98,200 | SF | \$7.50 | \$736,500.00 |
| 4 | Curb & Gutter, Type 2 (Vertical Curb) | 3,400 | LF | \$27.00 | \$91,800.00 |
| 5 | Median Curb, Type 5 (Barrier Curb) | 3,200 | LF | \$20.00 | \$64,000.00 |
| 6 | Median Landscaping & Irrigation (CNL & Street Trees) | 14,200 | SF | \$7.00 | \$99,400.00 |
| 7 | PCC Sidewalk w/6" AB | 19,200 | SF | \$7.50 | \$144,000.00 |
| 8 | Signing & Striping (2-lanes) | 4,800 | LF | \$1.60 | \$7,680.00 |
| 9 | Street Lights (Type A, 220' spacing, both sides) | 1,600 | LF | \$53.00 | \$84,800.00 |
| 10 | Traffic Signals | 1 | EA | \$320,000.00 | \$320,000.00 |
| | | | | Subtotal | \$1,703,320.00 |
| | | | | Use | \$1,704,000.00 |



**Folsom Plan Area
Backbone Infrastructure
Construction Cost Estimate**

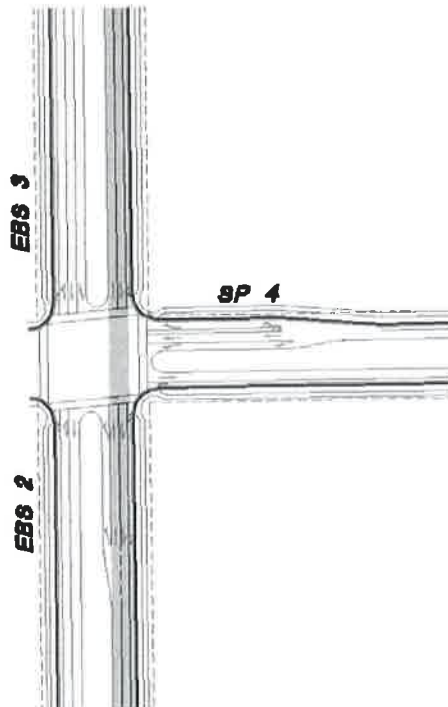
**Intersection No. 11
East Bidwell Street & Savannah Parkway Intersection
EB / SP
6-Lane Road / 4-Lane Ultimate (2 Lane Road & 2 Future)**

| Item | Description | Qty. | Unit | Unit Cost | Total Cost |
|------|---|--------|------|--------------|--------------|
| 1 | Subgrade Preparation | 67,600 | SF | \$0.60 | \$40,560.00 |
| 2 | 3" Asphalt Concrete Overlay | 23,400 | SF | \$2.40 | \$56,160.00 |
| 3 | 4" Asphalt Concrete over 8.5" Aggregate Base Paving | 17,000 | SF | \$4.70 | \$79,900.00 |
| 4 | 6" Asphalt Concrete over 13" Aggregate Base | 44,600 | SF | \$7.50 | \$334,500.00 |
| 5 | Curb & Gutter, Type 2 (Vertical Curb) | 2,400 | LF | \$27.00 | \$64,800.00 |
| 6 | Median Curb, Type 5 (Barrier Curb) | 2,400 | LF | \$20.00 | \$48,000.00 |
| 7 | Median Landscaping & Irrigation (CNL & Street Trees) | 16,900 | SF | \$7.00 | \$118,300.00 |
| 8 | Median Landscaping & Irrigation (Future Travel Lanes) | 18,400 | SF | \$5.00 | \$92,000.00 |
| 9 | PCC Sidewalk w/6" AB | 14,400 | SF | \$7.50 | \$108,000.00 |
| 10 | Signing & Striping (6-lanes) | 4,800 | LF | \$1.60 | \$7,680.00 |
| 11 | Street Lights (Type A, 220' spacing, both sides) | 1,200 | LF | \$53.00 | \$63,600.00 |
| 12 | Traffic Signals | 1 | EA | \$320,000.00 | \$320,000.00 |

Note: Grey Hatch Area Represents Existing Improvements

Subtotal **\$1,333,500.00**

Use **\$1,334,000.00**

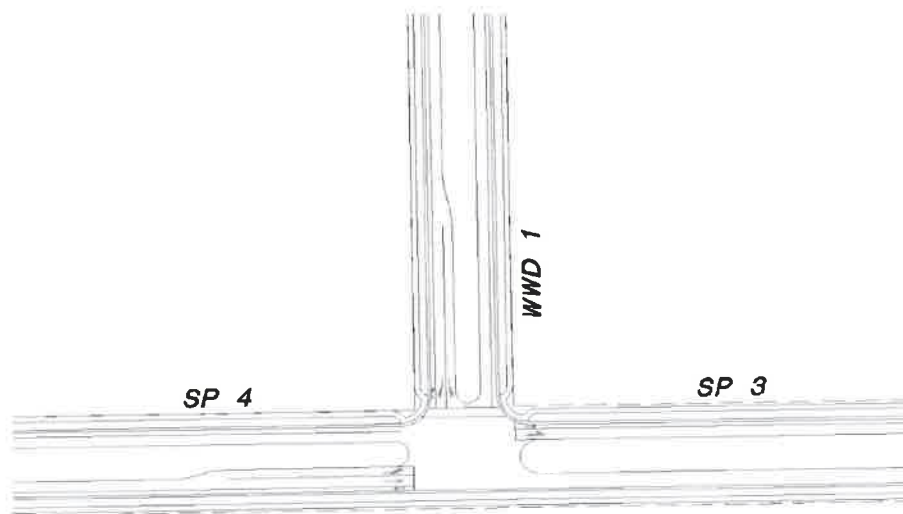


**Folsom Plan Area
Backbone Infrastructure
Construction Cost Estimate**

**Intersection No. 12
Savannah Parkway & Westwood Drive Intersection
SP / WWD**

4-Lane Ultimate (2 Lane Road & 2 Future) / 4-Lane Ultimate (2 Lane Road & 2 Future)

| Item | Description | Qty. | Unit | Unit Cost | Total Cost |
|------|---|--------|------|-----------------|---------------------|
| 1 | Subgrade Preparation | 54,000 | SF | \$0.60 | \$32,400.00 |
| 2 | 4" Asphalt Concrete over 8.5" Aggregate Base Paving | 47,000 | SF | \$4.70 | \$220,900.00 |
| 3 | Curb & Gutter, Type 2 (Vertical Curb) | 2,400 | LF | \$27.00 | \$64,800.00 |
| 4 | Median Curb, Type 5 (Barrier Curb) | 2,400 | LF | \$20.00 | \$48,000.00 |
| 5 | Median Landscaping & Irrigation (CNL & Street Trees) | 14,000 | SF | \$7.00 | \$98,000.00 |
| 6 | Median Landscaping & Irrigation (Future Travel Lanes) | 18,000 | SF | \$5.00 | \$90,000.00 |
| 7 | PCC Sidewalk w/6" AB | 14,400 | SF | \$7.50 | \$108,000.00 |
| 8 | Signing & Striping (2-lanes) | 2,400 | LF | \$1.60 | \$3,840.00 |
| 9 | Street Lights (Type A, 220' spacing, both sides) | 1,200 | LF | \$53.00 | \$63,600.00 |
| 10 | Traffic Signals | 1 | EA | \$265,000.00 | \$265,000.00 |
| | | | | Subtotal | \$994,540.00 |
| | | | | Use | \$995,000.00 |



**Folsom Plan Area
Backbone Infrastructure
Construction Cost Estimate**

**Intersection No. 13
East Bidwell Street & Mangini Parkway Intersection
EBS / MP
4-Lane Road / 2 Lane Road**

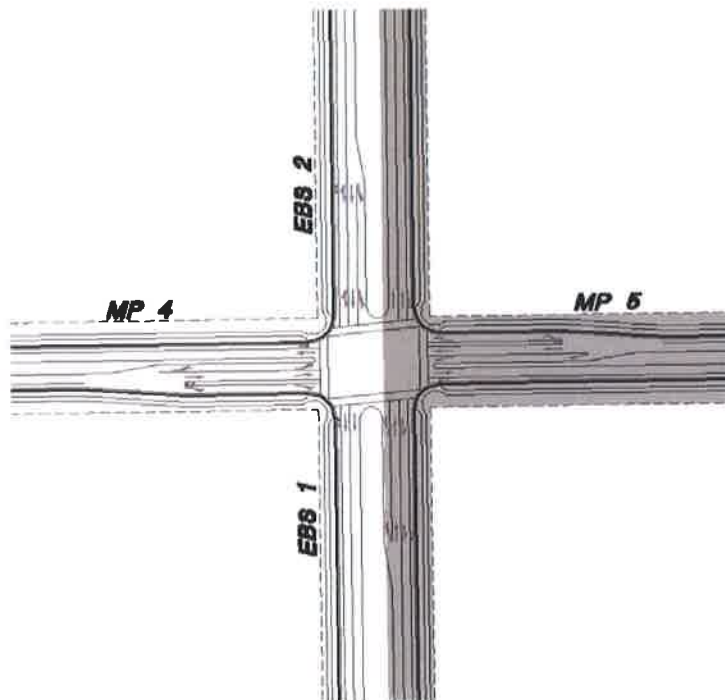
| Item | Description | Qty. | Unit | Unit Cost | Total Cost |
|------|---|--------|------|--------------|--------------|
| 1 | Subgrade Preparation | 58,000 | SF | \$0.60 | \$34,800.00 |
| 2 | 4" Asphalt Concrete over 8.5" Aggregate Base Paving | 18,000 | SF | \$4.70 | \$84,600.00 |
| 3 | 6" Asphalt Concrete over 13" Aggregate Base | 34,000 | SF | \$7.50 | \$255,000.00 |
| 4 | Curb & Gutter, Type 2 (Vertical Curb) | 1,700 | LF | \$27.00 | \$45,900.00 |
| 5 | Median Curb, Type 5 (Barrier Curb) | 1,700 | LF | \$20.00 | \$34,000.00 |
| 6 | Median Landscaping & Irrigation (CNL & Street Trees) | 6,900 | SF | \$7.00 | \$48,300.00 |
| 7 | Median Landscaping & Irrigation (Future Travel Lanes) | 18,900 | SF | \$5.00 | \$94,500.00 |
| 8 | PCC Sidewalk w/6" AB | 9,800 | SF | \$7.50 | \$73,500.00 |
| 9 | Signing & Striping (6-lanes) | 2,400 | LF | \$1.60 | \$3,840.00 |
| 10 | Street Lights (Type A, 220' spacing, both sides) | 1,000 | LF | \$53.00 | \$53,000.00 |
| 11 | Traffic Signals | 1 | EA | \$320,000.00 | \$0.00 |

Subtotal **\$727,440.00**

Note: Grey Hatch Area Represents Existing Improvements

Use **\$728,000.00**

Traffic Signal constructed by Mangini Improvement Company.



**Folsom Plan Area
Backbone Infrastructure
Construction Cost Estimate**

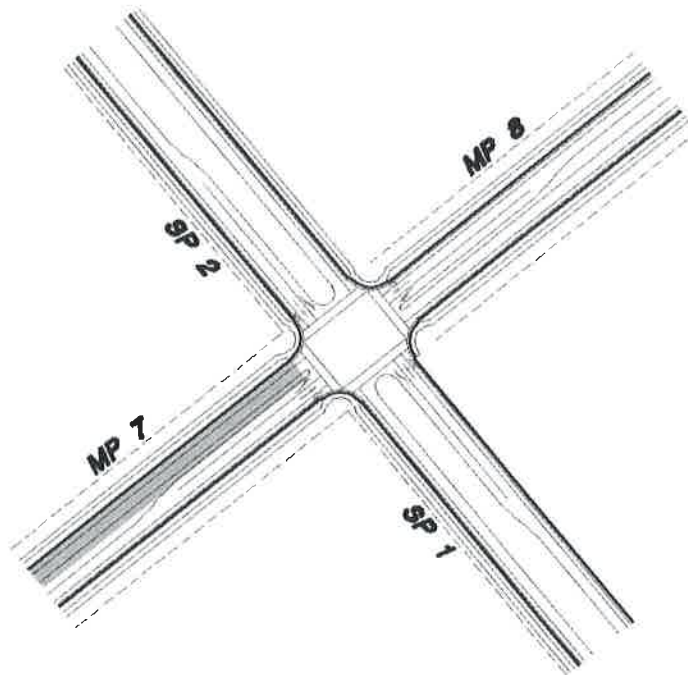
**Intersection No. 14
Savannah Parkway & Mangini Parkway Intersection
SP / MP
4-Lane Ultimate (2 Lane Road & 2 Future)**

| Item | Description | Qty. | Unit | Unit Cost | Total Cost |
|------|---|--------|------|--------------|--------------|
| 1 | Subgrade Preparation | 75,000 | SF | \$0.60 | \$45,000.00 |
| 2 | 4" Asphalt Concrete over 8.5" Aggregate Base Paving | 66,000 | SF | \$4.70 | \$310,200.00 |
| 3 | Curb & Gutter, Type 2 (Vertical Curb) | 3,000 | LF | \$27.00 | \$81,000.00 |
| 4 | Median Curb, Type 5 (Barrier Curb) | 3,300 | LF | \$20.00 | \$66,000.00 |
| 5 | Median Landscaping & Irrigation (CNL & Street Trees) | 15,900 | SF | \$7.00 | \$111,300.00 |
| 6 | Median Landscaping & Irrigation (Future Travel Lanes) | 17,600 | SF | \$5.00 | \$88,000.00 |
| 7 | PCC Sidewalk w/6" AB | 3,000 | SF | \$7.50 | \$22,500.00 |
| 8 | Signing & Striping (2-lanes) | 3,200 | LF | \$1.60 | \$5,120.00 |
| 9 | Street Lights (Type A, 220' spacing, both sides) | 1,600 | LF | \$53.00 | \$84,800.00 |
| 10 | Traffic Signals | 1 | EA | \$320,000.00 | \$320,000.00 |

Note: Grey Hatch Area Represents Existing Improvements

Subtotal **\$1,133,920.00**

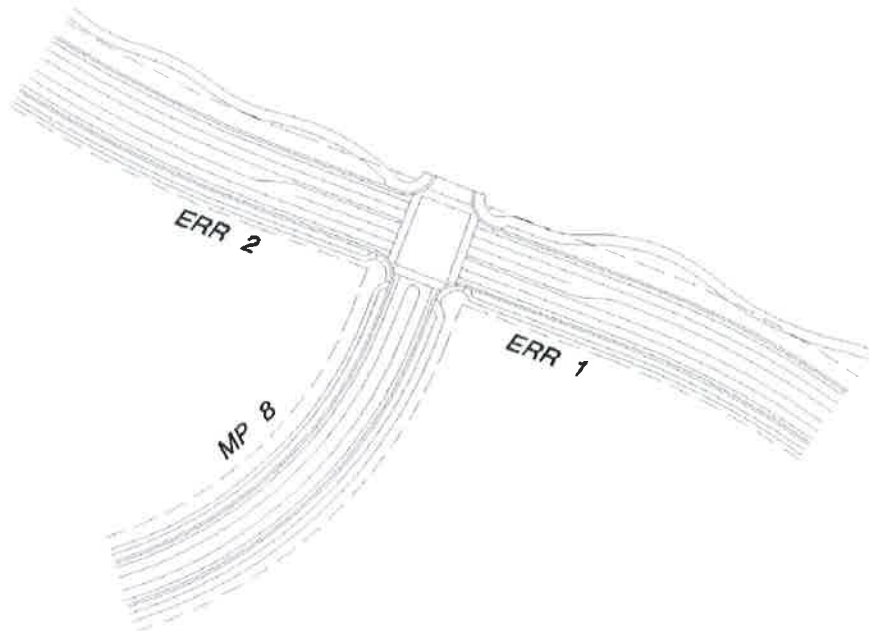
Use **\$1,134,000.00**



**Folsom Plan Area
Backbone Infrastructure
Construction Cost Estimate**

**Intersection No. 15
Empire Ranch Road & Mangini Parkway Intersection
MP / ERR
4-Lane Ultimate (2-Lane Road & 2 Future)**

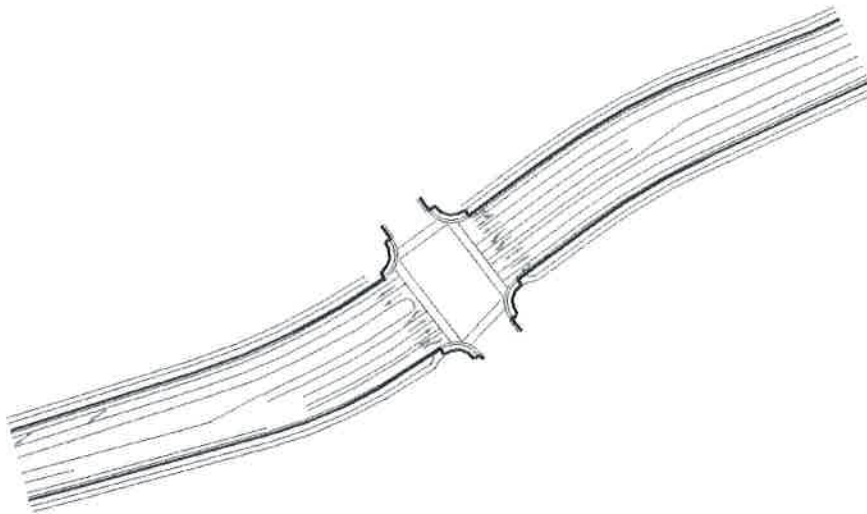
| Item | Description | Qty. | Unit | Unit Cost | Total Cost |
|------|---|--------|------|-----------------|-----------------------|
| 1 | Subgrade Preparation | 65,000 | SF | \$0.60 | \$39,000.00 |
| 2 | 4" Asphalt Concrete over 8.5" Aggregate Base Paving | 16,000 | SF | \$4.70 | \$75,200.00 |
| 3 | 6" Asphalt Concrete over 13" Aggregate Base | 42,000 | SF | \$7.50 | \$315,000.00 |
| 4 | Curb & Gutter, Type 2 (Vertical Curb) | 7,700 | LF | \$27.00 | \$207,900.00 |
| 5 | Median Curb, Type 5 (Barrier Curb) | 7,700 | LF | \$20.00 | \$154,000.00 |
| 6 | Median Landscaping & Irrigation (CNL & Street Trees) | 13,200 | SF | \$7.00 | \$92,400.00 |
| 7 | Median Landscaping & Irrigation (Future Travel Lanes) | 17,800 | SF | \$5.00 | \$89,000.00 |
| 8 | PCC Sidewalk w/6" AB | 9,600 | SF | \$7.50 | \$72,000.00 |
| 9 | Signing & Striping (2-lanes) | 2,400 | LF | \$1.60 | \$3,840.00 |
| 10 | Street Lights (Type A, 220' spacing, both sides) | 1,200 | LF | \$53.00 | \$63,600.00 |
| 11 | Traffic Signals | 1 | EA | \$320,000.00 | \$320,000.00 |
| | | | | Subtotal | \$1,431,940.00 |
| | | | | Use | \$1,432,000.00 |



**Folsom Plan Area
Backbone Infrastructure
Construction Cost Estimate**

**Intersection No. 16
Mangini Parkway & High School Access Intersection
MP 1B / High School Access
4-Lane Road**

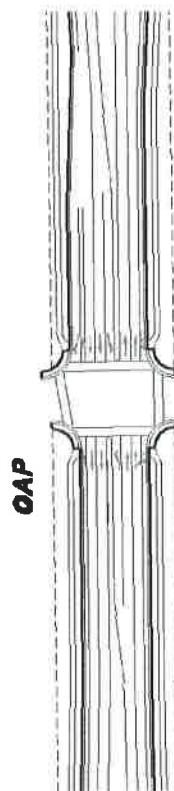
| Item | Description | Qty. | Unit | Unit Cost | Total Cost |
|------|--|--------|------|-----------------|---------------------|
| 1 | Subgrade Preparation | 54,400 | SF | \$0.60 | \$32,640.00 |
| 2 | 5.5" Asphalt Concrete over 11" Aggregate Base Paving | 49,000 | SF | \$5.70 | \$279,300.00 |
| 3 | Curb & Gutter, Type 2 (Vertical Curb) | 1,800 | LF | \$27.00 | \$48,600.00 |
| 4 | Median Curb, Type 5 (Barrier Curb) | 1,600 | LF | \$20.00 | \$32,000.00 |
| 5 | Median Landscaping & Irrigation (CNL & Street Trees) | 6,300 | SF | \$7.00 | \$44,100.00 |
| 6 | PCC Sidewalk w/6" AB | 10,800 | SF | \$7.50 | \$81,000.00 |
| 7 | Signing & Striping (4-lanes) | 3,200 | LF | \$1.60 | \$5,120.00 |
| 8 | Street Lights (Type A, 220' spacing, both sides) | 800 | LF | \$53.00 | \$42,400.00 |
| 9 | Traffic Signals | 1 | EA | \$320,000.00 | \$320,000.00 |
| | | | | Subtotal | \$885,160.00 |
| | | | | Use | \$886,000.00 |



**Folsom Plan Area
Backbone Infrastructure
Construction Cost Estimate**

**Intersection No. 17
Oak Avenue Parkway & High School Access Intersection
OAP 1 / High School Access
4 Lane Major Arterial**

| Item | Description | Qty. | Unit | Unit Cost | Total Cost |
|-----------------|--|--------|------|--------------|---------------------|
| 1 | Subgrade Preparation | 62,000 | SF | \$0.60 | \$37,200.00 |
| 2 | 5.5" Asphalt Concrete over 11" Aggregate Base Paving | 56,600 | SF | \$5.70 | \$322,620.00 |
| 3 | Curb & Gutter, Type 2 (Vertical Curb) | 1,800 | LF | \$27.00 | \$48,600.00 |
| 4 | Median Curb, Type 5 (Barrier Curb) | 1,600 | LF | \$20.00 | \$32,000.00 |
| 5 | Median Landscaping & Irrigation (CNL & Street Trees) | 6,300 | SF | \$7.00 | \$44,100.00 |
| 6 | PCC Sidewalk w/6" AB | 10,800 | SF | \$7.50 | \$81,000.00 |
| 7 | Signing & Striping (4-lanes) | 3,200 | LF | \$1.60 | \$5,120.00 |
| 8 | Street Lights (Type A, 220' spacing, both sides) | 800 | LF | \$53.00 | \$42,400.00 |
| 9 | Traffic Signals | 1 | EA | \$320,000.00 | \$320,000.00 |
| Subtotal | | | | | \$933,040.00 |
| Use | | | | | \$934,000.00 |



APPENDIX E:

Dry Utility Construction Cost Estimates

Backbone Infrastructure Dry Utility System Exhibit E-1
Backbone Infrastructure Construction Cost Estimate E-2





Financing responsibility for the 69kV power line located in Easton Valley Parkway from Prairie City Road to the existing 69kV power line located in the 300 foot wide power line corridor is included in the Folsom Plan Area Public Facilities Financing Plan. All other necessary 69kV power lines and the SMUD Electrical Sub-Stations will be paid for by SMUD.

Mackay and Somp's is not responsible for the accuracy or completeness of the information generated by software from electronic records.

DRY UTILITY SYSTEM

**FOLSOM PLAN AREA
Backbone Infrastructure
Construction Cost Estimate**

07/28/2020; Item No. 16.

| Roadway | Construction Cost | SMUD Contract Cost (50%) | Soft Cost (15%) | Contingency (20%) | Total |
|--|--------------------------|---------------------------------|------------------------|--------------------------|---------------------|
| Backbone Dry Utility System Summary | | | | | |
| Alder Creek Parkway | \$2,217,300 | \$1,108,650 | \$332,595 | \$443,460 | \$4,102,005 |
| Prairie City Road | \$2,591,600 | \$1,295,800 | \$388,740 | \$518,320 | \$4,794,460 |
| Oak Avenue Parkway | \$1,635,900 | \$817,950 | \$245,385 | \$327,180 | \$3,026,415 |
| East Bidwell Street | \$361,000 | \$180,500 | \$54,150 | \$72,200 | \$667,850 |
| Westwood Drive | \$412,300 | \$206,150 | \$61,845 | \$82,460 | \$762,755 |
| Empire Ranch Road | \$1,238,800 | \$619,400 | \$185,820 | \$247,760 | \$2,291,780 |
| Rowberry Drive | \$254,600 | \$127,300 | \$38,190 | \$50,920 | \$471,010 |
| Mangini Parkway | \$2,200,200 | \$1,100,100 | \$330,030 | \$440,040 | \$4,070,370 |
| Savannah Parkway | \$1,081,100 | \$540,550 | \$162,165 | \$216,220 | \$2,000,035 |
| Subtotal Backbone Roadways Dry Utility System Summary | \$11,992,800 | \$5,996,400 | \$1,798,920 | \$2,398,560 | \$22,186,680 |
| Electrical Transmission System - 69KV Pole Relocation | | | | | |
| Alder Creek Parkway | \$680,000 | \$340,000 | \$102,000 | \$136,000 | \$1,258,000 |
| Total Backbone Dry Utility System | \$12,672,800 | \$6,336,400 | \$1,900,920 | \$2,534,560 | \$23,444,680 |

FOLSOM PLAN AREA
Backbone Infrastructure
Construction Cost Estimate

7919.000

| Section | Description | Qty. | Unit | Unit Cost | Pct. Remaining | Const. Cost | SMUD Contract Costs (50%) | Soft Costs (15%) | Contingency (20%) | Total |
|--|--|-------|------|-----------|----------------|-------------|---------------------------|------------------|-------------------|-------------|
| Backbone Dry Utility System (Natural Gas, Electrical, Telecommunications & Broadband) | | | | | | | | | | |
| Alder Creek Parkway | | | | | | | | | | |
| ACP 1-DU | Alder Creek Parkway (Sta 379+00 to Sta 389+00) | 1,000 | LF | \$190 | 100% | \$190,000 | \$95,000 | \$28,500 | \$38,000 | \$351,500 |
| ACP 2-DU | Alder Creek Parkway (Sta 389+00 to Sta 400+30) | 1,130 | LF | \$190 | 100% | \$214,700 | \$107,350 | \$32,205 | \$42,940 | \$397,195 |
| ACP 3-DU | Alder Creek Parkway (Sta 400+30 to Sta 418+40) | 1,810 | LF | \$190 | 100% | \$343,900 | \$171,950 | \$51,585 | \$68,780 | \$636,215 |
| ACP 4-DU | Alder Creek Parkway (Sta 418+40 to Sta 442+00) | 2,360 | LF | \$190 | 100% | \$448,400 | \$224,200 | \$67,260 | \$89,680 | \$829,540 |
| ACP 5-DU | Alder Creek Parkway (Sta 442+00 to Sta 466+70) | 2,480 | LF | \$190 | 100% | \$471,200 | \$235,600 | \$70,680 | \$94,240 | \$871,720 |
| ACP 6-DU | Alder Creek Parkway (Sta 466+70 to Sta 493+50) | 2,690 | LF | \$190 | 100% | \$511,100 | \$255,550 | \$76,665 | \$102,220 | \$945,535 |
| ACP 7-DU | Alder Creek Parkway (Sta 493+50 to Sta 506+90) | 1,340 | LF | \$190 | 0% | \$0 | \$0 | \$0 | \$0 | \$0 |
| ACP 8-DU | Alder Creek Parkway (Sta 506+90 to Sta 524+10) | 1,730 | LF | \$190 | 0% | \$0 | \$0 | \$0 | \$0 | \$0 |
| ACP 11-DU | Alder Creek Parkway (Sta 563+70 to Sta 568+20) | 200 | LF | \$190 | 100% | \$38,000 | \$19,000 | \$5,700 | \$7,600 | \$70,300 |
| Prairie City Road | | | | | | | | | | |
| PCR 1-DU | Prairie City Road (Sta 99+40 to Sta 121+80) | 2,240 | LF | \$190 | 100% | \$425,600 | \$212,800 | \$63,840 | \$85,120 | \$787,360 |
| PCR 2-DU | Prairie City Road (Sta 121+80 to Sta 143+40) | 2,170 | LF | \$190 | 100% | \$412,300 | \$206,150 | \$61,845 | \$82,460 | \$762,755 |
| PCR 3-DU | Prairie City Road (Sta 143+40 to Sta 176+30) | 3,300 | LF | \$190 | 100% | \$627,000 | \$313,500 | \$94,050 | \$125,400 | \$1,159,950 |
| PCR 4-DU | Prairie City Road (Sta 176+30 to Sta 194+50) | 1,820 | LF | \$190 | 100% | \$345,800 | \$172,900 | \$51,870 | \$69,160 | \$639,730 |
| PCR 5-DU | Prairie City Road (Sta 194+50 to Sta 235+50) | 4,110 | LF | \$190 | 100% | \$780,900 | \$390,450 | \$117,135 | \$156,180 | \$1,444,665 |
| Oak Avenue Parkway | | | | | | | | | | |
| OAP 1-DU | Oak Avenue Parkway (Sta 100+30 to Sta 119+00) | 1,880 | LF | \$190 | 100% | \$357,200 | \$178,600 | \$53,580 | \$71,440 | \$660,820 |
| OAP 2-DU | Oak Avenue Parkway (Sta 119+00 to Sta 129+50) | 1,050 | LF | \$190 | 100% | \$199,500 | \$99,750 | \$29,925 | \$39,900 | \$369,075 |
| OAP 3-DU | Oak Avenue Parkway (Sta 129+50 to Sta 153+50) | 2,400 | LF | \$190 | 100% | \$456,000 | \$228,000 | \$68,400 | \$91,200 | \$843,600 |
| OAP 4-DU | Oak Avenue Parkway (Sta 153+50 to Sta 176+90) | 2,340 | LF | \$190 | 100% | \$444,600 | \$222,300 | \$66,690 | \$88,920 | \$822,510 |
| OAP 5-DU | Oak Avenue Parkway (Sta 176+90 to Sta 186+20) | 940 | LF | \$190 | 100% | \$178,600 | \$89,300 | \$26,790 | \$35,720 | \$330,410 |

FOLSOM PLAN AREA
Backbone Infrastructure
Construction Cost Estimate

7919,000

| Section | Description | Qty. | Unit | Unit Cost | | Const. Cost | SMUD Contract Costs (50%) | Soft Costs (15%) | Contingency (20%) | Total |
|--|--|-------|------|-----------|------|-------------|---------------------------|------------------|-------------------|-------------|
| Backbone Dry Utility System (Natural Gas, Electrical, Telecommunications & Broadband) (Continued) | | | | | | | | | | |
| East Bidwell Street | | | | | | | | | | |
| EBS 1A-DU | East Bidwell Street (Sta 100+60 to 109+50) | 890 | LF | \$190 | 100% | \$169,100 | \$84,550 | \$25,365 | \$33,820 | \$312,835 |
| EBS 2B-DU | East Bidwell Street (Sta 136+30 to 144+10) | 780 | LF | \$190 | 0% | \$0 | \$0 | \$0 | \$0 | \$0 |
| EBS 3-DU | East Bidwell Street (Sta 144+10 to 157+90) | 1,380 | LF | \$190 | 0% | \$0 | \$0 | \$0 | \$0 | \$0 |
| EBS 4-DU | East Bidwell Street (Sta 157+90 to 195+20) | 1,010 | LF | \$190 | 100% | \$191,900 | \$95,950 | \$28,785 | \$38,380 | \$355,015 |
| Westwood Drive | | | | | | | | | | |
| WWD 1-DU | Westwood Drive (Sta 100+00 to Sta 113+70) | 1,380 | LF | \$190 | 50% | \$131,100 | \$65,550 | \$19,665 | \$26,220 | \$242,535 |
| WWD 2-DU | Westwood Drive (Sta 113+70 to Sta 121+50) | 780 | LF | \$190 | 100% | \$148,200 | \$74,100 | \$22,230 | \$29,640 | \$274,170 |
| WWD 3-DU | Westwood Drive (Sta 121+50 to Sta 128+40) | 700 | LF | \$190 | 100% | \$133,000 | \$66,500 | \$19,950 | \$26,600 | \$246,050 |
| Empire Ranch Road | | | | | | | | | | |
| ERR 1-DU | Empire Ranch Road (Sta 105+70 to Sta 129+30) | 2,370 | LF | \$190 | 100% | \$450,300 | \$225,150 | \$67,545 | \$90,060 | \$833,055 |
| ERR 2-DU | Empire Ranch Road (Sta 129+30 to Sta 145+80) | 1,650 | LF | \$190 | 100% | \$313,500 | \$156,750 | \$47,025 | \$62,700 | \$579,975 |
| ERR 3-DU | Empire Ranch Road (Sta 145+80 to Sta 156+70) | 1,100 | LF | \$190 | 100% | \$209,000 | \$104,500 | \$31,350 | \$41,800 | \$386,650 |
| ERR 4-DU | Empire Ranch Road (Sta 156+70 to Sta 165+00) | 840 | LF | \$190 | 100% | \$159,600 | \$79,800 | \$23,940 | \$31,920 | \$295,260 |
| ERR 5-DU | Empire Ranch Road (Sta 165+00 to Sta 170+60) | 560 | LF | \$190 | 100% | \$106,400 | \$53,200 | \$15,960 | \$21,280 | \$196,840 |
| Rowberry Drive | | | | | | | | | | |
| ROW 1-DU | Rowberry Drive (Sta 100+60 to Sta 107+50) | 700 | LF | \$190 | 100% | \$133,000 | \$66,500 | \$19,950 | \$26,600 | \$246,050 |
| ROW 2-DU | Rowberry Drive (Sta 107+50 to Sta 113+90) | 640 | LF | \$190 | 100% | \$121,600 | \$60,800 | \$18,240 | \$24,320 | \$224,960 |
| Mangini Parkway | | | | | | | | | | |
| MP 1-DU | Mangini Parkway (Sta 100+60 to Sta 150+20) | 4,970 | LF | \$190 | 100% | \$944,300 | \$472,150 | \$141,645 | \$188,860 | \$1,746,955 |
| MP 2-DU | Mangini Parkway (Sta 150+20 to Sta 169+50) | 1,930 | LF | \$190 | 100% | \$366,700 | \$183,350 | \$55,005 | \$73,340 | \$678,395 |
| MP 3-DU | Mangini Parkway (Sta 169+50 to Sta 191+80) | 2,240 | LF | \$190 | 100% | \$425,600 | \$212,800 | \$63,840 | \$85,120 | \$787,360 |
| MP 4-DU | Mangini Parkway (Sta 191+80 to Sta 216+10) | 2,440 | LF | \$190 | 100% | \$463,600 | \$231,800 | \$69,540 | \$92,720 | \$857,660 |
| MP 8-DU | Mangini Parkway (Sta 269+80 to Sta 301+30) | 3,150 | LF | \$190 | 0% | \$0 | \$0 | \$0 | \$0 | \$0 |

FOLSOM PLAN AREA
Backbone Infrastructure
Construction Cost Estimate

7919.000

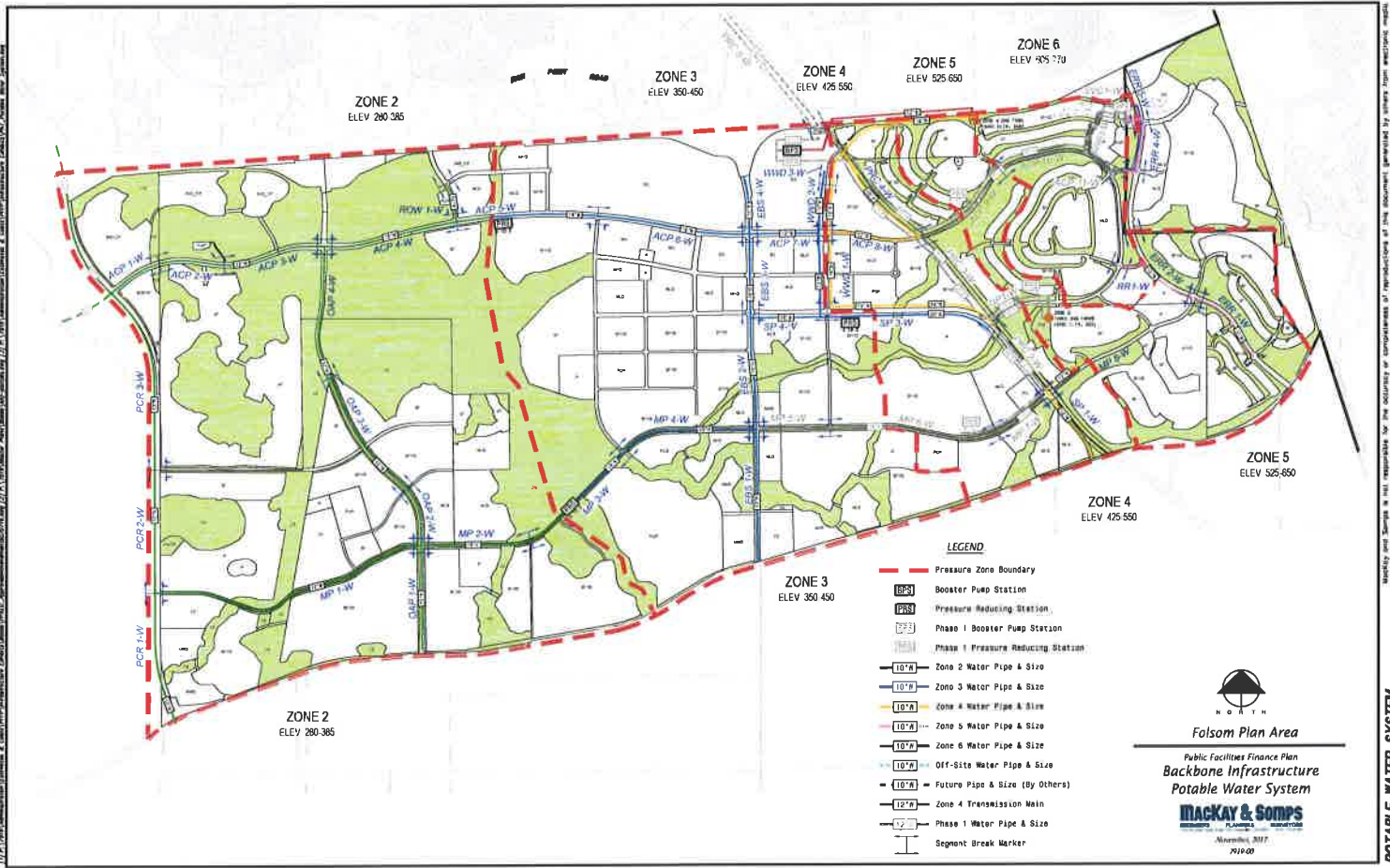
| Section | Description | Qty. | Unit | Unit Cost | | Const. Cost | SMUD Contract Costs (50%) | Soft Costs (15%) | Contingency (20%) | Total |
|--|---|-------|------|-----------|------|-------------|---------------------------|------------------|-------------------|---------------------|
| Backbone Dry Utility System (Natural Gas, Electrical, Telecommunications & Broadband) (Continued) | | | | | | | | | | |
| Savannah Parkway | | | | | | | | | | |
| SP 1-DU | Savannah Parkway (Sta 170+20 to Sta 183+90) | 1,380 | LF | \$190 | 100% | \$262,200 | \$131,100 | \$39,330 | \$52,440 | \$485,070 |
| SP 3-DU | Savannah Parkway (Sta 125+00 to Sta 154+60) | 2,960 | LF | \$190 | 100% | \$562,400 | \$281,200 | \$84,360 | \$112,480 | \$1,040,440 |
| SP 4-DU | Savannah Parkway (Sta 111+50 to Sta 125+00) | 1,350 | LF | \$190 | 100% | \$256,500 | \$128,250 | \$38,475 | \$51,300 | \$474,525 |
| Total Dry Utility System | | | | | | | | | | \$22,186,680 |
| Backbone - Electrical Transmission System | | | | | | | | | | |
| 69 kV Pole Relocation | | | | | | | | | | |
| 1 | Alder Creek Parkway (Sta 389+00 to Sta 405+00)* | 2,200 | LF | \$270 | 100% | \$594,000 | \$297,000 | \$89,100 | \$118,800 | \$1,098,900 |
| 2 | Alder Creek Parkway (Sta 442+00) | 2 | EA | \$43,000 | 100% | \$86,000 | \$43,000 | \$12,900 | \$17,200 | \$159,100 |
| Total Electrical Transmission System | | | | | | | | | | \$1,258,000 |

* Actual relocation length exceeds Alder Creek Parkway stationing.

APPENDIX F:
On-Site Potable Water
Construction Cost Estimates

Backbone Infrastructure Potable Water System Exhibit..... F-1
Backbone Infrastructure Construction Cost Estimate F-2





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POTABLE WATER SYSTEM

FOLSOM PLAN AREA
Backbone Infrastructure
Construction Cost Estimate

| Item | Construction Cost | Soft Cost (15%) | Contingency (20%) | Total |
|--|----------------------|--------------------|----------------------|---------------------|
| Potable Water Pipelines System Summary | | | | |
| Alder Creek Parkway | \$2,574,800 | \$386,220 | \$514,960 | \$3,475,980 |
| Oak Avenue Parkway | \$920,400 | \$138,060 | \$184,080 | \$1,242,540 |
| East Bidwell Street | \$399,600 | \$59,940 | \$79,920 | \$539,460 |
| Westwood Drive | \$494,500 | \$74,175 | \$98,900 | \$667,575 |
| Empire Ranch Road | \$640,400 | \$96,060 | \$128,080 | \$864,540 |
| Rowberry Drive | \$84,000 | \$12,600 | \$16,800 | \$113,400 |
| Mangini Parkway | \$2,248,900 | \$337,335 | \$449,780 | \$3,036,015 |
| Savannah Parkway | \$1,746,300 | \$261,945 | \$349,260 | \$2,357,505 |
| Rustic Ridge Drive | \$57,600 | \$8,640 | \$11,520 | \$77,760 |
| Prairie City Road | \$925,200 | \$138,780 | \$185,040 | \$1,249,020 |
| Subtotal Potable Water Pipelines System | \$10,091,700 | \$1,513,755 | \$2,018,340 | \$13,623,795 |
| Storage Reservoirs | | | | |
| Zone 3 Phase 1 | \$4,629,372 | \$694,406 | \$925,874 | \$6,249,652 |
| Zone 3 Phase 2 | \$3,885,800 | \$582,870 | \$777,160 | \$5,245,830 |
| Zone 4 | \$5,954,360 | \$893,154 | \$1,190,872 | \$8,038,386 |
| Subtotal Storage Reservoirs | \$14,469,532 | \$2,170,430 | \$2,893,906 | \$19,533,868 |
| Pressure Reducing Stations | | | | |
| Zone 3 to Zone 2 | \$318,000 | \$47,700 | \$63,600 | \$429,300 |
| Zone 4 to Zone 3 | \$212,000 | \$31,800 | \$42,400 | \$286,200 |
| Subtotal Pressure Reducing Stations | \$530,000 | \$79,500 | \$106,000 | \$715,500 |
| Booster Pump Stations | | | | |
| Zone 3 to Zone 4 | \$323,000 | \$48,450 | \$64,600 | \$436,050 |
| Subtotal Booster Pump Stations | | | | \$437,000 |
| TOTAL | \$25,414,232 | \$3,812,135 | \$5,082,846 | \$34,309,213 |

FOLSOM PLAN AREA
Backbone Infrastructure
Construction Cost Estimate

7919,000

| Section | Description | Pipe Size (in.) | Qty. | Unit | Zone | Unit Cost | Pct. Remaining | Const. Costs | Soft Costs (15%) | Contingency (20%) | Total |
|---|--|-----------------|-------|------|------|-----------|----------------|--------------|------------------|-------------------|-------------|
| Potable Water System - Pipelines | | | | | | | | | | | |
| Alder Creek Parkway | | | | | | | | | | | |
| ACP 1-W | Alder Creek Parkway (Sta 379+00 to Sta 389+00) | 12 | 1,000 | LF | 2 | \$120 | 100% | \$120,000 | \$18,000 | \$24,000 | \$162,000 |
| ACP 2-W | Alder Creek Parkway (Sta 389+00 to Sta 400+30) | 12 | 1,130 | LF | 2 | \$120 | 100% | \$135,600 | \$20,340 | \$27,120 | \$183,060 |
| ACP 3-W | Alder Creek Parkway (Sta 400+30 to Sta 418+40) | 12 | 1,810 | LF | 2 | \$120 | 100% | \$217,200 | \$32,580 | \$43,440 | \$293,220 |
| ACP 4-W | Alder Creek Parkway (Sta 418+40 to Sta 442+00) | 18 | 2,360 | LF | 2 | \$250 | 100% | \$590,000 | \$88,500 | \$118,000 | \$796,500 |
| ACP 5-W | Alder Creek Parkway (Sta 442+00 to Sta 466+70) | 18 | 630 | LF | 2 | \$250 | 100% | \$157,500 | \$23,625 | \$31,500 | \$212,625 |
| ACP 5-W | Alder Creek Parkway (Sta 442+00 to Sta 466+70) | 18 | 1,850 | LF | 3 | \$250 | 100% | \$462,500 | \$69,375 | \$92,500 | \$624,375 |
| ACP 6-W | Alder Creek Parkway (Sta 466+70 to Sta 493+50) | 18 | 3,360 | LF | 3 | \$250 | 100% | \$840,000 | \$126,000 | \$168,000 | \$1,134,000 |
| ACP 7-W | Alder Creek Parkway (Sta 493+50 to Sta 506+90) | 12 | 1,340 | LF | 3 | \$120 | 0% | \$0 | \$0 | \$0 | \$0 |
| ACP 8-W | Alder Creek Parkway (Sta 506+90 to Sta 524+10) | 12 | 1,730 | LF | 4 | \$120 | 0% | \$0 | \$0 | \$0 | \$0 |
| ACP 11-W | Alder Creek Parkway (Sta 563+70 to Sta 568+20) | 16 | 200 | LF | 5 | \$130 | 100% | \$26,000 | \$3,900 | \$5,200 | \$35,100 |
| ACP 11-W | Alder Creek Parkway (Sta 563+70 to Sta 568+20) | 16 | 200 | LF | 6 | \$130 | 100% | \$26,000 | \$3,900 | \$5,200 | \$35,100 |
| Oak Avenue Parkway | | | | | | | | | | | |
| OAP 1-W | Oak Avenue Parkway (Sta 100+30 to Sta 119+00) | 12 | 1,880 | LF | 2 | \$120 | 100% | \$225,600 | \$33,840 | \$45,120 | \$304,560 |
| OAP 2-W | Oak Avenue Parkway (Sta 119+00 to Sta 129+50) | 12 | 1,050 | LF | 2 | \$120 | 100% | \$126,000 | \$18,900 | \$25,200 | \$170,100 |
| OAP 3-W | Oak Avenue Parkway (Sta 129+50 to Sta 153+50) | 12 | 2,400 | LF | 2 | \$120 | 100% | \$288,000 | \$43,200 | \$57,600 | \$388,800 |
| OAP 4-W | Oak Avenue Parkway (Sta 153+50 to Sta 176+90) | 12 | 2,340 | LF | 2 | \$120 | 100% | \$280,800 | \$42,120 | \$56,160 | \$379,080 |
| East Bidwell Street | | | | | | | | | | | |
| EBS 1A-W | East Bidwell Street (Sta 100+60 to Sta 109+50) | 12 | 890 | LF | 3 | \$120 | 100% | \$106,800 | \$16,020 | \$21,360 | \$144,180 |
| EBS 1B-W | East Bidwell Street (Sta 109+50 to Sta 123+80) | 12 | 1,430 | LF | 3 | \$120 | 100% | \$171,600 | \$25,740 | \$34,320 | \$231,660 |
| EBS 2A-W | East Bidwell Street (Sta 123+80 to Sta 136+30) | 18 | 1,260 | LF | 3 | \$250 | 0% | \$0 | \$0 | \$0 | \$0 |
| EBS 2B-W | East Bidwell Street (Sta 136+30 to Sta 144+10) | 18 | 780 | LF | 3 | \$250 | 0% | \$0 | \$0 | \$0 | \$0 |
| EBS 3-W | East Bidwell Street (Sta 144+10 to Sta 157+90) | 18 | 1,380 | LF | 3 | \$250 | 0% | \$0 | \$0 | \$0 | \$0 |
| EBS 4-W | East Bidwell Street (Sta 157+90 to Sta 168+00) | 12 | 1,010 | LF | 3 | \$120 | 100% | \$121,200 | \$18,180 | \$24,240 | \$163,620 |

Potable Water System - Pipelines (Continued)

FOLSOM PLAN AREA
Backbone Infrastructure
Construction Cost Estimate

7919.000

| Section | Description | Pipe Size (in.) | Qty. | Unit | Zone | Unit Cost | Pct. Remaining | Const. Costs | Soft Costs (15%) | Contingency (20%) | Total |
|--------------------------|--|-----------------|-------|------|------|-----------|----------------|--------------|------------------|-------------------|-----------|
| Westwood Drive | | | | | | | | | | | |
| WWD 1-W | Westwood Drive (Sta 100+00 to Sta 113+70) | 12 | 1,380 | LF | 3 | \$120 | 50% | \$82,800 | \$12,420 | \$16,560 | \$111,780 |
| WWD 1-W | Westwood Drive (Sta 100+00 to Sta 113+70) | 16 | 1,380 | LF | 4 | \$130 | 50% | \$89,700 | \$13,455 | \$17,940 | \$121,095 |
| WWD 2-W | Westwood Drive (Sta 113+70 to Sta 121+50) | 12 | 780 | LF | 3 | \$120 | 100% | \$93,600 | \$14,040 | \$18,720 | \$126,360 |
| WWD 2-W | Westwood Drive (Sta 113+70 to Sta 121+50) | 16 | 780 | LF | 4 | \$130 | 100% | \$101,400 | \$15,210 | \$20,280 | \$136,890 |
| WWD 3-W | Westwood Drive (Sta 121+50 to Sta 128+40) | 12 | 300 | LF | 3 | \$120 | 100% | \$36,000 | \$5,400 | \$7,200 | \$48,600 |
| WWD 3-W | Westwood Drive (Sta 121+50 to Sta 128+40) | 16 | 700 | LF | 4 | \$130 | 100% | \$91,000 | \$13,650 | \$18,200 | \$122,850 |
| Empire Ranch Road | | | | | | | | | | | |
| ERR 1-W | Empire Ranch Road (Sta 105+70 to Sta 129+30) | 12 | 1,540 | LF | 5 | \$120 | 100% | \$184,800 | \$27,720 | \$36,960 | \$249,480 |
| ERR 2-W | Empire Ranch Road (Sta 129+30 to Sta 145+80) | 12 | 1,110 | LF | 5 | \$120 | 100% | \$133,200 | \$19,980 | \$26,640 | \$179,820 |
| ERR 4-W | Empire Ranch Road (Sta 156+70 to Sta 165+00) | 16 | 840 | LF | 5 | \$130 | 100% | \$109,200 | \$16,380 | \$21,840 | \$147,420 |
| ERR 4-W | Empire Ranch Road (Sta 156+70 to Sta 165+00) | 16 | 840 | LF | 6 | \$130 | 100% | \$109,200 | \$16,380 | \$21,840 | \$147,420 |
| ERR 5-W | Empire Ranch Road (Sta 165+00 to Sta 170+60) | 16 | 400 | LF | 6 | \$130 | 100% | \$52,000 | \$7,800 | \$10,400 | \$70,200 |
| ERR 5-W | Empire Ranch Road (Sta 165+00 to Sta 170+60) | 16 | 400 | LF | 5 | \$130 | 100% | \$52,000 | \$7,800 | \$10,400 | \$70,200 |
| Rowberry Drive | | | | | | | | | | | |
| ROW 1-W | Rowberry Drive (Sta 100+60 to Sta 107+50) | 12 | 700 | LF | 2 | \$120 | 100% | \$84,000 | \$12,600 | \$16,800 | \$113,400 |
| Mangini Parkway | | | | | | | | | | | |
| MP 1-W | Mangini Parkway (Sta 100+60 to Sta 150+20) | 12 | 4,970 | LF | 2 | \$120 | 100% | \$596,400 | \$89,460 | \$119,280 | \$805,140 |
| MP 2-W | Mangini Parkway (Sta 150+20 to Sta 169+50) | 18 | 1,930 | LF | 2 | \$250 | 100% | \$482,500 | \$72,375 | \$96,500 | \$651,375 |
| MP 3-W | Mangini Parkway (Sta 169+50 to Sta 191+80) | 18 | 800 | LF | 2 | \$250 | 100% | \$200,000 | \$30,000 | \$40,000 | \$270,000 |
| MP 3-W | Mangini Parkway (Sta 169+50 to Sta 191+80) | 18 | 1,440 | LF | 3 | \$250 | 100% | \$360,000 | \$54,000 | \$72,000 | \$486,000 |
| MP 4-W | Mangini Parkway (Sta 191+80 to Sta 216+10) | 18 | 2,440 | LF | 3 | \$250 | 100% | \$610,000 | \$91,500 | \$122,000 | \$823,500 |
| MP 8-W | Mangini Parkway (Sta 269+80 to Sta 301+30) | 12 | 1,370 | LF | 4 | \$120 | 0% | \$0 | \$0 | \$0 | \$0 |

FOLSOM PLAN AREA
Backbone Infrastructure
Construction Cost Estimate

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| Section | Description | Pipe Size (in.) | Qty. | Unit | Zone | Unit Cost | Pct. Remaining | Const. Costs | Soft Costs (15%) | Contingency (20%) | Total |
|---|--|-----------------|-------|------|------|-----------|----------------|--------------|------------------|---------------------|-------------|
| Potable Water System - Pipelines (Continued) | | | | | | | | | | | |
| Savannah Parkway | | | | | | | | | | | |
| SP 1-W | Savannah Parkway (Sta 170+20 to Sta 183+90) | 12 | 1,380 | LF | 4 | \$120 | 100% | \$165,600 | \$24,840 | \$33,120 | \$223,560 |
| SP 3-W | Savannah Parkway (Sta 125+00 to Sta 154+60) | 16 | 2,960 | LF | 4 | \$130 | 100% | \$384,800 | \$57,720 | \$76,960 | \$519,480 |
| SP 3-W | Savannah Parkway (Sta 125+00 to Sta 154+60) | 24 | 2,960 | LF | 3 | \$290 | 100% | \$858,400 | \$128,760 | \$171,680 | \$1,158,840 |
| SP 4-W | Savannah Parkway (Sta 111+50 to Sta 125+00) | 18 | 1,350 | LF | 3 | \$250 | 100% | \$337,500 | \$50,625 | \$67,500 | \$455,625 |
| Rustic Ridge Drive | | | | | | | | | | | |
| RR 1-W | Rustic Ridge Drive (Sta 10+00 to Sta 14+80) | 12 | 480 | LF | 5 | \$120 | 100% | \$57,600 | \$8,640 | \$11,520 | \$77,760 |
| Prairie City Road | | | | | | | | | | | |
| PCR 1-W | Prairie City Road (Sta 99+40 to Sta 121+80) | 12 | 2240 | LF | 2 | \$120 | 100% | \$268,800 | \$40,320 | \$53,760 | \$362,880 |
| PCR 2-W | Prairie City Road (Sta 121+80 to Sta 143+40) | 12 | 2170 | LF | 2 | \$120 | 100% | \$260,400 | \$39,060 | \$52,080 | \$351,540 |
| PCR 3-W | Prairie City Road (Sta 143+40 to Sta 176+30) | 12 | 3300 | LF | 2 | \$120 | 100% | \$396,000 | \$59,400 | \$79,200 | \$534,600 |
| Subtotal Potable Water System - Pipelines | | | | | | | | | | \$13,623,795 | |

FOLSOM PLAN AREA
Backbone Infrastructure
Construction Cost Estimate

7919.000

| Section | Description | Pipe Size (In.) | Qty. | Unit | Zone | Unit Cost | Pct. Remaining | Const. Costs | Soft Costs (15%) | Contingency (20%) | Total |
|---|--|-----------------|---------|------|------|-------------|----------------|--------------|------------------|-------------------|--------------------|
| Potable Water System - Storage Tanks | | | | | | | | | | | |
| Storage Tanks | | | | | | | | | | | |
| Zone 3 Storage Tank - Phase 1 | | | | | | | | | | | |
| <u>Tank Site Improvements</u> | | | | | | | | | | | |
| | Site Mobilization/Demobilization | | 1 | LS | | \$90,000.00 | 100% | \$90,000 | \$13,500 | \$18,000 | \$121,500 |
| | Rough Grade Excavation -Stockpile | | 51,000 | CY | | \$6.40 | 100% | \$326,400 | \$48,960 | \$65,280 | \$440,640 |
| | Rock Excavation | | 2,000 | CY | | \$11.00 | 100% | \$22,000 | \$3,300 | \$4,400 | \$29,700 |
| | Structural Backfill (Within 10-ft of Tank) | | 4,900 | CY | | \$11.00 | 100% | \$53,900 | \$8,085 | \$10,780 | \$72,765 |
| | Site Grading (Slope Reconstruction) | | 42,000 | CY | | \$4.30 | 100% | \$180,600 | \$27,090 | \$36,120 | \$243,810 |
| | Concrete Lined V-Ditch | | 540 | LF | | \$15 | 100% | \$8,100 | \$1,215 | \$1,620 | \$10,935 |
| | Type 'F' Field Inlet | | 1 | EA | | \$3,800.00 | 100% | \$3,800 | \$570 | \$760 | \$5,130 |
| | 12-inch RCP CL III Drain Pipe | | 15 | LF | | \$120.00 | 100% | \$1,800 | \$270 | \$360 | \$2,430 |
| | 24-inch DIP CL 350 Tank Overflow Pipe | | 240 | LF | | \$160.00 | 100% | \$38,400 | \$5,760 | \$7,680 | \$51,840 |
| | Tank Overflow Structure | | 1 | EA | | \$50,000 | 100% | \$50,000 | \$7,500 | \$10,000 | \$67,500 |
| | 2-inch Water Service | | 1 | LS | | \$10,000 | 100% | \$10,000 | \$1,500 | \$2,000 | \$13,500 |
| | 24-inch DIP CL 350 Transmission Main | | 500 | LF | | \$290 | 100% | \$145,000 | \$21,750 | \$29,000 | \$195,750 |
| | 30-inch DIP CL 350 Distribution Main | | 400 | LF | | \$500 | 100% | \$200,000 | \$30,000 | \$40,000 | \$270,000 |
| | 25-ft. Wide Double Swing Entrance Gate & Appurtenances | | 1 | EA | | \$35,000 | 100% | \$35,000 | \$5,250 | \$7,000 | \$47,250 |
| | Site Paving (3" AC / 10.5" AB) | | 13,300 | SF | | \$4.10 | 100% | \$54,530 | \$8,180 | \$10,906 | \$73,616 |
| | Site Ground Cover (4-inch Layer Crushed Gravel) | | 30,000 | SF | | \$1.30 | 100% | \$39,000 | \$5,850 | \$7,800 | \$52,650 |
| | Site Landscaping | | 5,000 | SF | | \$5.00 | 100% | \$25,000 | \$3,750 | \$5,000 | \$33,750 |
| | Tube Steel Perimeter Fencing | | 1,260 | LF | | \$40.00 | 100% | \$50,400 | \$7,560 | \$10,080 | \$68,040 |
| | Site Lighting & Security | | 1 | LS | | \$60,000 | 100% | \$60,000 | \$9,000 | \$12,000 | \$81,000 |
| | Dry Utility Service | | 1 | LS | | \$15,000.00 | 100% | \$15,000 | \$2,250 | \$3,000 | \$20,250 |
| | Reseeding (Hydro-Seeding) | | 170,700 | SF | | \$0.06 | 100% | \$10,242 | \$1,536 | \$2,048 | \$13,827 |
| | Erosion Control (Construction SWPPP) | | 184,000 | SF | | \$0.30 | 100% | \$55,200 | \$8,280 | \$11,040 | \$74,520 |
| <u>Tank Improvements</u> | | | | | | | | | | | |
| | 3.0 MG Prestressed Concrete Tank | | 1 | LS | | \$2,900,000 | 100% | \$2,900,000 | \$435,000 | \$580,000 | \$3,915,000 |
| | Tank Appurtenances (mixing, sampling, hatches & instrumentation) | | 1 | LS | | \$150,000 | 100% | \$150,000 | \$22,500 | \$30,000 | \$202,500 |
| | 30-inch Check Valve (Tank Inlet) | | 1 | LS | | \$35,000 | 100% | \$35,000 | \$5,250 | \$7,000 | \$47,250 |
| | 24-inch Flow Meter w/Bypass, Valving and Appurtenances | | 1 | LS | | \$70,000 | 100% | \$70,000 | \$10,500 | \$14,000 | \$94,500 |
| Total Zone 3 Storage Tank - Phase 1 | | | | | | | | | | | \$6,249,700 |

FOLSOM PLAN AREA
Backbone Infrastructure
Construction Cost Estimate

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| Section | Description | Pipe Size (in.) | Qty. | Unit | Zone | Unit Cost | Pct. Remaining | Const. Costs | Soft Costs (15%) | Contingency (20%) | Total |
|---|--|-----------------|---------|------|------|-------------|----------------|--------------|------------------|--------------------|-------------|
| Potable Water System - Storage Tanks (Continued) | | | | | | | | | | | |
| Zone 3 Storage Tank - Phase 2 | | | | | | | | | | | |
| <u>Tank Site Improvements</u> | | | | | | | | | | | |
| | Site Mobilization/Demobilization | | 1 | LS | | \$80,000.00 | 100% | \$80,000 | \$12,000 | \$16,000 | \$108,000 |
| | Rough Grade Excavation -Stockpile | | 30,000 | CY | | \$6.40 | 100% | \$192,000 | \$28,800 | \$38,400 | \$259,200 |
| | Rock Excavation | | 2,000 | CY | | \$11.00 | 100% | \$22,000 | \$3,300 | \$4,400 | \$29,700 |
| | Structural Backfill (Within 10-ft of Tank) | | 4,900 | CY | | \$11.00 | 100% | \$53,900 | \$8,085 | \$10,780 | \$72,765 |
| | Site Grading (Slope Reconstruction) | | 33,000 | CY | | \$4.30 | 100% | \$141,900 | \$21,285 | \$28,380 | \$191,565 |
| | Concrete Lined V-Ditch | | 500 | LF | | \$15 | 100% | \$7,500 | \$1,125 | \$1,500 | \$10,125 |
| | Type 'F' Field Inlet | | 1 | EA | | \$3,800.00 | 100% | \$3,800 | \$570 | \$760 | \$5,130 |
| | 12-inch RCP CL III Drain Pipe | | 15 | LF | | \$120.00 | 100% | \$1,800 | \$270 | \$360 | \$2,430 |
| | 24-inch DIP CL 350 Tank Overflow Pipe | | 60 | LF | | \$160.00 | 100% | \$9,600 | \$1,440 | \$1,920 | \$12,960 |
| | 24-inch DIP CL 350 Transmission Main | | 180 | LF | | \$290 | 100% | \$52,200 | \$7,830 | \$10,440 | \$70,470 |
| | 30-inch DIP CL 350 Distribution Main | | 80 | LF | | \$500 | 100% | \$40,000 | \$6,000 | \$8,000 | \$54,000 |
| | Site Paving (3" AC / 10.5" AB) | | 11,000 | SF | | \$4.10 | 100% | \$45,100 | \$6,765 | \$9,020 | \$60,885 |
| | Site Ground Cover (4-inch Layer Crushed Gravel) | | 27,000 | SF | | \$1.30 | 100% | \$35,100 | \$5,265 | \$7,020 | \$47,385 |
| | Site Lighting & Security | | 1 | LS | | \$50,000 | 100% | \$50,000 | \$7,500 | \$10,000 | \$67,500 |
| | Tube Steel Perimeter Fencing | | 620 | LF | | \$40.00 | 100% | \$24,800 | \$3,720 | \$4,960 | \$33,480 |
| | Reseeding (Hydro-Seeding) | | 85,000 | SF | | \$0.06 | 100% | \$5,100 | \$765 | \$1,020 | \$6,885 |
| | Erosion Control (Construction SWPPP) | | 120,000 | SF | | \$0.30 | 100% | \$36,000 | \$5,400 | \$7,200 | \$48,600 |
| <u>Tank Improvements</u> | | | | | | | | | | | |
| | 3.0 MG Prestressed Concrete Tank | | 1 | LS | | \$2,900,000 | 100% | \$2,900,000 | \$435,000 | \$580,000 | \$3,915,000 |
| | Tank Appurtenances (mixing, sampling, hatches & instrumentation) | | 1 | LS | | \$150,000 | 100% | \$150,000 | \$22,500 | \$30,000 | \$202,500 |
| | 30-inch Check Valve (Tank Inlet) | | 1 | LS | | \$35,000 | 100% | \$35,000 | \$5,250 | \$7,000 | \$47,250 |
| Total Zone 3 Storage Tank - Phase 2 | | | | | | | | | | \$5,245,900 | |

**FOLSOM PLAN AREA
Backbone Infrastructure
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7919.000

| Section | Description | Pipe Size (in.) | Qty. | Unit | Zone | Unit Cost | Pct. Remaining | Const. Costs | Soft Costs (15%) | Contingency (20%) | Total |
|---|---|-----------------|---------|------|------|------------|----------------|--------------|------------------|-------------------|-----------|
| Potable Water System - Storage Tanks (Continued) | | | | | | | | | | | |
| Zone 4 Storage Tank | | | | | | | | | | | |
| <u>Tank Site Access and Utility Extensions</u> | | | | | | | | | | | |
| | Mobilization/Demobilization | | 1 | LS | | \$120,000 | 100% | \$120,000 | \$18,000 | \$24,000 | \$162,000 |
| | Clearing and Grubbing | | 400,000 | SF | | \$0.04 | 100% | \$16,000 | \$2,400 | \$3,200 | \$21,600 |
| | Excavation | | 27,000 | CY | | \$7.50 | 100% | \$202,500 | \$30,375 | \$40,500 | \$273,375 |
| | Subgrade Preparation | | 46,000 | SF | | \$0.60 | 100% | \$27,600 | \$4,140 | \$5,520 | \$37,260 |
| | 16-ft Wide Access Road (3"AC/10.5"AB) | | 46,000 | SF | | \$4.10 | 100% | \$188,600 | \$28,290 | \$37,720 | \$254,610 |
| | Remove & Reinstall Railroad Tracks at Water Pipeline Crossing | | 1 | EA | | \$5,300.00 | | | | | \$7,155 |
| | Masonry Retaining Wall | | 2,000 | FSF | | \$85 | 100% | \$170,000 | \$25,500 | \$34,000 | \$229,500 |
| | 20-ft Wide Pipe Gate | | 1 | EA | | \$7,500 | 100% | \$7,500 | \$1,125 | \$1,500 | \$10,125 |
| | Rock Lined Drainage Ditch | | 2,300 | LF | | \$13.00 | 100% | \$29,900 | \$4,485 | \$5,980 | \$40,365 |
| | City Fiber Optic Conduit & Pull Boxes | | 1,100 | LF | | \$22.00 | 100% | \$24,200 | \$3,630 | \$4,840 | \$32,670 |
| | Dry Utility Service | | 1 | EA | | \$15,000 | 100% | \$15,000 | \$2,250 | \$3,000 | \$20,250 |
| | 15-inch RCP CL III Storm Drain Pipe | | 440 | LF | | \$130 | 100% | \$57,200 | \$8,580 | \$11,440 | \$77,220 |
| | 18-inch RCP CL III Storm Drain Pipe | | 105 | LF | | \$140 | 100% | \$14,700 | \$2,205 | \$2,940 | \$19,845 |
| | 18-inch Storm Drain Outfall Structure | | 1 | EA | | \$4,300 | 100% | \$4,300 | \$645 | \$860 | \$5,805 |
| | 48-inch Storm Drain Manhole | | 3 | EA | | \$5,800 | 100% | \$17,400 | \$2,610 | \$3,480 | \$23,490 |
| | Type 'F' Field Inlet | | 2 | EA | | \$3,800 | 100% | \$7,600 | \$1,140 | \$1,520 | \$10,260 |
| | 1-inch Metered Water Service | | 1 | EA | | \$2,120 | 100% | \$2,120 | \$318 | \$424 | \$2,862 |
| | 12-inch DIP CL 350 Water Pipeline w/Cathodic Protection | | 2,710 | LF | | \$200 | 100% | \$542,000 | \$81,300 | \$108,400 | \$731,700 |
| | 18-inch DIP CL 350 Water Pipeline w/Cathodic Protection | | 2,500 | LF | | \$250 | 100% | \$625,000 | \$93,750 | \$125,000 | \$843,750 |
| | 12-inch Gate Valve | | 3 | EA | | \$3,400 | 100% | \$10,200 | \$1,530 | \$2,040 | \$13,770 |
| | 18-inch Butterfly Valve | | 3 | EA | | \$6,800 | 100% | \$20,400 | \$3,060 | \$4,080 | \$27,540 |
| | 2-inch Combination Air Release/Vacuum Relief Valve | | 6 | EA | | \$6,900 | 100% | \$41,400 | \$6,210 | \$8,280 | \$55,890 |
| | Reseeding (Hydro-Seeding) | | 340,000 | SF | | \$0.06 | 100% | \$20,400 | \$3,060 | \$4,080 | \$27,540 |
| | Erosion Control (Construction SWPPP) | | 400,000 | SF | | \$0.30 | 100% | \$120,000 | \$18,000 | \$24,000 | \$162,000 |
| <u>Tank Site Improvements</u> | | | | | | | | | | | |
| | Subgrade Preparation | | 14,400 | SF | | \$0.60 | 100% | \$8,640 | \$1,296 | \$1,728 | \$11,664 |
| | Site paving (3"AC/10.5"AB) | | 14,400 | SF | | \$4.10 | 100% | \$59,040 | \$8,856 | \$11,808 | \$79,704 |
| | Type 2 Curb & Gutter | | 560 | LF | | \$27 | 100% | \$15,660 | \$2,349 | \$3,132 | \$21,141 |
| | 30-Ft Wide Rolling Entrance Gate & Appurtenances | | 1 | EA | | \$35,000 | 100% | \$35,000 | \$5,250 | \$7,000 | \$47,250 |
| | Masonry Retaining Wall | | 1,980 | FSF | | \$85 | 100% | \$168,300 | \$25,245 | \$33,660 | \$227,205 |

FOLSOM PLAN AREA
Backbone Infrastructure
Construction Cost Estimate

7919,000

| Section | Description | Pipe Size (in.) | Qty. | Unit | Zone | Unit Cost | Pct. Remaining | Const. Costs | Soft Costs (15%) | Contingency (20%) | Total |
|---|--|-----------------|------|------|------|-------------|----------------|--------------|------------------|--------------------|-------------|
| Potable Water System - Storage Tanks (Continued) | | | | | | | | | | | |
| Zone 4 Storage Tank (Continued) | | | | | | | | | | | |
| <u>Tank Site Improvements (Continued)</u> | | | | | | | | | | | |
| | Masonry Perimeter Wall (8-ft Tall) | | 600 | LF | | \$106 | 100% | \$63,600 | \$9,540 | \$12,720 | \$85,860 |
| | 12-inch RCP CL III Storm Drain Pipe | | 30 | LF | | \$120 | 100% | \$3,600 | \$540 | \$720 | \$4,860 |
| | 15-inch RCP CL III Storm Drain Pipe | | 120 | LF | | \$130 | 100% | \$15,600 | \$2,340 | \$3,120 | \$21,060 |
| | Type 'B' Drainage Inlet | | 2 | EA | | \$4,100 | 100% | \$8,200 | \$1,230 | \$1,640 | \$11,070 |
| | 12-inch DIP CL 350 Water Pipeline w/Cathodic Protection | | 50 | LF | | \$200 | 100% | \$10,000 | \$1,500 | \$2,000 | \$13,500 |
| | 18-inch DIP CL 350 Water Pipeline w/Cathodic Protection | | 100 | LF | | \$250 | 100% | \$25,000 | \$3,750 | \$5,000 | \$33,750 |
| | 12-inch Gate Valve | | 1 | EA | | \$3,400 | 100% | \$3,400 | \$510 | \$680 | \$4,590 |
| | 18-inch Butterfly Valve | | 1 | EA | | \$6,800 | 100% | \$6,800 | \$1,020 | \$1,360 | \$9,180 |
| | 2-inch Combination Air Release/Vacuum Relief Valve | | 2 | EA | | \$6,900 | 100% | \$13,800 | \$2,070 | \$2,760 | \$18,630 |
| <u>Tank and Appurtenances</u> | | | | | | | | | | | |
| | 2.0 MG Prestressed Concrete Tank (slab on grade with flat roof) | | 1 | LS | | \$2,900,000 | 100% | \$2,900,000 | \$435,000 | \$580,000 | \$3,915,000 |
| | Tank Appurtenances (mixing, sampling, hatches & instrumentation) | | 1 | LS | | \$150,000 | 100% | \$150,000 | \$22,500 | \$30,000 | \$202,500 |
| | 12-inch Check Valve (Tank Inlet) | | 1 | EA | | \$11,000 | 100% | \$11,000 | \$1,650 | \$2,200 | \$14,850 |
| | 12-inch Flow Meter w/Bypass, Valving and Appurtenances | | 1 | LS | | \$60,000 | 100% | \$60,000 | \$9,000 | \$12,000 | \$81,000 |
| | 12-inch Tank Drain Piping DIP CL 350 | | 20 | LF | | \$200 | 100% | \$4,000 | \$600 | \$800 | \$5,400 |
| | 12-inch Tank Drain Gate Valve | | 1 | EA | | \$3,400 | 100% | \$3,400 | \$510 | \$680 | \$4,590 |
| | Site Electrical - Lighting & Security | | 1 | LS | | \$100,000 | 100% | \$100,000 | \$15,000 | \$20,000 | \$135,000 |
| Total Zone 4 Storage Tank | | | | | | | | | | \$8,038,400 | |

FOLSOM PLAN AREA
Backbone Infrastructure
Construction Cost Estimate

7919.000

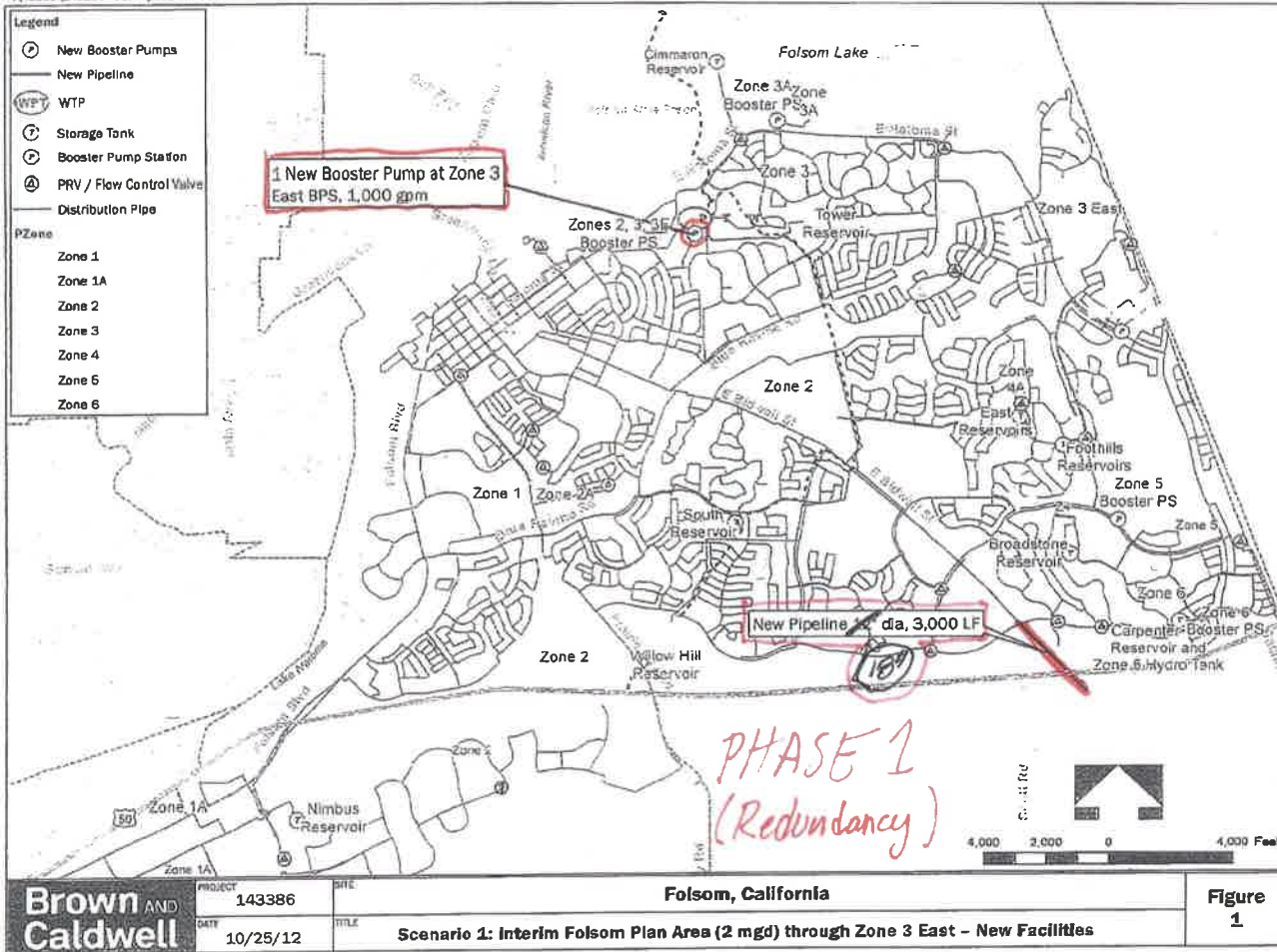
| Section | Description | Pipe Size (in.) | Qty. | Unit | Zone | Unit Cost | Pct. Remaining | Const. Costs | Soft Costs (15%) | Contingency (20%) | Total |
|--|--|-----------------|------|------|------|-----------|----------------|--------------|------------------|-------------------|---------------------|
| Potable Water System - Storage Tanks (Continued) | | | | | | | | | | | |
| Potable Water System - Pressure Reducing Station | | | | | | | | | | | |
| Pressure Reducing Station | | | | | | | | | | | |
| | Zone 3 to Zone 2 | | 3 | EA | 3 | \$106,000 | 100% | \$318,000 | \$47,700 | \$63,600 | \$429,300 |
| | Zone 4 to Zone 3 | | 2 | EA | 4 | \$106,000 | 100% | \$212,000 | \$31,800 | \$42,400 | \$286,200 |
| Potable Water System - Booster Pump Stations | | | | | | | | | | | |
| Zone 3 to Zone 4 Booster Pump Station - Phase 2 | | | | | | | | | | | |
| | Piping, Valves, Fittings & Appurtenances | - | 1 | LS | | \$53,000 | 100% | \$53,000 | \$7,950 | \$10,600 | \$71,550 |
| | Major Equipment | - | 1 | LS | | \$160,000 | 100% | \$160,000 | \$24,000 | \$32,000 | \$216,000 |
| | Major Electrical | - | 1 | LS | | \$110,000 | 100% | \$110,000 | \$16,500 | \$22,000 | \$148,500 |
| Subtotal Zone 3 to Zone 4 Booster Pump Station - Phase 2 | | | | | | | | | | | \$436,100 |
| Total Potable Water System | | | | | | | | | | | \$34,309,395 |

APPENDIX G: Off-Site Potable Water Construction Cost Estimates

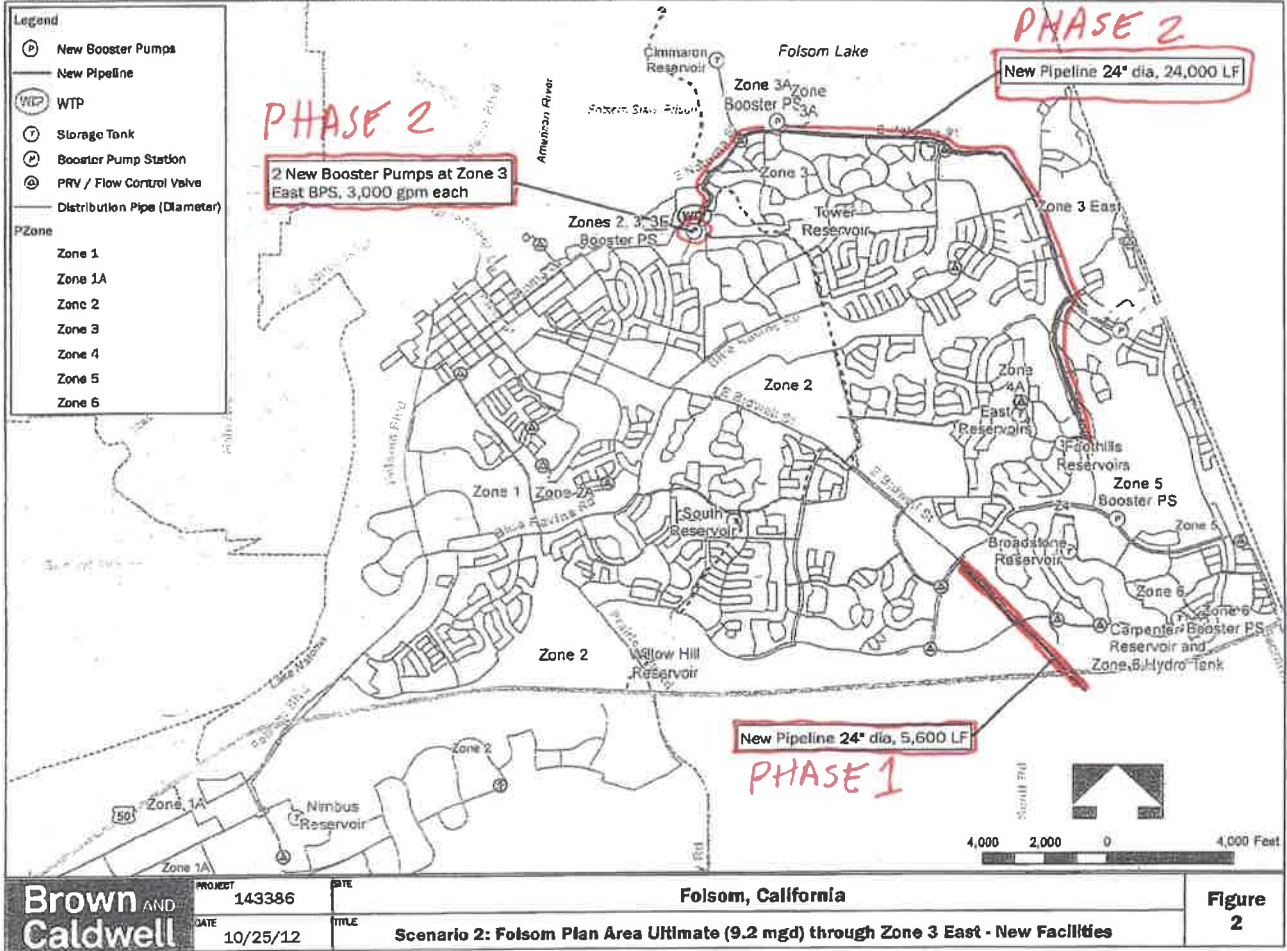
| | | |
|-----------|---|-----|
| Figure 1 | Scenario 1: Interim Folsom Plan Area through Zone 3 East—New Facilities | G-1 |
| Figure 2 | Scenario 2: Interim Folsom Plan Area Ultimate through Zone 3 East—New Facilities | G-2 |
| Table G-1 | Estimated Off-Site Potable Water System Costs..... | G-3 |
| Table G-2 | Estimated Off-Site Potable Water and Sewer System Costs and Sources of Funding | G-4 |
| | Backbone Infrastructure Construction Cost Estimate | G-5 |



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DRAFT

Table G-1
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
Estimated Off-Site Potable Water System Costs (2020\$)

Off-Site Potable Water

| Item | Percentage | Folsom Plan Area Cost | | | Total |
|--|------------|-----------------------|--------------------|---------------------|---------------------|
| | | Existing [1] | Phase1 | Phase 2 | |
| Existing Facilities Shared Capacity | | | | | |
| WTP Phase III | | \$2,450,000 | | | \$2,450,000 |
| WTP Phase IVA | | \$1,110,000 | | | \$1,110,000 |
| WTP Phase IVB | | \$6,887,000 | | | \$6,887,000 |
| Zone 3 East BPS | | \$250,000 | | | \$250,000 |
| Natoma Raw Water Pipeline | | \$1,543,000 | | | \$1,543,000 |
| Foothills Reservoirs | | \$360,000 | | | \$360,000 |
| Zone 3 East Distribution System | | \$500,000 | | | \$500,000 |
| Engineering, Admin, Construction Man., and Contingency | | \$265,000 | | | \$265,000 |
| Subtotal Existing Facilities | | \$13,365,000 | \$0 | \$0 | \$13,365,000 |
| Plus Escalation [2] | | \$782,000 | | | \$782,000 |
| Subtotal Escalated Existing Facilities | | \$14,147,000 | \$0 | \$0 | \$14,147,000 |
| New Facilities | | | | | |
| Off-Site Water Pipeline Phase 1 (See Subtotal) | | | - | \$0 | \$0 |
| Transmission Pipelines - 24" [2] | | | - | \$12,883,000 | \$12,883,000 |
| Zone 3 East Booster Pump Station (additional capacity) | | | - | \$6,420,000 | \$6,420,000 |
| Subtotal New Construction | | \$0 | - | \$19,303,000 | \$19,303,000 |
| Planning, Design, and Construction Management | 15% | \$0 | - | \$2,895,450 | \$2,895,450 |
| Contingency | 20% | \$0 | - | \$3,860,600 | \$3,860,600 |
| Subtotal New Facilities [3] | | \$0 | \$1,082,748 | \$26,059,050 | \$27,141,798 |
| Systems Optimization Review (SOR) | | | | | |
| SOR Incurred | | \$2,300,000 | | | \$2,300,000 |
| Willow Hill SOR | | \$0 | \$5,700,000 | \$0 | \$5,700,000 |
| Subtotal SOR | | \$2,300,000 | \$5,700,000 | \$0 | \$8,000,000 |
| Total | | \$16,447,000 | \$6,782,748 | \$26,059,050 | \$49,288,798 |

off water

Source: Brown & Caldwell; MacKay & Soms.

- [1] Phase 1 off-site water system costs based on actual construction costs for Phase 1 water systems.
[2] Existing off-site water system facility hard costs based on the costs included in the SPIF Nexus Study FY 2017-2018 Update, adjusted by 2 years of SPIF Infrastructure Fee escalations, equal to 5.85%, rounded to the nearest \$1,000.
[3] Reflects the Phase 1 SPIF Off-Site Potable Water Facility costs included in a SPIF Fee Reimbursement that have not been converted to SPIF credit. See Table B-11 for details.

DRAFT

Table G-2
 Folsom Plan Area Specific Plan
 Specific Plan Infrastructure Fee (SPIF) 2020 Update
 Estimated Off-Site Potable Water and Sewer System Costs and Sources of Funding (2020\$)

**Off-Site Potable Water &
 Sewer System
 Costs and Sources of Funding**

| Item | Total Estimated Costs | Funding Sources | | | | | | Total |
|---|-----------------------------|--|---|--------------------|-----------------------|---|---------------------|-------|
| | | Remaining SPIF Infrastructure Fee [1] | Water Treatment Plant Set- Aside Fee [1] | CFD 2013-1 | CFD 17 Willow Hill | CFD 18 Water & Sewer Bond Proceeds & PAYGO [2] | | |
| Off-Site Potable Water Facilities | | | | | | | | |
| Existing Facilities | \$14,147,000 | \$1,493,493 | \$6,871,374 | \$0 | \$0 | \$5,782,133 | \$14,147,000 | |
| Systems Optimization Review (SOR) | \$8,000,000 | \$0 | \$0 | \$2,300,000 | \$5,700,000 | \$0 | \$8,000,000 | |
| Off-Site Water Pipeline - Phase 1 [3] | \$1,082,748 | \$1,082,748 | \$0 | \$0 | \$0 | \$0 | \$1,082,748 | |
| Off-Site Water Pipeline - Phase 2 [4] [5] | \$26,059,050 | \$16,759,050 | \$0 | \$0 | \$0 | \$9,300,000 | \$26,059,050 | |
| Subtotal Off-Site Potable Water Facilities | \$49,288,798 | \$19,335,291 | \$6,871,374 | \$2,300,000 | \$5,700,000 | \$15,082,133 | \$49,288,798 | |
| Sewer Facilities | | | | | | | | |
| Sewer Pipelines [4] | \$10,877,405 | \$10,877,405 | \$0 | \$0 | \$0 | \$0 | \$10,877,405 | |
| Alder Creek Lift Station - Phase 1 [3] [6] | \$5,182,509 | \$498,504 | \$0 | \$0 | \$0 | \$4,684,005 | \$5,182,509 | |
| Alder Creek Lift Station - Phase 2 | \$148,500 | \$148,500 | \$0 | \$0 | \$0 | \$0 | \$148,500 | |
| Russell Ranch Lift Station | \$2,065,500 | \$2,065,500 | \$0 | \$0 | \$0 | \$0 | \$2,065,500 | |
| Sewer Odor Control System | \$405,000 | \$405,000 | \$0 | \$0 | \$0 | \$0 | \$405,000 | |
| Subtotal Sewer Facilities | \$18,678,914 | \$13,994,909 | \$0 | \$0 | \$0 | \$4,684,005 | \$18,678,914 | |
| Total | \$67,967,712 | \$33,330,200 | \$6,871,374 | \$2,300,000 | \$5,700,000 | \$19,766,138 | \$67,967,712 | |

ws su

Source: MacKay & Somp; CFD No. 2013-1 Hearing Report; CFD No. 17 Hearing Report; CFD No. 18 Hearing Report; EPS.

- [1] Off-Site Potable Water Existing Facilities: The SPIF Fee Program originally included \$7,655,000 of existing water system costs the City invested in recent years. The City requested that the City's past investments in the existing water system be allocated to the remaining FPASP land uses and charged as a Set-Aside Fee so the City can more efficiently recover its past water system investments. The amount shown in the SPIF reflects the proportion of SPIF credits that have been executed through July 15, 2020 through which the City will submit a SPIF Fee Program Reimbursement Agreement to be reimbursed by FPASP developers and builders through the SPIF Fee Program. The amount shown for the Water Treatment Plant Set-Aside Fee reflects the balance owed by the remaining undeveloped FPASP land uses. The amounts shown in these funding sources reflect FY 2020-2021 dollars. See Appendix K for details.
- [2] Funding consists of a combination of bond proceeds and PAYGO during the first 20 years of the CFD.
- [3] The Phase 1 costs shown reflect the Phase 1 SPIF Infrastructure Backbone Facility costs included in SPIF Infrastructure Fee Reimbursements that have not been converted to SPIF credit, plus SPIF True-Up amounts. See Table B-1 through Table B-14 for details.
- [4] Sewer Pipelines: Includes remaining Phase 1 costs and Phase 2 costs. See Table 14 for details.
- [5] The amount shown to be covered by CFD No. 18 is based on a conservative Phase 2 Water Facilities funding approach.
- [6] Alder Creek Lift Station - Phase 1: Total estimated costs includes a portion (\$4,684,005) that has been funded by CFD No. 18. These costs are not reflected in Table 14 or Table B-11 but are included in this table for purposes of showing CFD No. 18 use of funds.

October 7, 2013

Table G-3
FOLSOM PLAN AREA
 SEWER & WATER INFRASTRUCTURE CFD

FPA Ultimate Folsom WTP Supply Scenarios

| Improvement | Unit cost (for new facilities) | Units | Phase 1 | | | Phase 2 | | | | |
|--|--------------------------------------|--------------|---------------------------------|-------|---------------------|---|---|------------------------------------|-------|----------------------|
| | | | FPA needs in new capacity | Units | Cost | FPA needs from existing capacity | % FPA share of existing capacity | FPA needs in new capacity | Units | Total Cost Share |
| New Facilities | | | | | | | | | | |
| Transmission pipelines - 18 in diameter | 20 | \$/in-dia/LF | 3000 | LF | \$ 1,080,000 | | | | | |
| Transmission pipelines - 24 in diameter | 20 | \$/in-dia/LF | 5600 | LF | \$ 2,688,000 | | | 24000 | LF | \$ 11,520,000 |
| Zone 3 East BPS (additional capacity) | 350 | \$/gpm | 900 | gpm | \$ 320,000 | | | 5900 | gpm | \$ 2,065,000 |
| Total new facilities construction | | | | | \$ 4,088,000 | | | | | \$ 13,585,000 |
| Planning (new Facilities) | 6% | | | | \$ 245,280 | | | | | \$ 815,100 |
| Design (new facilities) | 10% | | | | \$ 408,800 | | | | | \$ 1,358,500 |
| Construction Management (new facilities) | 8% | | | | \$ 327,040 | | | | | \$ 1,086,800 |
| Contingency (new facilities) | 30% | | | | \$ 1,226,400 | | | | | \$ 4,075,500 |
| Subtotal new facilities cost | | | | | \$ 2,207,520 | | | | | \$ 7,335,900 |
| Project total | | | | | \$ 6,295,520 | | | | | \$ 20,920,900 |

Q:\Contracts\Sacramento\7919\7919 Folsom Sewer and Water Infrastructure CFD 20131007.xls

G-5

OLD BUSINESS
Agenda Item No.: 8a
CC Mtg.: 12/11/2012

DATE: December 7, 2012

TO: Mayor and City Council Members

FROM: City Manager's Office

SUBJECT: FOLSOM PLAN AREA SPECIFIC PLAN PROJECT – AN ADDENDUM TO THE ENVIRONMENTAL IMPACT REPORT FOR THE FOLSOM PLAN AREA SPECIFIC PLAN PROJECT FOR PURPOSES OF ANALYZING AN ALTERNATIVE WATER SUPPLY FOR THE PROJECT; AN AGREEMENT BETWEEN THE CITY OF FOLSOM AND FOLSOM PLAN AREA LANDOWNERS FOR A WATER SUPPLY AND ITS FINANCING AND AUTHORIZING THE FILING OF AN ACTION TO VALIDATE THE AGREEMENT

- a) Resolution No. 9096 - A Resolution Approving and Certifying an Addendum to the Environmental Impact Report for the Folsom Plan Area Specific Plan Project for Purposes of Analyzing an Alternative Water Supply for the Project; and
- b) Resolution No. 9097 - A Resolution Approving a Water Supply and Facilities Financing Plan and Agreement Between the City of Folsom and Folsom Plan Area Landowners for a Water Supply for the Folsom Plan Area, Authorizing the City Manager to Execute the Agreement, and Authorizing the Filing of an Action to Validate the Agreement.

BACKGROUND / ISSUE

The Water Conservation Act of 2009, or Senate Billx7-7 (SBx7-7, Steinberg), amended the Water Code, under Sections 10608.20 and 10608.24, to require the City to increase water use efficiency, and to identify a method for the State to achieve a 20% statewide reduction in urban per capita water use by December 31, 2020. The local water agencies and agricultural suppliers are required to make incremental progress towards this goal by reducing per capita water use by at least 10% on or before December 31, 2015. A major objective by the State, through SBx7-7, is for local water suppliers to increase water supply reliability and reduce dependence on the Delta. Other provisions of California law impose unfunded mandates that require the City to reduce water usage and undertake various water conservation measures. For example, Water Code Section 526 requires the City to implement metered rates for all retail water deliveries.

PROJECT COSTS - Itemization of Hard and Soft Costs to Implement SOWP

| | DESCRIPTION | AMOUNT | Comments |
|----------------|--|------------------|--|
| SOR - Incurred | System Optimization Review Program (Incurred for "New Water Supply Development") | | |
| | Engr., Admin., Constr. Mngmnt., etc.** | 1,036,582 | Consultant and City staff costs to develop new water supply and address federal/state requirements, analysis, etc. |
| | Leak Repairs | 742,926 | Includes \$150K for City soft cost (field crews & engineering) |
| | Water Supply Development * | 207,792 | Includes the costs for City/EWR Director |
| | Willow Hill Lining (Soft Costs) | 310,825 | This includes work by KJ/HS and City to analyze the pipeline. |
| | Willow Hill Lining (Hard Costs) | - | No improvements conducted to-date. See Below |
| | \$ | 2,298,125 | |
| SOR - New | System Optimization Review Program (Future) | | |
| | Engr., Admin., Constr. Mngmnt., etc. & Conting. (New)** | 92,092 | |
| | Leak Repairs | | |
| | Water Supply Development * | 467,532 | Costs for the EWR Director and BKS |
| | Willow Hill Lining (Soft Costs) | 590,000 | |
| | Willow Hill Lining (Hard Costs) | 4,550,000 | Includes engr. Estimate less Grant (Portion for Willow Hill Pipeline) |
| | | 5,699,624 | |
| TOTAL | | 7,997,748 | |

** Cost gathered to date - Costs for Director of EWR and BKS need to be added. Therefore, included a 20% markup as a placeholder

* Costs does not yet include the costs for the EWR Director and BKS.

FPA Ultimate Folsom WTP Supply Scenarios

| Improvement | Unit cost (for new facilities) | Units | Existing facility total costs d | Current firm capacity e | 2018 existing system capacity needs c | FPA Ultimate (9.2 mgd) through Zone 3 East | | | | |
|--|--------------------------------------|-------|------------------------------------|----------------------------|---|--|--|---------------------------------|--------|---------------------|
| | | | | | | FPA needs from existing capacity | % FPA share of existing capacity g | FPA needs in new capacity | Units | Total Cost Share |
| Existing Facilities Shared Capacity | | | | | | | | | | |
| WTP-Phase III (Improvements to Entire WTP) | | | \$13,286,280 | 50 | 34 | 9.20 | 19% | | mgd | \$2,460,000 |
| WTP-Phase IV A (Improvements to Entire WTP) | | | \$6,012,724 | 50 | 34 | 9.20 | 19% | | mgd | \$1,120,000 |
| WTP-Phase IV B (30 mgd (6-train) expansion) | | | \$20,659,548 | 6 | | 2.00 | 33% | | trains | \$6,890,000 |
| Zone 3 East BPS | | | \$3,852,171 | 8,000 | 7,500 | 500 | 6% | | gpm | \$250,000 |
| Natoma raw water pipeline | | | \$8,386,682 | 50 | | 9.20 | 18% | | mgd | \$1,548,000 |
| Foothills Reservoirs (existing 5 MG capacity) | | | \$1,792,120 | 5 | 3.9 | 1.00 | 20% | | MG | \$360,000 |
| Zone 3 East distribution system (24-in dia pipeline from Zone 3 East BPS to Blue Ravine) J | | | \$2,808,000 | 12.7 | 10.7 | - | 18% | | mgd | \$500,000 |
| Subtotal existing facilities share cost | | | | | | | | | | \$13,128,000 |
| Engineering; Admin.; Construction Mngmnt; etc., and Contingency | | | | | | | | | | \$264,993 |
| Project total | | | | | | | | | | \$13,392,993 |

Staff Report Page No. 247 of 331



Technical Memorandum

10540 White Rock Road, Suite 180
Rancho Cordova, CA 95670
Tel: 916-444-0123
Fax: 916-635-8805

Prepared for: Todd Eising
Project Title: FPA Interim Water Supply Planning Level Costs
Project No: 143386

Technical Memorandum [No. 1]

Subject: FPA Interim Water Supply Planning Level Costs
Date: November 2, 2012
To: Todd Eising
From: Melanie Holton



Prepared by: Melanie Holton
Melanie Holton, Project Manager

Reviewed by: Jeff Lawrence
Jeff Lawrence, QA/QC

1. Introduction

This white paper discusses the improvements required within the City of Folsom's (City) existing water system to wheel water through the existing system to the future Folsom Plan Area (FPA). The FPA is bordered by Highway 50 to the north, White Rock Road to the south, Prairie City Road to the west, and the Sacramento and El Dorado County boundary to the east. This white paper presents the planning level cost estimates for the existing system improvements to supply this area with potable water service through the City's existing water system.

The costs estimates in this white paper have been developed based on assumptions for future demands in both the City and FPA. The costs were developed using estimated unit costs for new facilities and estimated costs for construction/upgrades to the City's existing infrastructure. Therefore, these estimates are for planning purposes only and do not contain the level of detail recommended to establish firm agreements or cost share commitments for future water supply.

1.1 Description of Scenarios

Two FPA supply scenarios were evaluated to determine the improvements and planning levels costs to provide supply to meet interim and ultimate FPA water demands. Each scenario was evaluated independently and no phasing from the interim to ultimate scenarios was considered. Both supply scenarios are based on providing supply from the City's existing water treatment plan (WTP) to the FPA, at a location just south of HWY 50 near Placerville Rd. The water supply in both scenarios is based on wheeling the supply from the City's WTP through the City's existing Zone 3 East system. Table 1 summarizes the demand conditions for each scenario. Zone 3 East 2018 maximum day demand is 5.7 mgd.

Table 1. Summary of Scenarios Demand Conditions

| Scenario | Existing system demand | | | | | FPA demand | | | Total | | |
|-----------------|-------------------------|------|--------------------|--------|-----------------------|--------------------|-------|-----------------------|--------------------|--------|-----------------------|
| | Average day demand, mgd | | Maximum day demand | | Peak hour demand, gpm | Maximum day demand | | Peak hour demand, gpm | Maximum day demand | | Peak hour demand, gpm |
| | ac-ft/yr | mgd | mgd | gpm | | mgd | gpm | | mgd | gpm | |
| 1. Interim FPA | 20,610 | 18.1 | 34.4 | 23,889 | 43,334 | 2 | 1,389 | 2,514 | 36.4 | 25,278 | 45,848 |
| 2. Ultimate FPA | 20,610 | 18.1 | 34.4 | 23,889 | 43,334 | 9.2 | 6,389 | — ^a | 43.6 | 30,278 | — ^a |

^a Ultimate FPA peak hour demands are not included in this analysis because storage facilities to meet peaking demands are assumed to be located within the FPA.

1.2 Recommended Improvements

The City's Innovize Infowater hydraulic model was used to analyze the improvements necessary to wheel FPA interim and ultimate demands through Zone 3. The recommended improvements for each scenario are summarized below. For each scenario a mix of sharing capacity in existing facilities and constructing new facilities is required. Figures 1 and 2 illustrate the new infrastructure improvements required to meet interim FPA and FPA ultimate water demands, respectively.

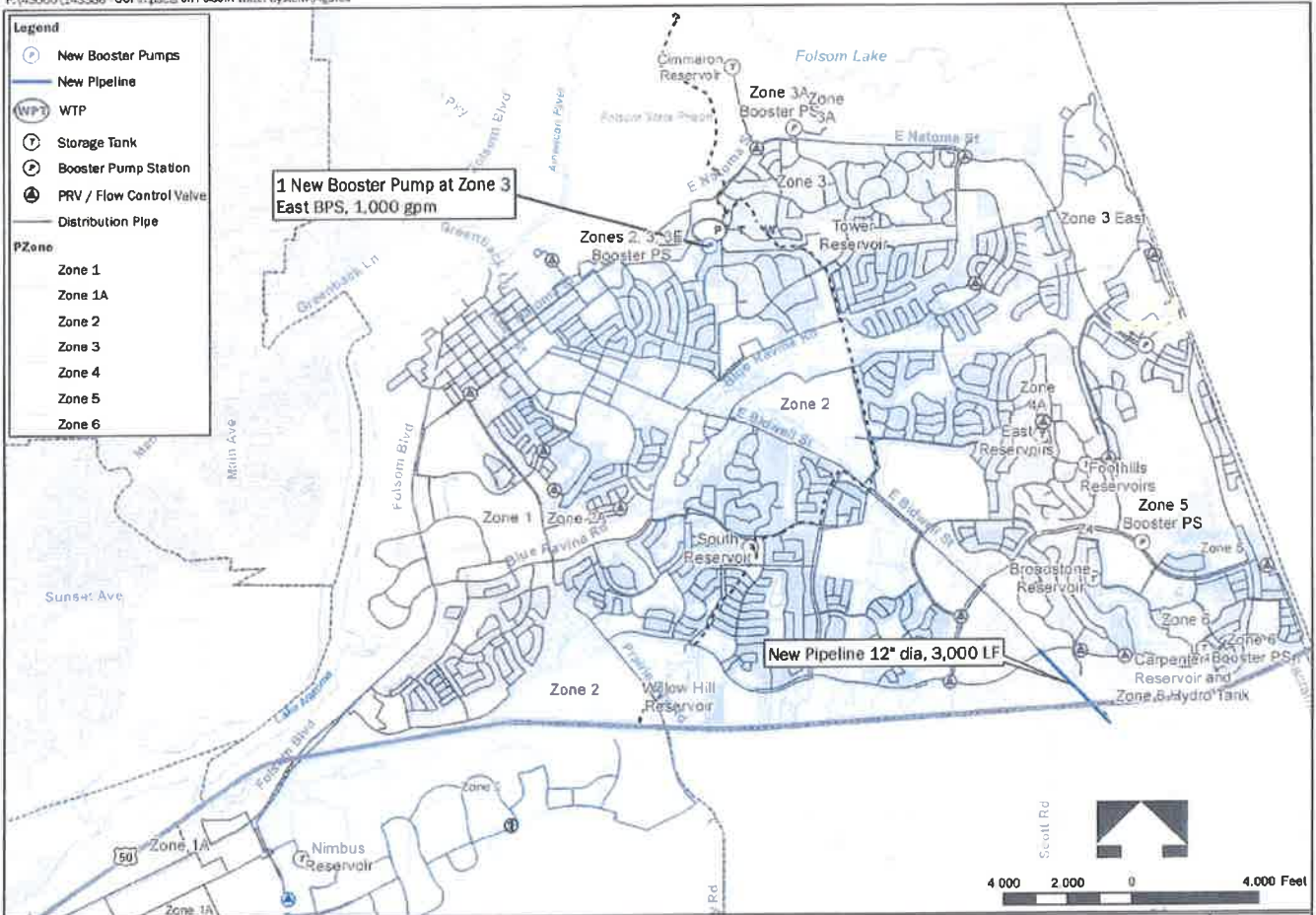
Scenario 1. Interim FPA (2 mgd) - For the Interim FPA scenario, demand in excess of 1 mgd will require one new booster pump added to the Zone 3 East BPS. The other improvement required is new pipeline from Iron Point Road to under HWY 50 at the FPA. The shared capacity in the City's existing system includes the existing WTP, Zone 3 East BPS, Natoma raw water pipeline, Foothills Reservoirs, and Zone 3 East distribution system. The new and shared capacity is quantified as follows:

- 2 mgd shared in existing WTP capacity
- 1,400 gpm booster pump capacity - 500 gpm shared in existing capacity at the Zone 3 East BPS and 900 gpm from a new booster pump at the Zone 3 East BPS
- 2 mgd shared in existing Natoma raw water pipeline
- 1,000,000 gallons Foothills Reservoirs capacity (it is assumed that no new fire flow capacity is required)
- Zone 3 East distribution system
- 3,000 LF of 12-in diameter transmission pipeline (new pipeline) from Iron Point Road to Placerville Road, under HWY 50

Scenario 2. Ultimate FPA (9.2 mgd) - For the Ultimate FPA scenario new booster pumps at the Zone 3 East BPS and new transmission main pipelines within Zone 3 are required. The shared capacity for this scenario includes the existing WTP, Zone 3 East BPS, Foothills Storage Reservoirs, and the distribution system. The additional storage required to meet peak hour demands within the FPA Ultimate were not included in this evaluation because they will be located within the FPA and not within the City's existing water system; therefore, it has been assumed that the City will only supply maximum day demand to the FPA. Existing capacity for the foothills reservoir has been included in this scenario because with the increased Zone 3 East demand this additional storage will be needed to balance the water system. The new and shared capacity is quantified as follows:

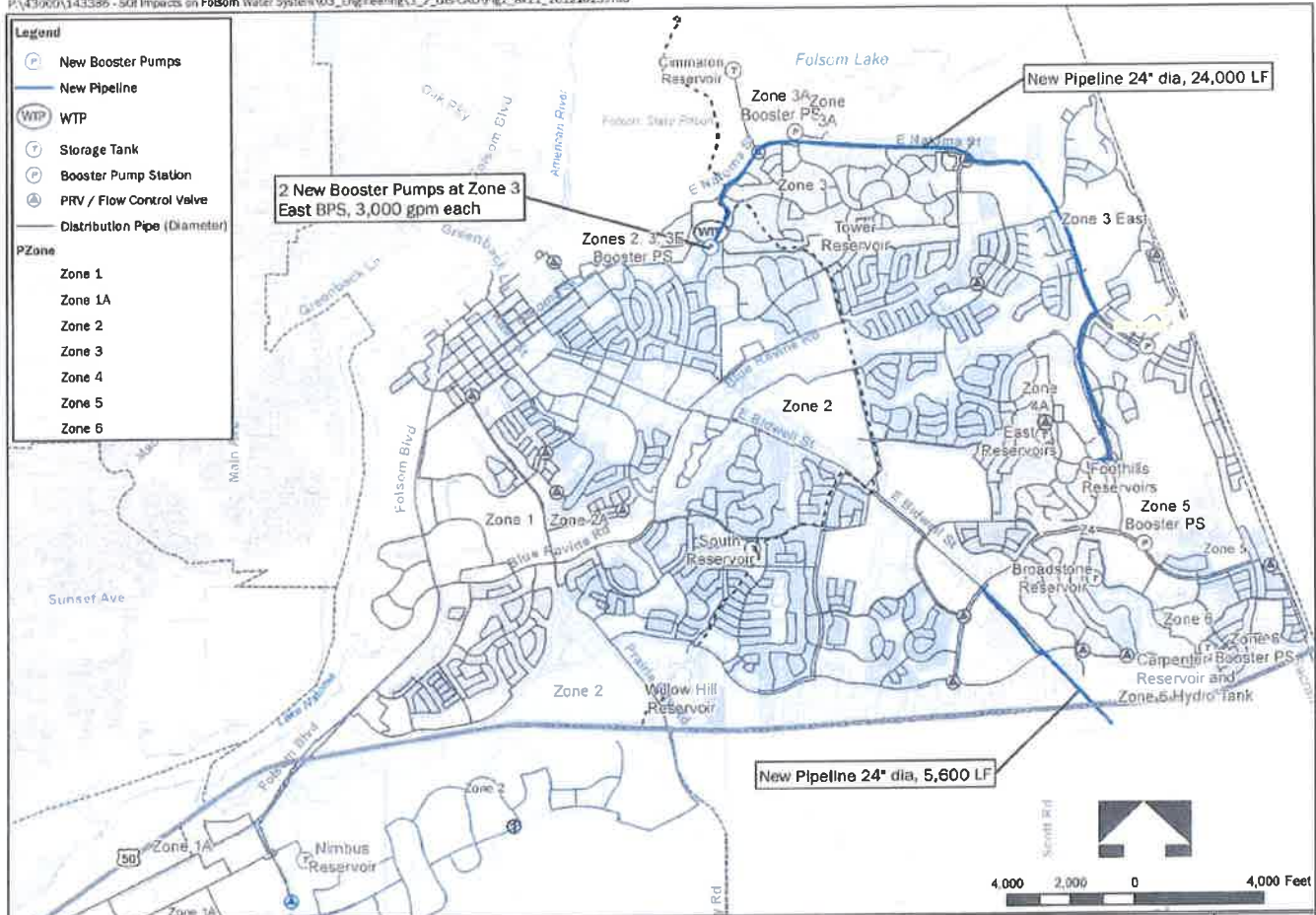
- 9 mgd shared in existing WTP capacity
- 6,400 gpm booster pump capacity - 500 gpm shared in existing capacity at the Zone 3 East BPS, and 5,900 gpm from two new booster pumps at the Zone 3 East BPS
- 29,600 LF of 24-in diameter transmission pipeline (new pipeline)
- 1,000,000 gallons Foothills Reservoirs capacity
- Zone 3 East distribution system

P:\43000\143386 - SOI Impacts on Folsom Water System\Figures



| | | | | | | |
|---------------------------|---------|----------|-------|--|--|-----------------|
| Brown AND Caldwell | PROJECT | 143386 | SITE | Folsom, California | | Figure 1 |
| | DATE | 10/25/12 | TITLE | Scenario 1: Interim Folsom Plan Area (2 mgd) through Zone 3 East - New Facilities | | |

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| | | | | | |
|---------------------------|---------|----------|-------|--|-----------------|
| Brown AND Caldwell | PROJECT | 143386 | SITE | Folsom, California | Figure 2 |
| | DATE | 10/25/12 | TITLE | Scenario 2: Folsom Plan Area Ultimate (9.2 mgd) through Zone 3 East - New Facilities | |

2. Planning Level Costs

Table 2 provides a summary of the total costs for each scenario. Attachment A provides the City's existing system costs for the existing WTP, Zone 3 East booster pump station, Natoma pipeline, and Foothills Reservoir. These costs are used as the basis for the FPA cost share of the shared capacity project components.

The existing system cost share is based on the actual cost of existing City facilities at the time they were designed and constructed. The existing system cost share costs have not been increased to present worth values. The cost share percentage was calculated based on the percent utilization of each facility as a ratio of the demand for the City and FPA.

The new facility costs are based on planning level unit costs for construction and include line items for planning, design, construction management, and contingency. The new facility costs in this white paper are based on estimated unit costs from similar historical projects.

Table 2. Interim FPA and FPA Ultimate Folsom WTP Supply Scenarios

| Improvement | Unit cost (for new facilities) | Units | Existing facility total costs ^d | Current firm capacity ^e | 2018 existing system capacity needs ^f | Units | Scenario 1. ^a Interim FPA (2 mgd) through Zone 3 East | | | | Scenario 2. ^b FPA Ultimate (9.2 mgd) through Zone 3 East | | | | | |
|---|--------------------------------|-------------|--|------------------------------------|--|-------|--|---|--|----------|---|----------------------------------|---|---------------------------|--------|------------------|
| | | | | | | | FPA needs from existing capacity ^g | % FPA share of existing capacity ^h | FPA needs in new capacity ⁱ | Units | Cost | FPA needs from existing capacity | % FPA share of existing capacity ^h | FPA needs in new capacity | Units | Total Cost Share |
| Existing Facilities Shared Capacity | | | | | | | | | | | | | | | | |
| WTP-Phase III (improvements to entire WTP) ^a | | | \$13,286,280 | 50 | 34 mgd | | 2.0 | 4% | | mgd | \$ 540,000 | 9.2 | 18% | | mgd | \$ 2,450,000 |
| WTP-Phase IV A (improvements to entire WTP) ^b | | | \$ 6,012,724 | 50 | 34 mgd | | 2.0 | 4% | | mgd | \$ 250,000 | 9.2 | 18% | | mgd | \$ 1,110,000 |
| WTP-Phase IV B (30 mgd (9-train) expansion) ^c | | | \$ 20,659,548 | 6 | trains | | 0.4 | 7% | | trains | \$ 1,380,000 | 2 | 33% | | trains | \$ 6,886,516 |
| Zone 3 East BPS ^f | | | \$ 3,852,171 | 8,000 | 7,500 gpm | | 50% | 6% | | gpm | \$ 250,000 | 500 | 6% | | gpm | \$ 250,000 |
| Natomia raw water pipeline | | | \$ 8,386,682 | 50 | mgd | | 2.0 | 4% | | mgd | \$ 340,000 | 9.2 | 18% | | mgd | \$ 1,543,150 |
| Foothills Reservoirs (existing 5 MG capacity) | | | \$ 1,792,120 | 5 | 3.9 MG | | 1.0 | 20% | | MG | \$ 360,000 | 1.0 | 20% | | MG | \$ 360,000 |
| Zone 3 East distribution system (24 in dia pipeline from Zone 3 East BPS to Blue Ravine) ^j | | | \$ 2,808,000 | 12.7 | 10.7 mgd | | 2.0 | 16% | | mgd | \$ 500,000 | | 0% | | mgd | \$ - |
| Subtotal existing facilities share cost | | | | | | | | | | | \$ 3,620,000 | | | | | \$ 12,599,666 |
| New Facilities | | | | | | | | | | | | | | | | |
| Transmission pipelines - 32-in diameter | 20 | 5/in-dia/LF | | | | | | | | 3,000 LF | \$ 770,000 | | | | | |
| Transmission pipelines - 24-in diameter | 20 | 5/in-dia/LF | | | | | | | | | | | | 29,600 LF | | \$ 14,208,000 |
| Zone 3 East BPS (additional capacity) | 350 | 5/gpm | | | | | | | | 900 gpm | \$ 320,000 | | | 5,900 gpm | | \$ 2,065,000 |
| Total new facilities construction | | | | | | | | | | | \$ 1,040,000 | | | | | \$ 16,273,000 |
| Planning (new facilities) | 6% | | | | | | | | | | \$ 62,400 | | | | | \$ 980,000 |
| Design (new facilities) | 10% | | | | | | | | | | \$ 104,000 | | | | | \$ 1,630,000 |
| Construction management (new facilities) | 8% | | | | | | | | | | \$ 83,200 | | | | | \$ 1,310,000 |
| Contingency (new facilities) | 30% | | | | | | | | | | \$ 390,000 | | | | | \$ 6,060,000 |
| Subtotal new facilities cost | | | | | | | | | | | \$ 1,679,600 | | | | | \$ 26,760,000 |
| Project total | | | | | | | | | | | \$ 5,300,000 | | | | | \$ 38,900,000 |

Notes:
^a Interim FPA through Zone 3 is based on serving 2 mgd through Zone 3 East to Interim FPA development near Placerville Rd, south of HWY 50. This scenario is exclusive of Ultimate FPA, and no phasing is included.
^b Ultimate FPA through Zone 3 East is based on serving 9.2 mgd through Zone 3 to the FPA. This scenario is exclusive of Interim FPA, and no phasing is included.
^c All scenarios are based on 80% of the 2018 demand for the existing service area and Ultimate Easton demands.
^d Existing facility total costs are based on historical actual costs, provided in Attachment A.
^e Zone 3 East BPS total capacity is 11,000 gpm. With the largest pump out of service the firm capacity is 8,000 gpm.
^f Total FPA booster pumping needs for Interim FPA is 2 mgd (1,400 gpm) and for FPA Ultimate is 9.2 mgd (6,400 gpm).
^g Percent share calculated assuming FPA will utilize available capacity in the City's system before building new facilities.
^h WTP-Phase IV A includes cost for improvements to the entire WTP, 50 mgd capacity.
ⁱ WTP-Phase IV B includes cost for the expansion improvements for the new and existing WTP from 20 mgd to 50 mgd. These costs are based on the addition of 6 treatment trains, each train is 5 mgd.
^j Zone 3 East BPS and distribution 2018 capacity needs are based on the Zone 3 East 2018 maximum day demand of 5.7 mgd (4,000 gpm) plus maximum day demand for Zones 4, 5, and 6 which are served through Zone 3 East. Zones 4, 5, and 6 2018 maximum day demand is 5 mgd (3,500 gpm).



Technical Memorandum

Attachment A: Existing System Costs

| Project | Company | Cost | Supporting Documentation |
|--|----------------|---------------------|--|
| WTP Phase 3 Expansion | | | |
| Design (Original Contract and Amendment No. 1) | CDM (1997) | \$1,531,000.00 | Original File: 174-21 96-052 barcode 12822 Box - CCL-133. Amendment No. 1 file 174-21 97-040 barcode 13034 - CCL-137 |
| Design Amendment No. 2 | CDM | \$95,000.00 | Res. No. 5631 |
| Design Amendment No. 3 | CDM | \$126,000.00 | Res. No. 5887 |
| Construction Management & Inspection | CDM | \$1,131,780.00 | \$920,000 (Original Contract) \$211,780 (Amendment No. 1) Res. No. 5733 (1998) & Res No. 6223 (2000) |
| Construction (Original Contract) | C.W. Roen | \$10,224,500.00 | Res. No. 5752 |
| Construction (Change Order) | C.W. Roen | \$178,000.00 | Res. No. 5884 |
| WTP Phase 3 Expansion Total Project Cost | | \$13,286,280 | |
| WTP Phase IV A | | | |
| Design & Construction Administration (Phase IV A, IV B and 335 day delay) Original Contact, Amendment No. 1 and Amendment No. 2 I split it 50%-50% between IV A and IV B | Malcolm Pirnie | \$1,829,948 | (\$1,543,000) Original (\$1,801,896) Amendment No. 1 (\$315,000) Amendment No. 2 Resolution No. 6941 (2002), 7126 (2003) & 7625 (2005) |
| Construction Management | ECO:LOGIC | \$433,276 | Res. No. 7104 |
| Construction | Frontier | \$3,487,000 | \$4,437,000 less \$950,000 work removed from Phase 4A and added to Phase 4B Res. No. 7102 (2003) & Res. No. 7817 (2006) |
| WTP SCADA Improvements Phase IV A split 50% - %50% between IV A and IV B | Tesco | \$262,500 | Res No. 7514 (2005) |
| WTP Phase IV A Total Project Cost | | \$6,012,724 | |
| WTP Phase IV B | | | |
| Design & Construction Administration = Malcolm Pirnie (Phase IV A, IV B and 335 day delay) Original Contact, Amendment No. 1 and Amendment No. 2. I split it 50%-50% between IV A and IV B | Malcolm Pirnie | \$1,829,948 | (\$1,543,000) Original (\$1,801,896) Amendment No. 1 (\$315,000) Amendment No. 2 Resolution No. 6941 (2002), 7126 (2003) & 7625 (2005) |
| CM (additional 335 days WTP IV A and transfer to phase IV B) | BCB | \$670,000 | Res No. 7603 (2005) |
| Construction Management for Phase IV B | BCB | \$2,200,000 | Res No. 7314 (2003) |
| Construction (Original Amount) | PMC | \$14,747,100 | Res No. 7341 (2004) |
| Construction Additional Work (\$950,000) | PMC | \$950,000 | Res No. 7817 (2006) |
| WTP SCADA Improvements Phase IV A split 50% - %50% between IV A and IV B | Tesco | \$262,500 | Res No. 7514 (2005) |
| WTP Phase IV B Total Project Cost | | \$20,659,548 | |
| Zone 3 Foothills Pump Station Improvement Project (Phase I) | | | |
| Design/CM/CA (35% Constr) | Psomas | \$525,000 | Developer |
| Construction | ? | \$1,500,000 | Developer |
| Zone 3 Foothills Phase 1 Total Project Cost | | \$2,025,000 | |

| Zone 3 Foothills P.S. Upgrades - Phase II | | | |
|---|-------------------|--------------------|--|
| Design (Foothills %=35%) | Carollo Engineers | \$136,500 | Res No. 7181 |
| Construction Administration | Carollo Engineers | \$61,250.00 | Res No. 7553 (2005) |
| Construction Management (Original Contract) | BCB | \$169,750.00 | Res. No. 7554 (2005) |
| Construction Management (Amendment No. 1) | BCB | \$129,500 | Res. No. 7976 (2007) |
| Construction (Actual Amount with Additional Work) | PMC | \$1,330,171 | (1,298,968 + 31,202 CCO) Resolution No. 7532 (2005) Approve Administratively (< 10%) |
| Zone 3 Foothills Phase II Total Project Cost | | \$1,827,171 | |

| Zone 3 Foothills Tank (1 tank) | | | |
|---------------------------------------|--------|------------------|------------|
| Opinion of Probable Construction Cost | Psomas | \$896,060 | Year: 2002 |
| Zone 3 Foothills Tank (1 Tank) | | \$896,060 | |

| Natoma Phase A Pipeline | | | |
|---|------------------|----------------|---|
| Design & Construction Administration | Robert W. Miles | \$600,000.00 | Res. No. 5084 |
| Construction (Original Amount) | Mountain Cascade | \$4,280,682.00 | \$4,280,682 Archives - Natoma Pipeline Phase A - Bid Sheet |
| Construction (With Change Orders) | Mountain Cascade | \$179,646.37 | Archives - Natoma Pipeline Phase A Change Order No. 7 |
| Construction Management (Natoma Pipeline Phase A - including Operational Engineering and Control System Modifications) - Task 2 (Operation Manual, Start-up assistance, SCADA Engineering Services) - includes O &M manuals for Phase A Raw Water pipeline, Phase 3 WTP Expansion project, east Area Pump Stations and East Area Reservoir, also includes start up assistance for Phase A of the Natoma Raw Waterline and SCADA Engineering Services for the Natoma Raw Water Pipeline Improvements | CDM | \$198,270.00 | Agreement from Archives file - Natoma Pipeline Phase B - Task No. 2 (1999) or Task 1 of Res. No. 6001 |

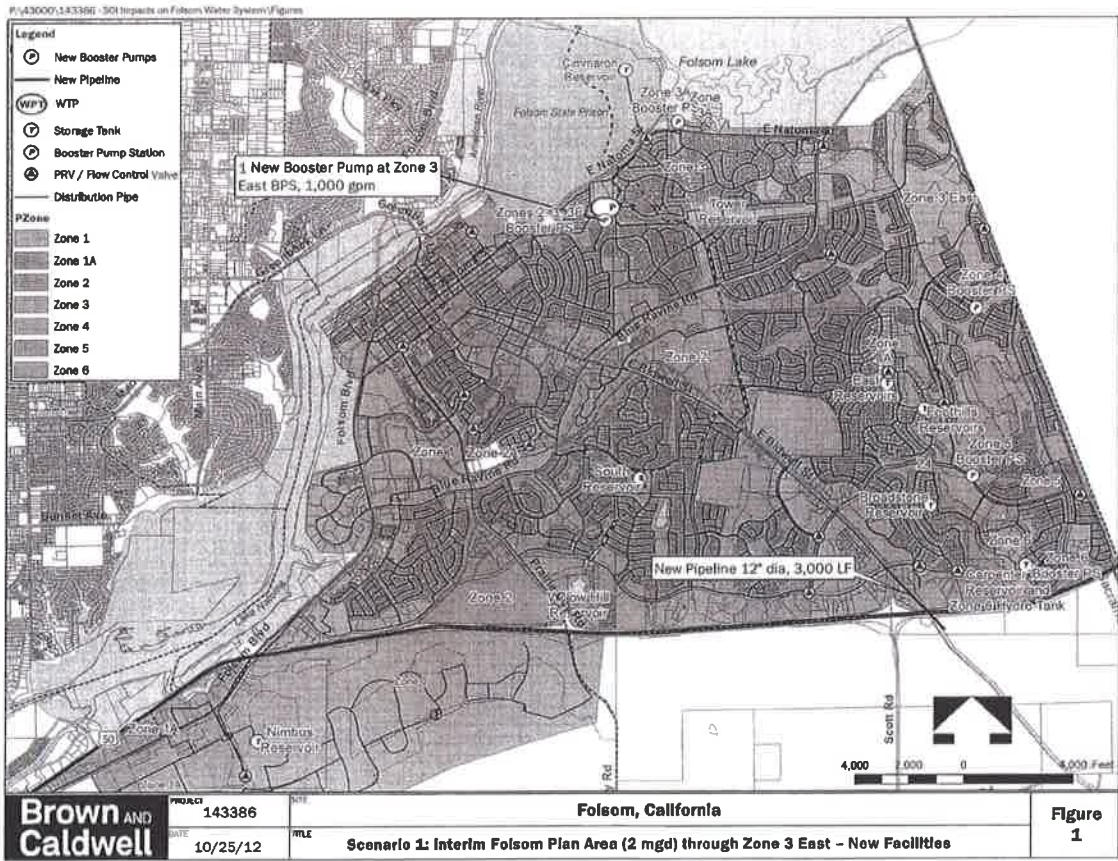
| Natoma Phase B Pipeline | | | |
|--|----------------------|-------------|---|
| Design | CDM | \$206,705 | Resolution No. 6001 (1999) - Task 2, In the Contract it is listed as Task 3 |
| Construction Management & Inspection Services | CDM | \$81,175 | Resolution No. 6001 (1999) - Task 3, listed as Task 4 in the Contract |
| Operations Procedures & Support - CDM - assess Existing Natoma Raw Water Pipeline, Coordinate, repairs, rehabilitation and modifications to the existing Raw Water Systems, Coordination of Raw Water Control System Modification Criteria, and Interim Operations fact Sheets until Phase 3 Water Treatment Plant, Natoma Raw Water pipeline, East Area/Zone 3 Pump Station and East Area Reservoir Projects are complete | CDM | \$91,604 | Resolution No. 6001 (1999) - Task 1, listed as Task 1 in the Scope of Work |
| Construction | Vadnais Construction | \$2,748,600 | Resolution No. 6298 |

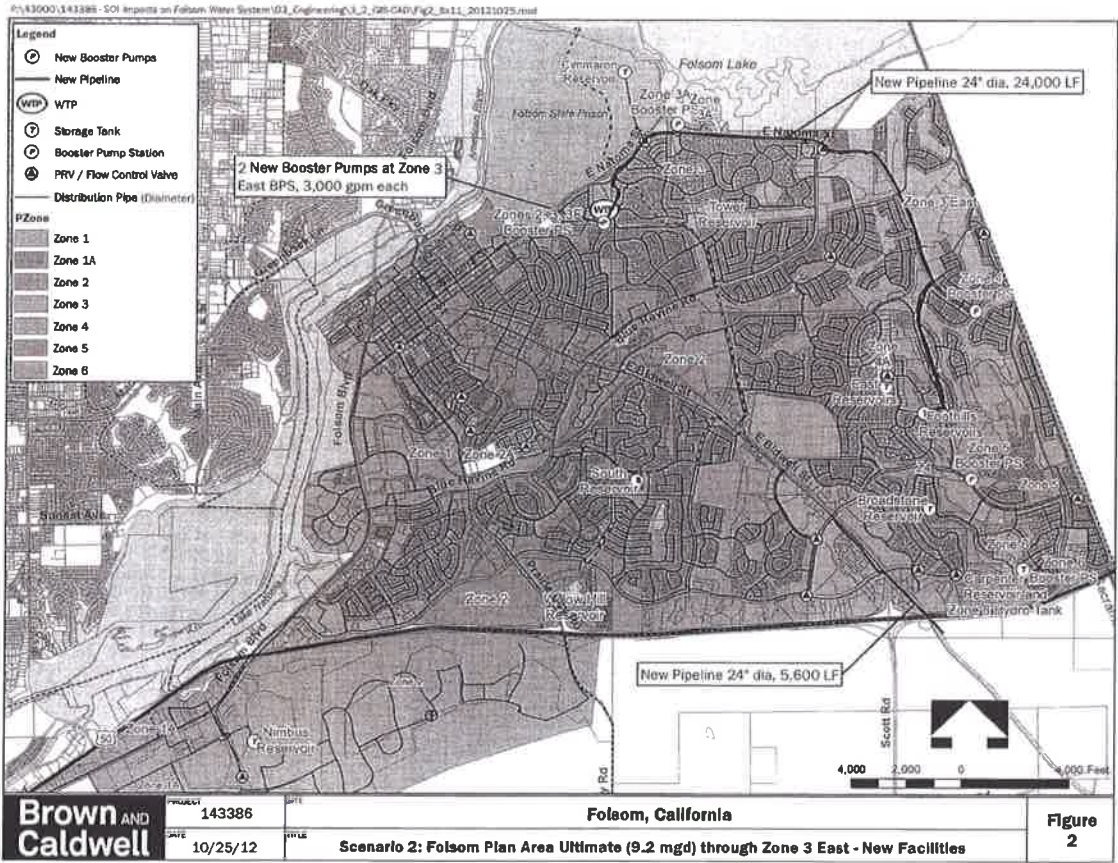
Natoma Raw Water Line Phase A & Phase B

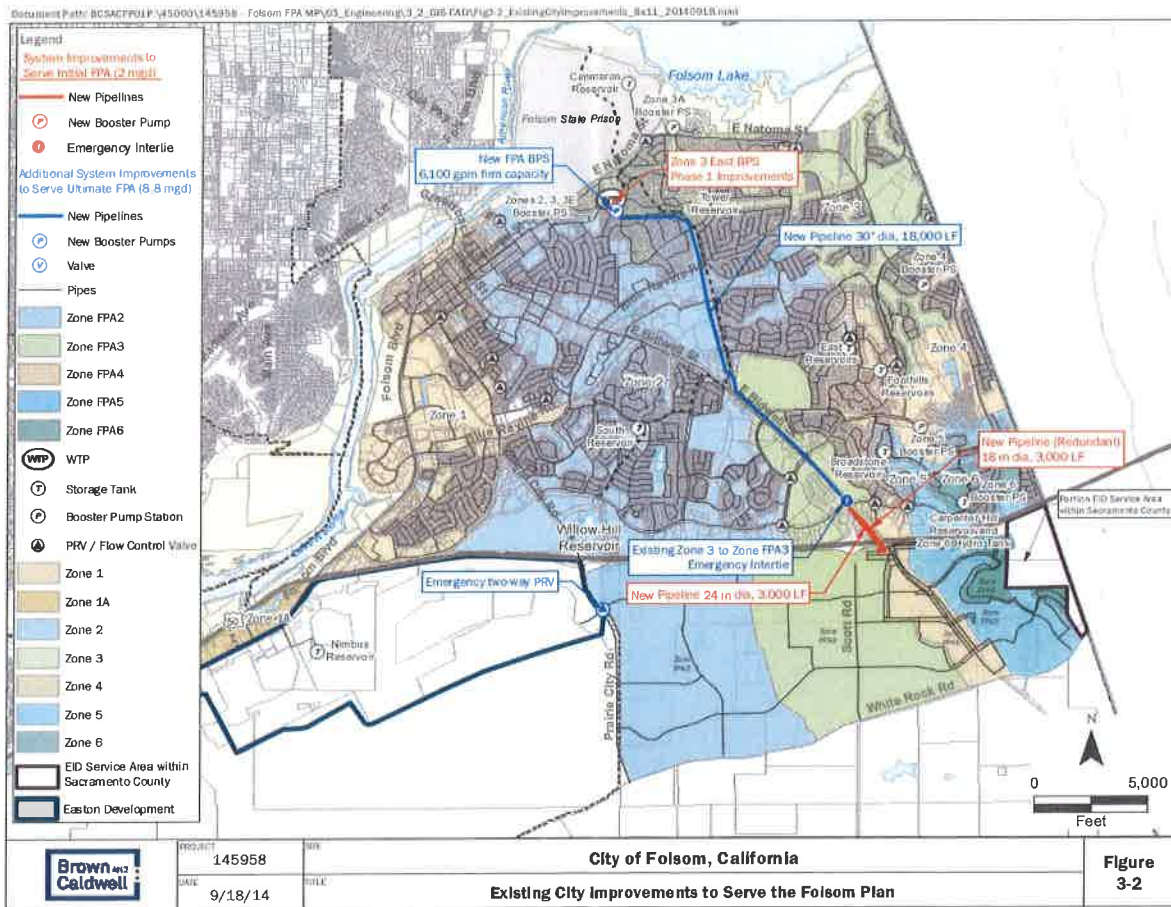
| | |
|---|--------------------|
| Natoma Raw Water Pipeline Phase A, Phase B | \$8,386,682 |
|---|--------------------|

| Zone 3,4, and 5 - 24" Pipeline | | | |
|---|---|--------------------|----------------------------|
| Pipeline from WTP Zone 3 BPS to Foothill Res. (23,400 lf) | Discounted New Pipeline Cost @ \$10/in-dia/ft | \$2,808,000 | New cost discounted by 50% |
| Zone 3,4, and 5 - 24" Pipeline | | \$2,808,000 | |

| | |
|-----------------------------|---------------------|
| Total All Facilities | \$55,901,465 |
|-----------------------------|---------------------|







FOLSOM PLAN AREA
Backbone Infrastructure
Construction Cost Estimate

| Item | Construction Cost | Soft Cost (15%) | Contingency (20%) | Total |
|---|----------------------|--------------------|----------------------|---------------------|
| Phase 2 Offsite Potable Water System Summary | | | | |
| Phase 2 Offsite Potable Water Pipeline | \$12,883,000 | \$1,932,450 | \$2,576,600 | \$17,392,050 |
| Phase 2 Offsite Potable Water Booster Pump Station | \$6,420,000 | \$963,000 | \$1,284,000 | \$8,667,000 |
| TOTAL | \$19,303,000 | \$2,895,450 | \$3,860,600 | \$26,059,050 |

FOLSOM PLAN AREA
Backbone Infrastructure
Construction Cost Estimate

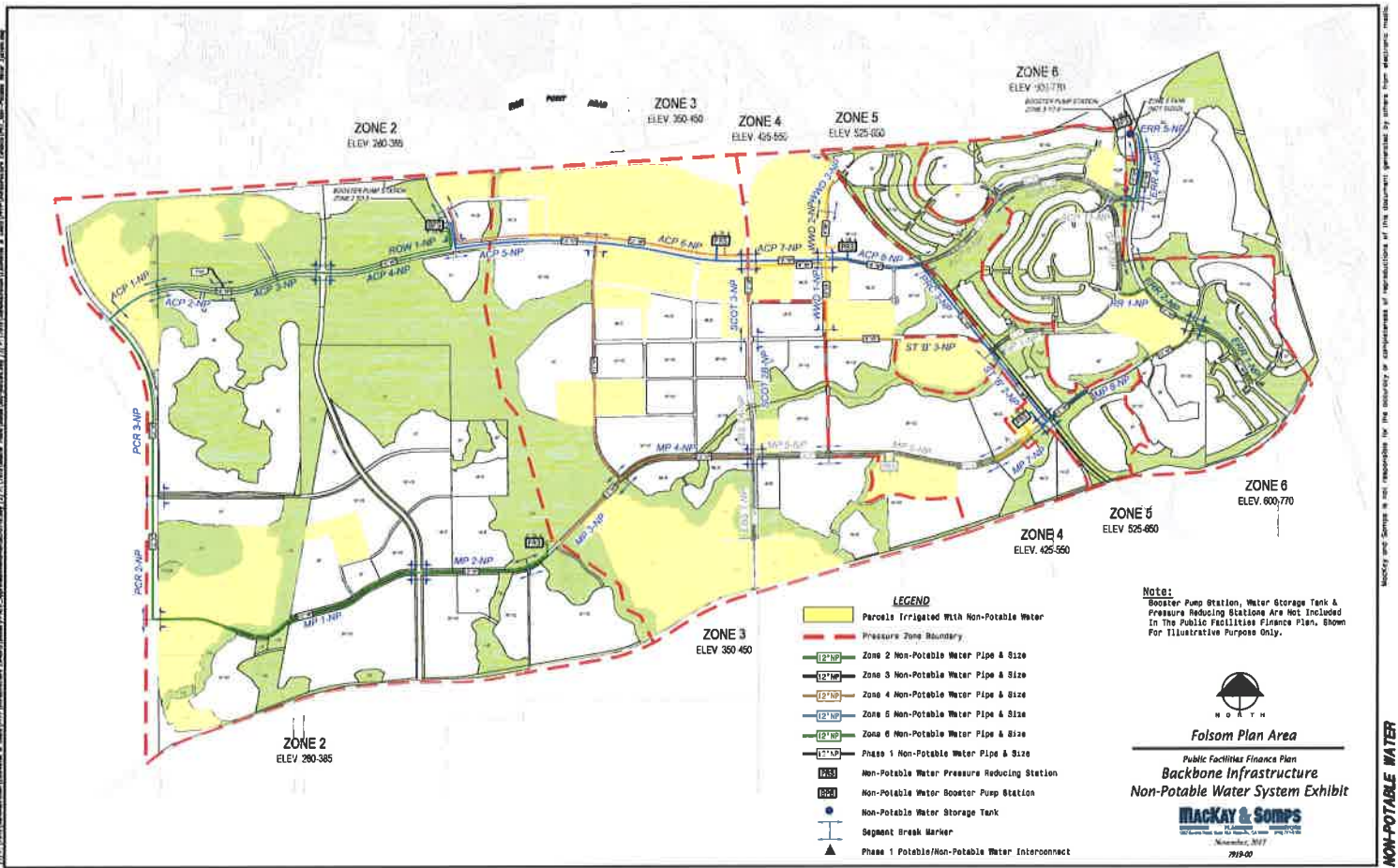
7919.000

| Section | Description | Qty. | Unit | Zone | Unit Cost | Const. Costs | Soft Costs (15%) | Contingency (20%) | Total |
|--|---|-------|------|------|-------------|--------------|------------------|-------------------|---------------------|
| Phase 2 Offsite Potable Water System | | | | | | | | | |
| Phase 2 Offsite Potable Water Pipeline (City of Folsom Water Treatment Plant to Iron Point Road) | | | | | | | | | |
| OFF W2-P | Mobilization/Demobilization | 1 | LS | 3 | \$117,000 | \$117,000 | \$17,550 | \$23,400 | \$157,950 |
| OFF W2-P | Erosion Control (Construction SWPPP) | 1 | LS | 3 | \$150,000 | \$150,000 | \$22,500 | \$30,000 | \$202,500 |
| OFF W2-P | Traffic Control | 1 | LS | 3 | \$150,000 | \$150,000 | \$22,500 | \$30,000 | \$202,500 |
| OFF W2-P | Sheering, Shoring & Bracing | 1 | LS | 3 | \$150,000 | \$150,000 | \$22,500 | \$30,000 | \$202,500 |
| OFF W2-P | Tree Protection/Tree Removal | 1 | LS | 3 | \$100,000 | \$100,000 | \$15,000 | \$20,000 | \$135,000 |
| OFF W2-P | Rock Removal | 950 | CY | 3 | \$180 | \$171,000 | \$25,650 | \$34,200 | \$230,850 |
| OFF W2-P | Signal Detector Loop - Type A | 14 | EA | 3 | \$2,000 | \$28,000 | \$4,200 | \$5,600 | \$37,800 |
| OFF W2-P | Pavement Striping and Markings | 1 | LS | 3 | \$100,000 | \$100,000 | \$15,000 | \$20,000 | \$135,000 |
| OFF W2-P | Open Cut Install 24-inch DIP CL 350 - Paved Street (Restrained) | 6,970 | LF | 3 | \$600 | \$4,182,000 | \$627,300 | \$836,400 | \$5,645,700 |
| OFF W2-P | Open Cut Install 24-inch DIP CL 350 - Unpaved Street (Restrained) | 8,220 | LF | 3 | \$500 | \$4,110,000 | \$616,500 | \$822,000 | \$5,548,500 |
| OFF W2-P | Open Cut Install 24-inch DIP CL 350 - Paved Trail (Restrained) | 3,640 | LF | 3 | \$550 | \$2,002,000 | \$300,300 | \$400,400 | \$2,702,700 |
| OFF W2-P | Aerial Pipe Installation at Creek Crossings | 2 | EA | 3 | \$200,000 | \$400,000 | \$60,000 | \$80,000.00 | \$540,000 |
| OFF W2-P | 2-inch Combination Air Release/Vacuum Relief Valve | 16 | EA | 3 | \$10,000 | \$160,000 | \$24,000 | \$32,000 | \$216,000 |
| OFF W2-P | 6-inch Blow-Off Assemblies | 15 | EA | 3 | \$10,000 | \$150,000 | \$22,500 | \$30,000.00 | \$202,500 |
| OFF W2-P | 24-inch Butterfly Valves | 29 | EA | 3 | \$22,000 | \$638,000 | \$95,700 | \$127,600 | \$861,300 |
| OFF W2-P | Pipeline Connections | 3 | EA | 3 | \$25,000 | \$75,000 | \$11,250 | \$15,000 | \$101,250 |
| OFF W2-P | Cathodic Protection | 1 | LS | 3 | \$200,000 | \$200,000 | \$30,000 | \$40,000 | \$270,000 |
| Subtotal Phase 2 Offsite Potable Water Pipeline | | | | | | | | | \$17,392,050 |
| Phase 2 Offsite Potable Water Booster Pump Station (City of Folsom Water Treatment Plant) | | | | | | | | | |
| OFF W2-BPS | Site Work | 1 | LS | 3 | \$842,000 | \$842,000 | \$126,300 | \$168,400 | \$1,136,700 |
| OFF W2-BPS | Yard Piping & Structures | 1 | LS | 3 | \$406,000 | \$406,000 | \$60,900 | \$81,200 | \$548,100 |
| OFF W2-BPS | Building Structure | 1 | LS | 3 | \$566,000 | \$566,000 | \$84,900 | \$113,200 | \$764,100 |
| OFF W2-BPS | Mechanical | 1 | LS | 3 | \$1,809,000 | \$1,809,000 | \$271,350 | \$361,800 | \$2,442,150 |
| OFF W2-BPS | Electrical | 1 | LS | 3 | \$2,797,000 | \$2,797,000 | \$419,550 | \$559,400 | \$3,775,950 |
| Subtotal Phase 2 Offsite Potable Water Booster Pump Station | | | | | | | | | \$8,667,000 |
| Total Phase 2 Offsite Potable Water System | | | | | | | | | \$26,059,050 |

**APPENDIX H:
Recycled Water
Construction Cost Estimates**

Backbone Infrastructure Non-Potable Water System Exhibit.....H-1
Backbone Infrastructure Construction Cost Estimates.....H-2





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NON-POTABLE WATER

FOLSOM PLAN AREA
Backbone Infrastructure
Construction Cost Estimate

| Item | Construction Cost | Soft Cost (15%) | Contingency (20%) | Total |
|---|----------------------|--------------------|----------------------|---------------------|
| Non-Potable Water System Summary | | | | |
| Non-Potable Water Pipelines | | | | |
| Alder Creek Parkway | \$2,417,000 | \$362,550 | \$483,400 | \$3,262,950 |
| East Bidwell Street | \$0 | \$0 | \$0 | \$0 |
| Westwood Drive | \$127,800 | \$19,170 | \$25,560 | \$172,530 |
| Mangini Parkway | \$1,399,200 | \$209,880 | \$279,840 | \$1,888,920 |
| Empire Ranch Road | \$589,100 | \$88,365 | \$117,820 | \$795,285 |
| Rowberry Drive | \$192,500 | \$28,875 | \$38,500 | \$259,875 |
| Savannah Parkway | \$227,400 | \$34,110 | \$45,480 | \$306,990 |
| Rustic Ridge Drive | \$52,800 | \$7,920 | \$10,560 | \$71,280 |
| Prairie City Road | \$601,700 | \$90,255 | \$120,340 | \$812,295 |
| Placerville Road Utility Corridor | \$215,600 | \$32,340 | \$43,120 | \$291,060 |
| Subtotal Non-Potable Water Pipelines | \$5,823,100 | \$873,465 | \$1,164,620 | \$7,861,185 |
| Non-Potable Water Pressure Reducing Stations | | | | |
| Pressure Reducing Stations | \$636,000 | \$95,400 | \$127,200 | \$858,600 |
| Non-Potable Water Storage Tank | | | | |
| Zone 5 Non-Potable Water Storage Tank | \$3,564,600 | \$534,690 | \$712,920 | \$4,812,210 |
| Total Non-Potable Water System | \$10,023,700 | \$1,503,555 | \$2,004,740 | \$13,531,995 |

FOLSOM PLAN AREA
Backbone Infrastructure
Construction Cost Estimate

7919.000

| Section | Description | Pipe Size (in.) | Qty. | Unit | Zone | Unit Cost | Pct. Remaining | Const. Costs | Soft Costs (15%) | Contingency (20%) | Total |
|---------------------------------|--|-----------------|-------|------|------|-----------|----------------|--------------|------------------|-------------------|-----------|
| Non-Potable Water System | | | | | | | | | | | |
| Non-Potable Water Pipelines | | | | | | | | | | | |
| Alder Creek Parkway | | | | | | | | | | | |
| ACP 1-NP | Alder Creek Parkway (Sta 379+00 to Sta 389+00) | 16 | 1,000 | LF | 2 | \$130 | 100% | \$130,000 | \$19,500 | \$26,000 | \$175,500 |
| ACP 2-NP | Alder Creek Parkway (Sta 389+00 to Sta 400+30) | 16 | 1,130 | LF | 2 | \$130 | 100% | \$146,900 | \$22,035 | \$29,380 | \$198,315 |
| ACP 3-NP | Alder Creek Parkway (Sta 400+30 to Sta 418+40) | 16 | 1,810 | LF | 2 | \$130 | 100% | \$235,300 | \$35,295 | \$47,060 | \$317,655 |
| ACP 4-NP | Alder Creek Parkway (Sta 418+40 to Sta 442+00) | 16 | 2,360 | LF | 2 | \$130 | 100% | \$306,800 | \$46,020 | \$61,360 | \$414,180 |
| ACP 5-NP | Alder Creek Parkway (Sta 442+00 to Sta 466+70) | 12 | 2,480 | LF | 3 | \$110 | 100% | \$272,800 | \$40,920 | \$54,560 | \$368,280 |
| ACP 5-NP | Alder Creek Parkway (Sta 442+00 to Sta 466+70) | 16 | 2,480 | LF | 5 | \$130 | 100% | \$322,400 | \$48,360 | \$64,480 | \$435,240 |
| ACP 6-NP | Alder Creek Parkway (Sta 466+70 to Sta 493+50) | 12 | 2,690 | LF | 3 | \$110 | 100% | \$295,900 | \$44,385 | \$59,180 | \$399,465 |
| ACP 6-NP | Alder Creek Parkway (Sta 466+70 to Sta 493+50) | 16 | 2,690 | LF | 5 | \$130 | 100% | \$349,700 | \$52,455 | \$69,940 | \$472,095 |
| ACP 7-NP | Alder Creek Parkway (Sta 493+50 to Sta 506+90) | 8 | 1,340 | LF | 4 | \$90 | 100% | \$120,600 | \$18,090 | \$24,120 | \$162,810 |
| ACP 7-NP | Alder Creek Parkway (Sta 493+50 to Sta 506+90) | 16 | 1,340 | LF | 5 | \$130 | 100% | \$174,200 | \$26,130 | \$34,840 | \$235,170 |
| ACP 8-NP | Alder Creek Parkway (Sta 506+90 to Sta 524+10) | 16 | 1,280 | LF | 5 | \$130 | 0% | \$0 | \$0 | \$0 | \$0 |
| ACP 11-NP | Alder Creek Parkway (Sta 563+70 to Sta 568+20) | 16 | 260 | LF | 5 | \$130 | 100% | \$33,800 | \$5,070 | \$6,760 | \$45,630 |
| ACP 11-NP | Alder Creek Parkway (Sta 563+70 to Sta 568+20) | 12 | 260 | LF | 6 | \$110 | 100% | \$28,600 | \$4,290 | \$5,720 | \$38,610 |
| East Bidwell Street | | | | | | | | | | | |
| EBS 2B-NP | East Bidwell Street (Sta 136+30 to 144+10) | 12 | 780 | LF | 3 | \$110 | 0% | \$0 | \$0 | \$0 | \$0 |
| EBS 3-NP | East Bidwell Street (Sta 144+10 to 157+90) | 12 | 1,380 | LF | 3 | \$110 | 0% | \$0 | \$0 | \$0 | \$0 |
| Westwood Drive | | | | | | | | | | | |
| WWD 1-NP | Westwood Drive (Sta 100+00 to Sta 113+70) | 8 | 1,380 | LF | 4 | \$90 | 0% | \$0 | \$0 | \$0 | \$0 |
| WWD 2-NP | Westwood Drive (Sta 113+70 to Sta 121+50) | 8 | 780 | LF | 4 | \$90 | 100% | \$70,200 | \$10,530 | \$14,040 | \$94,770 |
| WWD 3-NP | Westwood Drive (Sta 121+50 to Sta 128+40) | 8 | 640 | LF | 4 | \$90 | 100% | \$57,600 | \$8,640 | \$11,520 | \$77,760 |

FOLSOM PLAN AREA
Backbone Infrastructure
Construction Cost Estimate

7919.000

| Section | Description | Pipe Size (in.) | Qty. | Unit | Zone | Unit Cost | Pct. Remaining | Const. Costs | Soft Costs (15%) | Contingency (20%) | Total |
|---|--|-----------------|-------|------|------|-----------|----------------|--------------|------------------|-------------------|-----------|
| Non-Potable Water System (Continued) | | | | | | | | | | | |
| Non-Potable Water Pipelines (Continued) | | | | | | | | | | | |
| Mangini Parkway | | | | | | | | | | | |
| MP 1-NP | Mangini Parkway (Sta 100+60 to Sta 150+20) | 12 | 4,970 | LF | 2 | \$110 | 100% | \$546,700 | \$82,005 | \$109,340 | \$738,045 |
| MP 2-NP | Mangini Parkway (Sta 150+20 to Sta 169+50) | 12 | 1,930 | LF | 2 | \$110 | 100% | \$212,300 | \$31,845 | \$42,460 | \$286,605 |
| MP 3-NP | Mangini Parkway (Sta 169+50 to Sta 191+80) | 12 | 690 | LF | 2 | \$110 | 100% | \$75,900 | \$11,385 | \$15,180 | \$102,465 |
| MP 3-NP | Mangini Parkway (Sta 169+50 to Sta 191+80) | 12 | 1,560 | LF | 3 | \$110 | 100% | \$171,600 | \$25,740 | \$34,320 | \$231,660 |
| MP 4-NP | Mangini Parkway (Sta 191+80 to Sta 216+10) | 12 | 2,440 | LF | 3 | \$110 | 100% | \$268,400 | \$40,260 | \$53,680 | \$362,340 |
| MP 7-NP | Mangini Parkway (Sta 258+50 to Sta 269+80) | 12 | 1,130 | LF | 4 | \$110 | 100% | \$124,300 | \$18,645 | \$24,860 | \$167,805 |
| MP 8-NP | Mangini Parkway (Sta 269+80 to Sta 301+30) | 12 | 920 | LF | 5 | \$110 | 0% | \$0 | \$0 | \$0 | \$0 |
| MP 8-NP | Mangini Parkway (Sta 269+80 to Sta 301+30) | 12 | 1,160 | LF | 6 | \$110 | 0% | \$0 | \$0 | \$0 | \$0 |
| Empire Ranch Road | | | | | | | | | | | |
| ERR 1-NP | Empire Ranch Road (Sta 105+70 to Sta 129+30) | 12 | 1,540 | LF | 6 | \$110 | 100% | \$169,400 | \$25,410 | \$33,880 | \$228,690 |
| ERR 2-NP | Empire Ranch Road (Sta 129+30 to Sta 145+80) | 12 | 1,110 | LF | 6 | \$110 | 100% | \$122,100 | \$18,315 | \$24,420 | \$164,835 |
| ERR 4-NP | Empire Ranch Road (Sta 156+70 to Sta 165+00) | 12 | 840 | LF | 6 | \$110 | 100% | \$92,400 | \$13,860 | \$18,480 | \$124,740 |
| ERR 4-NP | Empire Ranch Road (Sta 156+70 to Sta 165+00) | 16 | 840 | LF | 5 | \$130 | 100% | \$109,200 | \$16,380 | \$21,840 | \$147,420 |
| ERR 5-NP | Empire Ranch Road (Sta 165+00 to Sta 170+60) | 12 | 400 | LF | 6 | \$110 | 100% | \$44,000 | \$6,600 | \$8,800 | \$59,400 |
| ERR 5-NP | Empire Ranch Road (Sta 165+00 to Sta 170+60) | 16 | 400 | LF | 5 | \$130 | 100% | \$52,000 | \$7,800 | \$10,400 | \$70,200 |
| Rowberry Drive | | | | | | | | | | | |
| ROW 1-NP | Rowberry Drive (Sta 100+00 to Sta 107+50) | 16 | 550 | LF | 2 | \$130 | 100% | \$71,500 | \$10,725 | \$14,300 | \$96,525 |
| ROW 1-NP | Rowberry Drive (Sta 100+00 to Sta 107+50) | 8 | 550 | LF | 3 | \$90 | 100% | \$49,500 | \$7,425 | \$9,900 | \$66,825 |
| ROW 1-NP | Rowberry Drive (Sta 100+00 to Sta 107+50) | 16 | 550 | LF | 3 | \$130 | 100% | \$71,500 | \$10,725 | \$14,300 | \$96,525 |

FOLSOM PLAN AREA
Backbone Infrastructure
Construction Cost Estimate

7919.000

| Section | Description | Pipe Size (in.) | Qty. | Unit | Zone | Unit Cost | Pct. Remaining | Const. Costs | Soft Costs (15%) | Contingency (20%) | Total |
|---|---|-----------------|-------|------|------|-----------|----------------|--------------|------------------|-------------------|-----------|
| Non-Potable Water System (Continued) | | | | | | | | | | | |
| Non-Potable Water Pipelines (Continued) | | | | | | | | | | | |
| Savannah Parkway | | | | | | | | | | | |
| SP 2-NP | Savannah Parkway (Sta 154+60 to Sta 170+20) | 12 | 1,110 | LF | 5 | \$110 | 100% | \$122,100 | \$18,315 | \$24,420 | \$164,835 |
| SP 3-NP | Savannah Parkway (Sta 125+00 to Sta 154+60) | 8 | 1,170 | LF | 4 | \$90 | 100% | \$105,300 | \$15,795 | \$21,060 | \$142,155 |
| Rustic Ridge Drive | | | | | | | | | | | |
| RR 1-NP | Rustic Ridge Drive (Sta 10+00 to Sta 14+75) | 12 | 480 | LF | 6 | \$110 | 100% | \$52,800 | \$7,920 | \$10,560 | \$71,280 |
| Prairie City Road | | | | | | | | | | | |
| PCR 2-NP | Placerville Road (Sta 97+90 to Sta 113+60) | 12 | 2,170 | LF | 2 | \$110 | 100% | \$238,700 | \$35,805 | \$47,740 | \$322,245 |
| PCR 3-NP | Placerville Road (Sta 77+90 to Sta 97+90) | 12 | 3,300 | LF | 2 | \$110 | 100% | \$363,000 | \$54,450 | \$72,600 | \$490,050 |
| Placerville Road Utility Corridor | | | | | | | | | | | |
| PRC 3-NP | Placerville Road (Sta 77+90 to Sta 97+90) | 12 | 1,960 | LF | 5 | \$110 | 100% | \$215,600 | \$32,340 | \$43,120 | \$291,060 |
| Subtotal Non-Potable Water Pipelines | | | | | | | | | | \$7,861,185 | |
| Pressure Reducing Stations | | | | | | | | | | | |
| | Zone 3 to Zone 2 | - | 2 | EA | 3 | \$106,000 | 100% | \$212,000 | \$31,800 | \$42,400 | \$286,200 |
| | Zone 5 to Zone 3 | - | 2 | EA | 5 | \$106,000 | 100% | \$212,000 | \$31,800 | \$42,400 | \$286,200 |
| | Zone 5 to Zone 4 | - | 2 | EA | 5 | \$106,000 | 100% | \$212,000 | \$31,800 | \$42,400 | \$286,200 |
| Subtotal Pressure Reducing Stations | | | | | | | | | | \$858,600 | |

FOLSOM PLAN AREA
Backbone Infrastructure
Construction Cost Estimate

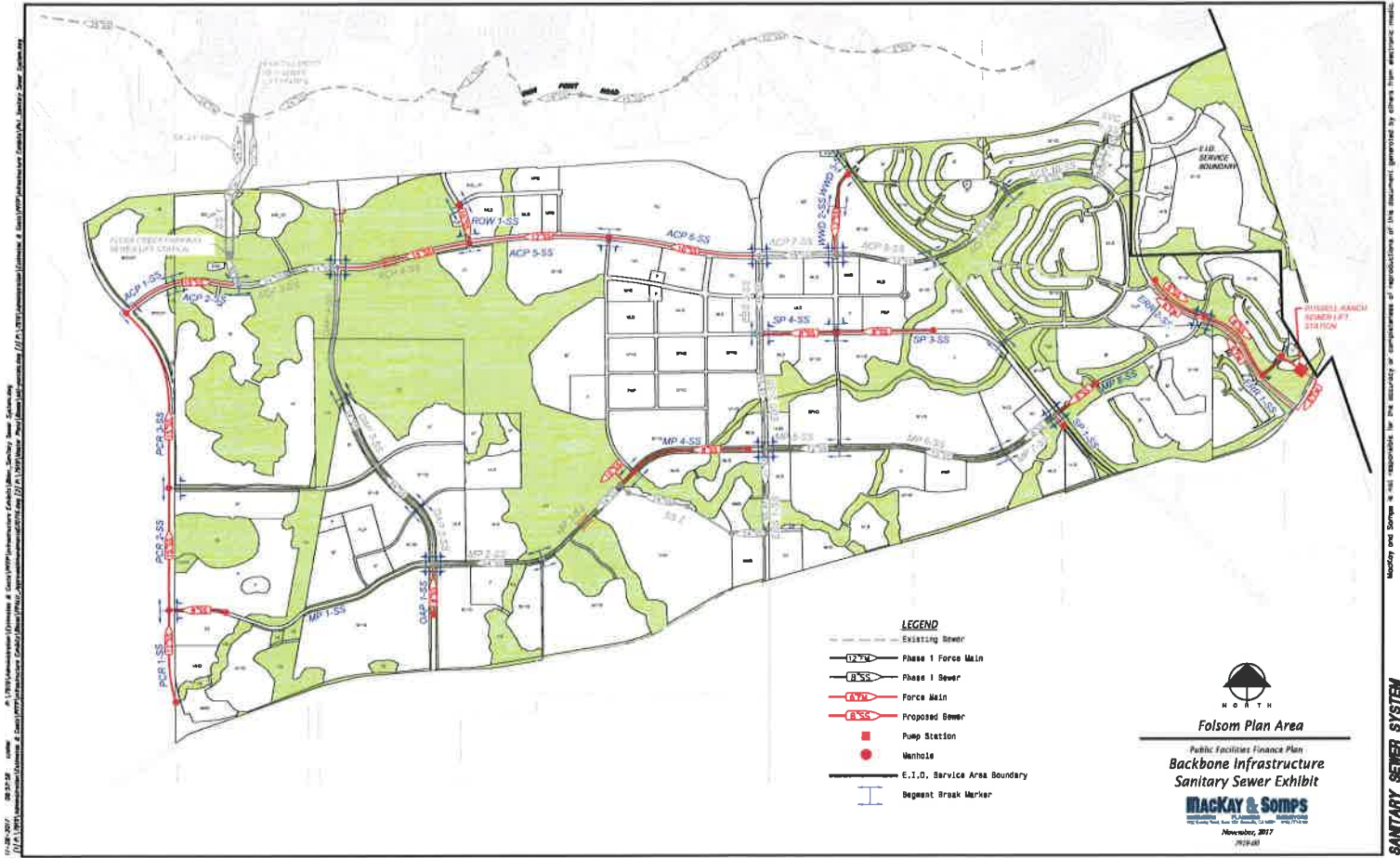
7919.000

| Section | Description | Pipe Size (in.) | Qty. | Unit Zone | Unit Cost | Pct. Remaining | Const. Costs | Soft Costs (15%) | Contingency (20%) | Total |
|---|--|-----------------|-------|-----------|-------------|----------------|--------------|------------------|-------------------|---------------------|
| Non-Potable Water System (Continued) | | | | | | | | | | |
| Non-Potable Water Storage Tank | | | | | | | | | | |
| Zone 5 Storage Tank | | | | | | | | | | |
| <u>Tank Improvements</u> | | | | | | | | | | |
| | Site Mobilization/Demobilization | | 1 | LS | \$40,000 | 100% | \$40,000 | \$6,000 | \$8,000 | \$54,000 |
| | Site Paving (3" AC / 10.5" AB) | | 8,000 | SF | \$4.10 | 100% | \$32,800 | \$4,920 | \$6,560 | \$44,280 |
| | 18-inch RCP CL III Tank Overflow Drain Pipe | | 20 | LF | \$140 | 100% | \$2,800 | \$420 | \$560 | \$3,780 |
| | 48-inch Strom Dain Manhole | | 1 | EA | \$5,800 | 100% | \$5,800 | \$870 | \$1,160 | \$7,830 |
| | 12-inch PVC C-900 PR 200 Water Pipe | | 100 | LF | \$120 | 100% | \$12,000 | \$1,800 | \$2,400 | \$16,200 |
| | 16-inch PVC C-905 PR 200 Water Pipe | | 240 | LF | \$130 | 100% | \$31,200 | \$4,680 | \$6,240 | \$42,120 |
| | 16-inch Check Valve | | 1 | EA | \$20,000 | 100% | \$20,000 | \$3,000 | \$4,000 | \$27,000 |
| | 12-inch Meter w/Bypass, Valving and Appurtenances | | 1 | LS | \$60,000 | 100% | \$60,000 | \$9,000 | \$12,000 | \$81,000 |
| | 4.0 MG Prestressed Concrete Tank | | 1 | LS | \$3,200,000 | 100% | \$3,200,000 | \$480,000 | \$640,000 | \$4,320,000 |
| | Tank Appurtenances (mixing, sampling, hatches & instrumentation) | | 1 | LS | \$150,000 | | | \$22,500 | \$30,000 | \$202,500 |
| | Erosion Control (Construction SWPPP) | | 1 | LS | \$10,000.00 | 100% | \$150,000 | \$1,500 | \$2,000 | \$13,500 |
| | Subtotal Zone 5 Non-Potable Water Storage Tank | | | | | | | | | \$4,812,210 |
| | Total Non-Potable Water System | | | | | | | | | \$22,238,280 |

APPENDIX I:
Sanitary Sewer
Construction Cost Estimates

Backbone Infrastructure Sanitary Sewer Exhibit I-1
Backbone Infrastructure Construction Cost Estimates..... I-2





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SANITARY SEWER SYSTEM

FOLSOM PLAN AREA
Backbone Infrastructure
Construction Cost Estimate

| Item | Construction Cost | Soft Cost (15%) | Contingency (20%) | Total |
|---|----------------------|--------------------|----------------------|---------------------|
| Sanitary Sewer Pipelines Summary | | | | |
| Alder Creek Parkway | \$1,673,650 | \$251,048 | \$334,730 | \$2,259,428 |
| Oak Avenue Parkway | \$142,400 | \$21,360 | \$28,480 | \$192,240 |
| Westwood Drive | \$251,600 | \$37,740 | \$50,320 | \$339,660 |
| Empire Ranch Road | \$947,600 | \$142,140 | \$189,520 | \$1,279,260 |
| Rowberry Drive | \$115,500 | \$17,325 | \$23,100 | \$155,925 |
| Mangini Parkway | \$589,700 | \$88,455 | \$117,940 | \$796,095 |
| Savannah parkway | \$531,200 | \$79,680 | \$106,240 | \$717,120 |
| Prairie City Road | \$1,263,400 | \$189,510 | \$252,680 | \$1,705,590 |
| Subtotal Sanitary Sewer Pipelines | \$5,515,050 | \$827,258 | \$1,103,010 | \$7,445,318 |
| Sanitary Sewer Pump Stations & Force Mains | | | | |
| Alder Creek Sewer Lift Station - Phase 2 | \$110,000 | \$16,500 | \$22,000 | \$148,500 |
| Russell Ranch Sewer Lift Station | \$1,530,000 | \$229,500 | \$306,000 | \$2,065,500 |
| Sewer Odor Control System | \$300,000 | \$45,000 | \$60,000 | \$405,000 |
| Subtotal Pump Stations & Force Mains | \$1,940,000 | \$291,000 | \$388,000 | \$2,619,000 |
| Total Sanitary Sewer System | \$7,455,050 | \$1,118,258 | \$1,491,010 | \$10,064,318 |

FOLSOM PLAN AREA
Backbone Infrastructure
Construction Cost Estimate

7919.000

| Section | Description | Pipe Size (in.) | Qty. | Unit | Unit Cost | Pct. Remaining | Const. Costs | Soft Costs (15%) | Contingency (20%) | Total |
|------------------------------|--|-----------------|-------|------|-----------|----------------|--------------|------------------|-------------------|-----------|
| Sanitary Sewer System | | | | | | | | | | |
| Alder Creek Parkway | | | | | | | | | | |
| ACP 1-SS | Alder Creek Parkway (Sta 379+00 to Sta 389+00) | 15 | 1,000 | LF | \$180 | 100% | \$180,000 | \$27,000 | \$36,000 | \$243,000 |
| ACP 2-SS | Alder Creek Parkway (Sta 389+00 to Sta 400+30) | 15 | 1,130 | LF | \$180 | 100% | \$203,400 | \$30,510 | \$40,680 | \$274,590 |
| ACP 4-SS | Alder Creek Parkway (Sta 418+40 to Sta 442+00) | 15 | 2,360 | LF | \$180 | 100% | \$424,800 | \$63,720 | \$84,960 | \$573,480 |
| ACP 5-SS | Alder Creek Parkway (Sta 442+00 to Sta 466+70) | 12 | 2,480 | LF | \$170 | 100% | \$421,600 | \$63,240 | \$84,320 | \$569,160 |
| ACP 6-SS | Alder Creek Parkway (Sta 466+70 to Sta 493+50) | 10 | 2,690 | LF | \$165 | 100% | \$443,850 | \$66,578 | \$88,770 | \$599,198 |
| Oak Avenue Parkway | | | | | | | | | | |
| OAP 1-SS | Oak Avenue Parkway (Sta 100+30 to Sta 119+00) | 8 | 890 | LF | \$160 | 100% | \$142,400 | \$21,360 | \$28,480 | \$192,240 |
| Westwood Drive | | | | | | | | | | |
| WWD 2-SS | Westwood Drive (Sta 113+70 to Sta 121+50) | 12 | 780 | LF | \$170 | 100% | \$132,600 | \$19,890 | \$26,520 | \$179,010 |
| WWD 3-SS | Westwood Drive (Sta 121+50 to Sta 128+40) | 12 | 700 | LF | \$170 | 100% | \$119,000 | \$17,850 | \$23,800 | \$160,650 |
| Empire Ranch Road | | | | | | | | | | |
| ERR 1-SS | Empire Ranch Road (Sta 105+70 to Sta 129+30) | 6 | 2,370 | LF | \$150 | 100% | \$355,500 | \$53,325 | \$71,100 | \$479,925 |
| ERR 1-SS | Empire Ranch Road (Sta 105+70 to Sta 129+30) | 8 | 1,550 | LF | \$160 | 100% | \$248,000 | \$37,200 | \$49,600 | \$334,800 |
| ERR 2-SS | Empire Ranch Road (Sta 129+30 to Sta 145+80) | 6 | 1,110 | LF | \$150 | 100% | \$166,500 | \$24,975 | \$33,300 | \$224,775 |
| ERR 2-SS | Empire Ranch Road (Sta 129+30 to Sta 145+80) | 8 | 1,110 | LF | \$160 | 100% | \$177,600 | \$26,640 | \$35,520 | \$239,760 |
| Rowberry Drive | | | | | | | | | | |
| ROW 1-SS | Rowberry Drive (Sta 100+60 to Sta 107+50) | 10 | 700 | LF | \$165 | 100% | \$115,500 | \$17,325 | \$23,100 | \$155,925 |

FOLSOM PLAN AREA
Backbone Infrastructure
Construction Cost Estimate

7919.000

| Section | Description | Pipe Size (in.) | Qty. | Unit | Unit Cost | Pct. Remaining | Const. Costs | Soft Costs (15%) | Contingency (20%) | Total |
|--|--|-----------------|-------|------|-----------|----------------|--------------|------------------|-------------------|--------------------|
| Sanitary Sewer System (Continued) | | | | | | | | | | |
| Mangini Parkway | | | | | | | | | | |
| MP 1-SS | Mangini Parkway (Sta 100+60 to Sta 150+20) | 8 | 1,010 | LF | \$160 | 100% | \$161,600 | \$24,240 | \$32,320 | \$218,160 |
| MP 3-SS | Mangini Parkway (Sta 169+50 to Sta 191+80) | 10 | 500 | LF | \$165 | 100% | \$82,500 | \$12,375 | \$16,500 | \$111,375 |
| MP 4-SS | Mangini Parkway (Sta 191+80 to Sta 216+10) | 8 | 2,160 | LF | \$160 | 100% | \$345,600 | \$51,840 | \$69,120 | \$466,560 |
| MP' 8-SS | Mangini Parkway (Sta 269+80 to Sta 301+30) | 8 | 920 | LF | \$160 | 0% | \$0 | \$0 | \$0 | \$0 |
| Savannah Parkway | | | | | | | | | | |
| SP 3-SS | Savannah Parkway (Sta 125+00 to Sta 154+60) | 8 | 1,970 | LF | \$160 | 100% | \$315,200 | \$47,280 | \$63,040 | \$425,520 |
| SP 4-SS | Savannah Parkway (Sta 111+50 to Sta 125+00) | 8 | 1,350 | LF | \$160 | 100% | \$216,000 | \$32,400 | \$43,200 | \$291,600 |
| Prairie City Road | | | | | | | | | | |
| PCR 1-SS | Prairie City Road (Sta 99+40 to Sta 121+80) | 12 | 1640 | LF | \$170 | 100% | \$278,800 | \$41,820 | \$55,760 | \$376,380 |
| PCR 2-SS | Prairie City Road (Sta 121+80 to Sta 143+40) | 15 | 2170 | LF | \$180 | 100% | \$390,600 | \$58,590 | \$78,120 | \$527,310 |
| PCR 3-SS | Prairie City Road (Sta 143+40 to Sta 176+30) | 15 | 3300 | LF | \$180 | 100% | \$594,000 | \$89,100 | \$118,800 | \$801,900 |
| Total Sanitary Sewer Pipelines | | | | | | | | | | \$7,445,318 |

**FOLSOM PLAN AREA
Backbone Infrastructure
Construction Cost Estimate**

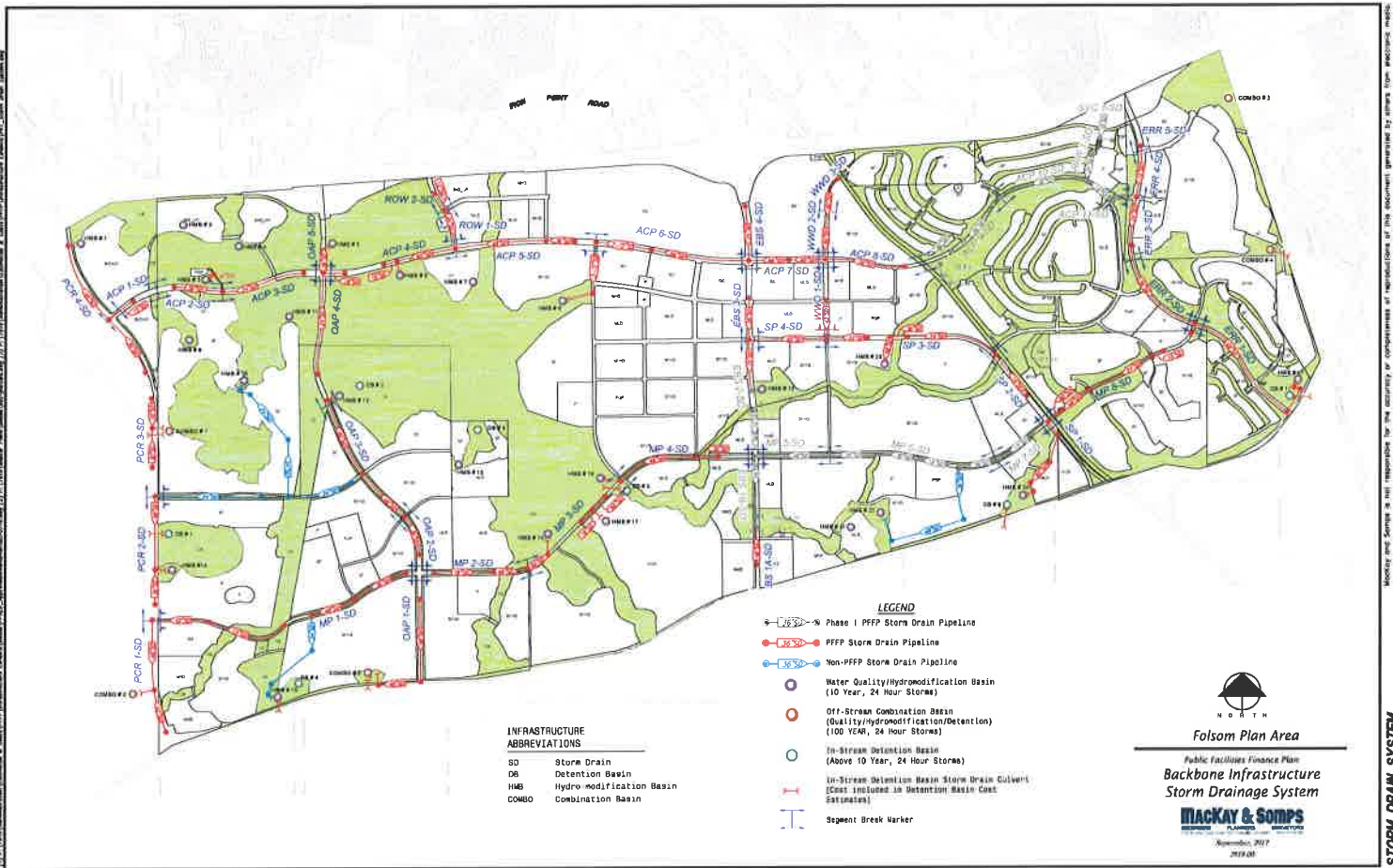
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| Section | Description | Pipe Size (in.) | Qty. | Unit | Unit Cost | Pct. Remaining | Const. Costs | Soft Costs (15%) | Contingency (20%) | Total |
|--|---|-----------------|-------|------|-------------|----------------|--------------|------------------|-------------------|---------------------|
| Sanitary Sewer System (Continued) | | | | | | | | | | |
| Alder Creek Sanitary Sewer Lift Station - Phase 2 | | | | | | | | | | |
| | Piping Valves, Fittings & Appurtenances | - | 1 | LS | \$10,000 | 100% | \$10,000 | \$1,500 | \$2,000 | \$13,500 |
| | Major Equipment | - | 1 | LS | \$85,000 | 100% | \$85,000 | \$12,750 | \$17,000 | \$114,750 |
| | Major Electrical | - | 1 | LS | \$15,000 | 100% | \$15,000 | \$2,250 | \$3,000 | \$20,250 |
| Total Easton Valley Sanitary Sewer Lift Station - Phase 2 | | | | | | | | | | \$148,500 |
| Russell Ranch Sewer Lift Station | | | | | | | | | | |
| ERR 1 | Lift Station (0.3 MGD) | - | 1 | EA | \$1,200,000 | 100% | \$1,200,000 | \$180,000 | \$240,000 | \$1,620,000 |
| | Force Main | 8 | 3,300 | LF | \$100 | 100% | \$330,000 | \$49,500 | \$66,000 | \$445,500 |
| Total Russell - Promontory Sanitary Sewer Lift Station | | | | | | | | | | \$2,065,500 |
| Sewer Odor Control System | | | | | | | | | | |
| MP 2 | Deep Sewer Odor Control System | - | 1 | EA | \$300,000 | 100% | \$300,000 | \$45,000 | \$60,000 | \$405,000 |
| Total Mangini Ranch Sewer Lift Station | | | | | | | | | | \$405,000 |
| Total Sanitary Sewer System | | | | | | | | | | \$10,064,318 |

APPENDIX J:
Storm Drainage
Construction Cost Estimates

Backbone Infrastructure Storm Drainage System Exhibit J-1
Backbone Infrastructure Construction Cost Estimates..... J-2
Storm Drainage Master Plan Exhibits.....J-10





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STORM DRAIN SYSTEM

FOLSOM PLAN AREA
Backbone Infrastructure
Construction Cost Estimate

| Item | Construction Cost | Soft Cost (15%) | Contingency (20%) | Total |
|---|----------------------|--------------------|----------------------|---------------------|
| Storm Drain Pipeline Summary | | | | |
| Alder Creek Parkway | \$6,060,000 | \$909,000 | \$1,212,000 | \$8,181,000 |
| Oak Avenue Parkway | \$2,826,600 | \$423,990 | \$565,320 | \$3,815,910 |
| East Bidwell Street | \$461,900 | \$69,285 | \$92,380 | \$623,565 |
| Westwood Drive | \$774,900 | \$116,235 | \$154,980 | \$1,046,115 |
| Empire Ranch Road | \$2,202,200 | \$330,330 | \$440,440 | \$2,972,970 |
| Rowberry Drive | \$245,000 | \$36,750 | \$49,000 | \$330,750 |
| Mangini Parkway | \$2,953,700 | \$443,055 | \$590,740 | \$3,987,495 |
| Savannah Parkway | \$2,119,500 | \$317,925 | \$423,900 | \$2,861,325 |
| Prairie City Road | \$2,831,400 | \$424,710 | \$566,280 | \$3,822,390 |
| Subtotal Storm Drain Pipelines | \$20,475,200 | \$3,071,280 | \$4,095,040 | \$27,641,520 |
| Detention Basins Summary | | | | |
| Combo #1 | \$606,040 | \$90,906 | \$121,208 | \$818,154 |
| Combo #2 | \$1,410,920 | \$211,638 | \$282,184 | \$1,904,742 |
| Combo #3 | \$930,778 | \$139,617 | \$186,156 | \$1,256,550 |
| Combo #4 | \$431,090 | \$64,664 | \$86,218 | \$581,972 |
| Combo #5 | \$949,684 | \$142,453 | \$189,937 | \$1,282,073 |
| DB #1 | \$498,100 | \$74,715 | \$99,620 | \$672,435 |
| DB #2 | \$576,380 | \$86,457 | \$115,276 | \$778,113 |
| DB #3 | \$532,180 | \$79,827 | \$106,436 | \$718,443 |
| DB #4 (Basin Eliminated. Shed Area is being served in HMB No.15) | | | | |
| DB #5 | \$1,014,500 | \$152,175 | \$202,900 | \$1,369,575 |
| DB #8 | \$0 | \$0 | \$0 | \$0 |
| DB #11 | \$1,346,660 | \$201,999 | \$269,332 | \$1,817,991 |
| HMB #1 | \$494,410 | \$74,162 | \$98,882 | \$667,454 |
| HMB #2 | \$481,630 | \$72,245 | \$96,326 | \$650,201 |
| HMB #3 | \$622,960 | \$93,444 | \$124,592 | \$840,996 |
| HMB #4 | \$462,730 | \$69,410 | \$92,546 | \$624,686 |
| HMB #5 | \$465,090 | \$69,764 | \$93,018 | \$627,872 |
| HMB #6 | \$916,320 | \$137,448 | \$183,264 | \$1,237,032 |
| HMB #7 (Basin Eliminated. Shed Area is being served in HMB No. 6) | | | | |
| HMB #8 | \$1,839,300 | \$275,895 | \$367,860 | \$2,483,055 |
| HMB #9 | \$482,040 | \$72,306 | \$96,408 | \$650,754 |
| HMB #10 | \$683,670 | \$102,551 | \$136,734 | \$922,955 |
| HMB #11 | \$500,490 | \$75,074 | \$100,098 | \$675,662 |

FOLSOM PLAN AREA
Backbone Infrastructure
Construction Cost Estimate

Detention Basins Summary (Continued)

| | | | | |
|---|---------------------|--------------------|--------------------|---------------------|
| HMB #12 | \$709,080 | \$106,362 | \$141,816 | \$957,258 |
| HMB #13 | \$712,410 | \$106,862 | \$142,482 | \$961,754 |
| HMB #14 | \$668,050 | \$100,208 | \$133,610 | \$901,868 |
| HMB #15 | \$1,162,310 | \$174,347 | \$232,462 | \$1,569,119 |
| HMB #16 | \$1,104,130 | \$165,620 | \$220,826 | \$1,490,576 |
| HMB #17 (Basin Eliminated. Shed Area is being served in HMB No. 18) | | | | |
| HMB #18 | \$1,190,712 | \$178,607 | \$238,142 | \$1,607,461 |
| HMB #19 | \$0 | \$0 | \$0 | \$0 |
| HMB #21 | \$388,680 | \$58,302 | \$77,736 | \$524,718 |
| HMB #22 | \$0 | \$0 | \$0 | \$0 |
| HMB #23 | \$698,420 | \$104,763 | \$139,684 | \$942,867 |
| HMB #24 | \$0 | \$0 | \$0 | \$0 |
| HMB #27 | \$962,610 | \$144,392 | \$192,522 | \$1,299,524 |
| Subtotal Detention Basins | \$22,841,374 | \$3,426,206 | \$4,568,275 | \$30,835,855 |
| Total Storm Drain System | \$43,316,574 | \$6,497,486 | \$8,663,315 | \$58,477,375 |

FOLSOM PLAN AREA
Backbone Infrastructure
Construction Cost Estimate

7919,000

| Section | Description | Pipe Size (in.) | Qty. | Unit | Unit Cost | Pct. Remaining | Const. Costs | Soft Costs (15%) | Contingency (20%) | Total |
|------------------------------|---|-----------------|-------|------|-----------|----------------|--------------|------------------|-------------------|-------------|
| Storm Drain Pipelines | | | | | | | | | | |
| Alder Creek Parkway | | | | | | | | | | |
| ACP 1-SD | Alder Creek Parkway (Sta 379+00 to Sta 389+00) | 15 | 540 | LF | \$210 | 100% | \$113,400 | \$17,010 | \$22,680 | \$153,090 |
| ACP 2-SD | Alder Creek Parkway (Sta 389+00 to Sta 400+30) | 36 | 830 | LF | \$320 | 100% | \$265,600 | \$39,840 | \$53,120 | \$358,560 |
| ACP 2-SD | 48" Storm Drain Outfall Structure to HMB #3 | 48 | 1 | EA | \$27,000 | 100% | \$27,000 | \$4,050 | \$5,400 | \$36,450 |
| ACP 2-SD | 48" Storm Drain Pipe Extended to HMB #3 | 48 | 390 | LF | \$340 | 100% | \$132,600 | \$19,890 | \$26,520 | \$179,010 |
| ACP 3-SD | Alder Creek Parkway (Sta 400+30 to Sta 418+40) | 24 | 1,480 | LF | \$250 | 100% | \$370,000 | \$55,500 | \$74,000 | \$499,500 |
| ACP 4-SD | Alder Creek Parkway (Sta 418+40 to Sta 442+00) | 15 | 390 | LF | \$210 | 100% | \$81,900 | \$12,285 | \$16,380 | \$110,565 |
| ACP 4-SD | Alder Creek Parkway (Sta 418+40 to Sta 442+00) | 18 | 400 | LF | \$230 | 100% | \$92,000 | \$13,800 | \$18,400 | \$124,200 |
| ACP 4-SD | Alder Creek Parkway (Sta 418+40 to Sta 442+00) | 60 | 1,290 | LF | \$450 | 100% | \$580,500 | \$87,075 | \$116,100 | \$783,675 |
| ACP 4-SD | 66" Storm Drain Outfall Structure to HMB #6 | 66 | 1 | EA | \$41,000 | 100% | \$41,000 | \$6,150 | \$8,200 | \$55,350 |
| ACP 4-SD | 66" Storm Drain Pipe Extended to HMB #6 | 66 | 210 | LF | \$490 | 100% | \$102,900 | \$15,435 | \$20,580 | \$138,915 |
| ACP 5-SD | Alder Creek Parkway (Sta 442+00 to Sta 466+70) | 36 | 510 | LF | \$320 | 100% | \$163,200 | \$24,480 | \$32,640 | \$220,320 |
| ACP 5-SD | Alder Creek Parkway (Sta 442+00 to Sta 466+70) | 48 | 1,600 | LF | \$340 | 100% | \$544,000 | \$81,600 | \$108,800 | \$734,400 |
| ACP 6-SD | 72" Storm Drain Outfall Structure to HMB #8 | - | 2 | EA | \$43,000 | 100% | \$86,000 | \$12,900 | \$17,200 | \$116,100 |
| ACP 6-SD | 72" Storm Drain Pipe Extending to HMB #8 ¹ | 2-72 | 2,640 | LF | \$570 | 100% | \$1,504,800 | \$225,720 | \$300,960 | \$2,031,480 |
| ACP 6-SD | Alder Creek Parkway (Sta 466+70 to Sta 493+50) | 66 | 1,710 | LF | \$490 | 100% | \$837,900 | \$125,685 | \$167,580 | \$1,131,165 |
| ACP 6-SD | Alder Creek Parkway (Sta 466+70 to Sta 493+50) ¹ | 2-72 | 1,960 | LF | \$570 | 100% | \$1,117,200 | \$167,580 | \$223,440 | \$1,508,220 |
| ACP 7-SD | Alder Creek Parkway (Sta 493+50 to Sta 506+90) | 60 | 640 | LF | \$450 | 0% | \$0 | \$0 | \$0 | \$0 |
| ACP 7-SD | Alder Creek Parkway (Sta 493+50 to Sta 506+90) | 66 | 700 | LF | \$490 | 0% | \$0 | \$0 | \$0 | \$0 |
| ACP 8-SD | Alder Creek Parkway (Sta 506+90 to Sta 524+10) | 18 | 1,320 | LF | \$230 | 0% | \$0 | \$0 | \$0 | \$0 |

(1.) Pipe lengths doubled to account for twin 72" storm drain pipe.

FOLSOM PLAN AREA
Backbone Infrastructure
Construction Cost Estimate

7919,000

| Section | Description | Pipe Size (in.) | Qty. | Unit | Unit Cost | Pct. Remaining | Const. Costs | Soft Costs (15%) | Contingency (20%) | Total |
|--|--|-----------------|-------|------|-----------|----------------|--------------|------------------|-------------------|-----------|
| Storm Drain Pipelines (Continued) | | | | | | | | | | |
| Oak Avenue Parkway | | | | | | | | | | |
| OAP 1-SD | Oak Avenue Parkway (Sta 100+30 to Sta 119+00) | 48 | 1,450 | LF | \$340 | 100% | \$493,000 | \$73,950 | \$98,600 | \$665,550 |
| OAP 1-SD | 48" Storm Drain Outfall Structure to COMBO #5 | 48 | 1 | EA | \$27,000 | 100% | \$27,000 | \$4,050 | \$5,400 | \$36,450 |
| OAP 1-SD | 48" Storm Drain Pipe Extended to COMBO #5 | 48 | 950 | LF | \$340 | 100% | \$323,000 | \$48,450 | \$64,600 | \$436,050 |
| OAP 2-SD | Oak Avenue Parkway (Sta 119+00 to Sta 129+50) | 36 | 740 | LF | \$320 | 100% | \$236,800 | \$35,520 | \$47,360 | \$319,680 |
| OAP 3-SD | Oak Avenue Parkway (Sta 129+50 to Sta 153+50) | 48 | 1,060 | LF | \$340 | 100% | \$360,400 | \$54,060 | \$72,080 | \$486,540 |
| OAP 3-SD | Oak Avenue Parkway (Sta 129+50 to Sta 153+50) | 60 | 1,350 | LF | \$450 | 100% | \$607,500 | \$91,125 | \$121,500 | \$820,125 |
| OAP 4-SD | Oak Avenue Parkway (Sta 153+50 to Sta 176+90) | 24 | 1,860 | LF | \$250 | 100% | \$465,000 | \$69,750 | \$93,000 | \$627,750 |
| OAP 4-SD | 60" Storm Drain Outfall Structure to HMB #12 | 60 | 1 | EA | \$32,000 | 100% | \$32,000 | \$4,800 | \$6,400 | \$43,200 |
| OAP 4-SD | 60" Storm Drain Pipe Extended to HMB #12 | 60 | 150 | LF | \$450 | 100% | \$67,500 | \$10,125 | \$13,500 | \$91,125 |
| OAP 5-SD | Oak Avenue Parkway (Sta 176+90 to Sta 186+20) | 36 | 410 | LF | \$320 | 100% | \$131,200 | \$19,680 | \$26,240 | \$177,120 |
| OAP 5-SD | 36" Storm Drain Outfall Structure to HMB #5 | 36 | 1 | EA | \$16,000 | 100% | \$16,000 | \$2,400 | \$3,200 | \$21,600 |
| OAP 5-SD | 36" Storm Drain Pipe Extended to HMB #5 | 36 | 210 | LF | \$320 | 100% | \$67,200 | \$10,080 | \$13,440 | \$90,720 |
| East Bidwell Street | | | | | | | | | | |
| EBS 1A-SD | East Bidwell Street (Sta 100+60 to Sta 109+50) | 48 | 660 | LF | \$340 | 100% | \$224,400 | \$33,660 | \$44,880 | \$302,940 |
| EBS 2-SD | East Bidwell Street (Sta 123+80 to Sta 144+10) | 72 | 890 | LF | \$570 | 0% | \$0 | \$0 | \$0 | \$0 |
| EBS 2-SD | 72" Storm Drain Outfall Structure to HMB #19 | - | 1 | EA | \$43,000 | 0% | \$0 | \$0 | \$0 | \$0 |
| EBS 3-SD | East Bidwell Street (Sta 144+10 to Sta 157+90) | 36 | 740 | LF | \$320 | 0% | \$0 | \$0 | \$0 | \$0 |
| EBS 4-SD | East Bidwell Street (Sta 157+90 to Sta 168+00) | 24 | 950 | LF | \$250 | 100% | \$237,500 | \$35,625 | \$47,500 | \$320,625 |

FOLSOM PLAN AREA
Backbone Infrastructure
Construction Cost Estimate

7919,000

| Section | Description | Pipe Size (in.) | Qty. | Unit | Unit Cost | Pct. Remaining | Const. Costs | Soft Costs (15%) | Contingency (20%) | Total |
|--|--|-----------------|-------|------|-----------|----------------|--------------|------------------|-------------------|-------------|
| Storm Drain Pipelines (Continued) | | | | | | | | | | |
| Westwood Drive | | | | | | | | | | |
| WWD 1-SD | Westwood Drive (Sta 100+00 to Sta 113+70) | 42 | 660 | LF | \$330 | 50% | \$108,900 | \$16,335 | \$21,780 | \$147,015 |
| WWD 2-SD | Westwood Drive (Sta 113+70 to Sta 121+50) | 60 | 780 | LF | \$450 | 100% | \$351,000 | \$52,650 | \$70,200 | \$473,850 |
| WWD 3-SD | Westwood Drive (Sta 121+50 to Sta 128+40) | 60 | 700 | LF | \$450 | 100% | \$315,000 | \$47,250 | \$63,000 | \$425,250 |
| Empire Ranch Road | | | | | | | | | | |
| ERR 1-SD | Empire Ranch Road (Sta 105+70 to Sta 129+30) | 48 | 2,330 | LF | \$340 | 100% | \$792,200 | \$118,830 | \$158,440 | \$1,069,470 |
| ERR 1-SD | 72" Storm Drain Outfall Structure to HMB #24 | 72 | 1 | EA | \$43,000 | 100% | \$43,000 | \$6,450 | \$8,600 | \$58,050 |
| ERR 1-SD | 72" Storm Drain Pipe Extended to HMB #24 | 72 | 620 | LF | \$570 | 100% | \$353,400 | \$53,010 | \$70,680 | \$477,090 |
| ERR 2-SD | Empire Ranch Road (Sta 129+30 to Sta 145+80) | 36 | 1,650 | LF | \$320 | 100% | \$528,000 | \$79,200 | \$105,600 | \$712,800 |
| ERR 3-SD | Empire Ranch Road (Sta 145+80 to Sta 156+70) | 36 | 260 | LF | \$320 | 100% | \$83,200 | \$12,480 | \$16,640 | \$112,320 |
| ERR 3-SD | Empire Ranch Road (Sta 145+80 to Sta 156+70) | 24 | 840 | LF | \$250 | 100% | \$210,000 | \$31,500 | \$42,000 | \$283,500 |
| ERR 4-SD | Empire Ranch Road (Sta 156+70 to Sta 165+00) | 15 | 840 | LF | \$210 | 100% | \$176,400 | \$26,460 | \$35,280 | \$238,140 |
| ERR 5-SD | Empire Ranch Road (Sta 165+00 to Sta 170+60) | 12 | 80 | LF | \$200 | 100% | \$16,000 | \$2,400 | \$3,200 | \$21,600 |
| Rowberry Drive | | | | | | | | | | |
| ROW 1-SD | Rowberry Drive (Sta 100+60 to Sta 107+50) | 24 | 700 | LF | \$250 | 100% | \$175,000 | \$26,250 | \$35,000 | \$236,250 |
| ROW 2-SD | Rowberry Drive (Sta 107+50 to Sta 113+90) | 12 | 350 | LF | \$200 | 100% | \$70,000 | \$10,500 | \$14,000 | \$94,500 |

FOLSOM PLAN AREA
Backbone Infrastructure
Construction Cost Estimate

7919.000

| Section | Description | Pipe Size (in.) | Qty. | Unit | Unit Cost | Pct. Remaining | Const. Costs | Soft Costs (15%) | Contingency (20%) | Total |
|--|--|-----------------|-------|------|-----------|----------------|--------------|------------------|-------------------|-----------|
| Storm Drain Pipelines (Continued) | | | | | | | | | | |
| Mangini Parkway | | | | | | | | | | |
| MP 1-SD | Mangini parkway (Sta 100+60 to Sta 150+20) | 42 | 1,010 | LF | \$330 | 100% | \$333,300 | \$49,995 | \$66,660 | \$449,955 |
| MP 1-SD | Mangini Parkway (Sta 100+60 to Sta 150+20) | 15 | 660 | LF | \$210 | 100% | \$138,600 | \$20,790 | \$27,720 | \$187,110 |
| MP 1-SD | Mangini Parkway (Sta 100+60 to Sta 150+20) | 48 | 820 | LF | \$340 | 100% | \$278,800 | \$41,820 | \$55,760 | \$376,380 |
| MP 1-SD | Mangini Parkway (Sta 100+60 to Sta 150+20) | 36 | 1,010 | LF | \$320 | 100% | \$323,200 | \$48,480 | \$64,640 | \$436,320 |
| MP 2-SD | Mangini Parkway (Sta 150+20 to Sta 169+50) | 18 | 1,050 | LF | \$230 | 100% | \$241,500 | \$36,225 | \$48,300 | \$326,025 |
| MP 2-SD | Mangini Parkway (Sta 150+20 to Sta 169+50) | 48 | 640 | LF | \$340 | 100% | \$217,600 | \$32,640 | \$43,520 | \$293,760 |
| MP 3-SD | Mangini Parkway (Sta 169+50 to Sta 191+80) | 60 | 730 | LF | \$450 | 100% | \$328,500 | \$49,275 | \$65,700 | \$443,475 |
| MP 3-SD | Mangini Parkway (Sta 169+50 to Sta 191+80) | 18 | 290 | LF | \$230 | 100% | \$66,700 | \$10,005 | \$13,340 | \$90,045 |
| MP 3-SD | Mangini Parkway (Sta 169+50 to Sta 191+80) | 48 | 40 | LF | \$340 | 100% | \$13,600 | \$2,040 | \$2,720 | \$18,360 |
| MP 3-SD | 60" Storm Drain Outfall Structure to HMB #16 | 60 | 1 | EA | \$32,000 | 100% | \$32,000 | \$4,800 | \$6,400 | \$43,200 |
| MP 3-SD | 60" Storm Drain Pipe Extended to HMB #16 | 60 | 140 | LF | \$450 | 100% | \$63,000 | \$9,450 | \$12,600 | \$85,050 |
| MP 3-SD | 60" Storm Drain Outfall Structure to HMB #17 | 60 | 1 | EA | \$32,000 | 100% | \$32,000 | \$4,800 | \$6,400 | \$43,200 |
| MP 3-SD | 60" Storm Drain Pipe Extended to HMB #17 | 60 | 130 | LF | \$450 | 100% | \$58,500 | \$8,775 | \$11,700 | \$78,975 |
| MP 3-SD | 60" Storm Drain Outfall Structure to HMB #18 | 60 | 1 | EA | \$32,000 | 100% | \$32,000 | \$4,800 | \$6,400 | \$43,200 |
| MP 3-SD | 60" Storm Drain Pipe Extended to HMB #18 | 60 | 460 | LF | \$450 | 100% | \$207,000 | \$31,050 | \$41,400 | \$279,450 |
| MP 4-SD | Mangini Parkway (Sta 191+80 to Sta 216+10) | 48 | 1,410 | LF | \$340 | 100% | \$479,400 | \$71,910 | \$95,880 | \$647,190 |
| MP 4-SD | Mangini Parkway (Sta 191+80 to Sta 216+10) | 30 | 400 | LF | \$270 | 100% | \$108,000 | \$16,200 | \$21,600 | \$145,800 |
| MP 8-SD | Mangini Parkway (Sta 269+80 to Sta 301+30) | 60 | 300 | LF | \$450 | 0% | \$0 | \$0 | \$0 | \$0 |
| MP 8-SD | Mangini Parkway (Sta 269+80 to Sta 301+30) | 48 | 620 | LF | \$340 | 0% | \$0 | \$0 | \$0 | \$0 |
| MP 8-SD | Mangini Parkway (Sta 269+80 to Sta 301+30) | 24 | 1,250 | LF | \$250 | 0% | \$0 | \$0 | \$0 | \$0 |
| MP 8-SD | Mangini Parkway (Sta 269+80 to Sta 301+30) | 15 | 240 | LF | \$210 | 0% | \$0 | \$0 | \$0 | \$0 |
| MP 8-SD | Mangini Parkway (Sta 269+80 to Sta 301+30) | 12 | 180 | LF | \$200 | 0% | \$0 | \$0 | \$0 | \$0 |

FOLSOM PLAN AREA
Backbone Infrastructure
Construction Cost Estimate

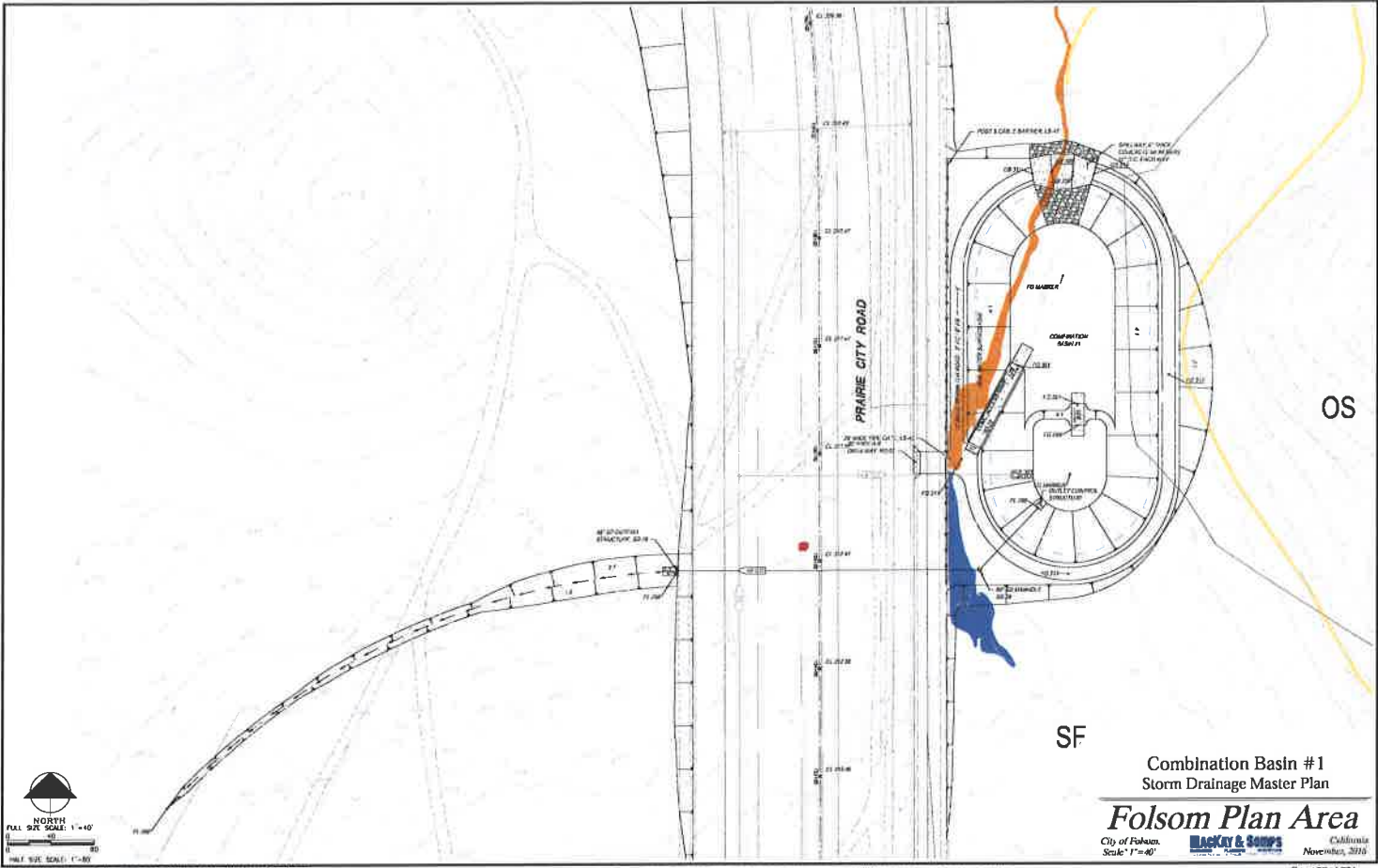
7919,000

| Section | Description | Pipe Size (in.) | Qty. | Unit | Unit Cost | Pct. Remaining | Const. Costs | Soft Costs (15%) | Contingency (20%) | Total |
|--|--|-----------------|-------|------|-----------|----------------|--------------|------------------|-------------------|-----------|
| Storm Drain Pipelines (Continued) | | | | | | | | | | |
| Savannah Parkway | | | | | | | | | | |
| SP 1-SD | Savannah Parkway (Sta 170+20 to Sta 183+90) | 60 | 1,330 | LF | \$450 | 71% | \$423,000 | \$63,450 | \$84,600 | \$571,050 |
| SP 1-SD | 60" Storm Drain Outfall Structure to HMB #24 | 60 | 1 | EA | \$32,000 | 0% | \$0 | \$0 | \$0 | \$0 |
| SP 1-SD | 60" Storm Drain Pipe Extended to HMB #24 | 60 | 1,370 | LF | \$450 | 0% | \$0 | \$0 | \$0 | \$0 |
| SP 2-SD | Savannah Parkway (Sta 154+60 to Sta 170+20) | 15 | 900 | LF | \$210 | 100% | \$189,000 | \$28,350 | \$37,800 | \$255,150 |
| SP 2-SD | Savannah Parkway (Sta 154+60 to Sta 170+20) | 24 | 80 | LF | \$250 | 100% | \$20,000 | \$3,000 | \$4,000 | \$27,000 |
| SP 3-SD | Savannah Parkway (Sta 125+00 to Sta 154+60) | 24 | 1,560 | LF | \$250 | 100% | \$390,000 | \$58,500 | \$78,000 | \$526,500 |
| SP 3-SD | Savannah Parkway (Sta 125+00 to Sta 154+60) | 36 | 290 | LF | \$320 | 100% | \$92,800 | \$13,920 | \$18,560 | \$125,280 |
| SP 3-SD | 48" Storm Drain Outfall Structure to HMB #23 | 42 | 1 | EA | \$27,000 | 100% | \$27,000 | \$4,050 | \$5,400 | \$36,450 |
| SP 3-SD | 48" Storm Drain Pipe Extended to HMB #23 | 48 | 390 | LF | \$340 | 100% | \$132,600 | \$19,890 | \$26,520 | \$179,010 |
| SP 3-SD | Savannah Parkway (Sta 125+00 to Sta 154+60) | 42 | 720 | LF | \$330 | 100% | \$237,600 | \$35,640 | \$47,520 | \$320,760 |
| SP 4-SD | Savannah Parkway (Sta 111+50 to Sta 125+00) | 60 | 1,350 | LF | \$450 | 100% | \$607,500 | \$91,125 | \$121,500 | \$820,125 |

FOLSOM PLAN AREA
Backbone Infrastructure
Construction Cost Estimate

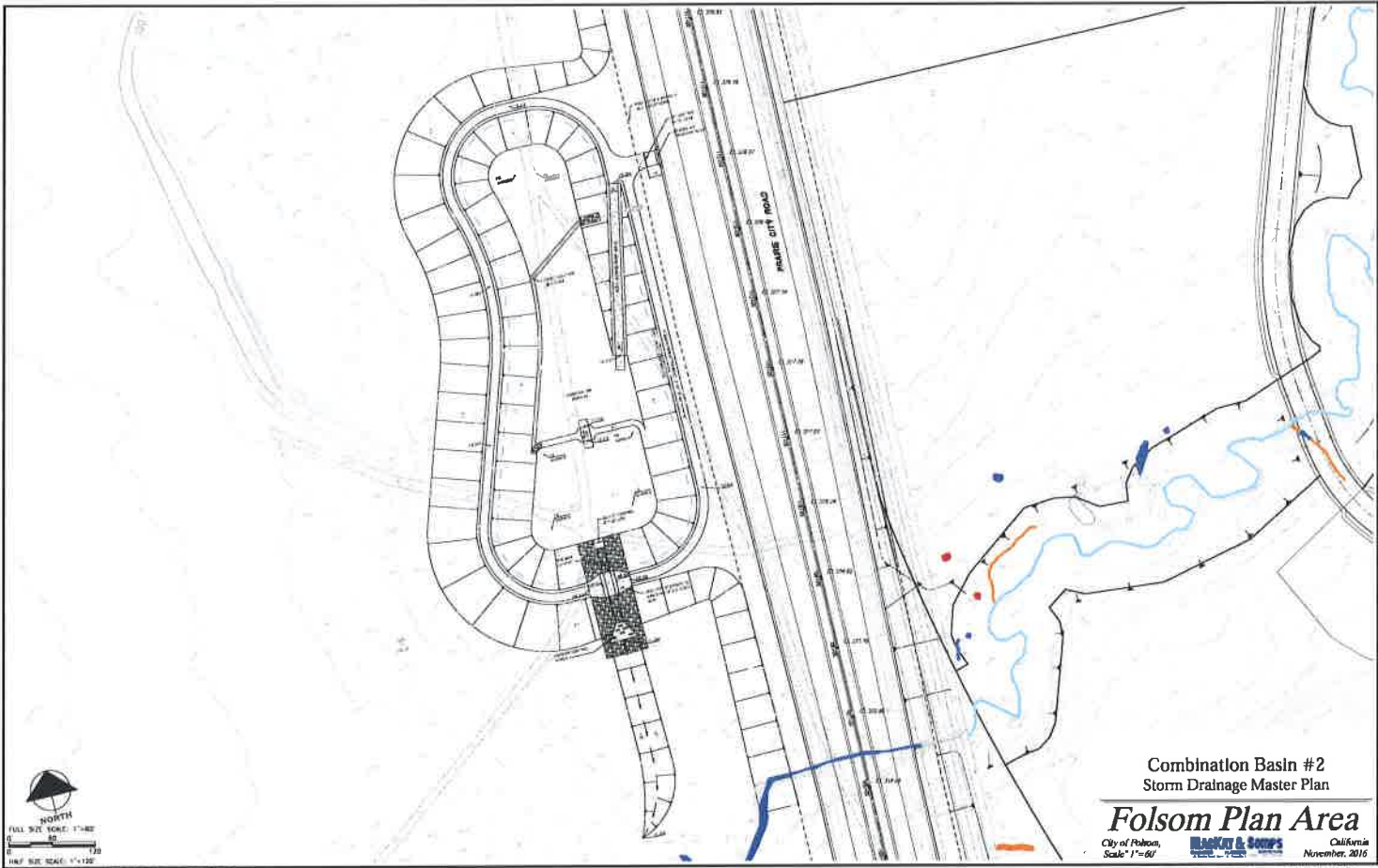
7919.000

| Section | Description | Pipe Size (in.) | Qty. | Unit | Unit Cost | Pct. Remaining | Const. Costs | Soft Costs (15%) | Contingency (20%) | Total |
|--|---|-----------------|-------|------|-----------|----------------|--------------|------------------|-------------------|---------------------|
| Storm Drain Pipelines (Continued) | | | | | | | | | | |
| Prairie City Road | | | | | | | | | | |
| PCR 1-SD | Prairie City Road (Sta 113+60 to Sta 121+80) | 42 | 770 | LF | \$330 | 100% | \$254,100 | \$38,115 | \$50,820 | \$343,035 |
| PCR 1-SD | Prairie City Road (Sta 113+60 to Sta 121+80) | 48 | 1,220 | LF | \$340 | 100% | \$414,800 | \$62,220 | \$82,960 | \$559,980 |
| PCR 1-SD | 72" Storm Drain Outfall Structure to Combo #2 | 72 | 1 | EA | \$43,000 | 100% | \$43,000 | \$6,450 | \$8,600 | \$58,050 |
| PCR 1-SD | 72" Storm Drain Pipe Extended to Combo #2 | 72 | 230 | LF | \$570 | 100% | \$131,100 | \$19,665 | \$26,220 | \$176,985 |
| PCR 2-SD | Prairie City Road (Sta 121+80 to Sta 143+40) | 36 | 610 | LF | \$320 | 100% | \$195,200 | \$29,280 | \$39,040 | \$263,520 |
| PCR 2-SD | Prairie City Road (Sta 121+80 to Sta 143+40) | 48 | 1,290 | LF | \$340 | 100% | \$438,600 | \$65,790 | \$87,720 | \$592,110 |
| PCR 3-SD | Prairie City Road (Sta 143+40 to Sta 176+30) | 30 | 1,810 | LF | \$270 | 100% | \$488,700 | \$73,305 | \$97,740 | \$659,745 |
| PCR 3-SD | Prairie City Road (Sta 143+40 to Sta 176+30) | 18 | 520 | LF | \$230 | 100% | \$119,600 | \$17,940 | \$23,920 | \$161,460 |
| PCR 3-SD | 48" Storm Drain Outfall Structure to Combo #1 | 48 | 1 | EA | \$27,000 | 100% | \$27,000 | \$4,050 | \$5,400 | \$36,450 |
| PCR 3-SD | 48" Storm Drain Pipe Extended to Combo #1 | 48 | 260 | LF | \$340 | 100% | \$88,400 | \$13,260 | \$17,680 | \$119,340 |
| PCR 4-SD | Prairie City Road (Sta 143+40 to Sta 176+30) | 48 | 1,510 | LF | \$340 | 100% | \$513,400 | \$77,010 | \$102,680 | \$693,090 |
| PCR 4-SD | 60" Storm Drain Outfall Structure to HMB #1 | 60 | 1 | EA | \$32,000 | 100% | \$32,000 | \$4,800 | \$6,400 | \$43,200 |
| PCR 4-SD | 60" Storm Drain Pipe Extended to HMB #1 | 60 | 190 | LF | \$450 | 100% | \$85,500 | \$12,825 | \$17,100 | \$115,425 |
| Total Storm Drain Pipelines | | | | | | | | | | \$27,641,520 |



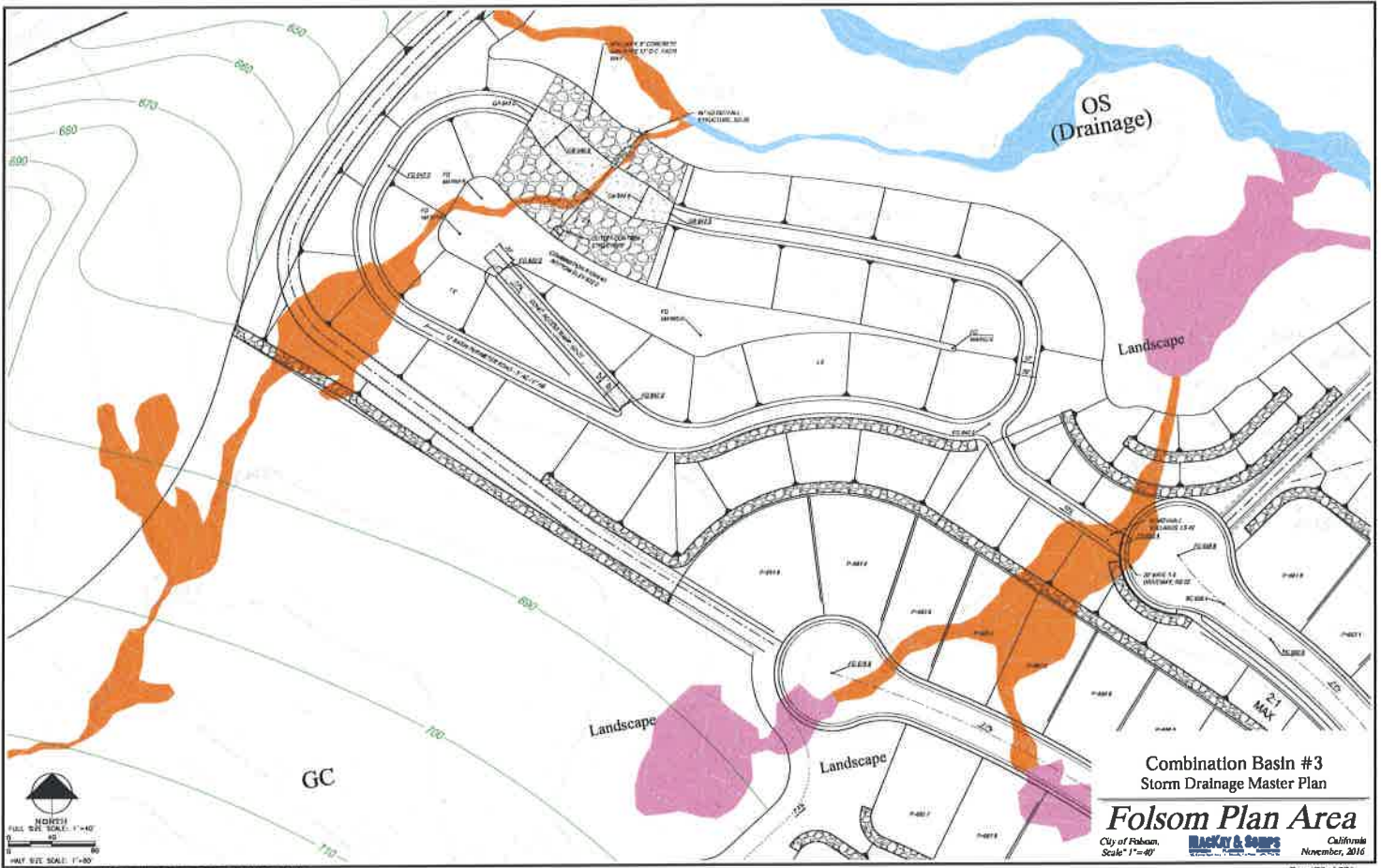
**Folsom Plan Area
Backbone Infrastructure
Construction Cost Estimate**

| | Description | Quantity | Unit | Unit Price | Total Cost |
|---|--|----------|------|--------------|------------------|
| Combination Basin No. 1 | | | | | |
| Earthwork & Site Preparation | | | | | |
| 1 | Clearing and Grubbing | 101,000 | SF | \$0.04 | \$4,040 |
| 2 | Import | 5,000 | CY | \$4.30 | \$21,500 |
| 3 | Basin Finish Grading | 101,000 | SF | \$0.60 | \$60,600 |
| Drainage Improvements | | | | | |
| 4 | 48-inch RCP CL-IV Storm Drainage Pipeline | 360 | LF | \$260.00 | \$93,600 |
| 5 | 48-inch Storm Drain Outfall Structure, Std. Dwg. SD-20 | 1 | EA | \$25,500.00 | \$25,500 |
| 6 | 60-inch Storm Drain Manhole, Std. Dwg. SD-28 | 1 | EA | \$6,900.00 | \$6,900 |
| 7 | Detention Basin Outlet Control Structure - Small | 1 | EA | \$250,000.00 | \$250,000 |
| 8 | Rock Rip Rap | 100 | CY | \$60.00 | \$6,000 |
| Detention Basin Improvements | | | | | |
| 9 | 12-ft. Wide Concrete Access Ramp, Std. Dwg. SD-23 | 1,700 | SF | \$11.00 | \$18,700 |
| 10 | Spillway, 6" Concrete w/#4 Bars 12" O.C. Each Way | 1,800 | SF | \$11.00 | \$19,800 |
| 11 | 20-ft. Wide A-6 Driveway, Std. Dwg. RD-02 | 1 | EA | \$6,400.00 | \$6,400 |
| 12 | Post & Cable Barrier, Std. Dwg. LS-47 | 100 | LF | \$20.00 | \$2,000 |
| 13 | 20-ft. Wide Pipe Gate Std. Dwg. LS-43 (Single Gate) | 1 | EA | \$6,400.00 | \$6,400 |
| 14 | 12-ft. Wide Basin Perimeter Road - 3" AC /7.5" AB | 11,400 | SF | \$4.30 | \$49,020 |
| Landscape Improvements | | | | | |
| 15 | Detention Basin Planting (Hydro-Seeding) | 55,000 | SF | \$0.06 | \$3,300 |
| 16 | Construction Area Seeding (Hydro-Seeding) | 33,000 | SF | \$0.06 | \$1,980 |
| 17 | Erosion Control (Construction SWPPP) | 101,000 | SF | \$0.30 | \$30,300 |
| Subtotal Construction Cost | | | | | \$606,040 |
| Percentage Remaining | | | | | 100% |
| Total Construction Cost | | | | | \$606,040 |



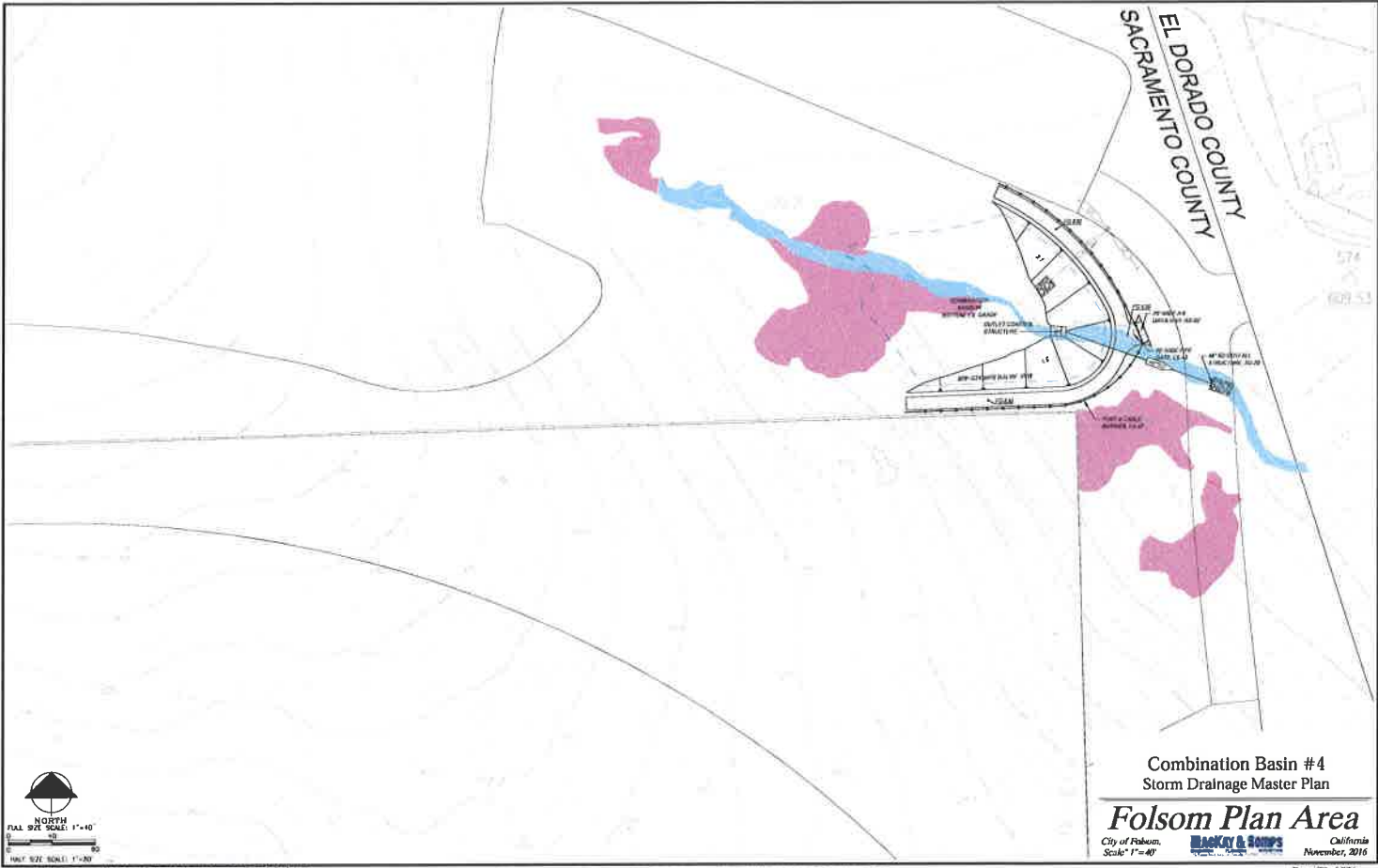
Folsom Plan Area
Backbone Infrastructure
Construction Cost Estimate

| | Description | Quantity | Unit | Unit Price | Total Cost |
|---|--|----------|------|--------------|--------------------|
| Combination Basin No. 2 | | | | | |
| Earthwork & Site Preparation | | | | | |
| 1 | Clearing and Grubbing | 356,000 | SF | \$0.04 | \$14,240 |
| 2 | Import | 45,000 | CY | \$4.30 | \$193,500 |
| 3 | Basin Finish Grading | 356,000 | SF | \$0.60 | \$213,600 |
| Drainage Improvements | | | | | |
| 4 | 48-inch RCP CL IV Storm Drain Pipe | 265 | LF | \$260.00 | \$68,900 |
| 5 | 48-inch Storm Drain Erosion Control Outlet Structure | 1 | EA | \$25,500.00 | \$25,500 |
| 6 | 7-ft x7-ft Concrete Junction Box | 1 | EA | \$43,400.00 | \$43,400 |
| 7 | Detention Basin Outlet Control Structure - Large | 1 | EA | \$475,000.00 | \$475,000 |
| 8 | Rock Rip Rap | 300 | CY | \$60.00 | \$18,000 |
| Detention Basin Improvements | | | | | |
| 9 | 12-ft. Wide Concrete Access Ramp, Std. Dwg. SD-23 | 7,200 | SF | \$11.00 | \$79,200 |
| 10 | Spillway, 6" Concrete w/#4 Bars 12" O.C. Each Way | 1,800 | SF | \$11.00 | \$19,800 |
| 11 | 20-ft. Wide A-6 Driveway, Std. Dwg. RD-02 | 3 | EA | \$6,400.00 | \$19,200 |
| 12 | 20-ft. Wide Pipe Gate Std. Dwg. LS-43 (Single Gate) | 3 | EA | \$6,400.00 | \$19,200 |
| 13 | 12-ft. Wide Basin Perimeter Road - 3" AC /7.5" AB | 22,000 | SF | \$4.30 | \$94,600 |
| Landscape Improvements | | | | | |
| 14 | Detention Basin Planting (Hydro-Seeding) | 151,000 | SF | \$0.06 | \$9,060 |
| 15 | Construction Area Seeding (Hydro-Seeding) | 182,000 | SF | \$0.06 | \$10,920 |
| 16 | Erosion Control (Construction SWPPP) | 356,000 | SF | \$0.30 | \$106,800 |
| Subtotal Construction Cost | | | | | \$1,410,920 |
| Percentage Remaining | | | | | 100% |
| Total Construction Cost | | | | | \$1,410,920 |



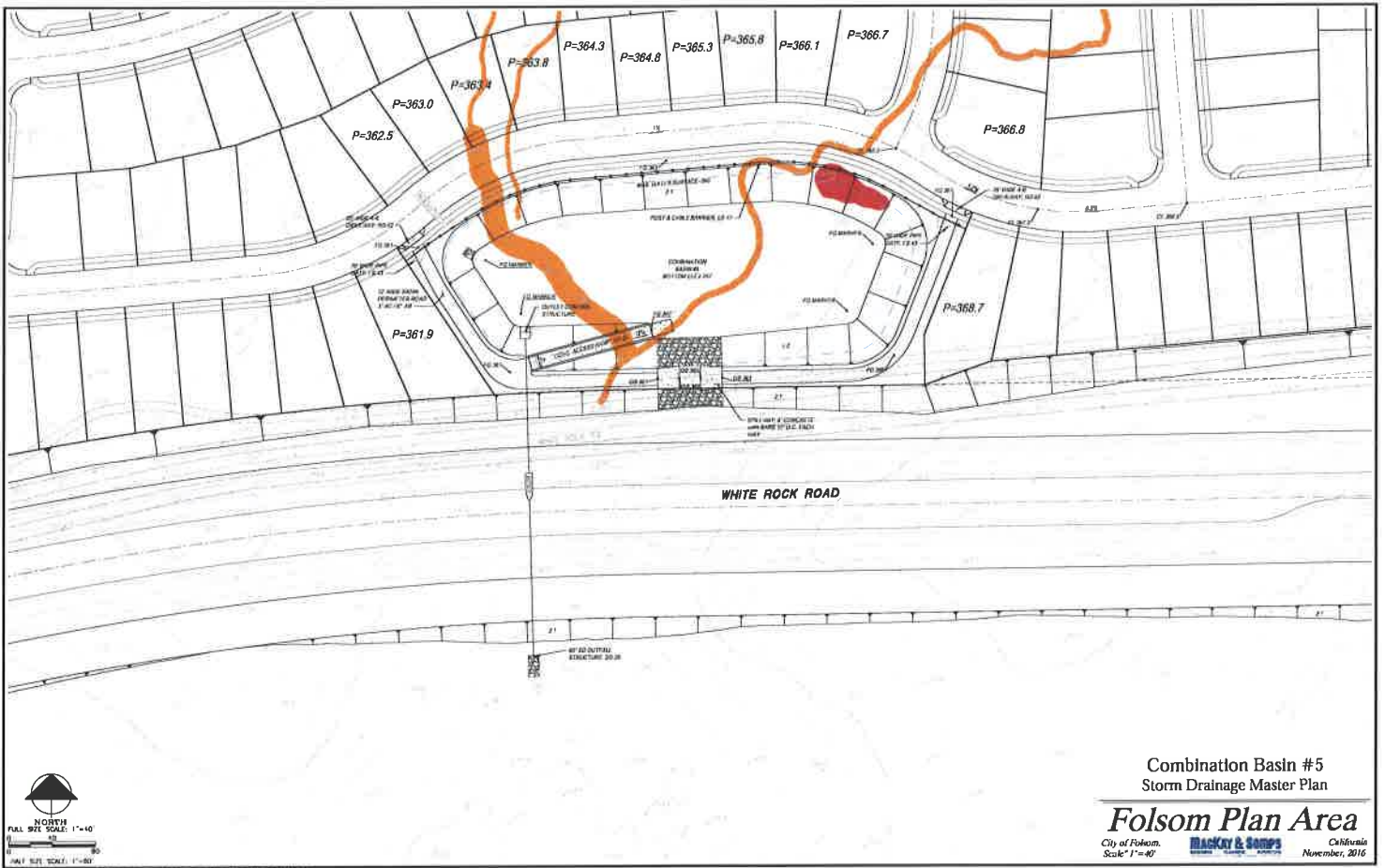
Folsom Plan Area
Backbone Infrastructure
Construction Cost Estimate

| | Description | Quantity | Unit | Unit Price | Total Cost |
|---|--|----------|------|--------------|------------------|
| Combination Basin No. 3 | | | | | |
| Earthwork & Site Preparation | | | | | |
| 1 | Clearing and Grubbing | 160,000 | SF | \$0.04 | \$6,400 |
| 2 | Excavation | 15,000 | CY | \$7.50 | \$112,500 |
| 3 | Basin Finish Grading | 160,000 | SF | \$0.60 | \$96,000 |
| Drainage Improvements | | | | | |
| 4 | 60-inch RCP CL-IV Storm Drainage Pipeline | 120 | LF | \$320.00 | \$38,400 |
| 5 | 60-inch Storm Drain Outfall Structure, Std. Dwg. SD-20 | 1 | EA | \$27,600.00 | \$27,600 |
| 6 | Detention Basin Outlet Control Structure - Medium | 1 | EA | \$380,000.00 | \$380,000 |
| Detention Basin Improvements | | | | | |
| 7 | 12-ft. Wide Concrete Access Ramp, Std. Dwg. SD-23 | 2,300 | SF | \$11.00 | \$25,300 |
| 8 | Spillway, 6" Concrete w/#4 Bars 12" O.C. Each Way | 5,000 | SF | \$11.00 | \$55,000 |
| 9 | 20-ft. Wide A-6 Driveway, Std. Dwg. RD-02 | 1 | EA | \$6,400.00 | \$6,400 |
| 10 | Removable Bollards, Std. Dwg. LS-42 | 2 | EA | \$2,000.00 | \$4,000 |
| 11 | Rock Rip Rap | 670 | CY | \$60.00 | \$40,200 |
| 12 | 12-ft. Wide Basin Perimeter Road - 3" AC /7.5" AB | 19,260 | SF | \$4.30 | \$82,818 |
| Landscape Improvements | | | | | |
| 13 | Detention Basin Planting (Hydro-Seeding) | 94,000 | SF | \$0.06 | \$5,640 |
| 14 | Construction Area Seeding (Hydro-Seeding) | 42,000 | SF | \$0.06 | \$2,520 |
| 15 | Erosion Control (Construction SWPPP) | 160,000 | SF | \$0.30 | \$48,000 |
| Subtotal Construction Cost | | | | | \$930,778 |
| Percentage Remaining | | | | | 100% |
| Total Construction Cost | | | | | \$930,778 |



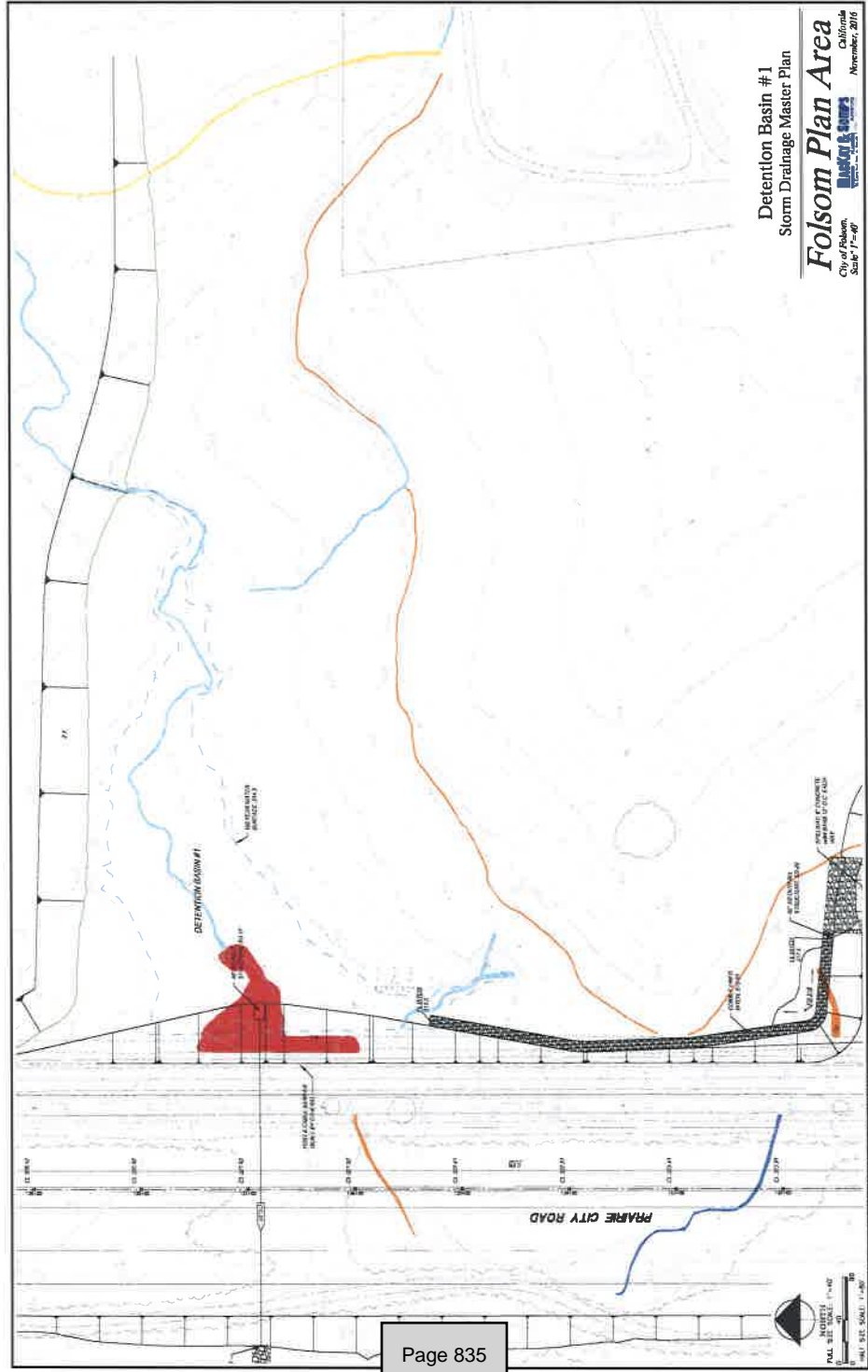
Folsom Plan Area
Backbone Infrastructure
Construction Cost Estimate

| | Description | Quantity | Unit | Unit Price | Total Cost |
|---|--|----------|------|--------------|------------------|
| Combination Basin No. 4 | | | | | |
| Earthwork & Site Preparation | | | | | |
| 1 | Clearing and Grubbing | 50,000 | SF | \$0.04 | \$2,000 |
| 2 | Import | 5,000 | CY | \$4.30 | \$21,500 |
| 3 | Basin Finish Grading | 50,000 | SF | \$0.60 | \$30,000 |
| Drainage Improvements | | | | | |
| 4 | 48-inch RCP CL-IV Storm Drainage Pipeline | 150 | LF | \$260.00 | \$39,000 |
| 5 | 48-inch Storm Drain Outfall Structure, Std. Dwg. SD-20 | 1 | EA | \$25,500.00 | \$25,500 |
| 6 | Basin Outlet Control Structure - Small | 1 | EA | \$250,000.00 | \$250,000 |
| Detention Basin Improvements | | | | | |
| 7 | 20-ft. Wide A-6 Driveway, Std. Dwg. RD-02 | 1 | EA | \$6,400.00 | \$6,400 |
| 8 | Post & Cable Barrier, Std. Dwg. LS-47 | 430 | EA | \$20.00 | \$8,600 |
| 9 | 20-ft. wide Pipe Gate Std. Dwg. LS-43 (Single Gate) | 1 | LF | \$6,400.00 | \$6,400 |
| 10 | Rock Rip Rap | 20 | CY | \$60.00 | \$1,200 |
| 11 | 12-ft. Wide Basin Perimeter Road - 3" AC /7.5" AB | 5,300 | SF | \$4.30 | \$22,790 |
| Landscape Improvements | | | | | |
| 12 | Detention Basin Planting (Hydro-Seeding) | 33,000 | SF | \$0.06 | \$1,980 |
| 13 | Construction Area Seeding (Hydro-Seeding) | 12,000 | SF | \$0.06 | \$720 |
| 14 | Erosion Control (Construction SWPPP) | 50,000 | SF | \$0.30 | \$15,000 |
| Subtotal Construction Cost | | | | | \$431,090 |
| Percentage Remaining | | | | | 100% |
| Total Construction Cost | | | | | \$431,090 |



**Folsom Plan Area
Backbone Infrastructure
Construction Cost Estimate**

| | Description | Quantity | Unit | Unit Price | Total Cost |
|---|--|----------|------|--------------|------------------|
| Combination Basin No. 5 | | | | | |
| Earthwork & Site Preparation | | | | | |
| 1 | Clearing and Grubbing | 249,600 | SF | \$0.04 | \$9,984 |
| 2 | Import | 11,000 | CY | \$4.30 | \$47,300 |
| 3 | Basin Finish Grading | 249,600 | SF | \$0.60 | \$149,760 |
| Drainage Improvements | | | | | |
| 4 | 48-inch RCP CL-IV Storm Drainage Pipeline | 188 | LF | \$260.00 | \$48,880 |
| 5 | 48-inch Storm Drain Outfall Structure, Std. Dwg. SD-20 | 1 | EA | \$25,500.00 | \$25,500 |
| 6 | Detention Basin Outlet Control Structure - Medium | 1 | EA | \$380,000.00 | \$380,000 |
| 7 | Rock Rip Rap | 100 | CY | \$60.00 | \$6,000 |
| Detention Basin Improvements | | | | | |
| 8 | 12-ft. Wide Concrete Access Ramp, Std. Dwg. SD-23 | 2,040 | SF | \$11.00 | \$22,440 |
| 9 | Spillway, 6" Concrete w/#4 Bars 12" O.C. Each Way | 1,400 | SF | \$11.00 | \$15,400 |
| 10 | 20-ft. Wide A-6 Driveway, Std. Dwg. RD-02 | 2 | EA | \$6,400.00 | \$12,800 |
| 11 | Post & Cable Barrier, Std. Dwg. LS-47 | 520 | LF | \$20.00 | \$10,400 |
| 12 | 20-ft. Wide Pipe Gate Std. Dwg. LS-43 (Single Gate) | 2 | EA | \$6,400.00 | \$12,800 |
| 13 | 12-ft. Wide Basin Perimeter Road - 3" AC /7.5" AB | 28,000 | SF | \$4.30 | \$120,400 |
| Landscape Improvements | | | | | |
| 14 | Detention Basin Planting (Hydro-Seeding) | 188,000 | SF | \$0.06 | \$11,280 |
| 15 | Construction Area Seeding (Hydro-Seeding) | 31,000 | SF | \$0.06 | \$1,860 |
| 16 | Erosion Control (Construction SWPPP) | 249,600 | SF | \$0.30 | \$74,880 |
| Subtotal Construction Cost | | | | | \$949,684 |
| Percentage Remaining | | | | | 100% |
| Total Construction Cost | | | | | \$949,684 |



Detention Basin #1
Storm Drainage Master Plan

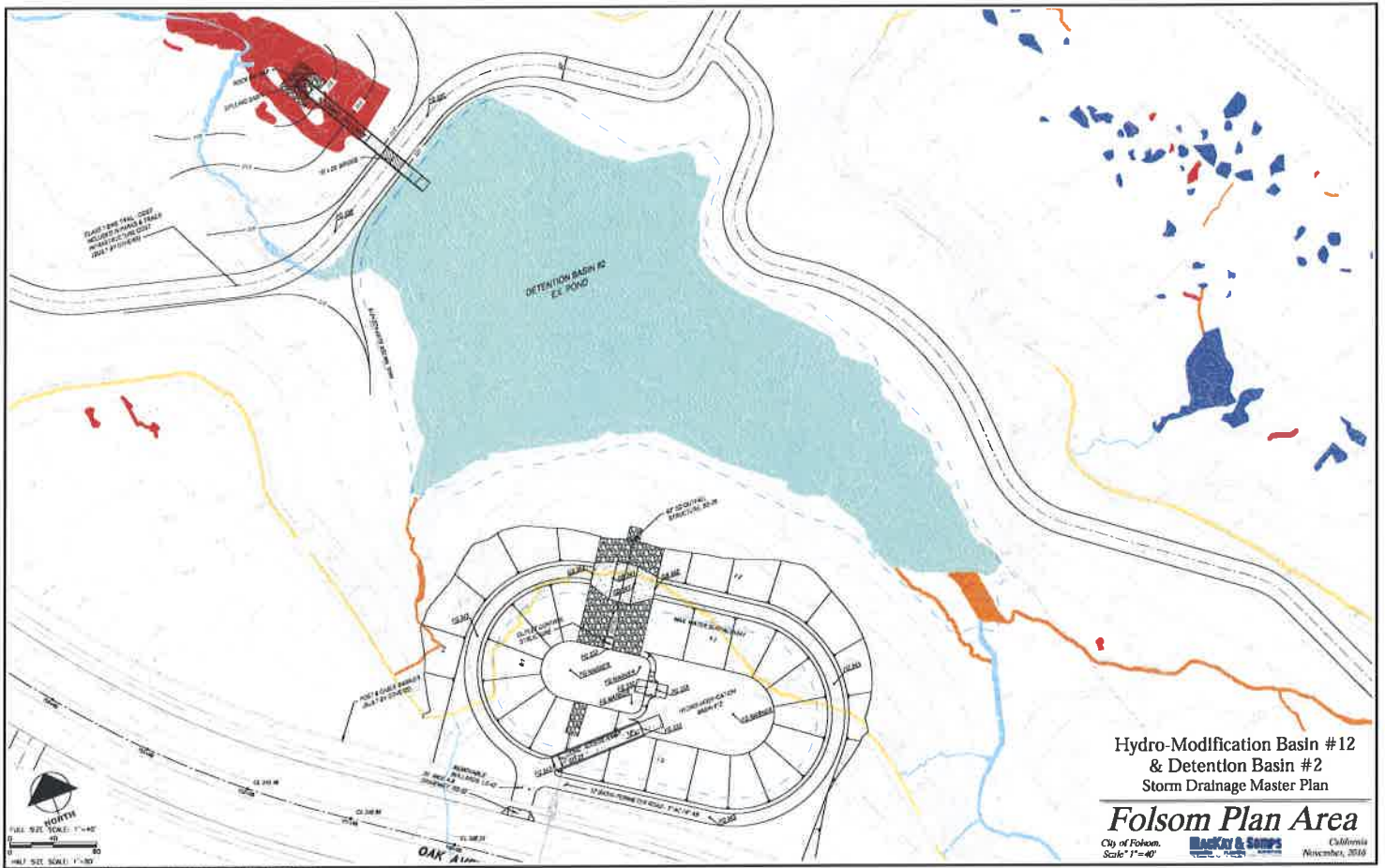
Folsom Plan Area
City of Folsom, California
November, 2016

WSP | Parsons

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**Folsom Plan Area
Backbone Infrastructure
Construction Cost Estimate**

| | Description | Quantity | Unit | Unit Price | Total Cost |
|-----------------------------------|--|----------|------|--------------|------------------|
| Detention Basin No. 1 | | | | | |
| Drainage Improvements | | | | | |
| 1 | 48-inch RCP CL-IV Storm Drainage Pipeline | 310 | LF | \$260.00 | \$80,600 |
| 2 | 48-inch Storm Drain Outfall Structure, Std. Dwg. SD-20 | 1 | EA | \$25,500.00 | \$25,500 |
| 3 | Detention Basin Outlet Control Structure - Medium | 1 | EA | \$380,000.00 | \$380,000 |
| 4 | Rock Rip Rap | 200 | CY | \$60.00 | \$12,000 |
| Subtotal Construction Cost | | | | | \$498,100 |
| Percentage Remaining | | | | | 100% |
| Total Construction Cost | | | | | \$498,100 |

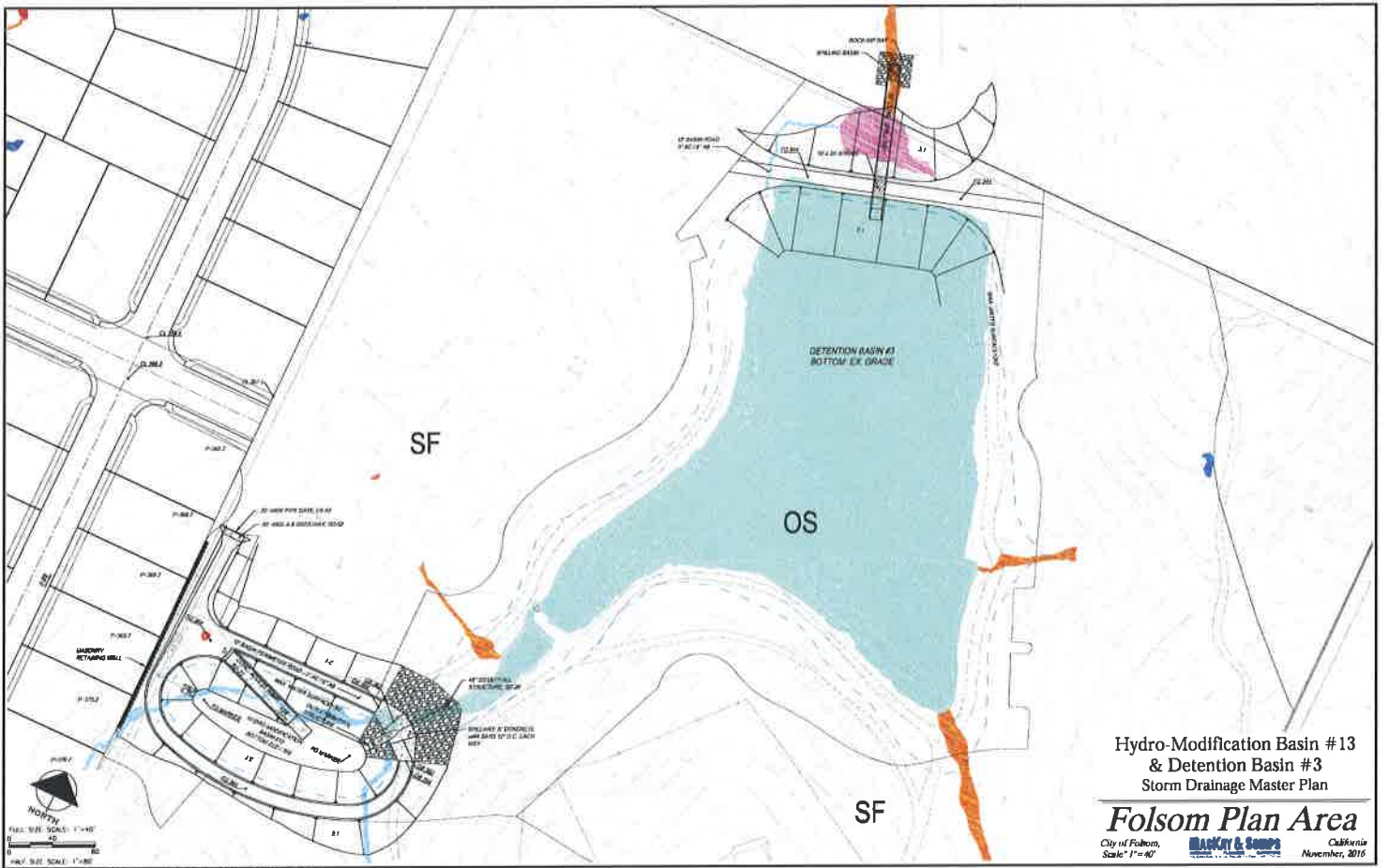


**Folsom Plan Area
Backbone Infrastructure
Construction Cost Estimate**

| | Description | Quantity | Unit | Unit Price | Total Cost |
|---|---|----------|------|--------------|------------------|
| Detention Basin No. 2 | | | | | |
| Earthwork & Site Preparation | | | | | |
| 1 | Clearing and Grubbing | 90,000 | SF | \$0.04 | \$3,600 |
| 2 | Import | 10,000 | CY | \$4.30 | \$43,000 |
| 3 | Basin Finish Grading | 90,000 | SF | \$0.60 | \$54,000 |
| 4 | Dewater Existing Pond | 1 | LS | \$5,300.00 | \$5,300 |
| Drainage Improvements | | | | | |
| 4 | Concrete Spillway & Energy Dissipater | 1 | LS | \$106,000.00 | \$106,000 |
| 5 | Rock Rip Rap | 50 | CY | \$60.00 | \$3,000 |
| Detention Basin Improvements | | | | | |
| 6 | 12-ft. Wide Basin Perimeter Road - 3" AC /7.5" AB | 5,000 | SF | \$4.30 | \$21,500 |
| 7 | 12' Wide x 15' Long Spillway Bridge | 1 | LS | \$58,000.00 | \$58,000 |
| 8 | Detention Basin Outlet Control Structure - Small | 1 | EA | \$250,000.00 | \$250,000 |
| Landscape Improvements | | | | | |
| 9 | Detention Basin Planting (Hydro-Seeding) | 23,000 | SF | \$0.06 | \$1,380 |
| 10 | Construction Area Seeding (Hydro-Seeding) | 60,000 | SF | \$0.06 | \$3,600 |
| 11 | Erosion Control (Construction SWPPP) | 90,000 | SF | \$0.30 | \$27,000 |
| Subtotal Construction Cost | | | | | \$576,380 |
| Percentage Remaining | | | | | 100% |
| Total Construction Cost | | | | | \$576,380 |

**Folsom Plan Area
Backbone Infrastructure
Construction Cost Estimate**

| | Description | Quantity | Unit | Unit Price | Total Cost |
|---|--|----------|------|--------------|------------------|
| Hydro-Modification Basin No. 12 | | | | | |
| Earthwork & Site Preparation | | | | | |
| 1 | Clearing and Grubbing | 110,000 | SF | \$0.04 | \$4,400 |
| 2 | Excavation | 8,000 | CY | \$6.40 | \$51,200 |
| 3 | Basin Finish Grading | 110,000 | SF | \$0.60 | \$66,000 |
| Drainage Improvements | | | | | |
| 4 | 60-inch RCP CL-IV Storm Drainage Pipeline | 100 | LF | \$320.00 | \$32,000 |
| 5 | 60-inch Storm Drain Outfall Structure, Std. Dwg. SD-20 | 1 | EA | \$27,600.00 | \$27,600 |
| 6 | Detention Basin Outlet Control Structure - Medium | 1 | EA | \$380,000.00 | \$380,000 |
| Detention Basin Improvements | | | | | |
| 7 | 12-ft. Wide Concrete Access Ramp, Std. Dwg. SD-23 | 1,650 | SF | \$11.00 | \$18,150 |
| 8 | Spillway, 6" Concrete w/#4 Bars 12" O.C. Each Way | 1,850 | SF | \$11.00 | \$20,350 |
| 9 | 20-ft. Wide A-6 Driveway, Std. Dwg. RD-02 | 1 | EA | \$6,400.00 | \$6,400 |
| 10 | Removable Bollards, Std. Dwg. LS-42 | 2 | EA | \$2,000.00 | \$4,000 |
| 11 | Rock Rip Rap | 200 | CY | \$60.00 | \$12,000 |
| 12 | 12-ft. Wide Basin Perimeter Road - 3" AC /7.5" AB | 11,200 | SF | \$4.30 | \$48,160 |
| Landscape Improvements | | | | | |
| 13 | Detention Basin Planting (Hydro-Seeding) | 50,000 | SF | \$0.06 | \$3,000 |
| 14 | Construction Area Seeding (Hydro-Seeding) | 47,000 | SF | \$0.06 | \$2,820 |
| 15 | Erosion Control (Construction SWPPP) | 110,000 | SF | \$0.30 | \$33,000 |
| Subtotal Construction Cost | | | | | \$709,080 |
| Percentage Remaining | | | | | 100% |
| Total Construction Cost | | | | | \$709,080 |



Hydro-Modification Basin #13
 & Detention Basin #3
 Storm Drainage Master Plan

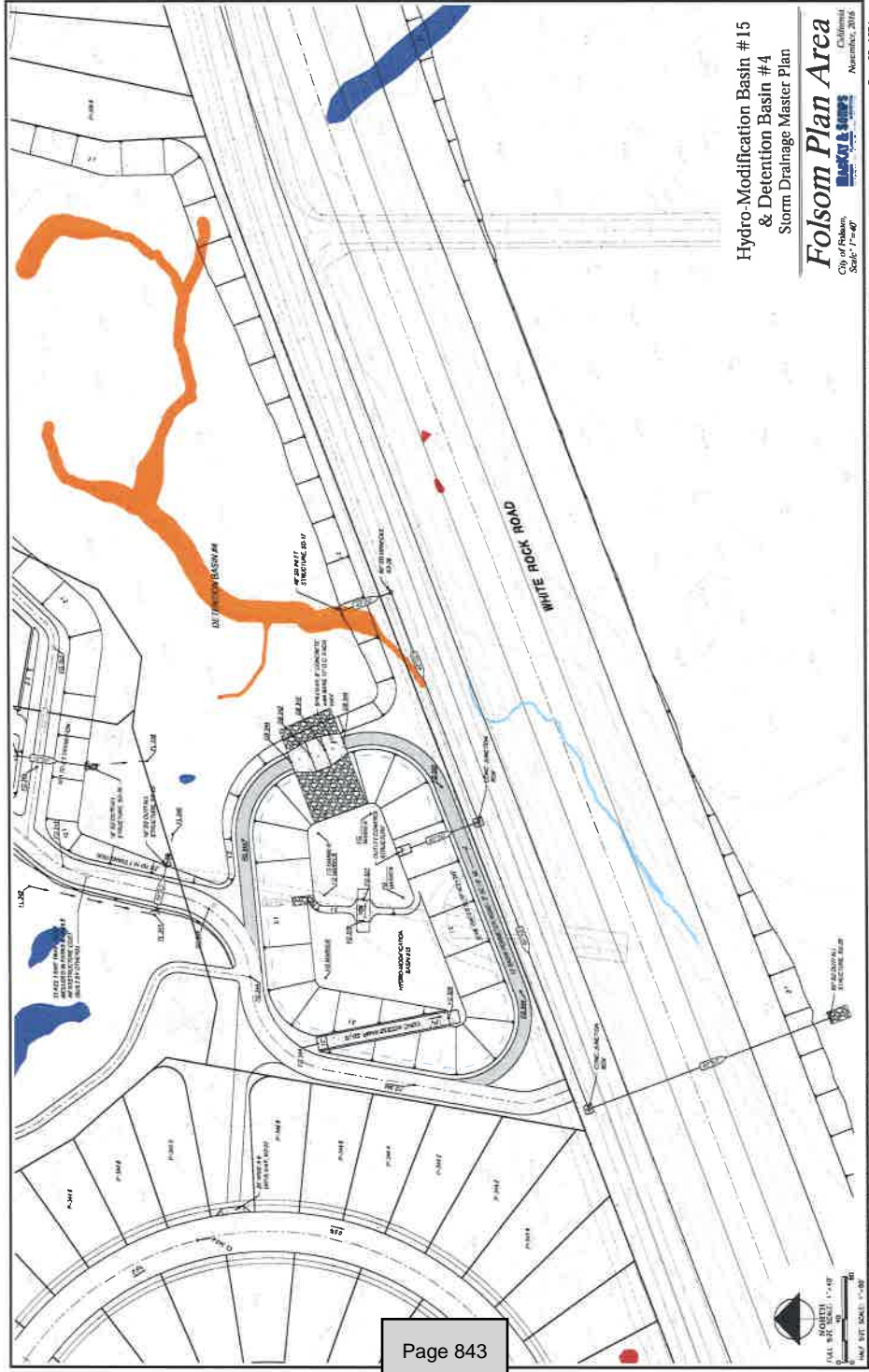
Folsom Plan Area
 City of Folsom, Scale 1"=40'
 Mackay & Samps
 California
 November, 2016

**Folsom Plan Area
Backbone Infrastructure
Construction Cost Estimate**

| | Description | Quantity | Unit | Unit Price | Total Cost |
|---|---|----------|------|--------------|------------------|
| Detention Basin No. 3 | | | | | |
| Earthwork & Site Preparation | | | | | |
| 1 | Clearing and Grubbing | 60,000 | SF | \$0.04 | \$2,400 |
| 2 | Import | 10,000 | CY | \$4.30 | \$43,000 |
| 3 | Basin Finish Grading | 60,000 | SF | \$0.60 | \$36,000 |
| 4 | Dewater Existing Pond | 1 | LS | \$5,300.00 | \$5,300 |
| Drainage Improvements | | | | | |
| 5 | Concrete Spillway & Energy Dissipater | 1 | LS | \$106,000.00 | \$106,000 |
| 6 | Rock Rip Rap | 50 | CY | \$60.00 | \$3,000 |
| Detention Basin Improvements | | | | | |
| 7 | 12-ft. Wide Basin Perimeter Road - 3" AC /7.5" AB | 1,600 | SF | \$4.30 | \$6,880 |
| 8 | 12' Wide x 15' Long Spillway Bridge | 1 | LS | \$58,000.00 | \$58,000 |
| 9 | Detention Basin Outlet Control Structure - Small | 1 | EA | \$250,000.00 | \$250,000 |
| Landscape Improvements | | | | | |
| 10 | Detention Basin Planting (Hydro-Seeding) | 25,000 | SF | \$0.06 | \$1,500 |
| 11 | Construction Area Seeding (Hydro-Seeding) | 35,000 | SF | \$0.06 | \$2,100 |
| 12 | Erosion Control (Construction SWPPP) | 60,000 | SF | \$0.30 | \$18,000 |
| Subtotal Construction Cost | | | | | \$532,180 |
| Percentage Remaining | | | | | 100% |
| Total Construction Cost | | | | | \$532,180 |

Folsom Plan Area
Backbone Infrastructure
Construction Cost Estimate

| | Description | Quantity | Unit | Unit Price | Total Cost |
|---|--|----------|------|--------------|------------------|
| Hydro-Modification Basin No. 13 | | | | | |
| Earthwork & Site Preparation | | | | | |
| 1 | Clearing and Grubbing | 60,000 | SF | \$0.04 | \$2,400 |
| 2 | Excavation | 9,000 | CY | \$6.40 | \$57,600 |
| 3 | Basin Finish Grading | 60,000 | SF | \$0.60 | \$36,000 |
| Drainage Improvements | | | | | |
| 4 | 36-inch RCP CL-IV Storm Drainage Pipeline | 80 | LF | \$210.00 | \$16,800 |
| 5 | 36-inch Storm Drain Outfall Structure, Std. Dwg. SD-20 | 1 | EA | \$21,200.00 | \$21,200 |
| 6 | Detention Basin Outlet Control Structure - Medium | 1 | EA | \$380,000.00 | \$380,000 |
| 7 | Rock Rip Rap | 200 | CY | \$60.00 | \$12,000 |
| Detention Basin Improvements | | | | | |
| 8 | 12-ft. Wide Concrete Access Ramp, Std. Dwg. SD-23 | 1,250 | SF | \$11.00 | \$13,750 |
| 9 | Spillway, 6" Concrete w/#4 Bars 12" O.C. Each Way | 1,300 | SF | \$11.00 | \$14,300 |
| 10 | 20-ft. Wide A-6 Driveway, Std. Dwg. RD-02 | 1 | EA | \$6,400.00 | \$6,400 |
| 11 | 20-ft. Wide Pipe Gate Std. Dwg. LS-43 (Single Gate) | 1 | EA | \$6,400.00 | \$6,400 |
| 12 | 12-ft. Wide Basin Perimeter Road - 3" AC /7.5" AB | 9,200 | SF | \$4.30 | \$39,560 |
| 13 | Masonry Retaining Wall | 1,000 | SF | \$85.00 | \$85,000 |
| Landscape Improvements | | | | | |
| 13 | Detention Basin Planting (Hydro-Seeding) | 20,000 | SF | \$0.06 | \$1,200 |
| 14 | Construction Area Seeding (Hydro-Seeding) | 30,000 | SF | \$0.06 | \$1,800 |
| 15 | Erosion Control (Construction SWPPP) | 60,000 | SF | \$0.30 | \$18,000 |
| Subtotal Construction Cost | | | | | \$712,410 |
| Percentage Remaining | | | | | 100% |
| Total Construction Cost | | | | | \$712,410 |



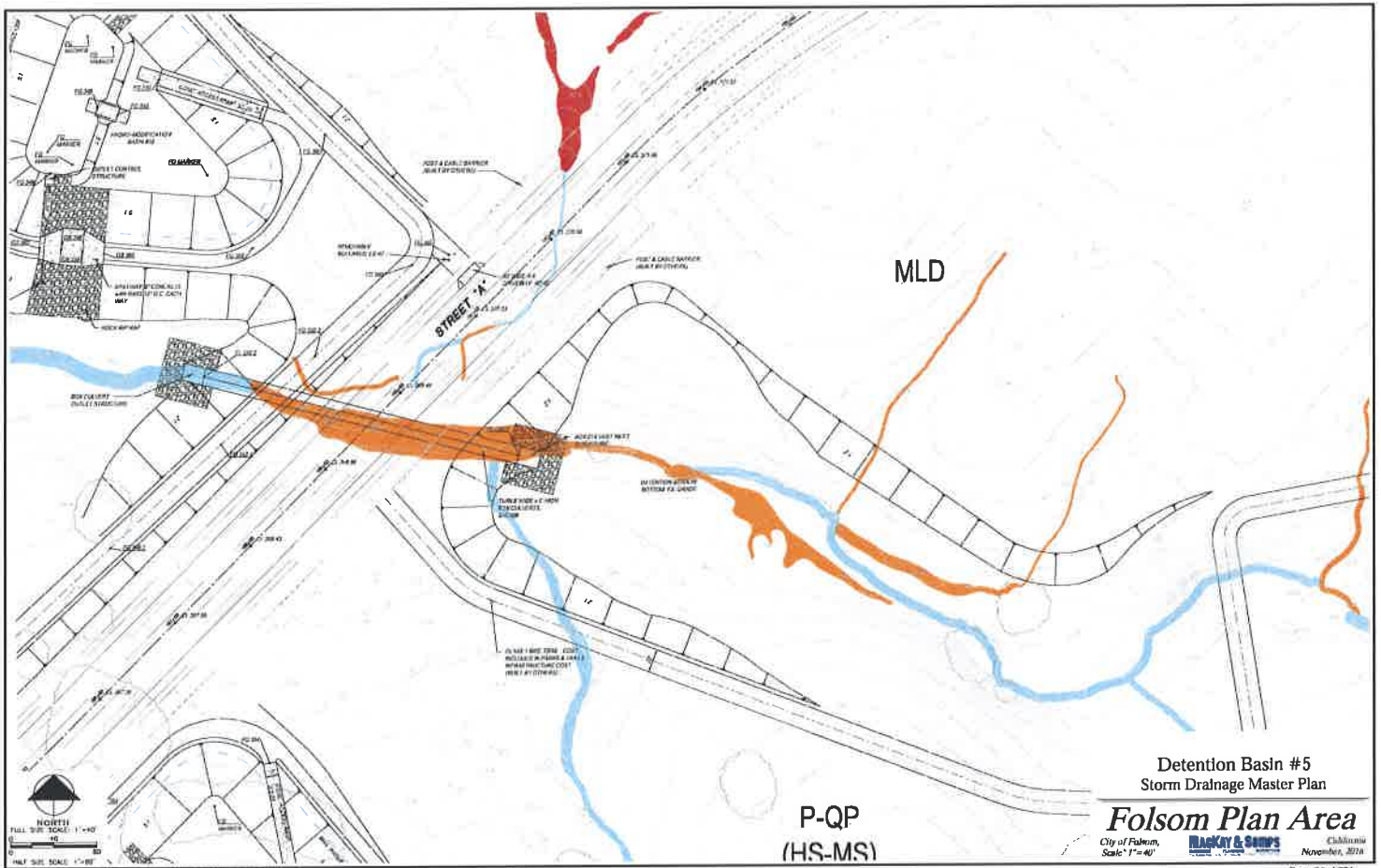
Hydro-Modification Basin #15
 & Detention Basin #4
 Storm Drainage Master Plan

Folsom Plan Area
 City of Folsom
 Scale: 1" = 40'
 November, 2016

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**Folsom Plan Area
Backbone Infrastructure
Construction Cost Estimate**

| | Description | Quantity | Unit | Unit Price | Total Cost |
|---|--|----------|------|--------------|--------------------|
| Hydro-Modification Basin No. 15 | | | | | |
| Earthwork & Site Preparation | | | | | |
| 1 | Clearing and Grubbing | 350,000 | SF | \$0.04 | \$14,000 |
| 2 | Excavation | 20,000 | CY | \$6.40 | \$128,000 |
| 3 | Basin Finish Grading | 304,000 | SF | \$0.60 | \$182,400 |
| Drainage Improvements | | | | | |
| 4 | 36-inch RCP CL-IV Storm Drainage Pipeline | 211 | LF | \$210.00 | \$44,310 |
| 5 | 36-inch Storm Drain Outfall Structure, Std. Dwg. SD-20 | 1 | EA | \$21,200.00 | \$21,200 |
| 6 | Detention Basin Outlet Control Structure - Large | 1 | EA | \$475,000.00 | \$475,000 |
| Detention Basin Improvements | | | | | |
| 7 | 12-ft. Wide Concrete Access Ramp, Std. Dwg. SD-23 | 2,100 | SF | \$11.00 | \$23,100 |
| 8 | Spillway, 6" Concrete w/#4 Bars 12" O.C. Each Way | 1,400 | SF | \$11.00 | \$15,400 |
| 9 | 20-ft. Wide A-6 Driveway, Std. Dwg. RD-02 | 1 | EA | \$6,400.00 | \$6,400 |
| 10 | Rock Rip Rap | 150 | CY | \$60.00 | \$9,000 |
| 11 | 12-ft. Wide Basin Perimeter Road - 3" AC /7.5" AB | 28,400 | SF | \$4.30 | \$122,120 |
| Landscape Improvements | | | | | |
| 12 | Detention Basin Planting (Hydro-Seeding) | 80,000 | SF | \$0.06 | \$4,800 |
| 13 | Construction Area Seeding (Hydro-Seeding) | 193,000 | SF | \$0.06 | \$11,580 |
| 14 | Erosion Control (Construction SWPPP) | 350,000 | SF | \$0.30 | \$105,000 |
| Subtotal Construction Cost | | | | | \$1,162,310 |
| Percentage Remaining | | | | | 100% |
| Total Construction Cost | | | | | \$1,162,310 |



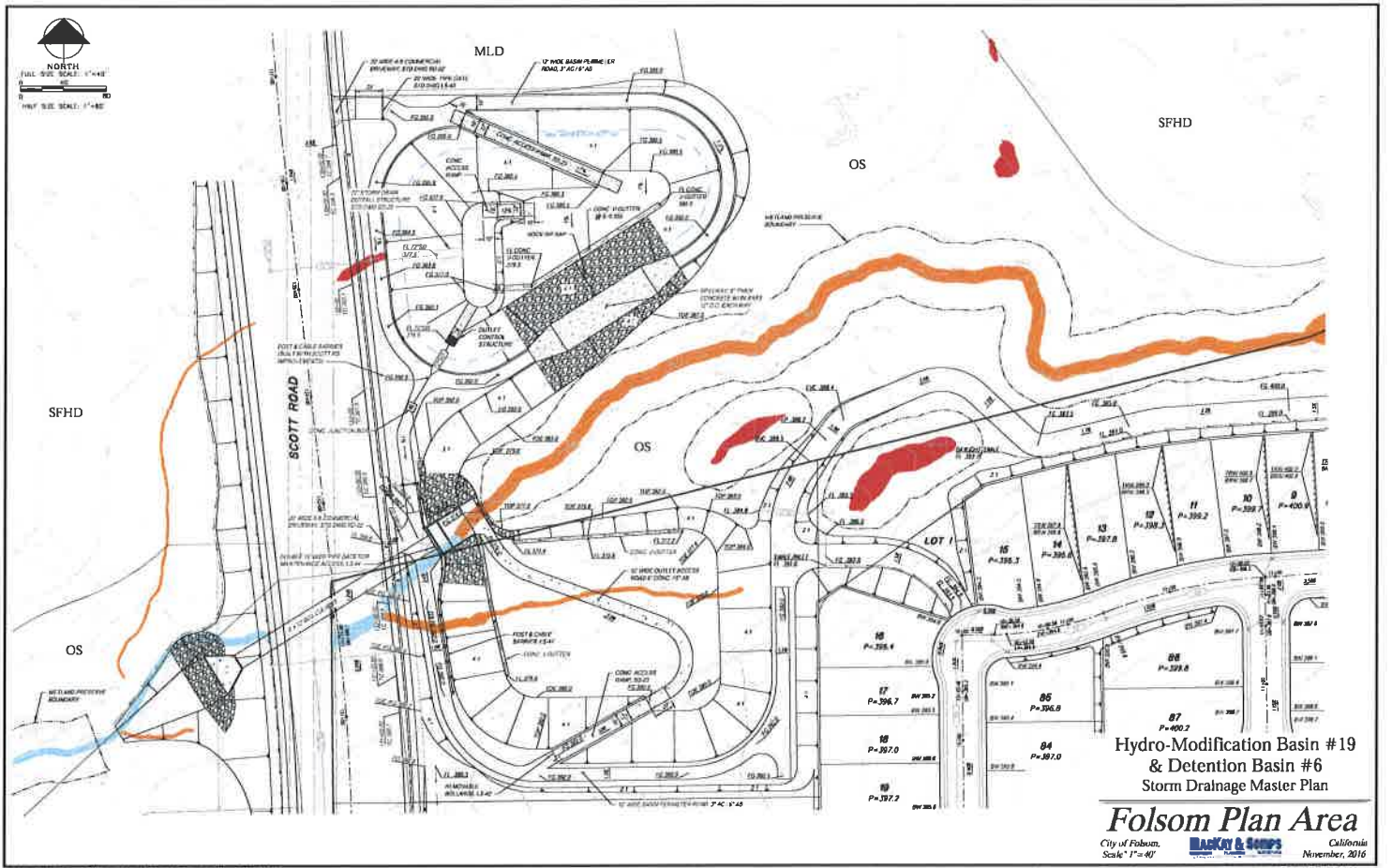
Detention Basin #5
Storm Drainage Master Plan

Folsom Plan Area

City of Folsom, Scale 1"=40'
BLACK & CONYERS
November, 2018

**Folsom Plan Area
Backbone Infrastructure
Construction Cost Estimate**

| | Description | Quantity | Unit | Unit Price | Total Cost |
|-----------------------------------|--|----------|------|--------------|--------------------|
| Detention Basin No. 5 | | | | | |
| Drainage Improvements | | | | | |
| 1 | Twin 6' High x 10' Wide Concrete Box Culverts | 650 | LF | \$350.00 | \$227,500 |
| 2 | Detention Basin Outlet Structure - Large | 1 | EA | \$475,000.00 | \$475,000 |
| 3 | Twin 6' High x 10' Wide Box Culvert Inlet and Outlet | 2 | EA | \$138,000.00 | \$276,000 |
| 4 | Rock Rip Rap | 600 | CY | \$60.00 | \$36,000 |
| Subtotal Construction Cost | | | | | \$1,014,500 |
| Percentage Remaining | | | | | 100% |
| Total Construction Cost | | | | | \$1,014,500 |

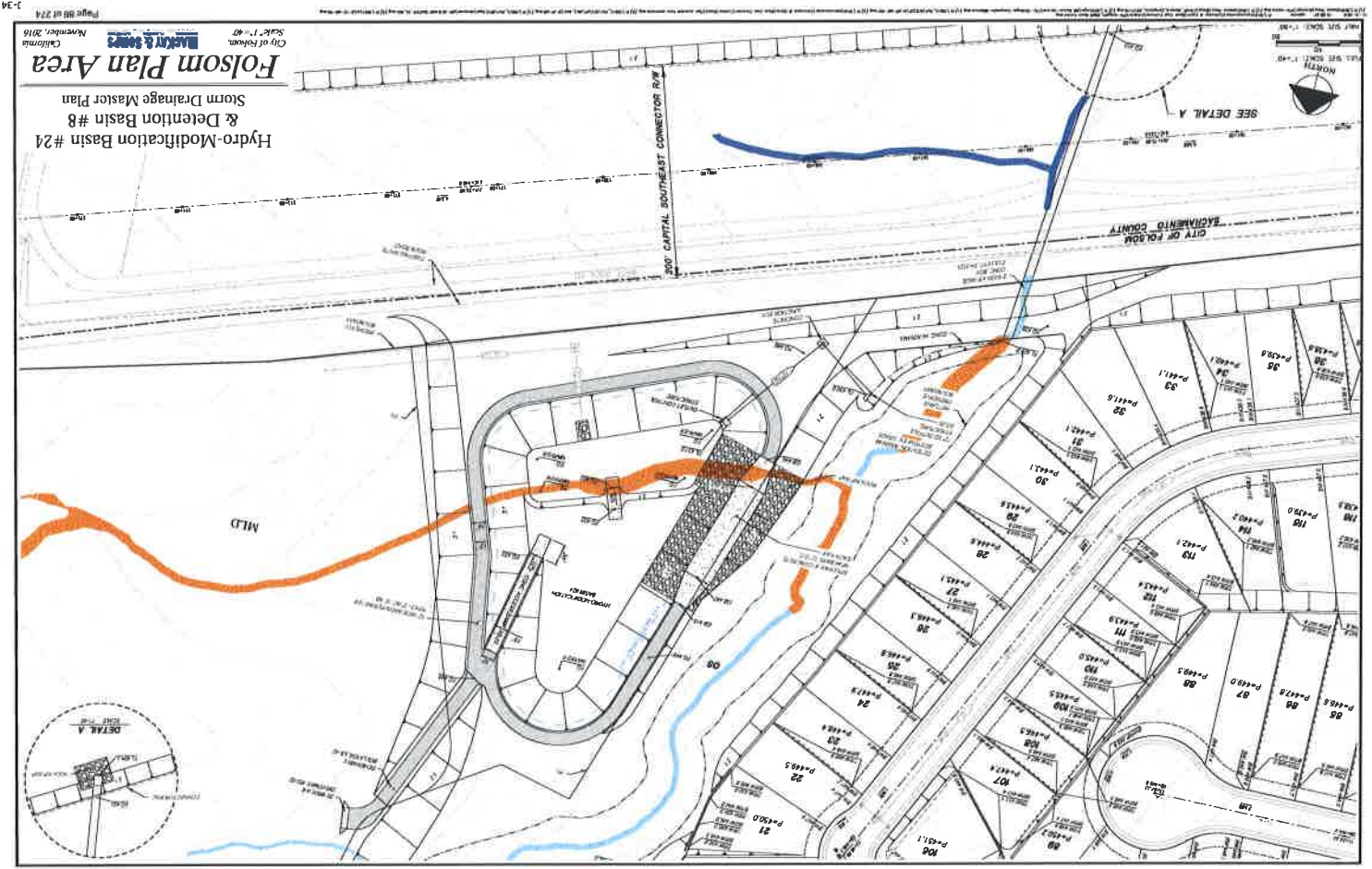


Hydro-Modification Basin #19
 & Detention Basin #6
 Storm Drainage Master Plan

Folsom Plan Area
 City of Folsom, California
 Scale: 1"=40'
 Mackay & Coombs
 November, 2016

**Folsom Plan Area
Backbone Infrastructure
Construction Cost Estimate**

| | Description | Quantity | Unit | Unit Price | Total Cost |
|---|---|----------|------|--------------|------------------|
| Hydro-Modification Basin No. 19 | | | | | |
| Earthwork & Site Preparation | | | | | |
| 1 | Clearing and Grubbing | 100,000 | SF | \$0.04 | \$4,000 |
| 2 | Excavation | 6,000 | CY | \$6.40 | \$38,400 |
| 3 | Basin Finish Grading | 100,000 | SF | \$0.60 | \$60,000 |
| Drainage Improvements | | | | | |
| 4 | 72-inch RCP CL-IV Storm Drainage Pipeline | 170 | LF | \$350.00 | \$59,500 |
| 5 | 8' x 8' Storm Drain Junction Box | 1 | EA | \$44,500.00 | \$44,500 |
| 6 | Detention Basin Outlet Control Structure - Medium | 1 | EA | \$380,000.00 | \$380,000 |
| Detention Basin Improvements | | | | | |
| 7 | 12-ft. Wide Concrete Access Ramp, Std. Dwg. SD-23 | 2,600 | SF | \$11.00 | \$28,600 |
| 8 | Spillway, 6" Concrete w/#4 Bars 12" O.C. Each Way | 4,400 | SF | \$11.00 | \$48,400 |
| 9 | 20-ft. Wide A-6 Driveway, Std. Dwg. RD-02 | 1 | EA | \$6,400.00 | \$6,400 |
| 10 | 12-ft. wide Pipe Gate Std. Dwg. LS-43 (Single Gate) | 1 | EA | \$4,800.00 | \$4,800 |
| 11 | 20-ft. wide Pipe Gate Std. Dwg. LS-43 (Single Gate) | 1 | EA | \$6,400.00 | \$6,400 |
| 12 | Rock Rip Rap | 350 | CY | \$60.00 | \$21,000 |
| 13 | 12-ft. Wide Basin Perimeter Road - 3" AC /7.5" AB | 15,000 | SF | \$4.30 | \$64,500 |
| 14 | 5-ft. Wide Concrete V-Gutter | 170 | LF | \$39.00 | \$6,630 |
| Landscape Improvements | | | | | |
| 15 | Detention Basin Planting (Hydro-Seeding) | 57,000 | SF | \$0.06 | \$3,420 |
| 16 | Construction Area Seeding (Hydro-Seeding) | 24,000 | SF | \$0.06 | \$1,440 |
| 17 | Erosion Control (Construction SWPPP) | 100,000 | SF | \$0.30 | \$30,000 |
| Subtotal Construction Cost | | | | | \$807,990 |
| Percentage Remaining | | | | | 0% |
| Total Construction Cost | | | | | \$0 |



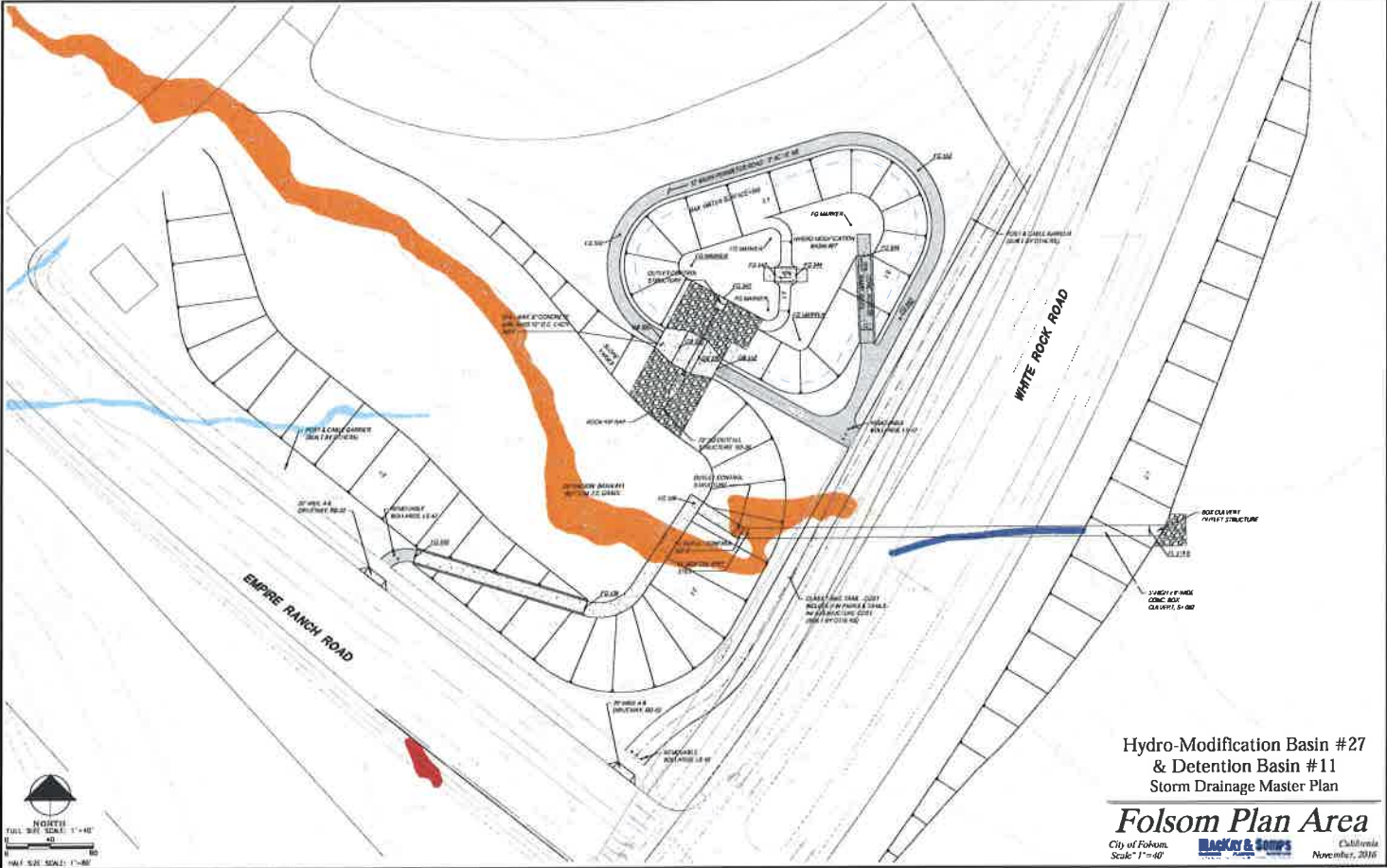
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**Folsom Plan Area
Backbone Infrastructure
Construction Cost Estimate**

| | Description | Quantity | Unit | Unit Price | Total Cost |
|-----------------------------------|--|----------|------|------------|------------------|
| Detention Basin No. 8 | | | | | |
| Drainage Improvements | | | | | |
| 1 | 72-inch RCP CL IV Storm Drain Pipeline | 320 | LF | \$350.00 | \$112,000 |
| 2 | Detention Basin Outlet Structure- Medium | 1 | EA | \$380,000 | \$380,000 |
| 3 | 72-inch Storm Drain Outfall Structure | 1 | EA | \$37,100 | \$37,100 |
| 4 | Rock Rip Rap | 100 | CY | \$60.00 | \$6,000 |
| Subtotal Construction Cost | | | | | \$535,100 |
| Percentage Remaining | | | | | 0% |
| Total Construction Cost | | | | | \$0 |

**Folsom Plan Area
Backbone Infrastructure
Construction Cost Estimate**

| | Description | Quantity | Unit | Unit Price | Total Cost |
|---|--|----------|------|--------------|------------------|
| Hydro-Modification Basin No. 24 | | | | | |
| Earthwork & Site Preparation | | | | | |
| 1 | Clearing and Grubbing | 110,000 | SF | \$0.04 | \$4,400 |
| 2 | Excavation | 20,000 | CY | \$6.40 | \$128,000 |
| 3 | Basin Finish Grading | 110,000 | SF | \$0.60 | \$66,000 |
| Drainage Improvements | | | | | |
| 4 | 72-inch RCP CL-IV Storm Drainage Pipeline | 180 | LF | \$350.00 | \$63,000 |
| 5 | 72-inch Storm Drain Outfall Structure, Std. Dwg. SD-20 | 1 | EA | \$37,100.00 | \$37,100 |
| 6 | 8' x 8' Storm Drain Junction Box | 1 | EA | \$44,500.00 | \$44,500 |
| 7 | Detention Basin Outlet Control Structure - Medium | 1 | EA | \$380,000.00 | \$380,000 |
| Detention Basin Improvements | | | | | |
| 8 | 12-ft. Wide Concrete Access Ramp, Std. Dwg. SD-23 | 1,920 | SF | \$11.00 | \$21,120 |
| 9 | Spillway, 6" Concrete w/#4 Bars 12" O.C. Each Way | 3,970 | SF | \$11.00 | \$43,670 |
| 10 | 20-ft. Wide A-6 Driveway, Std. Dwg. RD-02 | 1 | EA | \$6,400.00 | \$6,400 |
| 11 | Removable Bollards, Std. Dwg. LS-42 | 2 | EA | \$2,000.00 | \$4,000 |
| 12 | Rock Rip Rap | 310 | CY | \$60.00 | \$18,600 |
| 13 | 12-ft. Wide Basin Perimeter Road - 3" AC /7.5" AB | 13,210 | SF | \$4.30 | \$56,803 |
| Landscape Improvements | | | | | |
| 14 | Detention Basin Planting (Hydro-Seeding) | 61,000 | SF | \$0.06 | \$3,660 |
| 15 | Construction Area Seeding (Hydro-Seeding) | 32,000 | SF | \$0.06 | \$1,920 |
| 16 | Erosion Control (Construction SWPPP) | 110,000 | SF | \$0.30 | \$33,000 |
| Subtotal Construction Cost | | | | | \$912,173 |
| Percentage Remaining | | | | | 0% |
| Total Construction Cost | | | | | \$0 |

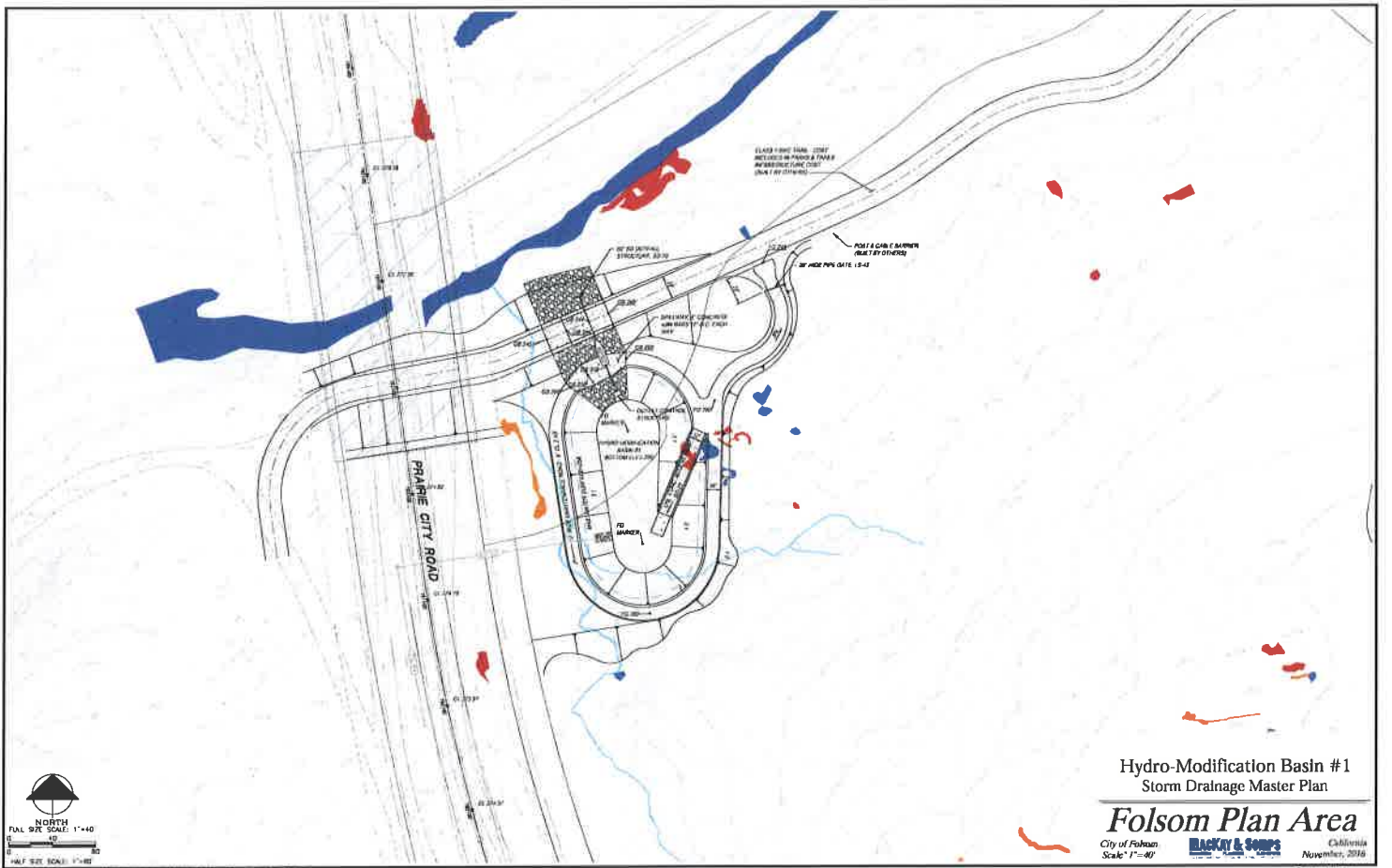


**Folsom Plan Area
Backbone Infrastructure
Construction Cost Estimate**

| | Description | Quantity | Unit | Unit Price | Total Cost |
|-------------------------------------|---|----------|------|--------------|--------------------|
| Detention Basin No. 11 | | | | | |
| Earthwork | | | | | |
| 1 | Clearing and Grubbing | 75,000 | SF | \$0.04 | \$3,000 |
| 2 | Import | 40,000 | CY | \$4.30 | \$172,000 |
| 3 | Basin Finish Grading | 75,000 | SF | \$0.60 | \$45,000 |
| Drainage Improvements | | | | | |
| 4 | 12-inch RCP C III Storm Drain Pipeline | 50 | LF | \$120.00 | \$6,000 |
| 5 | 48-inch RCP CL V Storm Drain Pipeline | 260 | LF | \$260.00 | \$67,600 |
| 6 | 54-inch RCP CL III Storm Drain Pipeline | 710 | LF | \$290.00 | \$205,900 |
| 7 | Type 'A' Drop Inlet | 1 | EA | \$5,000.00 | \$5,000 |
| 8 | 96-inch Storm Drain Manhole | 1 | EA | \$19,600.00 | \$19,600 |
| 9 | Twin 48-inch Storm Drain Outfall Structure | 1 | EA | \$36,000.00 | \$36,000 |
| 10 | 54-inch Storm Drain Outfall Structure | 1 | EA | \$26,500.00 | \$26,500 |
| 11 | 8'x8' Storm Drain Junction Box | 2 | EA | \$44,500.00 | \$89,000 |
| 12 | 9'x9' Storm Drain Junction Box | 1 | EA | \$46,600.00 | \$46,600 |
| 13 | Detention Basin Outlet Control Structure - Large | 1 | EA | \$475,000.00 | \$475,000 |
| 14 | Rock Rip Rap | 150 | CY | \$60.00 | \$9,000 |
| Detention Basin Improvements | | | | | |
| 8 | 12-ft. Wide Concrete Access Ramp, Std. Dwg. SD-23 | 3,700 | SF | \$11.00 | \$40,700 |
| 9 | Removable Bollards, Std. Dwg. LS-42 | 2 | EA | \$2,000.00 | \$4,000 |
| 10 | 30-ft. Wide A-6 Driveway, Std. Dwg. RD-02 | 1 | EA | \$8,500.00 | \$8,500 |
| 11 | 12-ft. Wide Basin Perimeter Road - 3" AC /7.5" AB | 14,000 | SF | \$4.30 | \$60,200 |
| Landscape Improvements | | | | | |
| 12 | Detention Basin Planting (Hydro-Seeding) | 51,000 | SF | \$0.06 | \$3,060 |
| 13 | Construction Area Seeding (Hydro-Seeding) | 25,000 | SF | \$0.06 | \$1,500 |
| 14 | Erosion Control (Construction SWPPP) | 75,000 | SF | \$0.30 | \$22,500 |
| Subtotal Construction Cost | | | | | \$1,346,660 |
| Percentage Remaining | | | | | 100% |
| Total Construction Cost | | | | | \$1,346,660 |

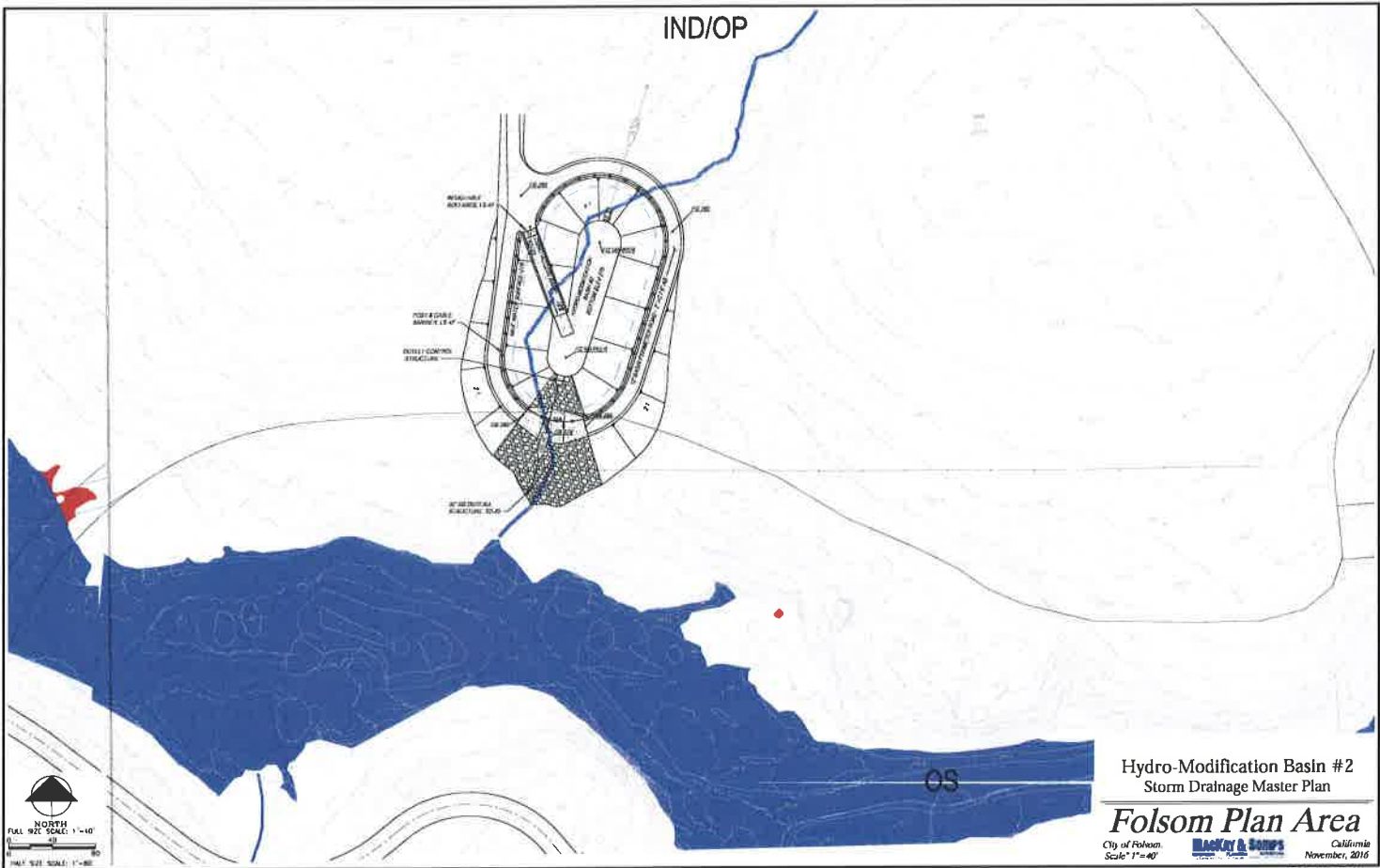
Folsom Plan Area
Backbone Infrastructure
Construction Cost Estimate

| | Description | Quantity | Unit | Unit Price | Total Cost |
|---|--|----------|------|--------------|------------------|
| Hydro-Modification Basin No. 27 | | | | | |
| Earthwork & Site Preparation | | | | | |
| 1 | Clearing and Grubbing | 70,000 | SF | \$0.04 | \$2,800 |
| 2 | Excavation | 7,000 | CY | \$7.50 | \$52,500 |
| 3 | Import | 16,000 | CY | \$4.30 | \$68,800 |
| 4 | Basin Finish Grading | 70,000 | SF | \$0.60 | \$42,000 |
| Drainage Improvements | | | | | |
| 5 | 42-inch RCP CL-IV Storm Drainage Pipeline | 277 | LF | \$250.00 | \$69,250 |
| 6 | 48-inch RCP CL-IV Storm Drainage Pipeline | 93 | LF | \$260.00 | \$24,180 |
| 7 | 72-inch Storm Dain Manhole, Std Dwg SD-28 | 1 | EA | \$9,600.00 | \$9,600 |
| 8 | 42-inch Storm Drain Outfall Structure, Std. Dwg. SD-20 | 1 | EA | \$23,300.00 | \$23,300 |
| 9 | 48-inch Storm Drain Outfall Structure, Std. Dwg. SD-20 | 1 | EA | \$25,500.00 | \$25,500 |
| 10 | Detention Basin Outlet Control Structure - Large | 1 | EA | \$475,000.00 | \$475,000 |
| Detention Basin Improvements | | | | | |
| 11 | 12-ft. Wide Concrete Access Ramp, Std. Dwg. SD-23 | 2,000 | SF | \$11.00 | \$22,000 |
| 12 | Spillway, 6" Concrete w/#4 Bars 12" O.C. Each Way | 2,760 | SF | \$11.00 | \$30,360 |
| 13 | 20-ft. Wide A-6 Driveway, Std. Dwg. RD-02 | 1 | EA | \$6,400.00 | \$6,400 |
| 14 | Removable Bollards, Std. Dwg. LS-42 | 3 | EA | \$2,000.00 | \$6,000 |
| 15 | Rock Rip Rap | 200 | CY | \$60.00 | \$12,000 |
| 16 | 12-ft. Wide Basin Perimeter Road - 3" AC /7.5" AB | 16,000 | SF | \$4.30 | \$68,800 |
| Landscape Improvements | | | | | |
| 17 | Detention Basin Planting (Hydro-Seeding) | 47,000 | SF | \$0.06 | \$2,820 |
| 18 | Construction Area Seeding (Hydro-Seeding) | 5,000 | SF | \$0.06 | \$300 |
| 19 | Erosion Control (Construction SWPPP) | 70,000 | SF | \$0.30 | \$21,000 |
| Subtotal Construction Cost | | | | | \$962,610 |
| Percentage Remaining | | | | | 100% |
| Total Construction Cost | | | | | \$962,610 |



**Folsom Plan Area
Backbone Infrastructure
Construction Cost Estimate**

| | Description | Quantity | Unit | Unit Price | Total Cost |
|---|--|----------|------|--------------|------------------|
| Hydro-Modification Basin No. 1 | | | | | |
| Earthwork & Site Preparation | | | | | |
| 1 | Clearing and Grubbing | 64,000 | SF | \$0.04 | \$2,560 |
| 2 | Import | 3,000 | CY | \$4.30 | \$12,900 |
| 3 | Basin Finish Grading | 64,000 | SF | \$0.60 | \$38,400 |
| Drainage Improvements | | | | | |
| 4 | 48-inch RCP CL-IV Storm Drainage Pipeline | 150 | LF | \$260.00 | \$39,000 |
| 5 | 48-inch Storm Drain Outfall Structure, Std. Dwg. SD-20 | 1 | EA | \$25,500.00 | \$25,500 |
| 6 | Detention Basin Outlet Control Structure - Small | 1 | EA | \$250,000.00 | \$250,000 |
| 7 | Rock Rip Rap | 200 | CY | \$60.00 | \$12,000 |
| Detention Basin Improvements | | | | | |
| 8 | 12-ft. Wide Concrete Access Ramp, Std. Dwg. SD-23 | 1,300 | SF | \$11.00 | \$14,300 |
| 9 | Spillway, 6" Concrete w/#4 Bars 12" O.C. Each Way | 2,900 | SF | \$11.00 | \$31,900 |
| 10 | 20-ft. Wide Pipe Gate Std. Dwg. LS-43 (Single Gate) | 1 | EA | \$6,400.00 | \$6,400 |
| 11 | 12-ft. Wide Basin Perimeter Road - 3" AC /7.5" AB | 9,100 | SF | \$4.30 | \$39,130 |
| Landscape Improvements | | | | | |
| 12 | Detention Basin Planting (Hydro-Seeding) | 25,000 | SF | \$0.06 | \$1,500 |
| 13 | Construction Area Seeding (Hydro-Seeding) | 27,000 | SF | \$0.06 | \$1,620 |
| 14 | Erosion Control (Construction SWPPP) | 64,000 | SF | \$0.30 | \$19,200 |
| Subtotal Construction Cost | | | | | \$494,410 |
| Percentage Remaining | | | | | 100% |
| Total Construction Cost | | | | | \$494,410 |



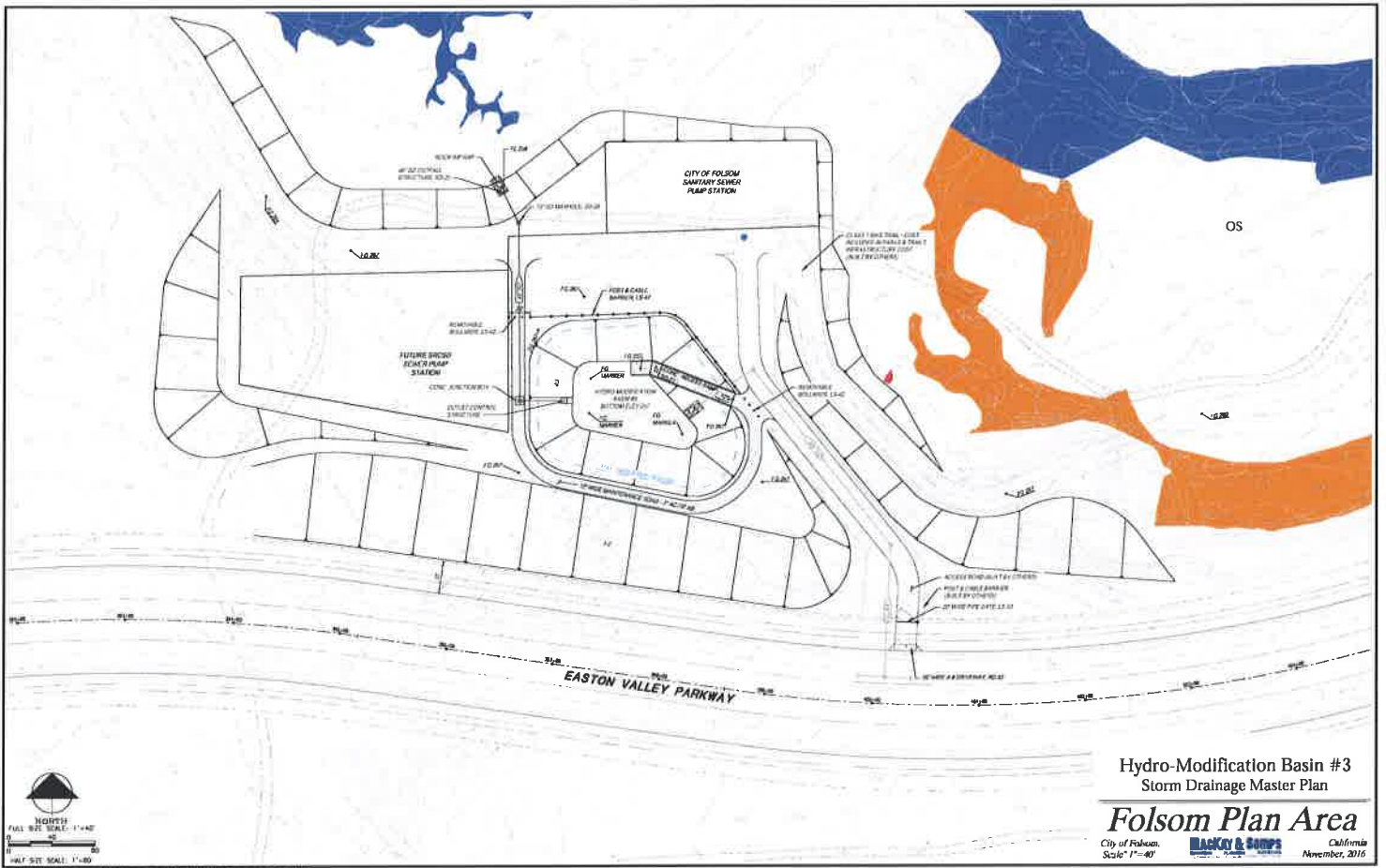
Hydro-Modification Basin #2
Storm Drainage Master Plan

Folsom Plan Area

City of Folsom
Scale: 1"=40'
Mackay & Sons
California
November, 2016

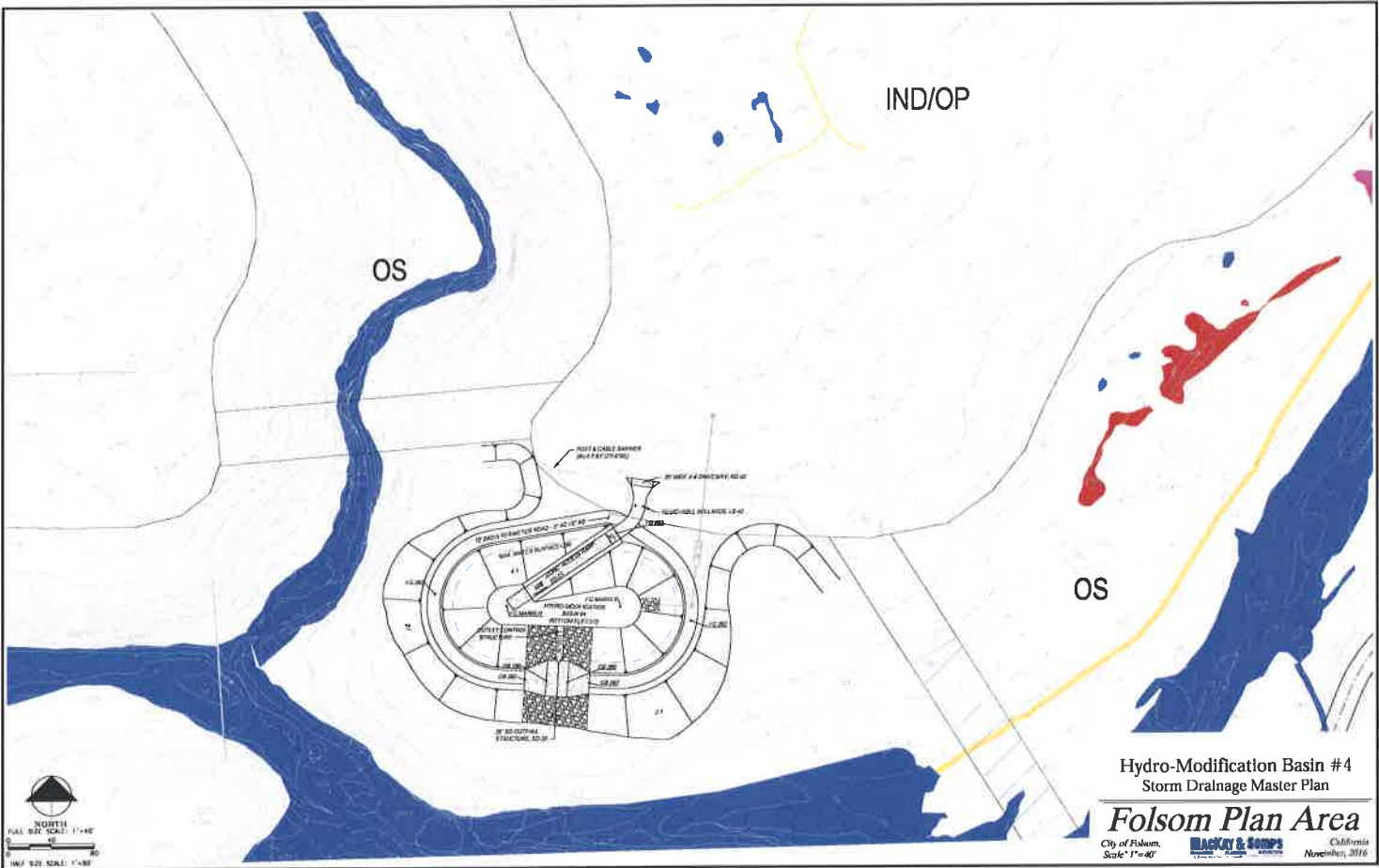
Folsom Plan Area
Backbone Infrastructure
Construction Cost Estimate

| | Description | Quantity | Unit | Unit Price | Total Cost |
|---|--|----------|------|--------------|------------------|
| Hydro-Modification Basin No. 2 | | | | | |
| Earthwork & Site Preparation | | | | | |
| 1 | Clearing and Grubbing | 48,000 | SF | \$0.04 | \$1,920 |
| 2 | Import | 10,000 | CY | \$4.30 | \$43,000 |
| 3 | Basin Finish Grading | 48,000 | SF | \$0.60 | \$28,800 |
| Drainage Improvements | | | | | |
| 4 | 36-inch RCP CL-IV Storm Drainage Pipeline | 100 | LF | \$210.00 | \$21,000 |
| 5 | 36-inch Storm Drain Outfall Structure, Std. Dwg. SD-20 | 1 | EA | \$21,200.00 | \$21,200 |
| 6 | Detention Basin Outlet Control Structure - Small | 1 | EA | \$250,000.00 | \$250,000 |
| 7 | Rock Rip Rap | 200 | CY | \$60.00 | \$12,000 |
| Detention Basin Improvements | | | | | |
| 8 | 12-ft. Wide Concrete Access Ramp, Std. Dwg. SD-23 | 1,300 | SF | \$11.00 | \$14,300 |
| 9 | Spillway, 6" Concrete w/#4 Bars 12" O.C. Each Way | 1,600 | SF | \$11.00 | \$17,600 |
| 10 | Removable Bollards, Std. Dwg. LS-42 | 2 | EA | \$2,000.00 | \$4,000 |
| 11 | Post & Cable Barrier, Std. Dwg. LS-47 | 600 | LF | \$20.00 | \$12,000 |
| 12 | 12-ft. Wide Basin Perimeter Road - 3" AC /7.5" AB | 9,100 | SF | \$4.30 | \$39,130 |
| Landscape Improvements | | | | | |
| 13 | Detention Basin Planting (Hydro-Seeding) | 24,000 | SF | \$0.06 | \$1,440 |
| 14 | Construction Area Seeding (Hydro-Seeding) | 14,000 | SF | \$0.06 | \$840 |
| 15 | Erosion Control (Construction SWPPP) | 48,000 | SF | \$0.30 | \$14,400 |
| Subtotal Construction Cost | | | | | \$481,630 |
| Percentage Remaining | | | | | 100% |
| Total Construction Cost | | | | | \$481,630 |



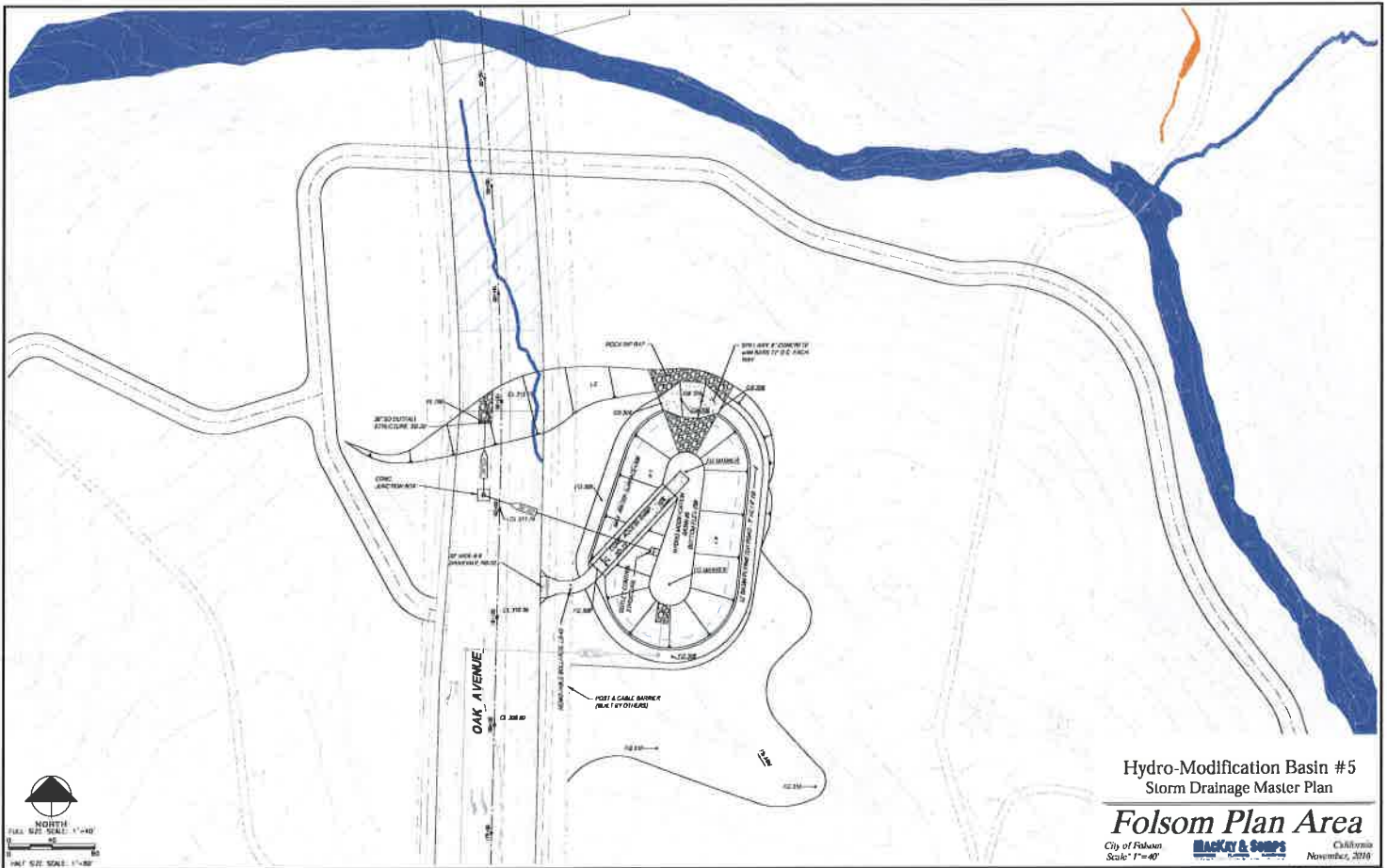
**Folsom Plan Area
Backbone Infrastructure
Construction Cost Estimate**

| | Description | Quantity | Unit | Unit Price | Total Cost |
|---|--|----------|------|--------------|------------------|
| Hydro-Modification Basin No. 3 | | | | | |
| Earthwork & Site Preparation | | | | | |
| 1 | Clearing and Grubbing | 46,000 | SF | \$0.04 | \$1,840 |
| 2 | Excavation | 16,000 | CY | \$6.40 | \$102,400 |
| 3 | Basin Finish Grading | 31,000 | SF | \$0.60 | \$18,600 |
| Drainage Improvements | | | | | |
| 4 | 48-inch RCP CL-IV Storm Drainage Pipeline | 240 | LF | \$260.00 | \$62,400 |
| 5 | 48-inch Storm Drain Outfall Structure, Std. Dwg. SD-20 | 1 | EA | \$25,500.00 | \$25,500 |
| 6 | 6' x 6' Storm Drain Junction Box | 2 | EA | \$37,100.00 | \$74,200 |
| 7 | Detention Basin Outlet Control Structure - Small | 1 | EA | \$250,000.00 | \$250,000 |
| 8 | Rock Rip Rap | 10 | CY | \$60.00 | \$600 |
| Detention Basin Improvements | | | | | |
| 9 | 12-ft. Wide Concrete Access Ramp, Std. Dwg. SD-23 | 1,300 | SF | \$11.00 | \$14,300 |
| 10 | 20-ft. Wide A-6 Driveway, Std. Dwg. RD-02 | 1 | EA | \$6,400.00 | \$6,400 |
| 11 | Removable Bollards, Std. Dwg. LS-42 | 6 | EA | \$2,000.00 | \$12,000 |
| 12 | Post & Cable Barrier, Std. Dwg. LS-47 | 230 | LF | \$20.00 | \$4,600 |
| 13 | 20-ft. Wide Pipe Gate Std. Dwg. LS-43 (Single Gate) | 1 | EA | \$6,400.00 | \$6,400 |
| 14 | 12-ft. Wide Basin Perimeter Road - 3" AC /7.5" AB | 6,400 | SF | \$4.30 | \$27,520 |
| Landscape Improvements | | | | | |
| 15 | Detention Basin Planting (Hydro-Seeding) | 27,000 | SF | \$0.06 | \$1,620 |
| 16 | Construction Area Seeding (Hydro-Seeding) | 13,000 | SF | \$0.06 | \$780 |
| 17 | Erosion Control (Construction SWPPP) | 46,000 | SF | \$0.30 | \$13,800 |
| Subtotal Construction Cost | | | | | \$622,960 |
| Percentage Remaining | | | | | 100% |
| Total Construction Cost | | | | | \$622,960 |



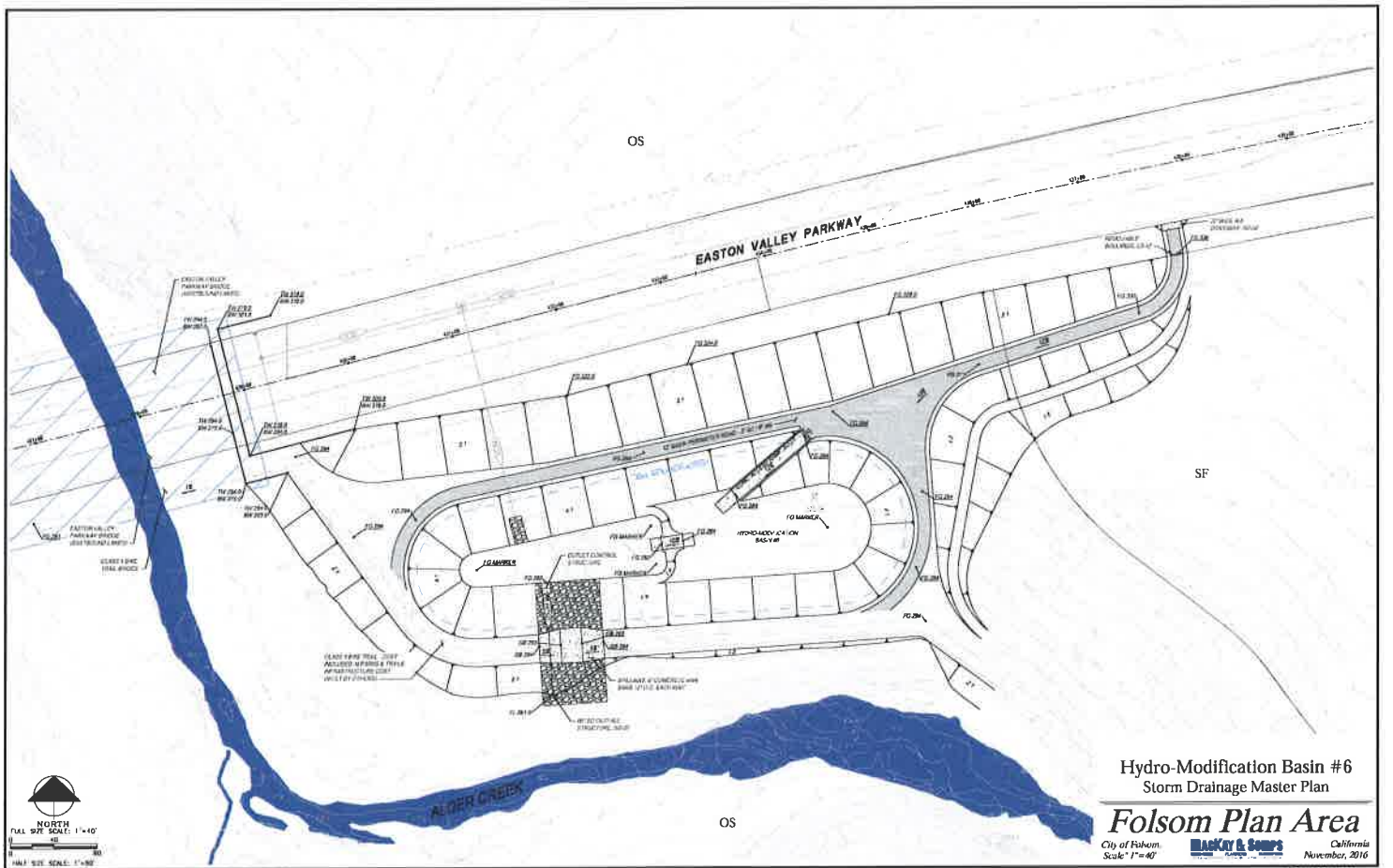
**Folsom Plan Area
Backbone Infrastructure
Construction Cost Estimate**

| | Description | Quantity | Unit | Unit Price | Total Cost |
|---|--|----------|------|--------------|------------------|
| Hydro-Modification Basin No. 4 | | | | | |
| Earthwork & Site Preparation | | | | | |
| 1 | Clearing and Grubbing | 70,000 | SF | \$0.04 | \$2,800 |
| 2 | Import | 4,000 | CY | \$4.30 | \$17,200 |
| 3 | Basin Finish Grading | 70,000 | SF | \$0.60 | \$42,000 |
| Drainage Improvements | | | | | |
| 4 | 36-inch RCP CL-IV Storm Drainage Pipeline | 80 | LF | \$210.00 | \$16,800 |
| 5 | 36-inch Storm Drain Outfall Structure, Std. Dwg. SD-20 | 1 | EA | \$21,200.00 | \$21,200 |
| 6 | Detention Basin Outlet Control Structure - Small | 1 | EA | \$250,000.00 | \$250,000 |
| 7 | Rock Rip Rap | 150 | CY | \$60.00 | \$9,000 |
| Detention Basin Improvements | | | | | |
| 8 | 12-ft. Wide Concrete Access Ramp, Std. Dwg. SD-23 | 1,500 | SF | \$11.00 | \$16,500 |
| 9 | Spillway, 6" Concrete w/#4 Bars 12" O.C. Each Way | 1,800 | SF | \$11.00 | \$19,800 |
| 10 | 20-ft. Wide A-6 Driveway, Std. Dwg. RD-02 | 1 | EA | \$6,400.00 | \$6,400 |
| 11 | Removable Bollards, Std. Dwg. LS-42 | 2 | EA | \$2,000.00 | \$4,000 |
| 12 | 12-ft. Wide Basin Perimeter Road - 3" AC /7.5" AB | 7,500 | SF | \$4.30 | \$32,250 |
| Landscape Improvements | | | | | |
| 13 | Detention Basin Planting (Hydro-Seeding) | 28,000 | SF | \$0.06 | \$1,680 |
| 14 | Construction Area Seeding (Hydro-Seeding) | 35,000 | SF | \$0.06 | \$2,100 |
| 15 | Erosion Control (Construction SWPPP) | 70,000 | SF | \$0.30 | \$21,000 |
| Subtotal Construction Cost | | | | | \$462,730 |
| Percentage Remaining | | | | | 100% |
| Total Construction Cost | | | | | \$462,730 |



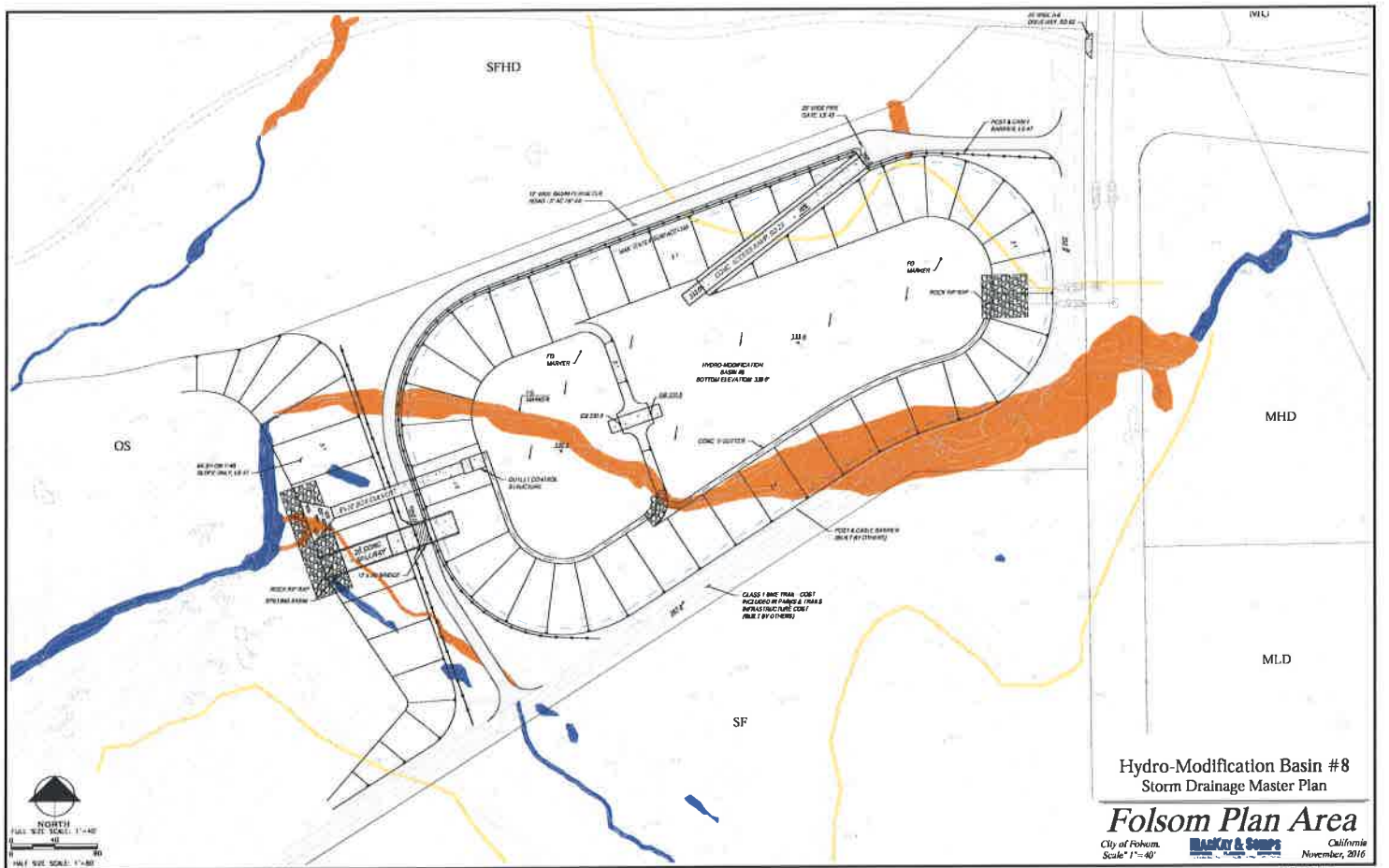
**Folsom Plan Area
Backbone Infrastructure
Construction Cost Estimate**

| | Description | Quantity | Unit | Unit Price | Total Cost |
|---|--|----------|------|--------------|------------------|
| Hydro-Modification Basin No. 5 | | | | | |
| Earthwork & Site Preparation | | | | | |
| 1 | Clearing and Grubbing | 57,000 | SF | \$0.04 | \$2,280 |
| 2 | Import | 6,000 | CY | \$4.30 | \$25,800 |
| 3 | Basin Finish Grading | 23,000 | SF | \$0.60 | \$13,800 |
| Drainage Improvements | | | | | |
| 4 | 36-inch RCP CL-IV Storm Drainage Pipeline | 230 | LF | \$210.00 | \$48,300 |
| 5 | 36-inch Storm Drain Outfall Structure, Std. Dwg. SD-20 | 1 | EA | \$21,200.00 | \$21,200 |
| 6 | Detention Basin Outlet Control Structure - Small | 1 | EA | \$250,000.00 | \$250,000 |
| 7 | Rock Rip Rap | 100 | CY | \$60.00 | \$6,000 |
| Detention Basin Improvements | | | | | |
| 8 | 12-ft. Wide Concrete Access Ramp, Std. Dwg. SD-23 | 1,500 | SF | \$11.00 | \$16,500 |
| 9 | Spillway, 6" Concrete w/#4 Bars 12" O.C. Each Way | 1,600 | SF | \$11.00 | \$17,600 |
| 10 | 20-ft. Wide A-6 Driveway, Std. Dwg. RD-02 | 1 | EA | \$6,400.00 | \$6,400 |
| 11 | Removable Bollards, Std. Dwg. LS-42 | 2 | EA | \$2,000.00 | \$4,000 |
| 12 | 12-ft. Wide Basin Perimeter Road - 3" AC /7.5" AB | 7,700 | SF | \$4.30 | \$33,110 |
| Landscape Improvements | | | | | |
| 13 | Detention Basin Planting (Hydro-Seeding) | 24,000 | SF | \$0.06 | \$1,440 |
| 14 | Construction Area Seeding (Hydro-Seeding) | 26,000 | SF | \$0.06 | \$1,560 |
| 15 | Erosion Control (Construction SWPPP) | 57,000 | SF | \$0.30 | \$17,100 |
| Subtotal Construction Cost | | | | | \$465,090 |
| Percentage Remaining | | | | | 100% |
| Total Construction Cost | | | | | \$465,090 |



**Folsom Plan Area
Backbone Infrastructure
Construction Cost Estimate**

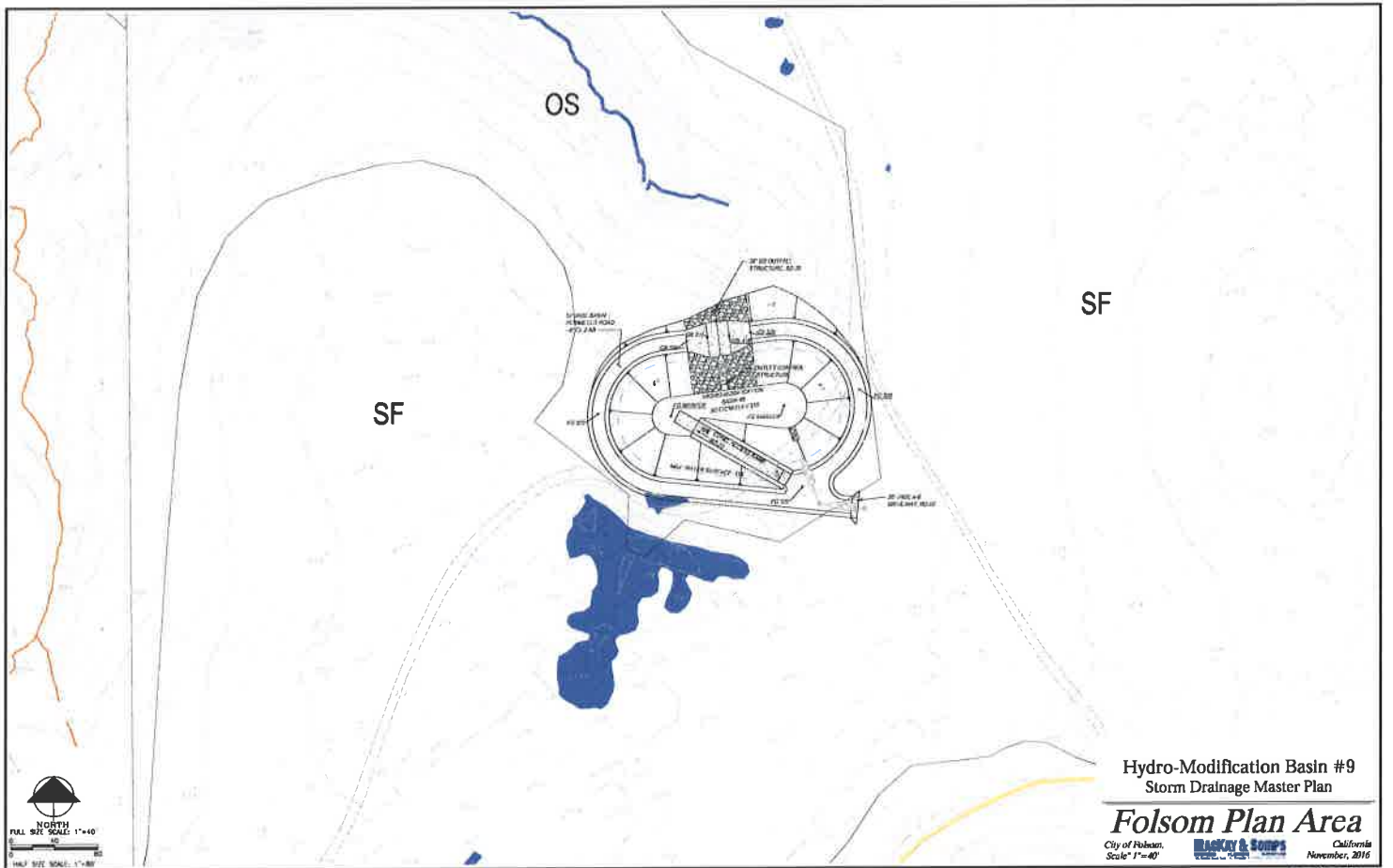
| | Description | Quantity | Unit | Unit Price | Total Cost |
|---|--|----------|------|--------------|------------------|
| Hydro-Modification Basin No. 6 | | | | | |
| Earthwork & Site Preparation | | | | | |
| 1 | Clearing and Grubbing | 174,000 | SF | \$0.04 | \$6,960.00 |
| 2 | Excavation | 46,000 | CY | \$6.40 | \$294,400.00 |
| 3 | Basin Finish Grading | 174,000 | SF | \$0.60 | \$104,400.00 |
| Drainage Improvements | | | | | |
| 4 | 60-inch RCP CL-IV Storm Drainage Pipeline | 100 | LF | \$320.00 | \$32,000.00 |
| 5 | 60-inch Storm Drain Outfall Structure, Std. Dwg. SD-20 | 1 | EA | \$27,600.00 | \$27,600.00 |
| 6 | Detention Basin Outlet Control Structure - Small | 1 | EA | \$250,000.00 | \$250,000.00 |
| 7 | Rock Rip Rap | 200 | CY | \$60.00 | \$12,000.00 |
| Detention Basin Improvements | | | | | |
| 8 | 12-ft. Wide Concrete Access Ramp, Std. Dwg. SD-23 | 1,800 | SF | \$11.00 | \$19,800.00 |
| 9 | Spillway, 6" Concrete w/#4 Bars 12" O.C. Each Way | 1,800 | SF | \$11.00 | \$19,800.00 |
| 10 | 20-ft. Wide A-6 Driveway, Std. Dwg. RD-02 | 1 | EA | \$6,400.00 | \$6,400.00 |
| 11 | Removable Bollards, Std. Dwg. LS-42 | 2 | EA | \$2,000.00 | \$4,000.00 |
| 12 | 12-ft. Wide Basin Perimeter Road - 3" AC /7.5" AB | 18,000 | SF | \$4.30 | \$77,400.00 |
| Landscape Improvements | | | | | |
| 13 | Detention Basin Planting (Hydro-Seeding) | 60,000 | SF | \$0.06 | \$3,600.00 |
| 14 | Construction Area Seeding (Hydro-Seeding) | 96,000 | SF | \$0.06 | \$5,760.00 |
| 15 | Erosion Control (Construction SWPPP) | 174,000 | SF | \$0.30 | \$52,200.00 |
| Subtotal Construction Cost | | | | | \$916,320 |
| Percentage Remaining | | | | | 100% |
| Total Construction Cost | | | | | \$916,320 |



Hydro-Modification Basin #8
Storm Drainage Master Plan
Folsom Plan Area
City of Folsom, California
Scale: 1" = 40'
BLACK & SCOTT
November, 2016

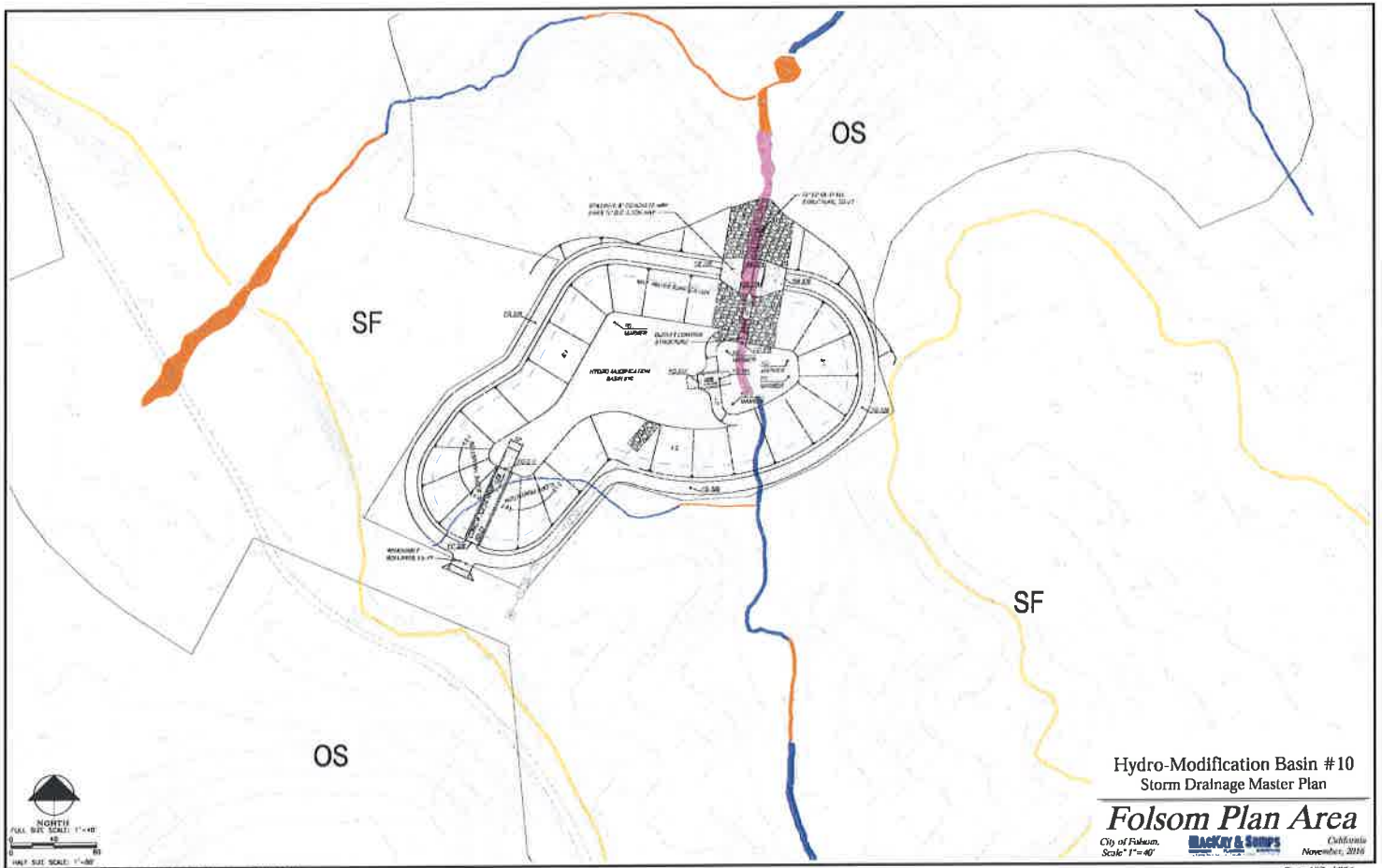
**Folsom Plan Area
Backbone Infrastructure
Construction Cost Estimate**

| | Description | Quantity | Unit | Unit Price | Total Cost |
|---|--|----------|------|--------------|--------------------|
| Hydro-Modification Basin No. 8 | | | | | |
| Earthwork & Site Preparation | | | | | |
| 1 | Clearing and Grubbing | 400,000 | SF | \$0.04 | \$16,000.00 |
| 2 | Import | 48,000 | CY | \$4.30 | \$206,400.00 |
| 3 | Basin Finish Grading | 400,000 | SF | \$0.60 | \$240,000.00 |
| Drainage Improvements | | | | | |
| 4 | 6-ft. High x 10-ft. Wide Concrete Box Culvert | 145 | LF | \$350.00 | \$50,750 |
| 5 | Detention Basin Outlet Control Structure - Extra Extra Large | 1 | EA | \$750,000.00 | \$750,000 |
| 6 | Box Culvert Outfall Structure | 1 | EA | \$96,000.00 | \$96,000 |
| 7 | Concrete Spillway Spilling Basin | 1 | LS | \$106,000.00 | \$106,000 |
| 8 | Rock Rip Rap | 200 | CY | \$60.00 | \$12,000 |
| Detention Basin Improvements | | | | | |
| 9 | 12-ft. Wide Concrete Access Ramp, Std. Dwg. SD-23 | 3,120 | SF | \$11.00 | \$34,320 |
| 10 | 20-ft. Wide A-6 Driveway, Std. Dwg. RD-02 | 1 | EA | \$6,400.00 | \$6,400 |
| 11 | Post & Cable Barrier, Std. Dwg. LS-47 | 1,400 | LF | \$20.00 | \$28,000 |
| 12 | 20-ft. wide Pipe Gate Std. Dwg. LS-43 (Single Gate) | 1 | EA | \$6,400.00 | \$6,400 |
| 13 | 12-ft. Wide Basin Perimeter Road - 3" AC /7.5" AB | 13,300 | SF | \$4.30 | \$57,190 |
| 14 | 5-ft. Wide Concrete V-Gutter | 580 | LF | \$39.00 | \$22,620 |
| 15 | 12' Wide x 15' Long Spillway Bridge | 1 | LS | \$58,000.00 | \$58,000 |
| Landscape Improvements | | | | | |
| 16 | Detention Basin Planting (Hydro-Seeding) | 212,000 | SF | \$0.06 | \$12,720 |
| 17 | Side Slope Jute Mesh, Std. Dwg. LS-57 | 20,000 | SF | \$0.30 | \$6,000 |
| 18 | Construction Area Seeding (Hydro-Seeding) | 175,000 | SF | \$0.06 | \$10,500 |
| 19 | Erosion Control (Construction SWPPP) | 400,000 | SF | \$0.30 | \$120,000 |
| Subtotal Construction Cost | | | | | \$1,839,300 |
| Percentage Remaining | | | | | 100% |
| Total Construction Cost | | | | | \$1,839,300 |



**Folsom Plan Area
Backbone Infrastructure
Construction Cost Estimate**

| | Description | Quantity | Unit | Unit Price | Total Cost |
|---|--|----------|------|--------------|------------------|
| Hydro-Modification Basin No. 9 | | | | | |
| Earthwork & Site Preparation | | | | | |
| 1 | Clearing and Grubbing | 50,000 | SF | \$0.04 | \$2,000 |
| 2 | Import | 10,000 | CY | \$6.40 | \$64,000 |
| 3 | Basin Finish Grading | 50,000 | SF | \$0.60 | \$30,000 |
| Drainage Improvements | | | | | |
| 4 | 36-inch RCP CL-IV Storm Drainage Pipeline | 70 | LF | \$210.00 | \$14,700 |
| 5 | 36-inch Storm Drain Outfall Structure, Std. Dwg. SD-20 | 1 | EA | \$21,200.00 | \$21,200 |
| 6 | Detention Basin Outlet Control Structure - Small | 1 | EA | \$250,000.00 | \$250,000 |
| 7 | Rock Rip Rap | 100 | CY | \$60.00 | \$6,000 |
| Detention Basin Improvements | | | | | |
| 8 | 12-ft. Wide Concrete Access Ramp, Std. Dwg. SD-23 | 1,450 | SF | \$11.00 | \$15,950 |
| 9 | Spillway, 6" Concrete w/#4 Bars 12" O.C. Each Way | 1,700 | SF | \$11.00 | \$18,700 |
| 10 | 20-ft. Wide A-6 Driveway, Std. Dwg. RD-02 | 1 | EA | \$6,400.00 | \$6,400 |
| 11 | 12-ft. Wide Basin Perimeter Road - 3" AC /7.5" AB | 8,300 | SF | \$4.30 | \$35,690 |
| Landscape Improvements | | | | | |
| 12 | Detention Basin Planting (Hydro-Seeding) | 24,000 | SF | \$0.06 | \$1,440 |
| 13 | Construction Area Seeding (Hydro-Seeding) | 16,000 | SF | \$0.06 | \$960 |
| 14 | Erosion Control (Construction SWPPP) | 50,000 | SF | \$0.30 | \$15,000 |
| Subtotal Construction Cost | | | | | \$482,040 |
| Percentage Remaining | | | | | 100% |
| Total Construction Cost | | | | | \$482,040 |



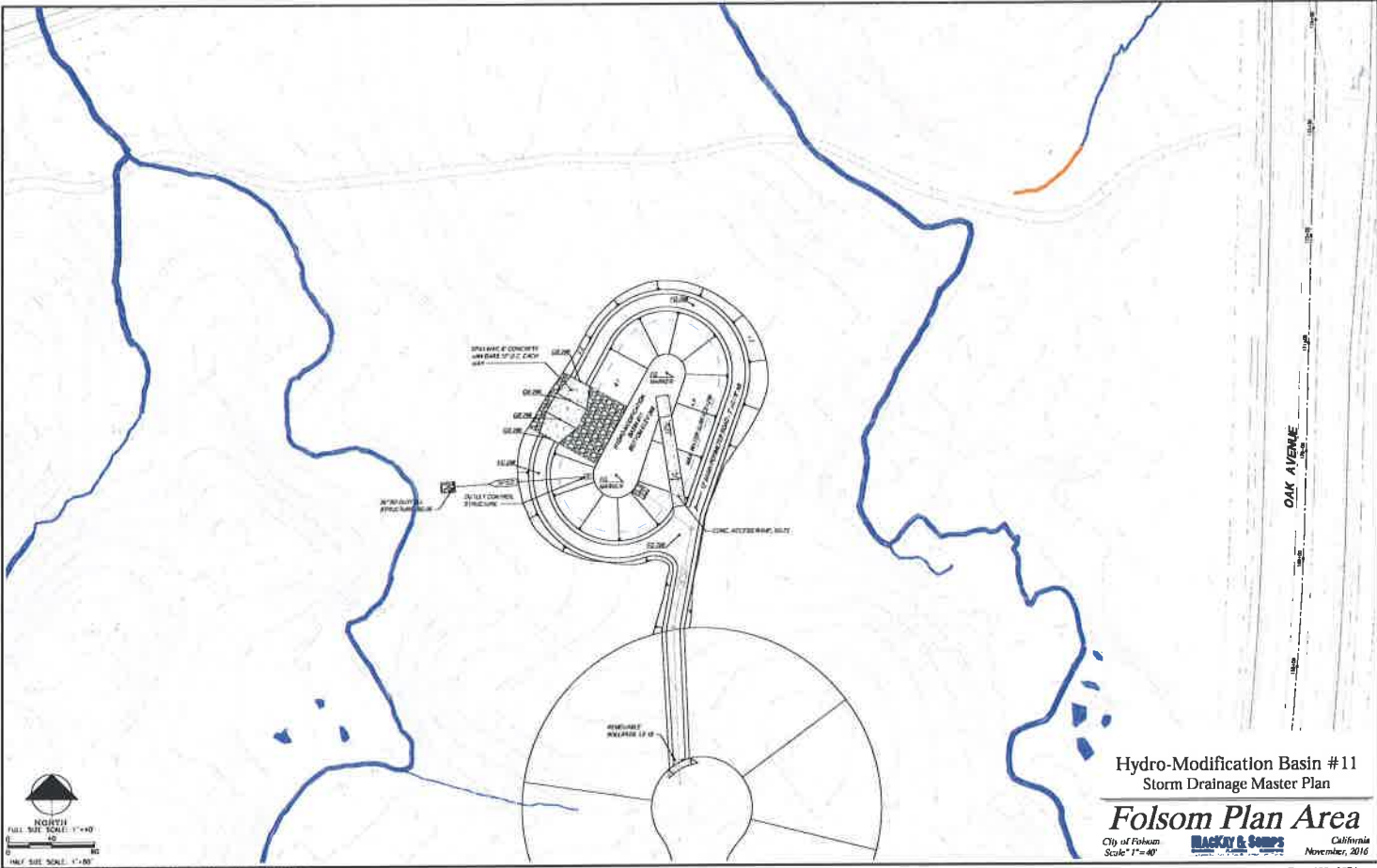
Hydro-Modification Basin #10
Storm Drainage Master Plan

Folsom Plan Area

City of Folsom, California
Scale: 1"=40'
Mackay & Soups
November, 2016

**Folsom Plan Area
Backbone Infrastructure
Construction Cost Estimate**

| | Description | Quantity | Unit | Unit Price | Total Cost |
|---|--|----------|------|--------------|------------------|
| Hydro-Modification Basin No. 10 | | | | | |
| Earthwork & Site Preparation | | | | | |
| 1 | Clearing and Grubbing | 100,000 | SF | \$0.04 | \$4,000 |
| 2 | Import | 10,000 | CY | \$4.30 | \$43,000 |
| 3 | Basin Finish Grading | 100,000 | SF | \$0.60 | \$60,000 |
| Drainage Improvements | | | | | |
| 4 | 36-inch RCP CL-IV Storm Drainage Pipeline | 100 | LF | \$210.00 | \$21,000 |
| 5 | 36-inch Storm Drain Outfall Structure, Std. Dwg. SD-20 | 1 | EA | \$21,200.00 | \$21,200 |
| 6 | Detention Basin Outlet Control Structure - Medium | 1 | EA | \$380,000.00 | \$380,000 |
| 7 | Rock Rip Rap | 250 | CY | \$60.00 | \$15,000 |
| Detention Basin Improvements | | | | | |
| 8 | 12-ft. Wide Concrete Access Ramp, Std. Dwg. SD-23 | 1,650 | SF | \$11.00 | \$18,150 |
| 9 | Spillway, 6" Concrete w/#4 Bars 12" O.C. Each Way | 1,800 | SF | \$11.00 | \$19,800 |
| 9 | 20-ft. Wide A-6 Driveway, Std. Dwg. RD-02 | 1 | EA | \$6,400.00 | \$6,400 |
| 10 | Removable Bollards, Std. Dwg. LS-42 | 2 | EA | \$2,000.00 | \$4,000 |
| 11 | 12-ft. Wide Basin Perimeter Road - 3" AC /7.5" AB | 13,000 | SF | \$4.30 | \$55,900 |
| Landscape Improvements | | | | | |
| 12 | Detention Basin Planting (Hydro-Seeding) | 64,000 | SF | \$0.06 | \$3,840 |
| 13 | Construction Area Seeding (Hydro-Seeding) | 23,000 | SF | \$0.06 | \$1,380 |
| 14 | Erosion Control (Construction SWPPP) | 100,000 | SF | \$0.30 | \$30,000 |
| Subtotal Construction Cost | | | | | \$683,670 |
| Percentage Remaining | | | | | 100% |
| Total Construction Cost | | | | | \$683,670 |



Hydro-Modification Basin #11
Storm Drainage Master Plan

Folsom Plan Area

City of Folsom

Scale: 1"=40'

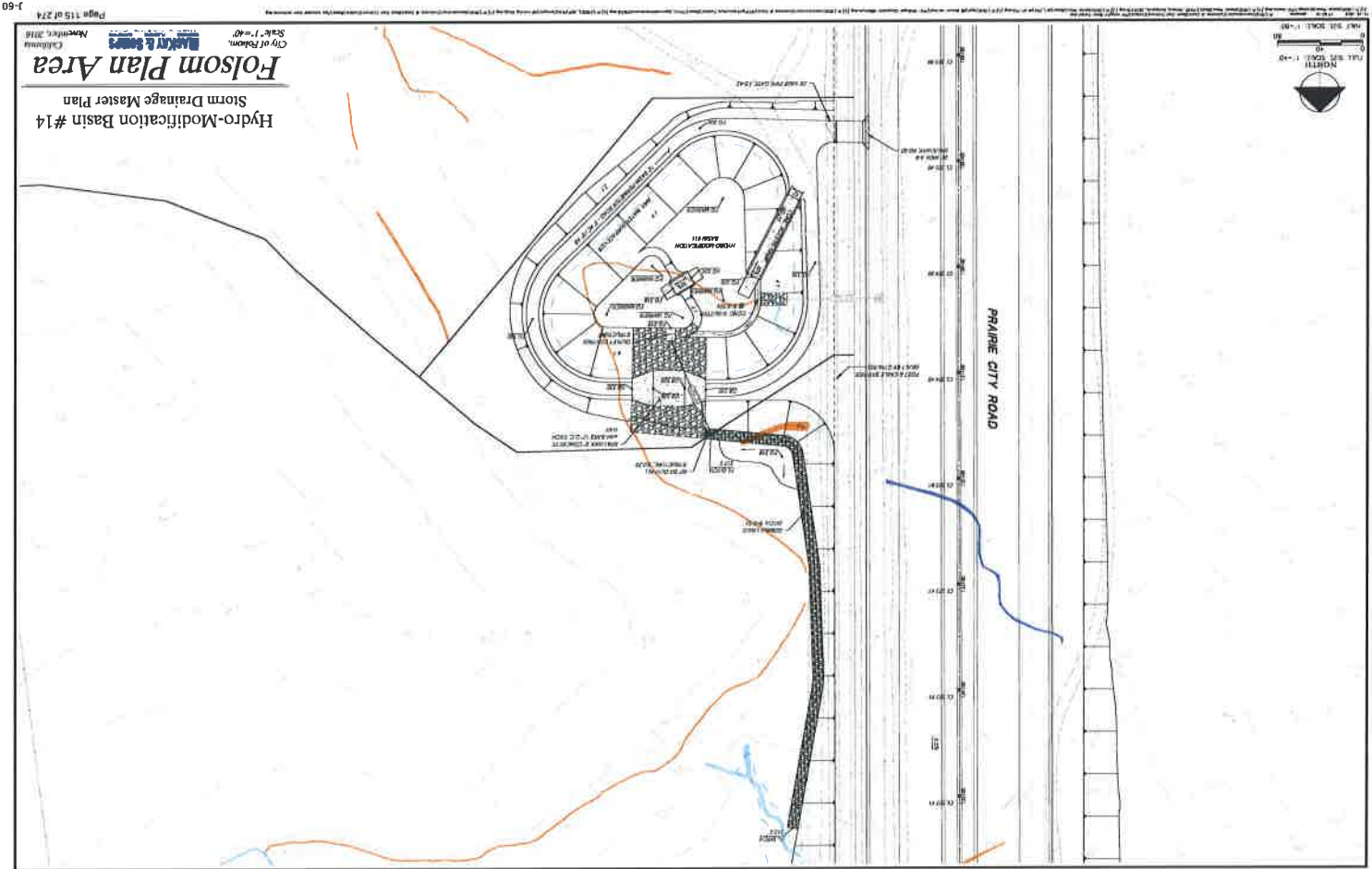
BLACK & VEATCH

California

November, 2016

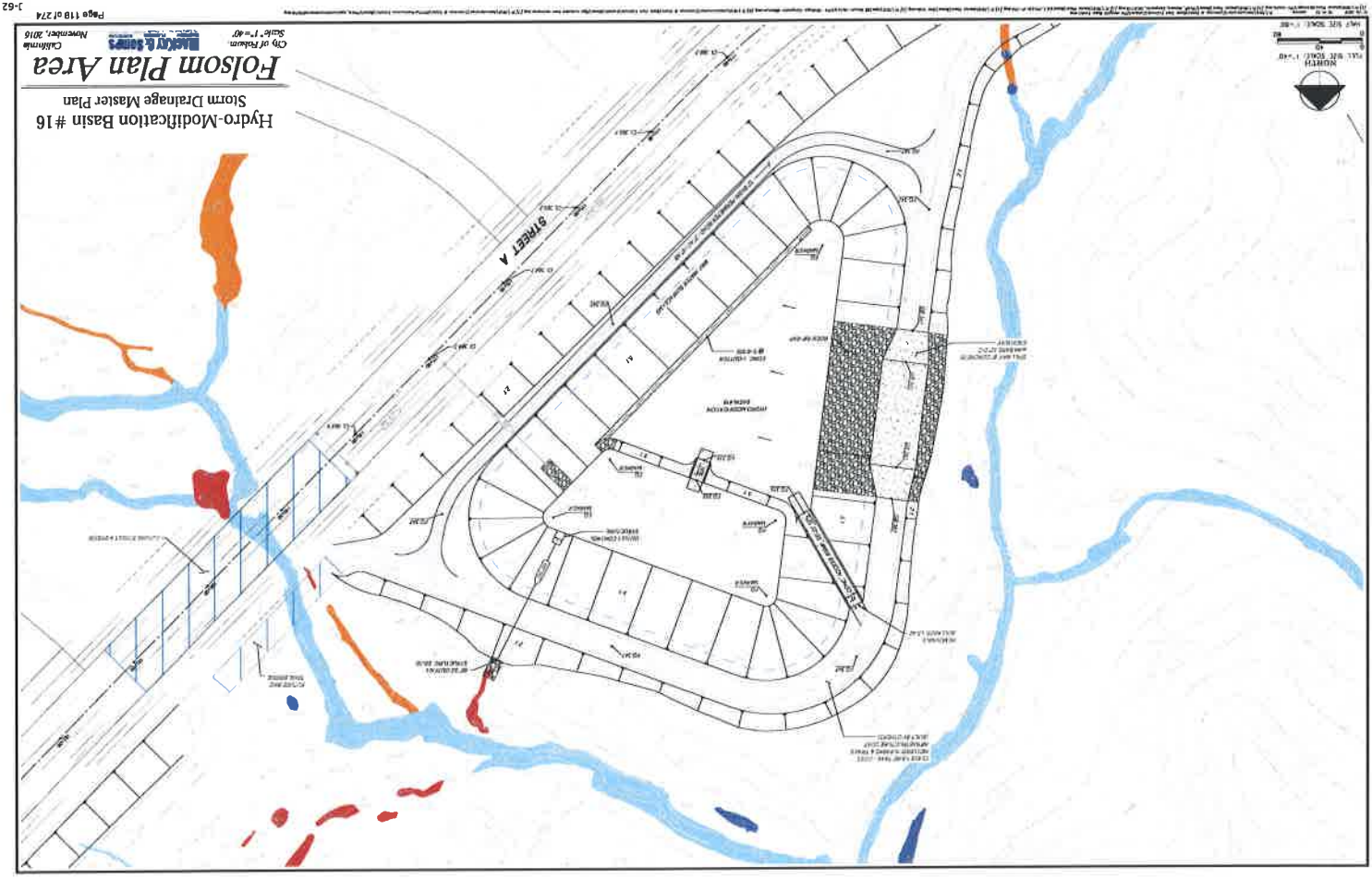
**Folsom Plan Area
Backbone Infrastructure
Construction Cost Estimate**

| | Description | Quantity | Unit | Unit Price | Total Cost |
|---|--|----------|------|--------------|------------------|
| Hydro-Modification Basin No. 11 | | | | | |
| Earthwork & Site Preparation | | | | | |
| 1 | Clearing and Grubbing | 54,000 | SF | \$0.04 | \$2,160 |
| 2 | Excavation | 9,000 | CY | \$6.40 | \$57,600 |
| 3 | Basin Finish Grading | 54,000 | SF | \$0.60 | \$32,400 |
| Drainage Improvements | | | | | |
| 4 | 36-inch RCP CL-IV Storm Drainage Pipeline | 120 | LF | \$210.00 | \$25,200 |
| 5 | 36-inch Storm Drain Outfall Structure, Std. Dwg. SD-20 | 1 | EA | \$21,200.00 | \$21,200 |
| 6 | Detention Basin Outlet Control Structure - Small | 1 | EA | \$250,000.00 | \$250,000 |
| 7 | Rock Rip Rap | 50 | CY | \$60.00 | \$3,000 |
| Detention Basin Improvements | | | | | |
| 8 | 12-ft. Wide Concrete Access Ramp, Std. Dwg. SD-23 | 1,250 | SF | \$11.00 | \$13,750 |
| 9 | Spillway, 6" Concrete w/#4 Bars 12" O.C. Each Way | 1,700 | SF | \$11.00 | \$18,700 |
| 10 | Removable Bollards, Std. Dwg. LS-42 | 2 | EA | \$2,000.00 | \$4,000 |
| 11 | 20-ft. Wide A-6 Driveway, Std. Dwg. RD-02 | 1 | EA | \$6,400.00 | \$6,400 |
| 12 | 12-ft. Wide Basin Perimeter Road - 3" AC /7.5" AB | 11,000 | SF | \$4.30 | \$47,300 |
| Landscape Improvements | | | | | |
| 13 | Detention Basin Planting (Hydro-Seeding) | 23,000 | SF | \$0.06 | \$1,380 |
| 14 | Construction Area Seeding (Hydro-Seeding) | 20,000 | SF | \$0.06 | \$1,200 |
| 15 | Erosion Control (Construction SWPPP) | 54,000 | SF | \$0.30 | \$16,200 |
| Subtotal Construction Cost | | | | | \$500,490 |
| Percentage Remaining | | | | | 100% |
| Total Construction Cost | | | | | \$500,490 |



**Folsom Plan Area
Backbone Infrastructure
Construction Cost Estimate**

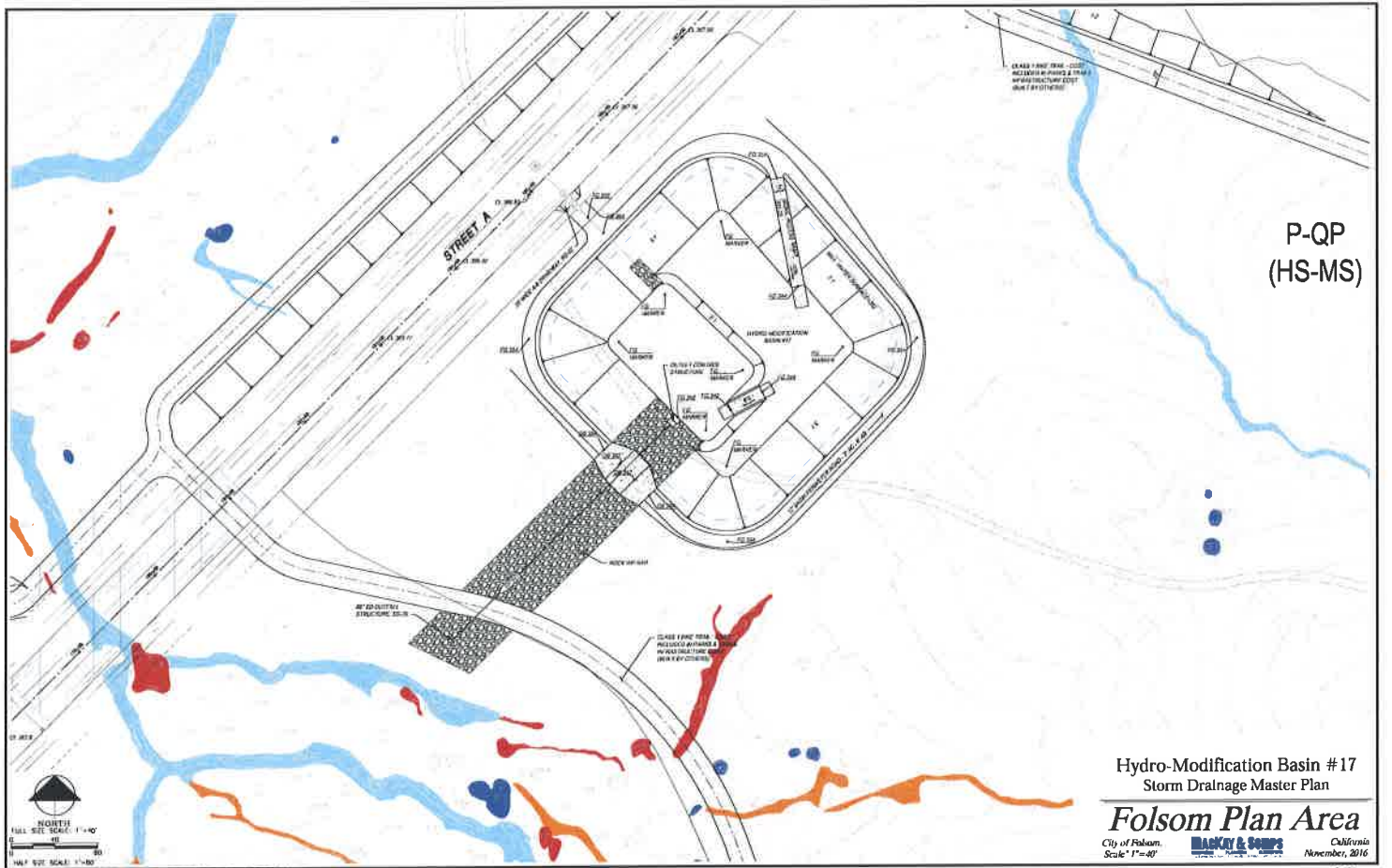
| | Description | Quantity | Unit | Unit Price | Total Cost |
|---|--|----------|------|--------------|------------------|
| Hydro-Modification Basin No. 14 | | | | | |
| Earthwork & Site Preparation | | | | | |
| 1 | Clearing and Grubbing | 90,000 | SF | \$0.04 | \$3,600 |
| 2 | Import | 5,000 | CY | \$4.30 | \$21,500 |
| 3 | Basin Finish Grading | 90,000 | SF | \$0.60 | \$54,000 |
| Drainage Improvements | | | | | |
| 4 | 60-inch RCP CL-IV Storm Drainage Pipeline | 90 | LF | \$320.00 | \$28,800 |
| 5 | 60-inch Storm Drain Outfall Structure, Std. Dwg. SD-20 | 1 | EA | \$27,600.00 | \$27,600 |
| 6 | Detention Basin Outlet Control Structure - Medium | 1 | EA | \$380,000.00 | \$380,000 |
| Detention Basin Improvements | | | | | |
| 7 | 12-ft. Wide Concrete Access Ramp, Std. Dwg. SD-23 | 1,750 | SF | \$11.00 | \$19,250 |
| 8 | Spillway, 6" Concrete w/#4 Bars 12" O.C. Each Way | 2,100 | SF | \$11.00 | \$23,100 |
| 9 | 20-ft. Wide A-6 Driveway, Std. Dwg. RD-02 | 1 | EA | \$6,400.00 | \$6,400 |
| 10 | 20-ft. wide Pipe Gate Std. Dwg. LS-43 (Single Gate) | 1 | EA | \$6,400.00 | \$6,400 |
| 11 | Rock Rip Rap | 200 | CY | \$60.00 | \$12,000 |
| 12 | 12-ft. Wide Basin Perimeter Road - 3" AC /7.5" AB | 11,600 | SF | \$4.30 | \$49,880 |
| 13 | 5-ft. Wide Concrete V-Gutter | 100 | LF | \$39.00 | \$3,900 |
| Landscape Improvements | | | | | |
| 14 | Detention Basin Planting (Hydro-Seeding) | 42,000 | SF | \$0.06 | \$2,520 |
| 15 | Construction Area Seeding (Hydro-Seeding) | 35,000 | SF | \$0.06 | \$2,100 |
| 16 | Erosion Control (Construction SWPPP) | 90,000 | SF | \$0.30 | \$27,000 |
| | Subtotal Construction Cost | | | | \$668,050 |
| | Percentage Remaining | | | | 100% |
| | Total Construction Cost | | | | \$668,050 |



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**Folsom Plan Area
Backbone Infrastructure
Construction Cost Estimate**

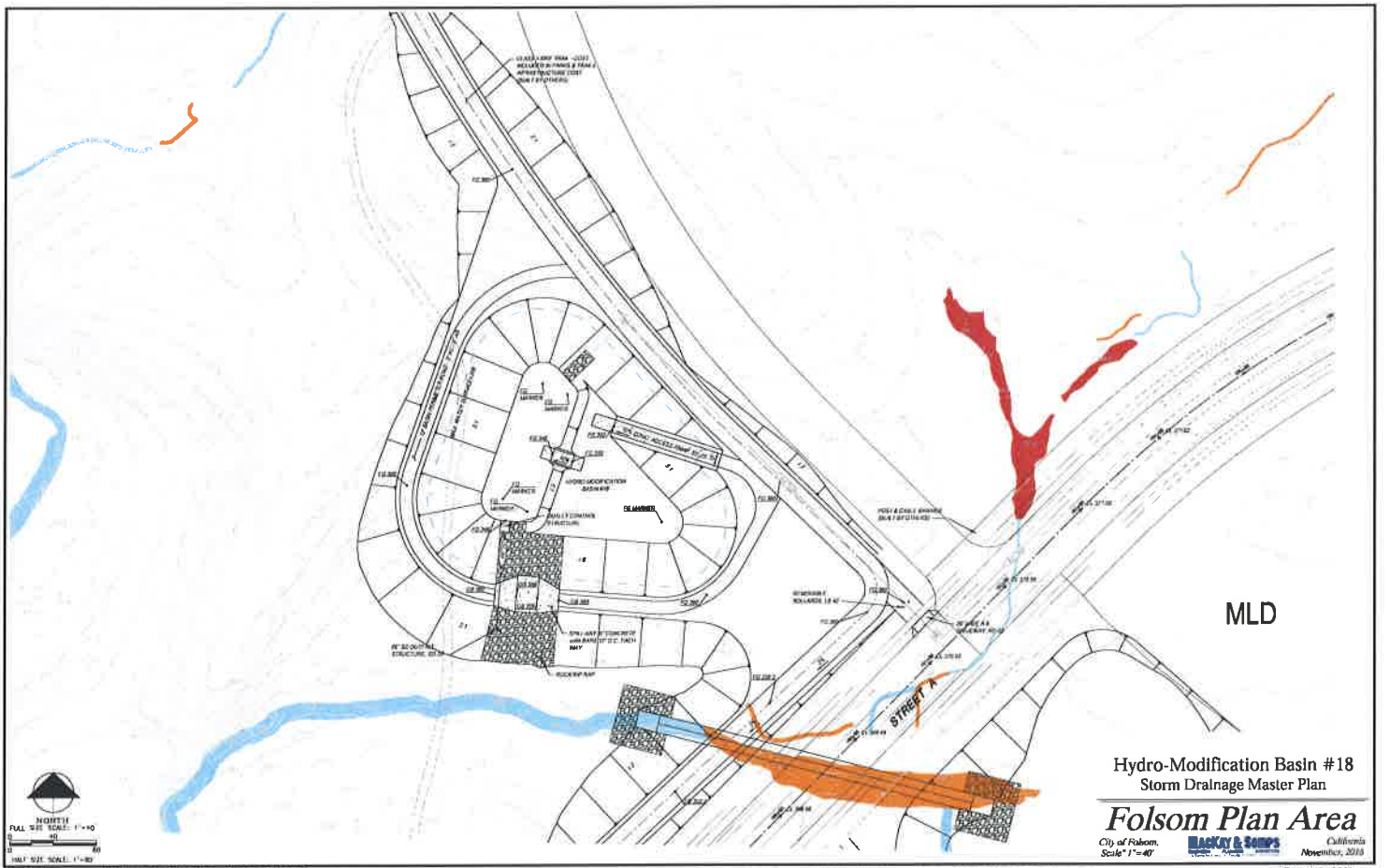
| | Description | Quantity | Unit | Unit Price | Total Cost |
|---|--|----------|------|--------------|--------------------|
| Hydro-Modification Basin No. 16 | | | | | |
| Earthwork & Site Preparation | | | | | |
| 1 | Clearing and Grubbing | 210,000 | SF | \$0.04 | \$8,400 |
| 2 | Excavation | 27,000 | CY | \$6.40 | \$172,800 |
| 3 | Basin Finish Grading | 210,000 | SF | \$0.60 | \$126,000 |
| Drainage Improvements | | | | | |
| 4 | 60-inch RCP CL-IV Storm Drainage Pipeline | 140 | LF | \$320.00 | \$44,800 |
| 5 | 60-inch Storm Drain Outfall Structure, Std. Dwg. SD-20 | 1 | EA | \$27,600.00 | \$27,600 |
| 6 | Detention Basin Outlet Control Structure - Large | 1 | EA | \$475,000.00 | \$475,000 |
| Detention Basin Improvements | | | | | |
| 7 | 12-ft. Wide Concrete Access Ramp, Std. Dwg. SD-23 | 2,100 | SF | \$11.00 | \$23,100 |
| 8 | Spillway, 6" Concrete w/#4 Bars 12" O.C. Each Way | 6,620 | SF | \$11.00 | \$72,820 |
| 9 | Removable Bollards, Std. Dwg. LS-42 | 2 | EA | \$2,000.00 | \$4,000 |
| 10 | Rock Rip Rap | 430 | CY | \$60.00 | \$25,800 |
| 11 | 12-ft. Wide Basin Perimeter Road - 3" AC /7.5" AB | 8,700 | SF | \$4.30 | \$37,410 |
| 12 | 5-ft. Wide Concrete V-Gutter | 300 | LF | \$39.00 | \$11,700 |
| Landscape Improvements | | | | | |
| 13 | Detention Basin Planting (Hydro-Seeding) | 131,000 | SF | \$0.06 | \$7,860 |
| 14 | Construction Area Seeding (Hydro-Seeding) | 64,000 | SF | \$0.06 | \$3,840 |
| 15 | Erosion Control (Construction SWPPP) | 210,000 | SF | \$0.30 | \$63,000 |
| Subtotal Construction Cost | | | | | \$1,104,130 |
| Percentage Remaining | | | | | 100% |
| Total Construction Cost | | | | | \$1,104,130 |



P-QP
(HS-MS)

Hydro-Modification Basin #17
Storm Drainage Master Plan

Folsom Plan Area
City of Folsom, Scale: 1"=40'
Mackay & Sons
California, November, 2016

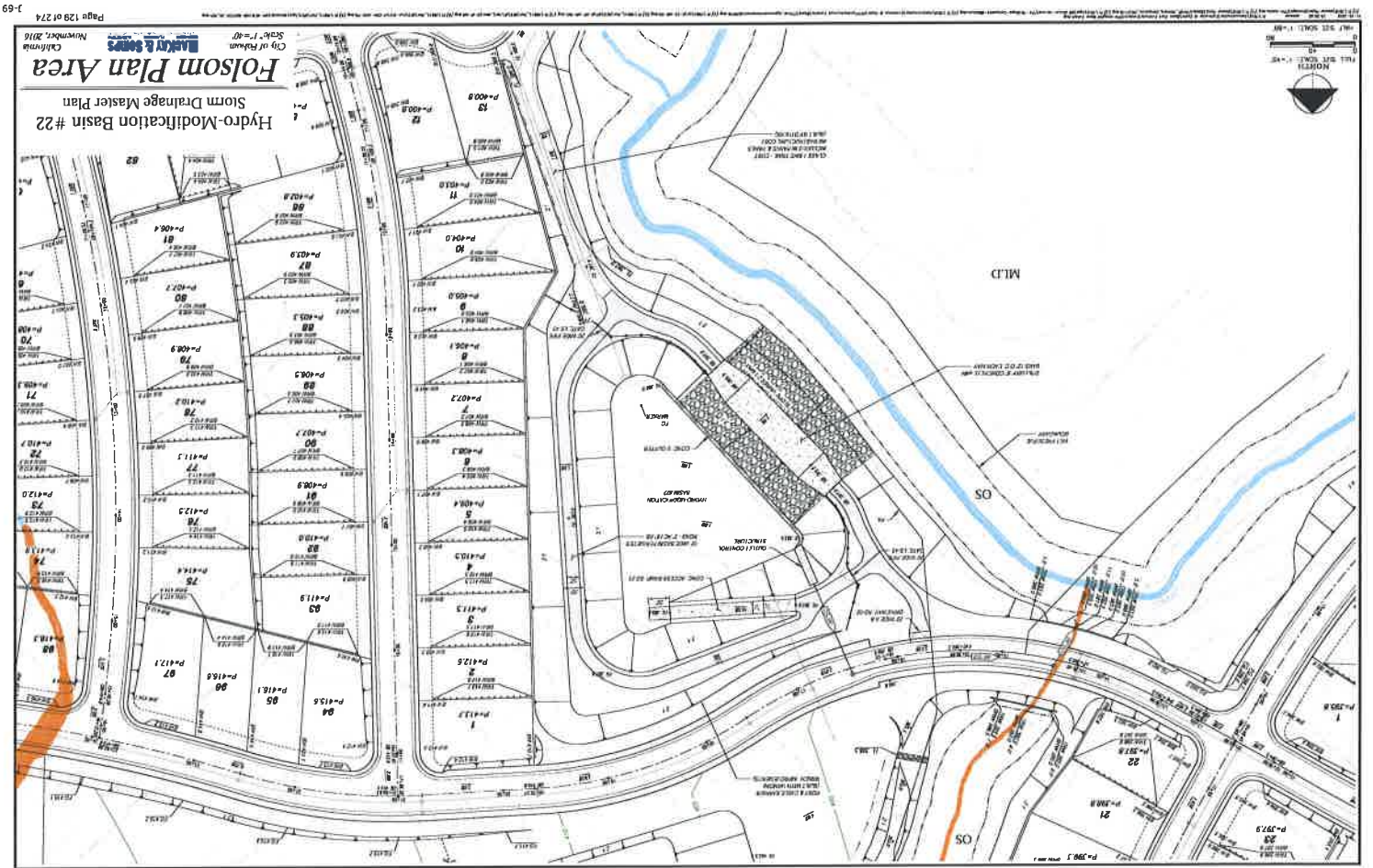


**Folsom Plan Area
Backbone Infrastructure
Construction Cost Estimate**

| | Description | Quantity | Unit | Unit Price | Total Cost |
|---|--|----------|------|--------------|--------------------|
| Hydro-Modification Basin No. 18 | | | | | |
| Earthwork & Site Preparation | | | | | |
| 1 | Clearing and Grubbing | 205,000 | SF | \$0.04 | \$8,200 |
| 2 | Excavation | 20,700 | CY | \$6.40 | \$132,480 |
| 3 | Import | 51,200 | CY | \$4.30 | \$220,160 |
| 4 | Basin Finish Grading | 205,000 | SF | \$0.60 | \$123,000 |
| Drainage Improvements | | | | | |
| 5 | 60-inch RCP CL-IV Storm Drainage Pipeline | 30 | LF | \$320.00 | \$9,600 |
| 6 | 60-inch Storm Drain Outfall Structure, Std. Dwg. SD-20 | 1 | EA | \$27,600.00 | \$27,600 |
| 7 | Detention Basin Outlet Control Structure - Medium | 1 | EA | \$380,000.00 | \$380,000 |
| Detention Basin Improvements | | | | | |
| 8 | 12-ft. Wide Concrete Access Ramp, Std. Dwg. SD-23 | 1,220 | SF | \$11.00 | \$13,420 |
| 9 | Spillway, 6" Concrete w/#4 Bars 12" O.C. Each Way | 1,440 | SF | \$11.00 | \$15,840 |
| 10 | 20-ft. Wide A-6 Driveway, Std. Dwg. RD-02 | 1 | EA | \$6,400.00 | \$6,400 |
| 11 | Removable Bollards, Std. Dwg. LS-42 | 3 | EA | \$2,000.00 | \$6,000 |
| 12 | Rock Rip Rap | 1,500 | CY | \$60.00 | \$90,000 |
| 13 | 12-ft. Wide Basin Perimeter Road - 3" AC /7.5" AB | 19,880 | SF | \$4.30 | \$85,484 |
| Landscape Improvements | | | | | |
| 14 | Detention Basin Planting (Hydro-Seeding) | 32,800 | SF | \$0.06 | \$1,968 |
| 15 | Construction Area Seeding (Hydro-Seeding) | 151,000 | SF | \$0.06 | \$9,060 |
| 16 | Erosion Control (Construction SWPPP) | 205,000 | SF | \$0.30 | \$61,500 |
| Subtotal Construction Cost | | | | | \$1,190,712 |
| Percentage Remaining | | | | | 100% |
| Total Construction Cost | | | | | \$1,190,712 |

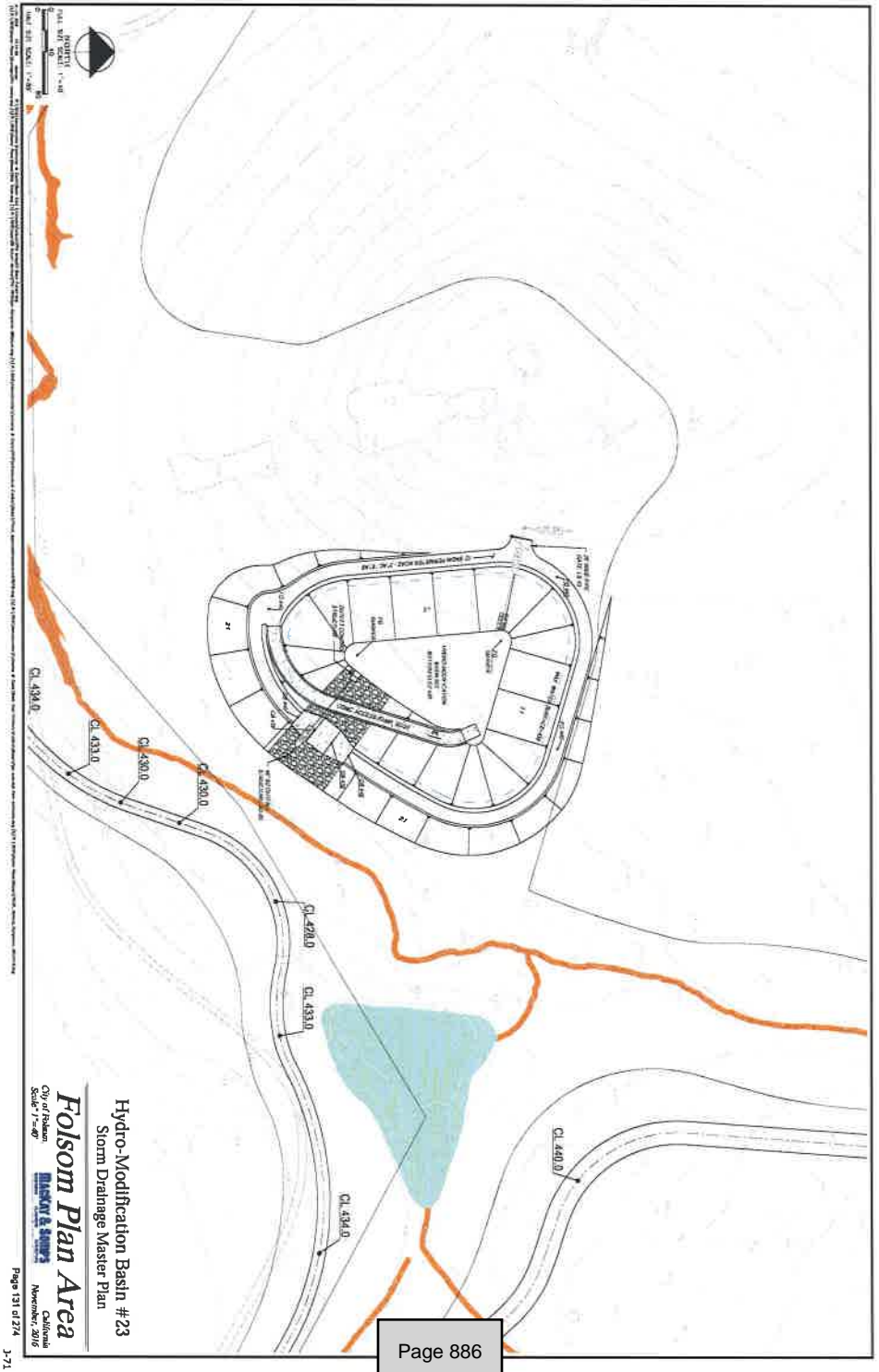
**Folsom Plan Area
Backbone Infrastructure
Construction Cost Estimate**

| | Description | Quantity | Unit | Unit Price | Total Cost |
|---|--|----------|------|--------------|------------------|
| Hydro-Modification Basin No. 21 | | | | | |
| Earthwork & Site Preparation | | | | | |
| 1 | Clearing and Grubbing | 30,000 | SF | \$0.04 | \$1,200 |
| 2 | Import | 1,000 | CY | \$4.30 | \$4,300 |
| 3 | Basin Finish Grading | 30,000 | SF | \$0.60 | \$18,000 |
| Drainage Improvements | | | | | |
| 4 | 36-inch RCP CL-IV Storm Drainage Pipeline | 60 | LF | \$210.00 | \$12,600 |
| 5 | 36-inch Storm Drain Outfall Structure, Std. Dwg. SD-20 | 1 | EA | \$21,200.00 | \$21,200 |
| 6 | Detention Basin Outlet Control Structure - Small | 1 | EA | \$250,000.00 | \$250,000 |
| 7 | Rock Rip Rap | 100 | CY | \$60.00 | \$6,000 |
| Detention Basin Improvements | | | | | |
| 8 | 12-ft. Wide Concrete Access Ramp, Std. Dwg. SD-23 | 1,000 | SF | \$11.00 | \$11,000 |
| 9 | Spillway, 6" Concrete w/#4 Bars 12" O.C. Each Way | 1,400 | SF | \$11.00 | \$15,400 |
| 10 | 20-ft. Wide A-6 Driveway, Std. Dwg. RD-02 | 1 | EA | \$6,400.00 | \$6,400 |
| 11 | 20-ft. Wide Pipe Gate Std. Dwg. LS-43 (Single Gate) | 1 | EA | \$6,400.00 | \$6,400 |
| 12 | 12-ft. Wide Basin Perimeter Road - 3" AC /7.5" AB | 6,000 | SF | \$4.30 | \$25,800 |
| Landscape Improvements | | | | | |
| 13 | Detention Basin Planting (Hydro-Seeding) | 12,000 | SF | \$0.06 | \$720 |
| 14 | Construction Area Seeding (Hydro-Seeding) | 11,000 | SF | \$0.06 | \$660 |
| 15 | Erosion Control (Construction SWPPP) | 30,000 | SF | \$0.30 | \$9,000 |
| Subtotal Construction Cost | | | | | \$388,680 |
| Percentage Remaining | | | | | 100% |
| Total Construction Cost | | | | | \$388,680 |



**Folsom Plan Area
Backbone Infrastructure
Construction Cost Estimate**

| | Description | Quantity | Unit | Unit Price | Total Cost |
|---|--|----------|------|--------------|------------------|
| Hydro-Modification Basin No. 22 | | | | | |
| Earthwork & Site Preparation | | | | | |
| 1 | Clearing and Grubbing | 150,000 | SF | \$0.04 | \$6,000 |
| 2 | Import | 10,000 | CY | \$4.30 | \$43,000 |
| 3 | Basin Finish Grading | 150,000 | SF | \$0.60 | \$90,000 |
| Drainage Improvements | | | | | |
| 4 | 60-inch RCP CL-IV Storm Drainage Pipeline | 340 | LF | \$320.00 | \$108,800 |
| 5 | 60-inch Storm Drain Outfall Structure, Std. Dwg. SD-20 | 1 | EA | \$27,600.00 | \$27,600 |
| 6 | Detention Basin Outlet Control Structure - Medium | 1 | EA | \$380,000.00 | \$380,000 |
| Detention Basin Improvements | | | | | |
| 7 | 12-ft. Wide Concrete Access Ramp, Std. Dwg. SD-23 | 1,680 | SF | \$11.00 | \$18,480 |
| 8 | Spillway, 6" Concrete w/#4 Bars 12" O.C. Each Way | 5,080 | SF | \$11.00 | \$55,880 |
| 9 | 20-ft. wide Pipe Gate Std. Dwg. LS-43 (Single Gate) | 2 | EA | \$6,400.00 | \$12,800 |
| 10 | Rock Rip Rap | 460 | CY | \$60.00 | \$27,600 |
| 11 | 12-ft. Wide Basin Perimeter Road - 3" AC /7.5" AB | 11,840 | SF | \$4.30 | \$50,912 |
| 12 | 5-ft. Wide Concrete V-Gutter | 210 | LF | \$39.00 | \$8,190 |
| Landscape Improvements | | | | | |
| 13 | Detention Basin Planting (Hydro-Seeding) | 83,000 | SF | \$0.06 | \$4,980 |
| 14 | Construction Area Seeding (Hydro-Seeding) | 56,000 | SF | \$0.06 | \$3,360 |
| 15 | Erosion Control (Construction SWPPP) | 150,000 | SF | \$0.30 | \$45,000 |
| Subtotal Construction Cost | | | | | \$882,602 |
| Percentage Remaining | | | | | 0% |
| Total Construction Cost | | | | | \$0 |



Hydro-Modification Basin #23
Storm Drainage Master Plan
Folsom Plan Area
City of Folsom
BASKIN & SAMPSON
November, 2016
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**Folsom Plan Area
Backbone Infrastructure
Construction Cost Estimate**

| | Description | Quantity | Unit | Unit Price | Total Cost |
|---|--|----------|------|--------------|------------------|
| Hydro-Modification Basin No. 23 | | | | | |
| Earthwork & Site Preparation | | | | | |
| 1 | Clearing and Grubbing | 100,000 | SF | \$0.04 | \$4,000 |
| 2 | Excavation | 8,000 | CY | \$6.40 | \$51,200 |
| 3 | Basin Finish Grading | 100,000 | SF | \$0.60 | \$60,000 |
| Drainage Improvements | | | | | |
| 4 | 48-inch RCP CL-IV Storm Drainage Pipeline | 100 | LF | \$260.00 | \$26,000 |
| 5 | 48-inch Storm Drain Outfall Structure, Std. Dwg. SD-20 | 1 | EA | \$25,500.00 | \$25,500 |
| 6 | Detention Basin Outlet Control Structure - Medium | 1 | EA | \$380,000.00 | \$380,000 |
| Detention Basin Improvements | | | | | |
| 7 | 12-ft. Wide Concrete Access Ramp, Std. Dwg. SD-23 | 3,000 | SF | \$11.00 | \$33,000 |
| 8 | Spillway, 6" Concrete w/#4 Bars 12" O.C. Each Way | 1,500 | SF | \$11.00 | \$16,500 |
| 9 | 20-ft. wide Pipe Gate Std. Dwg. LS-43 (Single Gate) | 1 | EA | \$6,400.00 | \$6,400 |
| 10 | Rock Rip Rap | 150 | CY | \$60.00 | \$9,000 |
| 11 | 12-ft. Wide Basin Perimeter Road - 3" AC /7.5" AB | 12,000 | SF | \$4.30 | \$51,600 |
| Landscape Improvements | | | | | |
| 12 | Detention Basin Planting (Hydro-Seeding) | 48,000 | SF | \$0.06 | \$2,880 |
| 13 | Construction Area Seeding (Hydro-Seeding) | 39,000 | SF | \$0.06 | \$2,340 |
| 14 | Erosion Control (Construction SWPPP) | 100,000 | SF | \$0.30 | \$30,000 |
| Subtotal Construction Cost | | | | | \$698,420 |
| Percentage Remaining | | | | | 100% |
| Total Construction Cost | | | | | \$698,420 |

APPENDIX K: SPIF Water Treatment Plant Set-Aside Fee Analysis

| | | |
|------------|---|------|
| Table K-1 | Summary of WTP Analysis | K-1 |
| Table K-2 | Estimated Off-Site Potable Water System Costs..... | K-2 |
| Table K-3 | Estimated Off-Site Potable Water System Costs and Sources of Funding | K-3 |
| Table K-4 | Proposed Water Treatment Plant Set-Aside Fee | K-4 |
| Table K-5 | Infrastructure Cost Allocation: FPASP Portion of City Water Treatment Plan Expansion..... | K-5 |
| Table K-6 | Final Map Approvals by Fiscal Year..... | K-6 |
| Table K-7 | Estimated Credits Against the Water Treatment Expansion | K-7 |
| Table K-8 | Remaining Costs Allocated to Non-Mapped Projects | K-8 |
| Table K-9 | Summary of SPIF Annual Increases | K-9 |
| Table K-10 | Infrastructure Cost Allocation: FPASP Portion of City Water Treatment Plan Expansion—Remaining | K-10 |
| Table K-11 | Escalation of SPIF Infrastructure Fee Reimbursements | K-11 |



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**Table K-1
City of Folsom
SPIF Implementation
Summary of WTP Analysis**

| Item | Amount |
|--|--------------------|
| City Water Treatment Plant Reimbursement | \$1,493,493 |
| Water Treatment Plant Set-Aside Fee Allocated Costs | \$6,871,374 |
| | <i>summ</i> |

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Table K-2
City of Folsom
SPIF Implementation
Estimated Off-Site Potable Water System Costs (2017\$)

Off-Site Potable Water

| Item | Percentage | Folsom Plan Area Cost | | | Total |
|--|------------|-----------------------|--------------------|---------------------|---------------------|
| | | Existing | Phase1 | Phase 2 | |
| Existing Facilities Shared Capacity | | | | | |
| WTP Phase III | | \$2,450,000 | | | \$2,450,000 |
| WTP Phase IVA | | \$1,110,000 | | | \$1,110,000 |
| WTP Phase IVB | | \$6,887,000 | | | \$6,887,000 |
| Zone 3 East BPS | | \$250,000 | | | \$250,000 |
| Natoma Raw Water Pipeline | | \$1,543,000 | | | \$1,543,000 |
| Foothills Reservoirs | | \$360,000 | | | \$360,000 |
| Zone 3 East Distribution System | | \$500,000 | | | \$500,000 |
| Engineering, Admin, Construction Man., and Contingency | | \$265,000 | | | \$265,000 |
| Subtotal Existing Facilities | | \$13,365,000 | \$0 | \$0 | \$13,365,000 |
| New Facilities | | | | | |
| Off-Site Water Pipeline Phase 1 [1] | | | \$2,673,224 | \$0 | \$2,673,224 |
| Transmission Pipelines - 30" | | | \$0 | \$10,800,000 | \$10,800,000 |
| Zone 3 East BPS (additional capacity) | | | \$0 | \$2,135,000 | \$2,135,000 |
| Subtotal New Construction | | \$0 | \$2,673,224 | \$12,935,000 | \$15,608,224 |
| Planning, Design, and Construction Management | 20% | \$0 | \$534,645 | \$2,587,000 | \$3,121,645 |
| Contingency | 10% | \$0 | \$267,322 | \$1,293,500 | \$1,560,822 |
| Subtotal New Facilities | | \$0 | \$3,475,191 | \$16,815,500 | \$20,290,691 |
| Systems Optimization Review (SOR) | | | | | |
| SOR Incurred | | \$2,300,000 | | | \$2,300,000 |
| Willow Hill SOR | | \$0 | \$5,700,000 | \$0 | \$5,700,000 |
| Subtotal SOR | | \$2,300,000 | \$5,700,000 | \$0 | \$8,000,000 |
| Total | | \$15,665,000 | \$9,175,191 | \$16,815,500 | \$41,655,691 |

off water

Source: Brown & Caldwell; MacKay & Somps.

[1] Phase 1 off-site water system costs based on actual construction costs for Phase 1 water systems.

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Table K-3
City of Folsom
SPIF Implementation
Estimated Off-Site Potable Water System Costs and Sources of Funding (2017\$)

Off-Site Potable Water

| Item | Folsom Plan Area Cost | Funding Sources | | | | | Total |
|--|--------------------------|---------------------|--------------------------------|-------------------------------|---------------------------------|--------------------------------|---------------------|
| | | SPIF | CFD No. 2013-1 Water Supply | CFD No. 17 Willow Hill [1] | CFD No. 18 Water & Sewer [2] | CFD No. 18 PAYGO Revenue | |
| Off-Site Water | | | | | | | |
| Existing Facilities | \$13,365,000 | \$7,665,000 | \$0 | \$0 | \$0 | \$5,700,000 | \$13,365,000 |
| Off-Site Water Pipeline - Phase 1 | \$3,475,191 | \$3,475,191 | \$0 | \$0 | \$0 | \$0 | \$3,475,191 |
| Off-Site Water Pipeline - Phase 2 | \$16,815,500 | \$10,442,505 | \$0 | \$0 | \$6,372,995 | \$0 | \$16,815,500 |
| Systems Optimization Review (SOR) | \$8,000,000 | \$0 | \$2,300,000 | \$5,700,000 | \$0 | \$0 | \$8,000,000 |
| Total Off-Site Potable Water System | \$41,655,691 | \$21,582,696 | \$2,300,000 | \$5,700,000 | \$6,372,995 | \$5,700,000 | \$41,655,691 |

ow su

Source: Brown & Caldwell; MacKay & Soms; EPS.

[1] CFD No. 17 was replaced and encompassed by CFD No. 18, and is now a component of CFD No. 18.

[2] Funding consists of a combination of bond proceeds and PAYGO during the first 20 years of the CFD.

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**Table K-4
City of Folsom
SPIF Implementation
Proposed Water Treatment Plant Set-Aside Fee (2020\$)**

| Land Use | Fee Per Unit/ Bldg. Sq. Ft. |
|-----------------------------------|--|
| Residential | |
| | <i>per unit</i> |
| Single-Family (SF) | \$1,306 |
| Single-Family High Density (SFHD) | \$819 |
| Multifamily Low Density (MLD) | \$509 |
| Multifamily Medium Density (MMD) | \$421 |
| Multifamily High Density (MHD) | \$399 |
| Mixed Use (MU) - Residential | \$354 |
| Nonresidential | |
| | <i>per bldg. sq. ft.</i> |
| Mixed Use (MU) - Commercial | \$0.41 |
| Office Park (OP) | \$0.33 |
| General Commercial (GC) | \$0.31 |
| Community Commercial (CC) | \$0.36 |
| Regional Commercial (RC) | \$0.27 |

wtp fee

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Table K-5
City of Folsom
SPIF Implementation
Infrastructure Cost Allocation: FPASP Portion of City Water Treatment Plant Expansion (2017\$)

FPASP Portion of
City Water Treatment
Plant Expansion
Base Land Uses

| Land Use | Land Uses Excluding Folsom Heights | | Cost Allocation Basis | | | Water Cost Allocation | | |
|-----------------------------------|---------------------------------------|-------------------|-----------------------|-------------------|---------------------------|-----------------------|--------------|----------------------|
| | Dev. Acres | Units/ Sq. Ft. | Water Demand [1] | Total Demand | Distribution of Demand | Assigned Cost [2] | per Acre | per Unit/ Sq. Ft. |
| <i>Formula</i> | <i>A</i> | <i>B</i> | <i>C</i> | <i>D=C*A or B</i> | <i>E=D/Total Demand</i> | <i>F=Total Cost*E</i> | <i>G=F/A</i> | <i>H=F/B</i> |
| Residential | | <i>units</i> | <i>per unit</i> | | | | | <i>per unit</i> |
| Single-Family (SF) | 425.2 | 1,401 | 0.59 | 827 | 21.6% | \$1,657,466 | \$3,898 | \$1,183 |
| Single-Family High Density (SFHD) | 766.9 | 4,180 | 0.37 | 1,547 | 40.5% | \$3,101,219 | \$4,044 | \$742 |
| Multifamily Low Density (MLD) | 264.0 | 2,386 | 0.23 | 549 | 14.4% | \$1,100,405 | \$4,168 | \$461 |
| Multifamily Medium Density (MMD) | 47.8 | 896 | 0.19 | 170 | 4.5% | \$341,363 | \$7,141 | \$381 |
| Multifamily High Density (MHD) | 64.3 | 1,601 | 0.18 | 288 | 7.5% | \$577,854 | \$8,987 | \$361 |
| Mixed Use (MU) - Residential | 17.1 | 343 | 0.16 | 55 | 1.4% | \$110,045 | \$6,435 | \$321 |
| Subtotal | 1,585.3 | 10,807 | | 3,435 | 89.9% | \$6,888,351 | | |
| Nonresidential | | <i>sq. ft.</i> | <i>per acre</i> | | | | | <i>per sq. ft.</i> |
| Mixed Use (MU) - Commercial | 11.4 | 100,362 | 1.64 | 19 | 0.5% | \$37,489 | \$3,289 | \$0.37 |
| Office Park (OP) | 103.4 | 1,353,845 | 1.97 | 204 | 5.3% | \$408,492 | \$3,950 | \$0.30 |
| General Commercial (GC) | 42.5 | 461,297 | 1.54 | 65 | 1.7% | \$131,177 | \$3,088 | \$0.28 |
| Community Commercial (CC) | 24.5 | 235,224 | 1.54 | 38 | 1.0% | \$75,656 | \$3,088 | \$0.32 |
| Regional Commercial (RC) | 42.3 | 512,443 | 1.46 | 62 | 1.6% | \$123,836 | \$2,928 | \$0.24 |
| Subtotal | 224.1 | 2,663,171 | | 387 | 10.1% | \$776,649 | | |
| Total Project | 1,809.4 | | | 3,823 | 100.0% | \$7,665,000 | | |

alloc wtp 17

Source: Folsom Specific Plan Area Water Supply Assessment (June 2010), MacKay & Soms, EPS

[1] Residential: acre feet/dwelling unit/year; nonresidential: acre feet/acre/year

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**Table K-6
City of Folsom
SPIF Implementation
Final Map Approvals by Fiscal Year [1]**

| Item | 2018 | | | | 2019 | | | | 2020 | | | Total |
|--|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|---------------|--------------|
| | Q1 Jan-Mar | Q2 Apr-Jun | Q3 Jul-Sep | Q4 Oct-Dec | Q1 Jan-Mar | Q2 Apr-Jun | Q3 Jul-Sep | Q4 Oct-Dec | Q1 Jan-Mar | Q2 Apr-Jun | Q3 Jul-Sep | |
| Fiscal Year | FY 2017-2018 | | | FY 2018-2019 | | | FY 2019-2020 | | | FY 20-21 | | |
| Mangini Ranch Ph. 1A (Villages 1, 2, 5, 6, 7, 8, 9) | | | | | | | | | | | | |
| SFHD | 0 | 416 | 0 | 0 | 0 | 0 | 0 | 299 | 0 | 0 | 0 | 715 |
| Russell Ranch Phase 1 [2] | | | | | | | | | | | | |
| SF | 0 | 0 | 0 | 0 | 131 | 0 | 0 | 0 | 0 | 0 | 0 | 131 |
| SFHD | 0 | 0 | 0 | 0 | 151 | 0 | 0 | 0 | 0 | 0 | 0 | 151 |
| MLD | 0 | 0 | 0 | 0 | 114 | 0 | 0 | 0 | 0 | 0 | 0 | 114 |
| Subtotal Russell Ranch Ph. 1 | 0 | 0 | 0 | 0 | 396 | 0 | 0 | 0 | 0 | 0 | 0 | 396 |
| White Rock Springs Ranch/Carr Trust | | | | | | | | | | | | |
| SF | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 136 | 0 | 0 | 0 | 136 |
| SFHD | 0 | 0 | 0 | 0 | 0 | 0 | 121 | 166 | 0 | 0 | 0 | 287 |
| Subtotal WRSR/Carr Trust | 0 | 0 | 0 | 0 | 0 | 0 | 121 | 302 | 0 | 0 | 0 | 423 |
| Mangini Ranch Phase 2 (Villages 7, 4, 8) | | | | | | | | | | | | |
| SFHD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 59 | 59 |
| MLD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 78 | 0 | 0 | 36 | 114 |
| Subtotal Mangini Ranch Ph. 2 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 78 | 0 | 0 | 95 | 173 |
| Enclave | | | | | | | | | | | | |
| MLD | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 123 | 0 | 123 |
| Total | 0 | 416 | 0 | 0 | 396 | 0 | 121 | 679 | 0 | 123 | 95 | 1,830 |
| Total Final Mapped Projects | | | | | | | | | | | | |
| SF | 0 | 0 | 0 | 0 | 131 | 0 | 0 | 136 | 0 | 0 | 0 | 267 |
| SFHD | 0 | 416 | 0 | 0 | 151 | 0 | 121 | 465 | 0 | 0 | 59 | 1,212 |
| MLD | 0 | 0 | 0 | 0 | 114 | 0 | 0 | 78 | 0 | 123 | 36 | 351 |
| Total | 0 | 416 | 0 | 0 | 396 | 0 | 121 | 679 | 0 | 123 | 95 | 1,830 |
| Total By Fiscal Year | FY 2017-2018 | | | FY 2018-2019 | | | FY 2019-2020 | | | FY 20-21 | | |
| SF | 0 | | | 131 | | | 136 | | | 0 | | 267 |
| SFHD | 416 | | | 151 | | | 586 | | | 59 | | 1,212 |
| MLD | 0 | | | 114 | | | 201 | | | 36 | | 351 |
| Total | 416 | | | 396 | | | 923 | | | 95 | | 1,830 |

final map

Source: City of Folsom.

[1] The number of units shown reflect the land uses allocated to the FPASP Parcels as of June 30, 2016.

[2] Includes 2 SF Shortfall Units.

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Table K-7
City of Folsom
SPIF Implementation
Estimated Credits Against the Water Treatment Expansion

| Item | FY 2017-2018 | | | FY 2018-2019 | | | FY 2019-2020 | | | FY 2020-2021 | | | Total | |
|---|------------------|-----------------------------|------------------|------------------|-----------------------------|------------------|------------------|-----------------------------|------------------|------------------|-----------------------------|-----------------|--------------|--------------------|
| | No. of Units [1] | Allocated Cost Per Unit [2] | Total Costs | No. of Units [1] | Allocated Cost Per Unit [2] | Total Costs | No. of Units [1] | Allocated Cost Per Unit [2] | Total Costs | No. of Units [1] | Allocated Cost Per Unit [2] | Total Costs | No. of Units | Total Costs |
| Cumulative Escalation Factor [3] | | 0.00% | | | 3.27% | | | 5.85% | | | 8.23% | | | |
| Residential Land Use | | | | | | | | | | | | | | |
| SF | 0 | \$1,183 | \$0 | 131 | \$1,222 | \$180,082 | 136 | \$1,252 | \$170,272 | 0 | \$1,280 | \$0 | 267 | \$330,354 |
| SFHD | 416 | \$742 | \$308,672 | 151 | \$766 | \$115,666 | 586 | \$785 | \$460,010 | 59 | \$803 | \$47,377 | 1,153 | \$931,725 |
| MLD | 0 | \$461 | \$0 | 114 | \$476 | \$54,264 | 201 | \$488 | \$98,088 | 36 | \$499 | \$17,964 | 315 | \$170,316 |
| MMD | 0 | \$381 | \$0 | 0 | \$393 | \$0 | 0 | \$403 | \$0 | 0 | \$412 | \$0 | 0 | \$0 |
| MHD | 0 | \$361 | \$0 | 0 | \$373 | \$0 | 0 | \$382 | \$0 | 0 | \$391 | \$0 | 0 | \$0 |
| MU-R | 0 | \$321 | \$0 | 0 | \$331 | \$0 | 0 | \$340 | \$0 | 0 | \$347 | \$0 | 0 | \$0 |
| Total | 416 | | \$308,672 | 396 | | \$330,012 | 923 | | \$728,370 | 95 | | \$65,341 | 1,735 | \$1,432,395 |

est credits

Source: SPIF Nexus Study FY 2017-2018 Update; City of Folsom; EPS

- [1] See Table K-6.
- [2] See Table K-5 for Base Year FY 2017-2018 allocated cost per unit.
- [3] Reflects the cumulative cost escalation factor from Base FY 2017-2018. See Table K-9 for details.

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Table K-8
City of Folsom
SPIF Implementation
Remaining Costs to Allocated to Non-Mapped Projects

| Item | FY 17-18 | FY 18-19 | FY 19-20 | FY 20-21 |
|-----------------------------------|--------------------|--------------------|--------------------|--------------------|
| Beginning Cost | \$7,665,000 | \$7,356,328 | \$7,266,868 | \$6,720,170 |
| Escalation Factor [1] | 0.00% | 3.27% | 2.50% | 2.25% |
| Adjusted Cost | \$7,665,000 | \$7,596,880 | \$7,448,540 | \$6,871,374 |
| Less Credited Projects [2] | (\$308,672) | (\$330,012) | (\$728,370) | \$0 |
| Remaining Costs | \$7,356,328 | \$7,266,868 | \$6,720,170 | \$6,871,374 |

remain cost

Source: SPIF Nexus Study FY 2017-2018 Update; City of Folsom; EPS.

[1] Reflects the annual automatic SPIF Fee adjustment factor. See Table K-9 for details.

[2] See Table K-7.

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Table K-9
City of Folsom
SPIF Implementation
Summary of SPIF Annual Increases [1]

| Item | 20-City | San Francisco | Average |
|----------------------------------|-----------|---------------|-----------|
| July 1, 2020 Increase | | | |
| 2019 Average Annual CCI | 11,281.40 | 12,354.10 | 11,817.75 |
| 2018 Average Annual CCI | 11,061.91 | 12,054.21 | 11,558.06 |
| Percent Change | | | 2.25% |
| July 1, 2019 Increase [1] | | | |
| 2018 Average Annual CCI | 11,061.91 | 12,054.21 | 11,558.06 |
| 2017 Average Annual CCI | 10,736.70 | 11,815.18 | 11,275.94 |
| Percent Change | | | 2.50% |
| July 1, 2018 Increase [1] | | | |
| 2017 Average Annual CCI | 10,736.70 | 11,815.18 | 11,275.94 |
| 2016 Average Annual CCI | 10,338.79 | 11,499.77 | 10,919.28 |
| Percent Change | | | 3.27% |
| 2017 to 2019 Increase | | | |
| 2018 Average Annual CCI | 11,061.91 | 12,054.21 | 11,558.06 |
| 2016 Average Annual CCI | 10,338.79 | 11,499.77 | 10,919.28 |
| Percent Change | | | 5.85% |
| 2017 to 2020 Increase | | | |
| 2019 Average Annual CCI | 11,281.40 | 12,354.10 | 11,817.75 |
| 2016 Average Annual CCI | 10,338.79 | 11,499.77 | 10,919.28 |
| Percent Change | | | 8.23% |

cci increase

Source: Engineering-News Record.

[1] Per Folsom Municipal Code 3.130.030, the SPIF Infrastructure Fee shall include annual percentage changes based upon averaging the Construction Cost Index (CCI) for 20-Cities and for San Francisco, as published in the Engineering-News Record for the preceding twelve months ending in December of the prior calendar year.

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Table K-10
City of Folsom
SPIF Implementation
Infrastructure Cost Allocation: FPASP Portion of City Water Treatment Plant Expansion - Remaining (2020\$)

FPASP Portion of
City Water Treatment
Plant Expansion
Remaining Land Uses

| Land Use | Land Uses Excluding Folsom Heights | | Cost Allocation Basis | | | Water Cost Allocation | | |
|-----------------------------------|---------------------------------------|-------------------|-----------------------|-------------------|---------------------------|-----------------------|--------------|----------------------|
| | Dev. Acres [1] | Units/ Sq. Ft. | Water Demand [2] | Total Demand | Distribution of Demand | Assigned Cost [3] | per Acre | per Unit/ Sq. Ft. |
| <i>Formula</i> | <i>A</i> | <i>B</i> | <i>C</i> | <i>D=C*A or B</i> | <i>E=D/Total Demand</i> | <i>F=Total Cost*E</i> | <i>G=F/A</i> | <i>H=F/B</i> |
| Residential | | <i>units</i> | <i>per unit</i> | | | | | <i>per unit</i> |
| Single-Family (SF) | 344.7 | 1,134 | 0.59 | 669 | 21.6% | \$1,481,252 | \$4,297 | \$1,306 |
| Single-Family High Density (SFHD) | 522.4 | 2,881 | 0.37 | 1,066 | 34.3% | \$2,359,982 | \$4,518 | \$819 |
| Multifamily Low Density (MLD) | 225.5 | 2,035 | 0.23 | 468 | 15.1% | \$1,036,230 | \$4,596 | \$509 |
| Multifamily Medium Density (MMD) | 47.8 | 896 | 0.19 | 170 | 5.5% | \$376,899 | \$7,885 | \$421 |
| Multifamily High Density (MHD) | 64.3 | 1,601 | 0.18 | 288 | 9.3% | \$638,010 | \$9,922 | \$399 |
| Mixed Use (MU) - Residential | 17.1 | 343 | 0.16 | 55 | 1.8% | \$121,500 | \$7,105 | \$354 |
| Subtotal | 1,221.8 | 8,890 | | 2,716 | 87.5% | \$6,013,874 | | |
| Nonresidential | | <i>sq. ft.</i> | <i>per acre</i> | | | | | <i>per sq. ft.</i> |
| Mixed Use (MU) - Commercial | 11.4 | 100,362 | 1.64 | 19 | 0.6% | \$41,392 | \$3,631 | \$0.41 |
| Office Park (OP) | 103.4 | 1,353,845 | 1.97 | 204 | 6.6% | \$451,017 | \$4,361 | \$0.33 |
| General Commercial (GC) | 42.5 | 461,297 | 1.54 | 65 | 2.1% | \$144,833 | \$3,409 | \$0.31 |
| Community Commercial (CC) | 24.5 | 235,224 | 1.54 | 38 | 1.2% | \$83,532 | \$3,409 | \$0.36 |
| Regional Commercial (RC) | 42.3 | 512,443 | 1.46 | 62 | 2.0% | \$136,728 | \$3,232 | \$0.27 |
| Subtotal | 224.1 | 2,663,171 | | 387 | 12.5% | \$867,500 | | |
| Total Project | 1,445.9 | | | 3,104 | 100.0% | \$6,871,374 | | |

wtp remaining alloc

Source: Folsom Specific Plan Area Water Supply Assessment (June 2010), MacKay & Soms, EPS

[1] Residential acreage in this table does not reflect the reduction of the estimated acreage of residential subdivisions which have processed final maps.

[2] Residential: acre feet/dwelling unit/year; nonresidential: acre feet/acre/year

[3] See Table K-8.

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Table K-11
City of Folsom
SPIF Implementation
Escalation of SPIF Infrastructure Fee Reimbursements

| Item | FY 17-18 | FY 18-19 | FY 19-20 | FY 20-21 | Total |
|---------------------------------------|------------------|------------------|------------------|-----------------|--------------------|
| Escalation Factor [1] | 8.23% | 5.85% | 2.25% | 0.00% | - |
| Reimbursement Amount [2] | \$308,672 | \$330,012 | \$728,370 | \$65,341 | - |
| Escalated Reimbursement Amount | \$334,076 | \$349,318 | \$744,758 | \$65,341 | \$1,493,493 |

reimb esc

Source: SPIF Nexus Study FY 2017-2018 Update; City of Folsom; Engineering News Record; EPS.

[1] See Table K-9.

[2] See Table K-7.

APPENDIX L: Habitat Mitigation

Estimated Mitigation for Phase 1 Backbone L-1
Estimated Mitigation for Future Backbone L-2
Cultural Mitigation L-3



Folsom Specific Plan Area
 Estimated Mitigation for Phase 1 Backbone
 11/28/2017

Estimates Reflect 2018 Nexus Study Update

| Wetlands/Waters | Mitigation Ratio by HUC & Watershed | | Backbone Infrastructure | | | | | |
|-------------------------------------|-------------------------------------|----------|-------------------------|--------------|--------------|--------------|--------------|--------------|
| | Upper | Lower | Impact | | | Mitigation | | |
| | Cosumnes | American | IN | OUT | TOTAL | IN | OUT | TOTAL |
| Vernal Pool | 1 | 1 | 0.000 | 0.162 | 0.162 | 0.000 | 0.162 | 0.162 |
| Seasonal Wetland | 1 | 1.3 | 0.000 | 0.151 | 0.151 | 0.000 | 0.196 | 0.196 |
| Seasonal Wetland Swale | 1 | 1.3 | 0.086 | 1.169 | 1.255 | 0.086 | 1.520 | 1.606 |
| Seep | 3 | 4 | 0.000 | 0.262 | 0.262 | 0.000 | 1.048 | 1.048 |
| Marsh | 1 | 1 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Creek/Channel | 1 | 2 | 0.000 | 0.329 | 0.329 | 0.000 | 0.658 | 0.658 |
| Intermittent Drainage | 1 | 2 | 0.000 | 0.724 | 0.724 | 0.000 | 1.448 | 1.448 |
| Ditch | 1 | 1 | 0.000 | 0.040 | 0.040 | 0.000 | 0.040 | 0.040 |
| Pond | 1 | 1 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Willow Scrub | 1 | 1 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total | | | 0.086 | 2.837 | 2.923 | 0.086 | 5.072 | 5.158 |
| Isolated/ Non-jurisdictional | | | | | | | | |
| Isolated Vernal Pool | 1 | 1 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Isolated Seasonal Wetland | 1 | 1 | 0.000 | 0.001 | 0.001 | 0.000 | 0.001 | 0.001 |
| Ditch/Canal (NJ) | 1 | 1 | 0.000 | 0.057 | 0.051 | 0.000 | 0.051 | 0.051 |
| Pond (NJ) | 1 | 1 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total | | | 0.000 | 0.058 | 0.052 | 0.000 | 0.052 | 0.052 |
| Grand Total | | | 0.086 | 2.895 | 2.975 | 0.086 | 5.124 | 5.210 |

| Mitigation | Cost/ac | Impacts | Needs (ac) | Credits Purchased | Purchase Cost |
|--|-----------|---------|------------|-------------------|---------------------|
| Toad Hill VP | \$250,000 | 0.162 | 0.162 | 0.162 | \$40,500.00 |
| CRB Floodplain Mosaic | \$130,000 | 1.760 | 2.942 | 2.942 | \$382,498.35 |
| CRB Riparian | \$85,000 | 1.053 | 2.106 | 2.106 | \$179,010.00 |
| Fairy Shrimp Preservation (BO requirement) | \$325,000 | | | | |
| Total for Wetlands/Waters | | | | | \$602,008.35 |

| | | | | | |
|--------------------------|----------|--|---------|--------|---|
| Swainson Hawk | | | | | |
| Impact Acreage | | | 227.081 | | |
| 0.50:1 Mitigation @ Bank | \$ 6,636 | | | 113.57 | \$ 753,650.52 |
| | | | | | *Includes SPRR (5.3); Scott Rd. (1.5), Placerville Rd.(1.5) |

| | | | | | |
|---------------------|----------|--|------|------|---|
| Oak Woodland | | | | | |
| Impact Acreage | | | 47.4 | | |
| Mitigation | \$ 5,063 | | | 47.4 | \$ 240,000.00 |
| | | | | | *Offsite oak woodland preservation purchased by Westland. |

| | | | | | |
|--|----------|--|---|----|-----------|
| Valley Elderberry Longhorn Beetle | | | | | |
| Impacts(number of shrubs) | | | 1 | | |
| Mitigation Credits | \$ 3,500 | | | 11 | \$ 38,500 |
| Transplant cost | \$ 5,000 | | | 0 | \$ - |
| Total for VELB | | | | | \$ 38,500 |

| | | | | | |
|---------------------------|--|--|-------|-------|----------|
| Purple Needlegrass | | | | | |
| Impact Acreage | | | 0.192 | | |
| Transplant cost | | | | 0.192 | \$ 9,865 |

| | | |
|--|--------------------------|----------------------|
| NOTES/ASSUMPTIONS: | SUBTOTAL | \$ 1,644,024 |
| • Acreages are based on Folsom Plan Area Specific Plan - Wetland/Waters Avoidance and Impacts (ECORP, 11/7/2017). Backbone alignment as currently permitted. | Contingency (10%) | \$ 164,402.38 |
| • Assumes fairy shrimp mitigation per BO. | Soft Cost (5%) | \$ 82,201.19 |
| • Assumes all mitigation is accomplished at mitigation banks and bank credits are available at credit costs as shown above. | GRAND TOTAL | \$ 1,890,627 |

- Assumes hawk mitigation ratio is 0.5:1 and final impacts are consistent with proposed impacts (ie City concurs with open space areas considered unimpacted)
- Assumes Swainsons hawk mitigation credits for foraging habitat is available at a bank at \$6,636/ac.
- Assumes VELB credit cost of \$3,500 at bank and transplant cost of \$5000/shrub. Number of shrubs based on available survey data; future surveys will be conducted to confirm number of shrubs.
- Oak mitigation assumes preservation credits purchased offsite.
- Does not include any endowment costs for onsite open space
- Does not include potential riparian mitigation that may be required per CDFW 1602 Sub-notification process.
- VELB costs and Oak costs are based on a per acre cost (no economy of scale) as predicting phases and extent of impacts and mitigation not possible.

Folsom Specific Plan Area
 Estimated Mitigation for Future Backbone
 11/28/2017

Estimates Reflect 2018 Nexus Study Update

| Wetlands/Waters | Mitigation Ratio by HUC & Watershed | | Backbone Infrastructure | | | | | |
|-------------------------------------|-------------------------------------|----------|-------------------------|--------------|---------------|--------------|---------------|---------------|
| | Upper | Lower | Impact | | | Mitigation | | |
| | Cosumnes | American | IN | OUT | TOTAL | IN | OUT | TOTAL |
| Vernal Pool | 1 | 1 | 0.180 | 0.554 | 0.734 | 0.180 | 0.554 | 0.734 |
| Seasonal Wetland | 1 | 1.3 | 0.036 | 1.116 | 1.152 | 0.036 | 1.451 | 1.487 |
| Seasonal Wetland Swale | 1 | 1.3 | 0.481 | 3.257 | 3.738 | 0.481 | 4.234 | 4.715 |
| Seep | 3 | 4 | 0.036 | 0.323 | 0.359 | 0.108 | 1.292 | 1.400 |
| Marsh | 1 | 1 | 0.000 | 1.459 | 1.459 | 0.000 | 1.459 | 1.459 |
| Creek/Channel | 1 | 2 | 0.039 | 1.262 | 1.301 | 0.039 | 2.524 | 2.563 |
| Intermittent Drainage | 1 | 2 | 0.133 | 0.627 | 0.760 | 0.133 | 1.254 | 1.387 |
| Ditch | 1 | 1 | 0.000 | 0.332 | 0.332 | 0.000 | 0.332 | 0.332 |
| Pond | 1 | 1 | 0.000 | 0.852 | 0.852 | 0.000 | 0.852 | 0.852 |
| Willow Scrub | 1 | 1 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total | | | 0.905 | 9.782 | 10.687 | 0.977 | 13.952 | 14.929 |
| Isolated/ Non-jurisdictional | | | | | | | | |
| Isolated Vernal Pool | 1 | 1 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Isolated Seasonal Wetland | 1 | 1 | 0.000 | 0.001 | 0.001 | 0.000 | 0.001 | 0.001 |
| Ditch/Canal (NI) | 1 | 1 | 0.000 | 0.029 | 0.029 | 0.000 | 0.051 | 0.051 |
| Pond (NI) | 1 | 1 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 | 0.000 |
| Total | | | 0.000 | 0.030 | 0.030 | 0.000 | 0.052 | 0.052 |
| Grand Total | | | 0.905 | 9.812 | 10.717 | 0.977 | 14.004 | 14.981 |

| Mitigation | Assumed Cost | Impacts | Needs (ac.) | |
|--|--------------|---------|-------------|-----------------------|
| Toad Hill VP | \$250,000 | 0.734 | 0.734 | \$183,500.00 |
| CRB Floodplain Mosaic | \$130,000 | 7.922 | 10.297 | \$1,338,635.35 |
| CRB Riparian | \$85,000 | 2.061 | 3.950 | \$335,750.00 |
| Fairy Shrimp Preservation (BO requirement) | \$325,000 | 0.295 | 0.590 | \$191,750.00 |
| Total for Wetlands/Waters | | | | \$2,049,635.35 |

| | | | |
|--------------------------|----------|---------|-------------------------|
| Swainson Hawk | | | |
| Impact Acreage | | 418.484 | |
| 0.50:1 Mitigation @ Bank | \$ 6,636 | | 209.242 \$ 1,388,529.91 |

*Includes SPRR (5.3); Scott Rd. (1.5), Placerville Rd.(1.5)

| | | | |
|---------------------|----------|------|--------------------|
| Oak Woodland | | | |
| Impact Acreage | | 72.6 | |
| Mitigation | \$ 5,647 | | 72.6 \$ 410,000.00 |

| | | | |
|--|----------|---|-------------|
| Valley Elderberry Longhorn Beetle | | | |
| Impacts(number of shrubs) | | 5 | |
| Mitigation Credits | \$ 3,500 | | 0 \$ = |
| Transplant cost | \$ 5,000 | | 5 \$ 25,000 |
| Total for VELB | | | \$ 25,000 |

| | | | |
|---------------------------|--|-------|--------------------|
| Purple Needlegrass | | | |
| Impact Acreage | | 0.567 | |
| Transplant cost/ac | | | 0.567 \$ 29,132.46 |

*Transplant cost will vary widely, depending on location of harvest site and transplant site, and number of transplant locations. This estimate is based on the price per acre for Phase 1 transplanting.

NOTES/ASSUMPTIONS:

- Acreages are based on Folsom Plan Area Specific Plan - Wetland/Waters Avoidance and Impacts (ECORP, 11/7/2017). Backbone alignment as currently permitted.
- Assumes fairy shrimp mitigation per BO.
- Assumes all mitigation is accomplished at mitigation banks and bank credits are available at credit costs as shown above.
- Assumes hawk mitigation ratio is 0.5:1 and final impacts are consistent with proposed impacts (ie City concurs with open space areas considered unimpacted)
- Assumes Swainsons hawk mitigation credits for foraging habitat is available at a bank at \$6,636/ac.
- Assumes VELB credit cost of \$3,500 at bank and transplant cost of \$5000/shrub. Number of shrubs based on available survey data; future surveys will be conducted to confirm number of shrubs.
- Oak mitigation assumes preservation credits purchased offsite.
- Does not include any endowment costs for onsite open space
- Does not include potential riparian mitigation that may be required per CDFW 1602 Sub-notification process
- VELB costs and Oak costs are based on a per acre cost (no economy of scale) as predicting phases and extent of impacts and mitigation not possible.

| | |
|--------------------------|----------------------|
| SUBTOTAL | \$ 3,902,298 |
| Contingency (10%) | \$ 390,229.77 |
| Soft Cost (5%) | \$ 195,114.89 |
| GRAND TOTAL | \$ 4,487,642 |

Estimates Reflect 2018 Nexus Study Update

26-Jan-15

Cultural Mitigation (Backbone HPTP ONLY)

| <u>Task</u> | <u>Description</u> | <u>Estimate</u> |
|-------------|--|-----------------|
| 1 | HAER Rhoades' Branch Ditch | \$40,560 |
| 2 | HAER Keefe McDerby Ditch | \$36,147 |
| 3 | Data Recovery: EC-12-029 | \$51,048 |
| 4 | Data Recovery: P-34-1746 | \$28,833 |
| 5 | Data Recovery: P-34-1788 | \$28,243 |
| 6 | Data Recovery: P-34-1910 | \$51,318 |
| 7 | Data Recovery: P-34-1911 | \$28,833 |
| 8 | Data Recovery: EC-12-076 | \$33,123 |
| 9 | Data Recovery: P-34-2166 | \$40,798 |
| 10 | White Rock Road | \$9,914 |
| 11 | LIDAR/Landscape Mapping estimate only | \$20,000 |
| 12 | Update HPMP Context | \$9,340 |
| 13 | 4 Interpretive Panels | \$46,850 |
| 14 | 54 Contributing Elements | \$55,740 |
| 15 | 14 days of Geoarch Monitoring | \$23,520 |
| 16 | Digital Data Storage | \$5,600 |
| 17 | Contractor Awareness Training | <u>\$2,144</u> |
| | SUBTOTAL | \$512,011 |
| | CONTINGENCY | <u>\$88,000</u> |
| | TOTAL COST | \$600,011 |

APPENDIX M: FPASP Parkland Requirements Parkland Obligation and Dedication

Park Dedication Obligation by Land Owner Summary (2 pages)..... M-1

Table M-1 Summary by Owner Subarea M-3

Table M-2 Summary M-4

Table M-3 Aerojet Rocketdyne M-5

Table M-4 Arcadian Heights M-6

Table M-5 Carpenter East M-7

Table M-6 Eagle M-8

Table M-7 Easton Valley Holdings M-9

Table M-8 Elliott Homes M-10

Table M-9 Folsom Heights M-11

Table M-10 Folsom Real Estate South M-12

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Table M-12 North Hillsborough..... M-14

Table M-13 J&Z..... M-15

Table M-14 Mangini Ranch..... M-16

Table M-15 Oak Avenue Holding M-17

Table M-16 Prairie City Commercial M-18

Table M-17 Russell Ranch..... M-19

Table M-18 West Hillsborough..... M-20

Table M-19 West Prairie Estates M-21

Table M-20 West Scott Road..... M-22

Table M-21 Unallocated Units M-23



Folsom Plan Area Specific Plan
Park Dedication Obligation by Land Owner Summary

| Land Use Area Summary | Land Use | | | | | | | | | | | | | | | MU | | Total Population | Quimby Park: Acreages | | Difference | |
|---------------------------------------|----------|-------|------------|--------|-------|------------|-------|-------|------------|-------|-------|------------|-------|-------|------------|-------------|------------|------------------|-----------------------|------------|------------|---------|
| | SF | | | SFHD | | | MLD | | | MMD | | | MHD | | | Residential | Population | | Acres | Acres | | |
| Owner / APN | Acres | Units | Population | Acres | Units | Population | Acres | Units | Population | Acres | Units | Population | Acres | Units | Population | Acres | Units | Population | Park | Park Oblig | | |
| Aerojet Rocketdyne | 21.74 | 79 | 211 | 7.03 | 40 | 117 | | | | | | | 8.37 | 235 | 456 | | | 803.38 | 50.81 | 4.02 | 46.61 | |
| 072-0065-090 | 21.74 | 79 | | 7.03 | 40 | | | | | | | | | | | | | 132.23 | 50.81 | 0.63 | (0.63) | |
| Arcadian Heights, LLC | | | | | | | | | 7.37 | 63 | 122 | | | | | | | | | | | |
| 072-0700-035 | | | | | | | | | 7.37 | 63 | | | | | | | | | | | | |
| Carpenter East, LLC | | | | 47.61 | 263 | 768 | 27.28 | 247 | 479 | | | | 5.83 | 145 | 281 | | | 1528.44 | 5.79 | 7.84 | 1.91 | |
| 072-3190-039 | | | | 47.61 | 263 | | 27.28 | 247 | | | | | 5.83 | 145 | | | | | 5.73 | | | |
| City of Folsom | | | | | | | | | | | | | | | | | | 0.00 | | | | |
| 072-3190-038 | | | | | | | | | | | | | | | | | | | | | | |
| 072-3190-004 | | | | | | | | | | | | | | | | | | | | | | |
| 072-3310-003 | | | | | | | | | | | | | | | | | | | | | | |
| 072-3310-006 | | | | | | | | | | | | | | | | | | | | | | |
| Eagle Commercial Partners, LLC | | | | | | | 34.12 | 309 | 599 | 15.86 | 320 | 631 | 15.86 | 377 | 731 | | | 1951.64 | 8.80 | 9.76 | (0.96) | |
| 072-3190-030 | | | | | | | 17.22 | 156 | | 10.33 | 208 | | 10.33 | 246 | | | | | | 5.73 | | |
| 072-3190-036 | | | | | | | 16.90 | 153 | | 5.53 | 112 | | 5.53 | 131 | | | | | | 3.07 | | |
| Eagle Office Properties, LLC | | | | | | | | | | | | | | | | | | 0.00 | | | | |
| 072-3190-035 | | | | | | | | | | | | | | | | | | | | | | |
| 072-3190-032 | | | | | | | | | | | | | | | | | | | | | | |
| Easton Valley Holdings, LLC | 28.22 | 72 | 210 | 35.41 | 194 | 566 | 47.86 | 490 | 834 | | | | 23.52 | 590 | 1,145 | 14.08 | 262 | 547 | 3302.60 | 3.22 | 16.51 | (13.29) |
| 072-3190-031 | | | | | | | | | | | | | 17.56 | 157 | | | | | | | | |
| 072-3190-033 | 12.79 | 38 | | 35.41 | 194 | | | | | | | | | | | | | | | | | |
| 072-3190-034 | 10.47 | 34 | | | | | | | | | | | 30.30 | 273 | | | | | | | | |
| 072-3190-034 | | | | | | | | | | | | | 11.57 | 290 | | | | 14.08 | 287 | | 3.22 | |
| Ellott Homes Inc. | 25.66 | 81 | 227 | | | | | | | | | | | | | | | | | | | |
| 072-3310-013 | 25.66 | 81 | | | | | | | | | | | | | | | | | | | | |
| Folsom Heights, LLC | 42.40 | 154 | 391 | 55.08 | 278 | 797 | 14.82 | 123 | 239 | | | | | | | | | | | | | |
| 072-0070-001 | 26.91 | 86 | | 17.35 | 185 | | | | 9.77 | 81 | | | | | | | | | | | | |
| 072-0070-023 | 0.19 | 1 | | | | | | | | | | | | | | | | | | | | |
| 072-3310-004 | 15.30 | 47 | | 17.71 | 88 | | | | 5.15 | 42 | | | | | | | | | | | | |
| Folsom Real Estate South LLC | 27.46 | 88 | 257 | 205.39 | 1,146 | 3,346 | 78.21 | 650 | 1,281 | 14.74 | 312 | 405 | 9.26 | 243 | 471 | 3.01 | 81 | 118 | 8099.32 | 36.72 | 80.30 | 6.42 |
| 072-0060-076 | | | | | | | | | 24.65 | 224 | | | | | | | | | | | | |
| 072-0060-077 | 27.46 | 88 | | 52.20 | 290 | | | | | | | | | | | | | | | | | |
| 072-0060-079 | | | | 75.63 | 451 | | | | | | | | 16.74 | 312 | | | | | | | | |
| 072-0060-080 | | | | 44.78 | 249 | | | | | | | | | | | | | | | | | |
| 072-3370-006 | | | | | | | | | 17.04 | 156 | | | | | | | | | | | | |
| 072-3370-007 | | | | | | | | | | | | | | | | | | | | | | |
| 072-3370-020 | | | | | | | | | | | | | | | | | | | | | | |
| 072-3370-029 | | | | 28.05 | 156 | | | | 8.66 | 78 | | | | | | | | | | | | |
| 072-3380-004 | | | | | | | | | | | | | | | | | | | | | | |
| 072-3380-005 | | | | | | | | | | | | | | | | | | | | | | |
| 072-3380-006 | | | | | | | | | | | | | | | | | | | | | | |
| 072-3380-010 | | | | | | | | | | | | | | | | | | | | | | |
| 072-3380-024 | | | | 0.03 | | | | | | | | | | | | | | | | | | |
| 072-3380-025 | | | | | | | | | | | | | | | | | | | | | | |
| 072-3380-026 | | | | | | | | | | | | | | | | | | | | | | |
| 072-3380-027 | | | | | | | | | 9.46 | 71 | | | | | | | | | | | | |
| 072-3390-003 | | | | | | | | | 7.83 | 71 | | | | | | | | | | | | |
| 072-3390-004 | | | | | | | | | | | | | | | | | | | | | | |
| 072-3390-006 | | | | | | | | | | | | | | | | | | | | | | |
| 072-3390-007 | | | | | | | | | | | | | | | | | | | | | | |
| 072-3390-013 | | | | | | | | | | | | | | | | | | | | | | |
| 072-3390-014 | | | | | | | | | 5.57 | 50 | | | | | | | | | | | | |
| Gragg Ranch Recovery Acquisition, LLC | 43.80 | 136 | 397 | 62.22 | 287 | 838 | | | | | | | | | | | | | | | | |
| 072-0070-025 | | | | | | | | | | | | | | | | | | | | | | |
| 072-0070-037 | 43.80 | 136 | | 56.55 | 258 | | | | | | | | | | | | | | | | | |
| 072-0070-038 | | | | 5.07 | 28 | | | | | | | | | | | | | | | | | |
| Hillbrownearth Health, LLC | 35.61 | 126 | 368 | 37.12 | 214 | 625 | 10.22 | 92 | 178 | | | | | | | | | | | | | |
| 072-0060-091 | 35.01 | 126 | | 37.12 | 214 | | | | 10.22 | 92 | | | | | | | | | | | | |
| J & Z Property, LLC | 9.27 | 28 | 82 | | | | | | 13.03 | 119 | 231 | | | | | | | | | | | |
| 072-0060-007 | 9.27 | 28 | | | | | | | 13.03 | 119 | | | | | | | | | | | | |

Folsom Plan Area Specific Plan
Park Dedication Obligation by Land Owner Summary

| Land Use Area Summary | Land Use | | | SFHD | | | MLD | | | MMD | | | MHD | | | MU Residential | | | Total Population | Quincy Park Acreages | | | Difference Acres | | | |
|---|-------------|-------|-------|------------|-------|--------|------------|-------|-------|------------|-------|-------|------------|-------|-------|----------------|-------|-------|------------------|----------------------|--------|-----------|------------------|------------|------------|------------------|
| | Owner / APN | Acres | Units | Population | Acres | Units | Population | Acres | Units | Population | Acres | Units | Population | Acres | Units | Population | Acres | Units | | Population | Acres | Units | | Population | Park Acres | Park Oblig Acres |
| Mangini Improvement Company Inc. | | | | 155.61 | 694 | 2,581 | 7.79 | 86 | 167 | 5.16 | 109 | 211 | | | | | | | 2959.58 | | | | 11.88 | 14.80 | (2.91) | |
| 072-3370-001 | | | | 18.00 | 102 | | | | | | | | | | | | | | | | | | | | | |
| 072-3370-002 | | | | 17.81 | 101 | | | | | | | | | | | | | | | | | | | | | |
| 072-3370-003 | | | | 14.49 | 82 | | | | | | | | | | | | | | | | | | | | | |
| 072-3370-008 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 072-3370-010 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 072-3370-011 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 072-3370-012 | | | | 19.23 | 109 | | | | | | | | | | | | | | | | | | | | | |
| 072-3370-013 | | | | | | | 7.79 | 86 | | | | | | | | | | | | | | | | | | |
| 072-3370-014 | | | | | | | | | | 5.16 | 109 | | | | | | | | | | | | | | | |
| 072-3370-016 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 072-3370-017 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 072-3370-018 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 072-3370-019 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 072-3370-026 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 072-3370-027 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 072-3370-028 | | | | 20.16 | 114 | | | | | | | | | | | | | | | | | | | | | |
| 072-3370-031 | | | | 16.02 | 91 | | | | | | | | | | | | | | | | | | | | | |
| 072-3370-032 | | | | 13.89 | 79 | | | | | | | | | | | | | | | | | | | | | |
| 072-3380-021 | | | | 17.14 | 97 | | | | | | | | | | | | | | | | | | | | | |
| 072-3380-022 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 072-3380-023 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 072-3390-012 | | | | 19.08 | 109 | | | | | | | | | | | | | | | | | | | | | |
| Oak Avenue Holding, LLC | 38.24 | 101 | 295 | 83.37 | 478 | 1,896 | 6.02 | 55 | 107 | | | | | | | | | | 1797.38 | | | 10.29 | 8.99 | 1.30 | | |
| 072-0060-092 | 28.24 | 101 | | 34.72 | 199 | | | | | | | | | | | | | | | | | | 0.29 | | | |
| 072-0060-094 | | | | 48.45 | 279 | | 6.02 | 55 | | | | | | | | | | | | | | | 10.00 | | | |
| Prairie City Commercial Properties, LLC | 0.50 | 1 | 3 | | | | | | | | | | | | | | | | | 2.92 | | | | 0.01 | (0.01) | |
| 072-0111-140 | 0.30 | 1 | | | | | | | | | | | | | | | | | | | | | | | | |
| Public - Mangini Phase 1 | | | | 0.38 | | | | | | 0.00 | | | | | | | | | | 0.00 | | | | | | |
| (blank) | | | | 0.38 | | | | | | 0.00 | | | | | | | | | | | | | | | | |
| Public - Old Wacerville Road | | | | 0.00 | | | | | | | | | | | | | | | | | 0.00 | | | | | |
| (blank) | | | | 0.00 | | | | | | | | | | | | | | | | | | | | | | |
| Public - Scott Road | | | | 0.47 | | | 1.60 | | | 1.47 | | | | 0.10 | | | | | | | 0.00 | | | | | |
| (blank) | | | | 0.47 | | | 1.60 | | | 1.47 | | | | 0.10 | | | | | | | 0.00 | | | | | |
| Sacto Municipal Utility District | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 072-3190-040 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| 072-3370-030 | | | | | | | | | | | | | | | | | | | | | | | | | | |
| TNHC Russell Ranch, LLC | 103.18 | 316 | 923 | 96.83 | 473 | 1,881 | 12.48 | 114 | 339 | | | | | | | | | | | 2636.76 | | 5.25 | 13.18 | (7.93) | | |
| 072-3310-002 | | | | 0.01 | | | | | | | | | | | | | | | | | | | | | | |
| 072-3310-012 | 103.28 | 316 | | 96.82 | 473 | 1,881 | 12.48 | 114 | | | | | | | | | | | | | | | | | | |
| West Hillborough Investors, LLC | | | | 17.58 | 101 | 295 | | | | 8.56 | 155 | 301 | 0.43 | 11 | 21 | | | | | | 618.96 | | 5.25 | 3.08 | (0.08) | |
| 072-0060-091 | | | | 17.58 | 101 | | | | | 8.56 | 155 | | 0.43 | 11 | | | | | | | | | | | | |
| West Prairie Estates, LLC | 106.96 | 338 | 967 | | | | | | | | | | | | | | | | | | 986.96 | | 4.93 | (4.93) | | |
| 072-3190-037 | 106.96 | 338 | | | | | | | | | | | | | | | | | | | | | | | | |
| West Scott Road, LLC | | | | 18.10 | 100 | 292 | 23.07 | 221 | 428 | | | | | | | | | | | | | | | | | |
| 072-0060-028 | | | | 18.10 | 100 | | 23.07 | 221 | | | | | | | | | | | | | | | | | | |
| Grand Total - Acres | 467.56 | | | 821.96 | | | 278.85 | | | 47.79 | | | | 64.38 | | | | | | 17.09 | | | | | | |
| Grand Total - Units | | 3,500 | | 4,453 | | | 2,500 | | | 896 | | | | 1,001 | | | | | | 341 | | | | | | |
| Grand Total - Population | | | 4,380 | | | 13,003 | | | | 4,979 | | | | 1,738 | | | | | | 3,102 | 665 | 27,871.54 | | | | |
| Grand Total - Park Acreages | | | | | | | | | | | | | | | | | | | | | 140.25 | 139.36 | | 0.89 | | |

Notes:
 1. The CC & RC Parcels in Eagle Commercial Partners, LLC 072-3190-030 (102.96 ac. RC, 11.74 ac. GC) & 072-3190-036 (61.28 ac. GC) breakdown into 24% RC, 24% GC, 14% IND/OP, 15% MLD, 9% MMD, 9% MHD, and 5% Park.
 2. Total Unit Allocation shown does not include 35 SF dwelling units that are not allocated to any specific parcel.
 3. Population calculated at Units * 2.92 (for SF and SFHD), Units * 1.94 (for MLD, MMD, MHD, and MU); only exception is TNHC Russell Ranch, LLC's MLD units were calculated at 2.92.

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**Table M-1
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
SPIF Parkland Obligation and Dedication Summary by Owner Subarea**

| Item | Acres | | |
|---|----------------------|---|---------------------|
| | Parkland Required | Actual Parkland Proposed (Zoned Park) | Surplus/ Deficit |
| Property Owner Requirements | | | |
| Aeroject Rocketdyne | 4.03 | 50.62 | 46.60 |
| Arcadian Heights | 0.61 | 0.00 | (0.61) |
| Carpenter East | 7.66 | 5.73 | (1.93) |
| Eagle Commercial & Office | 9.78 | 8.80 | (0.98) |
| Easton Valley Holdings | 16.56 | 3.22 | (13.34) |
| Elliott Homes | 1.19 | 0.00 | (1.19) |
| Folsom Heights | 7.15 | 0.00 | (7.15) |
| Folsom Real Estate South | 30.38 | 36.72 | 6.34 |
| Gragg Ranch | 6.19 | 5.46 | (0.73) |
| Hillsborough North | 5.87 | 2.26 | (3.61) |
| J&Z | 1.57 | 0.00 | (1.57) |
| Mangini Ranch | 14.84 | 11.88 | (2.96) |
| Oak Avenue Holding | 9.01 | 10.29 | 1.27 |
| Prairie City Commercial | 0.01 | 0.00 | (0.01) |
| Russell Ranch [1] | 13.22 | 5.25 | (7.97) |
| West Hillsborough | 3.09 | 0.00 | (3.09) |
| West Prairie Estates | 4.95 | 0.00 | (4.95) |
| West Scott Road | 3.61 | 0.00 | (3.61) |
| Subtotal Property Owner Requirements | 139.74 | 140.25 | 0.51 |
| Unallocated SF Dwelling Units [2] | 0.51 | 0.00 | (0.51) |
| Total | 140.25 | 140.25 | (0.00) |

park dedication

Source: MacKay & Somp; EPS.

- [1] 114 MLD units in Russell Ranch are treated as single-family residential, per City of Folsom.
[2] SF dwelling units by property owner totals 1,500 units. There are SF 35 dwelling units that are not allocated to any specific parcel, which equals to approximately 0.5 acres of parkland required for the SPIF Parkland Equalization Fee.

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**Table M-2
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
Parkland Obligation and Dedication Summary**

Summary

| Item | Development Dwelling Units | Total Required Acres | Proposed Parkland (Total Only) | Difference (Total Only) |
|-----------------------------------|----------------------------|----------------------|--------------------------------|-------------------------|
| <i>Formula</i> | <i>A</i> | <i>C = A*B</i> | <i>D</i> | <i>D-C</i> |
| Residential | | | | |
| Single-Family (SFLD) | 1,535 | 22.47 | - | - |
| Single-Family High Density (SFHD) | 4,453 | 65.19 | - | - |
| Multifamily Low Density (MLD) | 2,509 | 24.96 | - | - |
| Multifamily Medium Density (MMD) | 896 | 8.71 | - | - |
| Multifamily High Density (MHD) | 1,601 | 15.57 | - | - |
| Mixed Use (MU) - Residential | 343 | 3.34 | - | - |
| Total | 11,337 | 140.25 | 140.25 | (0.00) |

summ park

Source: MacKay & Soms; EPS.

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Table M-3
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
Parkland Obligation and Dedication: Aerojet Rocketdyne

| |
|--------------------|
| Aerojet Rocketdyne |
|--------------------|

| Item | Development | Required Dedication | | Proposed Parkland (Total Only) | Difference (Total Only) |
|-----------------------------------|-------------------|------------------------|--------------------|--------------------------------------|----------------------------|
| | Dwelling Units | Parkland Multiplier | Number of Acres | | |
| <i>Formula</i> | <i>A</i> | <i>B</i> | <i>C = A*B</i> | <i>D</i> | <i>D-C</i> |
| Residential | | | | | |
| Single-Family (SFLD) | 79 | 0.0146 | 1.16 | - | - |
| Single-Family High Density (SFHD) | 40 | 0.0146 | 0.59 | - | - |
| Multifamily Low Density (MLD) | - | 0.0097 | - | - | - |
| Multifamily Medium Density (MMD) | - | 0.0097 | - | - | - |
| Multifamily High Density (MHD) | 235 | 0.0097 | 2.29 | - | - |
| Mixed Use (MU) - Residential | - | 0.0097 | - | - | - |
| Total | 354 | | 4.03 | 50.62 | 46.60 |

ar park

Source: MacKay & Somp; EPS.

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**Table M-4
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
Parkland Obligation and Dedication: Arcadian Heights**

Arcadian Heights

| Item | Development | Required Dedication | | Proposed | Difference (Total Only) |
|-----------------------------------|-------------------|------------------------|--------------------|--------------------------|----------------------------|
| | Dwelling Units | Parkland Multiplier | Number of Acres | Parkland (Total Only) | |
| <i>Formula</i> | <i>A</i> | <i>B</i> | <i>C = A*B</i> | <i>D</i> | <i>D-C</i> |
| Residential | | | | | |
| Single-Family (SFLD) | - | 0.0146 | - | - | - |
| Single-Family High Density (SFHD) | - | 0.0146 | - | - | - |
| Multifamily Low Density (MLD) | 63 | 0.0097 | 0.61 | - | - |
| Multifamily Medium Density (MMD) | - | 0.0097 | - | - | - |
| Multifamily High Density (MHD) | - | 0.0097 | - | - | - |
| Mixed Use (MU) - Residential | - | 0.0097 | - | - | - |
| Total | 63 | | 0.61 | - | (0.61) |

ah park

Source: MacKay & Somps; EPS.

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Table M-5
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
Parkland Obligation and Dedication: Carpenter East

Carpenter East

| Item | Development | Required Dedication | | Proposed | Difference (Total Only) |
|-----------------------------------|-------------------|------------------------|--------------------|--------------------------|----------------------------|
| | Dwelling Units | Parkland Multiplier | Number of Acres | Parkland (Total Only) | |
| <i>Formula</i> | <i>A</i> | <i>B</i> | <i>C = A*B</i> | <i>D</i> | <i>D-C</i> |
| Residential | | | | | |
| Single-Family (SFLD) | - | 0.0146 | - | - | - |
| Single-Family High Density (SFHD) | 263 | 0.0146 | 3.85 | - | - |
| Multifamily Low Density (MLD) | 247 | 0.0097 | 2.40 | - | - |
| Multifamily Medium Density (MMD) | - | 0.0097 | - | - | - |
| Multifamily High Density (MHD) | 145 | 0.0097 | 1.41 | - | - |
| Mixed Use (MU) - Residential | - | 0.0097 | - | - | - |
| Total | 655 | | 7.66 | 5.73 | (1.93) |

ce park

Source: MacKay & Somps; EPS.

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**Table M-6
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
Parkland Obligation and Dedication: Eagle**

Eagle

| Item | Development | Required Dedication | | Proposed Parkland (Total Only) | Difference (Total Only) |
|-----------------------------------|-------------------|------------------------|--------------------|--------------------------------------|----------------------------|
| | Dwelling Units | Parkland Multiplier | Number of Acres | | |
| <i>Formula</i> | <i>A</i> | <i>B</i> | <i>C = A*B</i> | <i>D</i> | <i>D-C</i> |
| Residential | | | | | |
| Single-Family (SFLD) | - | 0.0146 | - | - | - |
| Single-Family High Density (SFHD) | - | 0.0146 | - | - | - |
| Multifamily Low Density (MLD) | 309 | 0.0097 | 3.01 | - | - |
| Multifamily Medium Density (MMD) | 320 | 0.0097 | 3.11 | - | - |
| Multifamily High Density (MHD) | 377 | 0.0097 | 3.67 | - | - |
| Mixed Use (MU) - Residential | - | 0.0097 | - | - | - |
| Total | 1,006 | | 9.78 | 8.80 | (0.98) |

eagle park

Source: MacKay & Somps; EPS.

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Table M-7
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
Parkland Obligation and Dedication: Easton Valley Holdings

| |
|------------------------|
| Easton Valley Holdings |
|------------------------|

| Item | Development | Required Dedication | | Proposed Parkland (Total Only) | Difference (Total Only) |
|-----------------------------------|-------------------|------------------------|--------------------|--------------------------------------|----------------------------|
| | Dwelling Units | Parkland Multiplier | Number of Acres | | |
| <i>Formula</i> | <i>A</i> | <i>B</i> | <i>C = A*B</i> | <i>D</i> | <i>D-C</i> |
| Residential | | | | | |
| Single-Family (SFLD) | 72 | 0.0146 | 1.05 | - | - |
| Single-Family High Density (SFHD) | 194 | 0.0146 | 2.84 | - | - |
| Multifamily Low Density (MLD) | 430 | 0.0097 | 4.18 | - | - |
| Multifamily Medium Density (MMD) | - | 0.0097 | - | - | - |
| Multifamily High Density (MHD) | 590 | 0.0097 | 5.74 | - | - |
| Mixed Use (MU) - Residential | 282 | 0.0097 | 2.74 | - | - |
| Total | 1,568 | | 16.56 | 3.22 | (13.34) |

ev park

Source: MacKay & Somp; EPS.

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**Table M-8
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
Parkland Obligation and Dedication: Elliott Homes**

Elliott Homes

| Item | Development | Required Dedication | | Proposed | Difference (Total Only) |
|-----------------------------------|-------------------|------------------------|--------------------|--------------------------|----------------------------|
| | Dwelling Units | Parkland Multiplier | Number of Acres | Parkland (Total Only) | |
| <i>Formula</i> | <i>A</i> | <i>B</i> | <i>C = A*B</i> | <i>D</i> | <i>D-C</i> |
| Residential | | | | | |
| Single-Family (SFLD) | 81 | 0.0146 | 1.19 | - | - |
| Single-Family High Density (SFHD) | - | 0.0146 | - | - | - |
| Multifamily Low Density (MLD) | - | 0.0097 | - | - | - |
| Multifamily Medium Density (MMD) | - | 0.0097 | - | - | - |
| Multifamily High Density (MHD) | - | 0.0097 | - | - | - |
| Mixed Use (MU) - Residential | - | 0.0097 | - | - | - |
| Total | 81 | | 1.19 | - | (1.19) |

elliott park

Source: MacKay & Somps; EPS.

DRAFT

**Table M-9
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
Parkland Obligation and Dedication: Folsom Heights**

Folsom Heights

| Item | Development | Required Dedication | | Proposed Parkland (Total Only) | Difference (Total Only) |
|-----------------------------------|-------------------|------------------------|--------------------|--------------------------------------|----------------------------|
| | Dwelling Units | Parkland Multiplier | Number of Acres | | |
| <i>Formula</i> | <i>A</i> | <i>B</i> | <i>C = A*B</i> | <i>D</i> | <i>D-C</i> |
| Residential | | | | | |
| Single-Family (SFLD) | 134 | 0.0146 | 1.96 | - | - |
| Single-Family High Density (SFHD) | 273 | 0.0146 | 4.00 | - | - |
| Multifamily Low Density (MLD) | 123 | 0.0097 | 1.20 | - | - |
| Multifamily Medium Density (MMD) | - | 0.0097 | - | - | - |
| Multifamily High Density (MHD) | - | 0.0097 | - | - | - |
| Mixed Use (MU) - Residential | - | 0.0097 | - | - | - |
| Total | 530 | | 7.15 | - | (7.15) |

in park

Source: MacKay & Somps; EPS.

DRAFT

Table M-10
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
Parkland Obligation and Dedication: Folsom Real Estate South

| |
|--------------------------|
| Folsom Real Estate South |
|--------------------------|

| Item | Development | Required Dedication | | Proposed Parkland (Total Only) | Difference (Total Only) |
|-----------------------------------|-------------------|------------------------|--------------------|--------------------------------------|----------------------------|
| | Dwelling Units | Parkland Multiplier | Number of Acres | | |
| <i>Formula</i> | <i>A</i> | <i>B</i> | <i>C = A*B</i> | <i>D</i> | <i>D-C</i> |
| Residential | | | | | |
| Single-Family (SFLD) | 88 | 0.0146 | 1.29 | - | - |
| Single-Family High Density (SFHD) | 1,146 | 0.0146 | 16.78 | - | - |
| Multifamily Low Density (MLD) | 650 | 0.0097 | 6.32 | - | - |
| Multifamily Medium Density (MMD) | 312 | 0.0097 | 3.03 | - | - |
| Multifamily High Density (MHD) | 243 | 0.0097 | 2.36 | - | - |
| Mixed Use (MU) - Residential | 61 | 0.0097 | 0.59 | - | - |
| Total | 2,500 | | 30.38 | 36.72 | 6.34 |

fres park

Source: MacKay & Somps; EPS.

DRAFT

Table M-11
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
Parkland Obligation and Dedication: Gragg Ranch

| |
|-------------|
| Gragg Ranch |
|-------------|

| Item | Development | Required Dedication | | Proposed Parkland (Total Only) | Difference (Total Only) |
|-----------------------------------|-------------------|------------------------|--------------------|--------------------------------------|----------------------------|
| | Dwelling Units | Parkland Multiplier | Number of Acres | | |
| <i>Formula</i> | <i>A</i> | <i>B</i> | <i>C = A*B</i> | <i>D</i> | <i>D-C</i> |
| Residential | | | | | |
| Single-Family (SFLD) | 136 | 0.0146 | 1.99 | - | - |
| Single-Family High Density (SFHD) | 287 | 0.0146 | 4.20 | - | - |
| Multifamily Low Density (MLD) | - | 0.0097 | - | - | - |
| Multifamily Medium Density (MMD) | - | 0.0097 | - | - | - |
| Multifamily High Density (MHD) | - | 0.0097 | - | - | - |
| Mixed Use (MU) - Residential | - | 0.0097 | - | - | - |
| Total | 423 | | 6.19 | 5.46 | (0.73) |

gr park

Source: MacKay & Somps; EPS.

DRAFT

Table M-12
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
Parkland Obligation and Dedication: North Hillsborough

| |
|--------------------|
| North Hillsborough |
|--------------------|

| Item | Development | Required Dedication | | Proposed Parkland (Total Only) | Difference (Total Only) |
|-----------------------------------|-------------------|------------------------|--------------------|--------------------------------------|----------------------------|
| | Dwelling Units | Parkland Multiplier | Number of Acres | | |
| <i>Formula</i> | <i>A</i> | <i>B</i> | <i>C = A*B</i> | <i>D</i> | <i>D-C</i> |
| Residential | | | | | |
| Single-Family (SFLD) | 126 | 0.0146 | 1.84 | - | - |
| Single-Family High Density (SFHD) | 214 | 0.0146 | 3.13 | - | - |
| Multifamily Low Density (MLD) | 92 | 0.0097 | 0.89 | - | - |
| Multifamily Medium Density (MMD) | - | 0.0097 | - | - | - |
| Multifamily High Density (MHD) | - | 0.0097 | - | - | - |
| Mixed Use (MU) - Residential | - | 0.0097 | - | - | - |
| Total | 432 | | 5.87 | 2.26 | (3.61) |

nh park

Source: MacKay & Somps; EPS.

DRAFT

Table M-13
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
Parkland Obligation and Dedication: J&Z

J&Z

| Item | Development | Required Dedication | | Proposed Parkland (Total Only) | Difference (Total Only) |
|-----------------------------------|-------------------|------------------------|--------------------|--------------------------------------|----------------------------|
| | Dwelling Units | Parkland Multiplier | Number of Acres | | |
| <i>Formula</i> | <i>A</i> | <i>B</i> | <i>C = A*B</i> | <i>D</i> | <i>D-C</i> |
| Residential | | | | | |
| Single-Family (SFLD) | 28 | 0.0146 | 0.41 | - | - |
| Single-Family High Density (SFHD) | - | 0.0146 | - | - | - |
| Multifamily Low Density (MLD) | 119 | 0.0097 | 1.16 | - | - |
| Multifamily Medium Density (MMD) | - | 0.0097 | - | - | - |
| Multifamily High Density (MHD) | - | 0.0097 | - | - | - |
| Mixed Use (MU) - Residential | - | 0.0097 | - | - | - |
| Total | 147 | | 1.57 | - | (1.57) |

jz park

Source: MacKay & Somp; EPS.

DRAFT

Table M-14
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
Parkland Obligation and Dedication: Mangini Ranch

Mangini Ranch

| Item | Development | Required Dedication | | Proposed Parkland (Total Only) | Difference (Total Only) |
|-----------------------------------|-------------------|------------------------|--------------------|--------------------------------------|----------------------------|
| | Dwelling Units | Parkland Multiplier | Number of Acres | | |
| <i>Formula</i> | <i>A</i> | <i>B</i> | <i>C = A*B</i> | <i>D</i> | <i>D-C</i> |
| Residential | | | | | |
| Single-Family (SFLD) | - | 0.0146 | - | - | - |
| Single-Family High Density (SFHD) | 884 | 0.0146 | 12.94 | - | - |
| Multifamily Low Density (MLD) | 86 | 0.0097 | 0.84 | - | - |
| Multifamily Medium Density (MMD) | 109 | 0.0097 | 1.06 | - | - |
| Multifamily High Density (MHD) | - | 0.0097 | - | - | - |
| Mixed Use (MU) - Residential | - | 0.0097 | - | - | - |
| Total | 1,079 | | 14.84 | 11.88 | (2.96) |

mr park

Source: MacKay & Somps; EPS.

DRAFT

Table M-15
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
Parkland Obligation and Dedication: Oak Avenue Holding

Oak Avenue Holding

| Item | Development | Required Dedication | | Proposed Parkland (Total Only) | Difference (Total Only) |
|-----------------------------------|-------------------|------------------------|--------------------|--------------------------------------|----------------------------|
| | Dwelling Units | Parkland Multiplier | Number of Acres | | |
| <i>Formula</i> | <i>A</i> | <i>B</i> | <i>C = A*B</i> | <i>D</i> | <i>D-C</i> |
| Residential | | | | | |
| Single-Family (SFLD) | 101 | 0.0146 | 1.48 | - | - |
| Single-Family High Density (SFHD) | 478 | 0.0146 | 7.00 | - | - |
| Multifamily Low Density (MLD) | 55 | 0.0097 | 0.53 | - | - |
| Multifamily Medium Density (MMD) | - | 0.0097 | - | - | - |
| Multifamily High Density (MHD) | - | 0.0097 | - | - | - |
| Mixed Use (MU) - Residential | - | 0.0097 | - | - | - |
| Total | 634 | | 9.01 | 10.29 | 1.27 |

oah park

Source: MacKay & Somp; EPS.

DRAFT

**Table M-16
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
Parkland Obligation and Dedication: Prairie City Commercial**

Prairie City Commercial

| Item | Development | Required Dedication | | Proposed Parkland (Total Only) | Difference (Total Only) |
|-----------------------------------|-------------------|------------------------|--------------------|--------------------------------------|----------------------------|
| | Dwelling Units | Parkland Multiplier | Number of Acres | | |
| <i>Formula</i> | <i>A</i> | <i>B</i> | <i>C = A*B</i> | <i>D</i> | <i>D-C</i> |
| Residential | | | | | |
| Single-Family (SFLD) | 1 | 0.0146 | 0.01 | - | - |
| Single-Family High Density (SFHD) | - | 0.0146 | - | - | - |
| Multifamily Low Density (MLD) | - | 0.0097 | - | - | - |
| Multifamily Medium Density (MMD) | - | 0.0097 | - | - | - |
| Multifamily High Density (MHD) | - | 0.0097 | - | - | - |
| Mixed Use (MU) - Residential | - | 0.0097 | - | - | - |
| Total | 1 | | 0.01 | - | (0.01) |

pcc park

Source: MacKay & Somp; EPS.

DRAFT

Table M-17
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
Parkland Obligation and Dedication: Russell Ranch

| |
|---------------|
| Russell Ranch |
|---------------|

| Item | Development | Required Dedication | | Proposed Parkland (Total Only) | Difference (Total Only) |
|-----------------------------------|-------------------|------------------------|--------------------|--------------------------------------|----------------------------|
| | Dwelling Units | Parkland Multiplier | Number of Acres | | |
| <i>Formula</i> | <i>A</i> | <i>B</i> | <i>C = A*B</i> | <i>D</i> | <i>D-C</i> |
| Residential | | | | | |
| Single-Family (SFLD) | 316 | 0.0146 | 4.63 | - | - |
| Single-Family High Density (SFHD) | 473 | 0.0146 | 6.92 | - | - |
| Multifamily Low Density (MLD) [1] | 114 | 0.0146 | 1.67 | - | - |
| Multifamily Medium Density (MMD) | - | 0.0097 | - | - | - |
| Multifamily High Density (MHD) | - | 0.0097 | - | - | - |
| Mixed Use (MU) - Residential | - | 0.0097 | - | - | - |
| Total | 903 | | 13.22 | 5.25 | (7.97) |

rr park

Source: MacKay & Somp; EPS.

[1] MLD product within Russell Ranch is required to provide parkland based upon a 2.92 persons per household.

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Table M-18
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
Parkland Obligation and Dedication: West Hillsborough

| |
|-------------------|
| West Hillsborough |
|-------------------|

| Item | Development | Required Dedication | | Proposed Parkland (Total Only) | Difference (Total Only) |
|-----------------------------------|-------------------|------------------------|--------------------|--------------------------------------|----------------------------|
| | Dwelling Units | Parkland Multiplier | Number of Acres | | |
| <i>Formula</i> | <i>A</i> | <i>B</i> | <i>C = A*B</i> | <i>D</i> | <i>D-C</i> |
| Residential | | | | | |
| Single-Family (SFLD) | - | 0.0146 | - | - | - |
| Single-Family High Density (SFHD) | 101 | 0.0146 | 1.48 | - | - |
| Multifamily Low Density (MLD) | - | 0.0097 | - | - | - |
| Multifamily Medium Density (MMD) | 155 | 0.0097 | 1.51 | - | - |
| Multifamily High Density (MHD) | 11 | 0.0097 | 0.11 | - | - |
| Mixed Use (MU) - Residential | - | 0.0097 | - | - | - |
| Total | 267 | | 3.09 | - | (3.09) |

wh park

Source: MacKay & Somp; EPS.

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**Table M-19
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
Parkland Obligation and Dedication: West Prairie Estates**

West Prairie Estates

| Item | Development | Required Dedication | | Proposed Parkland (Total Only) | Difference (Total Only) |
|-----------------------------------|-------------------|------------------------|--------------------|--------------------------------------|----------------------------|
| | Dwelling Units | Parkland Multiplier | Number of Acres | | |
| <i>Formula</i> | <i>A</i> | <i>B</i> | <i>C = A*B</i> | <i>D</i> | <i>D-C</i> |
| Residential | | | | | |
| Single-Family (SFLD) | 338 | 0.0146 | 4.95 | - | - |
| Single-Family High Density (SFHD) | - | 0.0146 | - | - | - |
| Multifamily Low Density (MLD) | - | 0.0097 | - | - | - |
| Multifamily Medium Density (MMD) | - | 0.0097 | - | - | - |
| Multifamily High Density (MHD) | - | 0.0097 | - | - | - |
| Mixed Use (MU) - Residential | - | 0.0097 | - | - | - |
| Total | 338 | | 4.95 | - | (4.95) |

wpe park

Source: MacKay & Somp; EPS.

DRAFT

Table M-20
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
Parkland Obligation and Dedication: West Scott Road

West Scott Road

| Item | Development | Required Dedication | | Proposed Parkland (Total Only) | Difference (Total Only) |
|-----------------------------------|-------------------|------------------------|--------------------|--------------------------------------|----------------------------|
| | Dwelling Units | Parkland Multiplier | Number of Acres | | |
| <i>Formula</i> | <i>A</i> | <i>B</i> | <i>C = A*B</i> | <i>D</i> | <i>D-C</i> |
| Residential | | | | | |
| Single-Family (SFLD) | - | 0.0146 | - | - | - |
| Single-Family High Density (SFHD) | 100 | 0.0146 | 1.46 | - | - |
| Multifamily Low Density (MLD) | 221 | 0.0097 | 2.15 | - | - |
| Multifamily Medium Density (MMD) | - | 0.0097 | - | - | - |
| Multifamily High Density (MHD) | - | 0.0097 | - | - | - |
| Mixed Use (MU) - Residential | - | 0.0097 | - | - | - |
| Total | 321 | | 3.61 | - | (3.61) |

wsr park

Source: MacKay & Somps; EPS.

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Table M-21
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
Parkland Obligation and Dedication: Unallocated Units [1]

| |
|-----------------------|
| Unallocated Land Uses |
|-----------------------|

| Item | Development | Required Dedication | | Proposed Parkland (Total Only) | Difference (Total Only) |
|-----------------------------------|-------------------|------------------------|--------------------|--------------------------------------|----------------------------|
| | Dwelling Units | Parkland Multiplier | Number of Acres | | |
| <i>Formula</i> | <i>A</i> | <i>B</i> | <i>C = A*B</i> | <i>D</i> | <i>D-C</i> |
| Residential | | | | | |
| Single-Family (SFLD) | 35 | 0.0146 | 0.51 | - | - |
| Single-Family High Density (SFHD) | - | 0.0146 | - | - | - |
| Multifamily Low Density (MLD) | - | 0.0097 | - | - | - |
| Multifamily Medium Density (MMD) | - | 0.0097 | - | - | - |
| Multifamily High Density (MHD) | - | 0.0097 | - | - | - |
| Mixed Use (MU) - Residential | - | 0.0097 | - | - | - |
| Total | 35 | | 0.51 | - | (0.51) |

unalloc park

Source: MacKay & Somp; EPS.

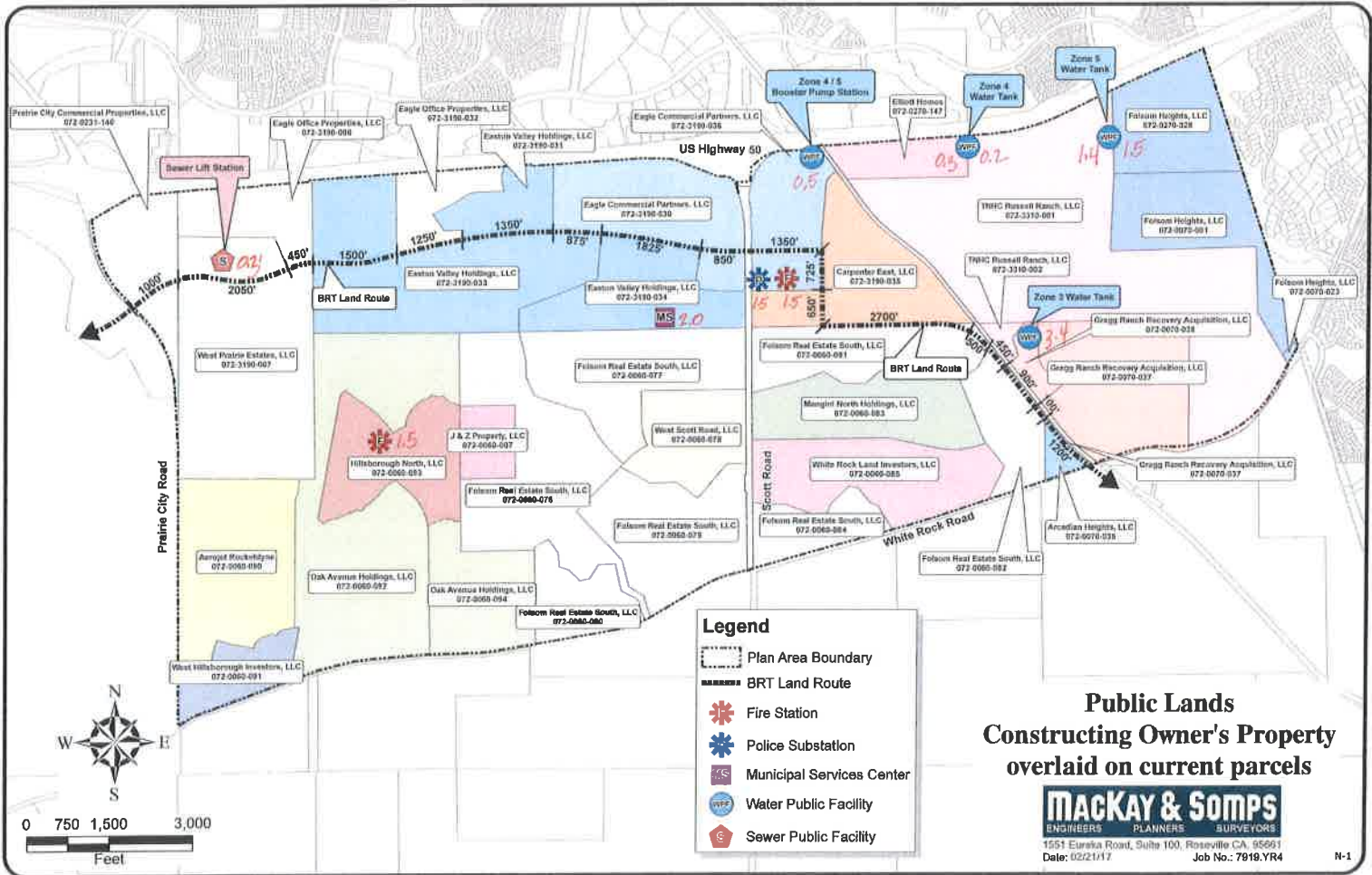
[1] Reflects 35 SFLD dwelling units that are not allocated to any specific parcel.

APPENDIX N:

FPASP Public Facility Land Requirements Public Facilities Land Obligation and Dedication

| | | |
|------------|---|------|
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| Table N-2 | Summary by Owner Subarea | N-3 |
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| Table N-23 | Unallocated Land Uses | N-24 |





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**Table N-1
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
Public Facility Land Required Acres**

| Item | Number of Acres |
|---|----------------------------|
| Facilities | |
| Dedications Required by All Except Folsom Heights | |
| Potable and Recycled Water | 7.3 |
| Sewer | 0.2 |
| Subtotal Dedication Req. All Except Folsom Heights | 7.5 |
| Dedications Required by All Property Owners | |
| Transit | 10.0 |
| Library & Municipal Services | 2.0 |
| Police | 1.5 |
| Fire | 3.0 |
| Subtotal Dedication Req. All Property Owners | 16.5 |
| Total | 24.0 |

pub land req

Source: MacKay & Somps.

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**Table N-2
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
Public Facilities Land Obligation and Dedication Summary by Owner Subarea**

| Item | Required Dedication | Proposed Public Facility Land Acres | Difference |
|---|----------------------------|--|-------------------|
| Property Owner Group | | | |
| Aerojet Rocketdyne | 0.76 | 0.00 | 0.76 |
| Arcadian Heights | 0.10 | 0.60 | (0.50) |
| Carpenter East | 1.26 | 4.20 | (2.94) |
| Eagle Commercial | 2.80 | 2.50 | 0.30 |
| Eagle Office | 0.66 | 0.40 | 0.26 |
| Easton Valley Holdings | 2.81 | 4.40 | (1.59) |
| Elliott Homes | 0.20 | 0.30 | (0.10) |
| Folsom Heights | 0.82 | 1.50 | (0.68) |
| Folsom Real Estate South | 5.10 | 1.70 | 3.40 |
| Gragg Ranch | 1.02 | 3.40 | (2.38) |
| Hillsborough North | 0.97 | 1.50 | (0.53) |
| J&Z | 0.26 | 0.00 | 0.26 |
| Mangini Ranch | 2.44 | 0.00 | 2.44 |
| Oak Avenue Holding | 1.48 | 0.00 | 1.48 |
| Prairie City Commercial | 0.76 | 0.50 | 0.26 |
| Russell Ranch | 2.08 | 1.60 | 0.48 |
| West Hillsborough | 0.51 | 0.00 | 0.51 |
| West Prairie Estates | 0.81 | 1.40 | (0.59) |
| West Scott Road | 0.59 | 0.00 | 0.59 |
| Subtotal Property Owner Requirements | 25.42 | 24.00 | 1.42 |
| Unallocated SF Dwelling Units [1] | 0.08 | 0.00 | 0.08 |
| Total | 25.50 | 24.00 | 1.50 |

owners public

Source: MacKay & Somp; EPS.

[1] SF dwelling units by property owner totals 1,500 units. There are 35 SF dwelling units that are not allocated to any specific parcel. This amount reflects the Public Facilities Land dedication required for those 35 SF units.

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**Table N-5
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
Public Facilities Land Obligation and Dedication: Arcadian Heights**

Arcadian Heights

| Item | Development | | Required Dedication | | Proposed Facilities Land (Total Only) | Difference (Total Only) |
|-----------------------------------|-------------|-------------------|---------------------------|-------------|---|----------------------------|
| | Acres | Dwelling Units | Per Unit/ Nonres. Acre | Total | | |
| <i>Formula</i> | - | A | B | C = A*B | D | D-C |
| Residential | | | <i>per unit</i> | | | |
| Single-Family (SF) | - | - | 0.0024 | - | - | - |
| Single-Family High Density (SFHD) | - | - | 0.0024 | - | - | - |
| Multifamily Low Density (MLD) | 7.27 | 63 | 0.0016 | 0.10 | - | - |
| Multifamily Medium Density (MMD) | - | - | 0.0016 | - | - | - |
| Multifamily High Density (MHD) | - | - | 0.0016 | - | - | - |
| Mixed Use (MU) - Residential | - | - | 0.0016 | - | - | - |
| Subtotal Residential | 7.27 | 63 | | 0.10 | - | (0.10) |
| <i>Formula</i> | A | B | B | C = A*B | D | D-C |
| Nonresidential | | | <i>per acre</i> | | | |
| Mixed Use (MU) - Commercial | - | - | 0.0091 | - | - | - |
| Industrial/Office Park (IND/OP) | - | - | 0.0180 | - | - | - |
| General Commercial (GC) | - | - | 0.0100 | - | - | - |
| Community Commercial (CC) | - | - | 0.0072 | - | - | - |
| Regional Commercial (RC) | - | - | 0.0077 | - | - | - |
| Subtotal Nonresidential | - | - | | - | - | - |
| Total | 7.27 | 63 | | 0.10 | 0.60 | 0.50 |

ah pub

Source: MacKay & Soms; EPS.

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Table N-9
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
Public Facilities Land Obligation and Dedication: Easton Valley Holdings

| |
|------------------------|
| Easton Valley Holdings |
|------------------------|

| Item | Development | | Required Dedication | | Proposed Facilities Land (Total Only) | Difference (Total Only) |
|-----------------------------------|---------------|-------------------|---------------------------|-------------|---|----------------------------|
| | Acres | Dwelling Units | Per Unit/ Nonres. Acre | Total | | |
| <i>Formula</i> | - | A | B | C = A*B | D | D-C |
| Residential | | | <i>per unit</i> | | | |
| Single-Family (SF) | 23.27 | 72 | 0.0024 | 0.17 | - | - |
| Single-Family High Density (SFHD) | 35.41 | 194 | 0.0024 | 0.47 | - | - |
| Multifamily Low Density (MLD) | 47.86 | 430 | 0.0016 | 0.69 | - | - |
| Multifamily Medium Density (MMD) | - | - | 0.0016 | - | - | - |
| Multifamily High Density (MHD) | 23.52 | 590 | 0.0016 | 0.94 | - | - |
| Mixed Use (MU) - Residential | 14.08 | 282 | 0.0016 | 0.45 | - | - |
| Subtotal Residential | 144.14 | 1,568 | | 2.72 | - | (2.72) |
| <i>Formula</i> | A | - | B | C = A*B | D | D-C |
| Nonresidential | | | <i>per acre</i> | | | |
| Mixed Use (MU) - Commercial | 9.39 | - | 0.0091 | 0.09 | - | - |
| Industrial/Office Park (IND/OP) | - | - | 0.0180 | - | - | - |
| General Commercial (GC) | - | - | 0.0100 | - | - | - |
| Community Commercial (CC) | - | - | 0.0072 | - | - | - |
| Regional Commercial (RC) | - | - | 0.0077 | - | - | - |
| Subtotal Nonresidential | 9.39 | - | | 0.09 | - | (0.09) |
| Total | 153.53 | 1,568 | | 2.81 | 4.40 | 1.59 |

evh pub

Source: MacKay & Somps; EPS.

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Table N-12
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
Public Facilities Land Obligation and Dedication: Folsom Real Estate South

Folsom Real Estate South

| Item | Development | | Required Dedication | | Proposed Facilities Land (Total Only) | Difference (Total Only) |
|-----------------------------------|---------------|-------------------|---------------------------|-------------|---|----------------------------|
| | Acres | Dwelling Units | Per Unit/ Nonres. Acre | Total | | |
| <i>Formula</i> | - | A | B | C = A*B | D | D-C |
| Residential | | | <i>per unit</i> | | | |
| Single-Family (SF) | 27.46 | 88 | 0.0024 | 0.21 | - | - |
| Single-Family High Density (SFHD) | 205.19 | 1,146 | 0.0024 | 2.76 | - | - |
| Multifamily Low Density (MLD) | 73.21 | 650 | 0.0016 | 1.04 | - | - |
| Multifamily Medium Density (MMD) | 16.74 | 312 | 0.0016 | 0.50 | - | - |
| Multifamily High Density (MHD) | 9.26 | 243 | 0.0016 | 0.39 | - | - |
| Mixed Use (MU) - Residential | 3.01 | 61 | 0.0016 | 0.10 | - | - |
| Subtotal Residential | 334.87 | 2,500 | | 5.00 | - | (5.00) |
| <i>Formula</i> | A | - | B | C = A*B | D | D-C |
| Nonresidential | | | <i>per acre</i> | | | |
| Mixed Use (MU) - Commercial | 2.01 | - | 0.0091 | 0.02 | - | - |
| Industrial/Office Park (IND/OP) | - | - | 0.0180 | - | - | - |
| General Commercial (GC) | - | - | 0.0100 | - | - | - |
| Community Commercial (CC) | 11.35 | - | 0.0072 | 0.08 | - | - |
| Regional Commercial (RC) | - | - | 0.0077 | - | - | - |
| Subtotal Nonresidential | 13.36 | - | | 0.10 | - | (0.10) |
| Total | 348.23 | 2,500 | | 5.10 | 1.70 | (3.40) |

fres pub

Source: MacKay & Soms; EPS.

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Table N-13
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
Public Facilities Land Obligation and Dedication: Gragg Ranch

Gragg Ranch

| Item | Development | | Required Dedication | | Proposed Facilities Land (Total Only) | Difference (Total Only) |
|-----------------------------------|---------------|-------------------|---------------------------|-------------|---|----------------------------|
| | Acres | Dwelling Units | Per Unit/ Nonres. Acre | Total | | |
| <i>Formula</i> | - | A | B | C = A*B | D | D-C |
| Residential | | | <i>per unit</i> | | | |
| Single-Family (SF) | 43.80 | 136 | 0.0024 | 0.33 | - | - |
| Single-Family High Density (SFHD) | 62.22 | 287 | 0.0024 | 0.69 | - | - |
| Multifamily Low Density (MLD) | - | - | 0.0016 | - | - | - |
| Multifamily Medium Density (MMD) | - | - | 0.0016 | - | - | - |
| Multifamily High Density (MHD) | - | - | 0.0016 | - | - | - |
| Mixed Use (MU) - Residential | - | - | 0.0016 | - | - | - |
| Subtotal Residential | 106.02 | 423 | | 1.02 | - | (1.02) |
| <i>Formula</i> | A | - | B | C = A*B | D | D-C |
| Nonresidential | | | <i>per acre</i> | | | |
| Mixed Use (MU) - Commercial | - | - | 0.0091 | - | - | - |
| Industrial/Office Park (IND/OP) | - | - | 0.0180 | - | - | - |
| General Commercial (GC) | - | - | 0.0100 | - | - | - |
| Community Commercial (CC) | - | - | 0.0072 | - | - | - |
| Regional Commercial (RC) | - | - | 0.0077 | - | - | - |
| Subtotal Nonresidential | - | - | | - | - | - |
| Total | 106.02 | 423 | | 1.02 | 3.40 | 2.38 |

gr pub

Source: MacKay & Somps; EPS.

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Hillsborough North

Table N-14
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
Public Facilities Land Obligation and Dedication: Hillsborough North

| Item | Development | | Required Dedication | | Proposed Facilities Land (Total Only) | Difference (Total Only) |
|-----------------------------------|--------------|----------------|------------------------|-------------|---------------------------------------|-------------------------|
| | Acres | Dwelling Units | Per Unit/ Nonres. Acre | Total | | |
| <i>Formula</i> | - | A | B | C = A*B | D | D-C |
| Residential | | | <i>per unit</i> | | | |
| Single-Family (SF) | 35.01 | 126 | 0.0024 | 0.30 | - | - |
| Single-Family High Density (SFHD) | 37.12 | 214 | 0.0024 | 0.52 | - | - |
| Multifamily Low Density (MLD) | 10.22 | 92 | 0.0016 | 0.15 | - | - |
| Multifamily Medium Density (MMD) | - | - | 0.0016 | - | - | - |
| Multifamily High Density (MHD) | - | - | 0.0016 | - | - | - |
| Mixed Use (MU) - Residential | - | - | 0.0016 | - | - | - |
| Subtotal Residential | 82.35 | 432 | | 0.97 | - | (0.97) |
| <i>Formula</i> | A | B | B | C = A*B | D | D-C |
| Nonresidential | | | <i>per acre</i> | | | |
| Mixed Use (MU) - Commercial | - | - | 0.0091 | - | - | - |
| Industrial/Office Park (IND/OP) | - | - | 0.0180 | - | - | - |
| General Commercial (GC) | - | - | 0.0100 | - | - | - |
| Community Commercial (CC) | - | - | 0.0072 | - | - | - |
| Regional Commercial (RC) | - | - | 0.0077 | - | - | - |
| Subtotal Nonresidential | - | - | | - | - | - |
| Total | 82.35 | 432 | | 0.97 | 1.50 | 0.53 |

hn pub

Source: MacKay & Somps; EPS.

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Table N-16
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
Public Facilities Land Obligation and Dedication: Mangini Ranch

Mangini Ranch

| Item | Development | | Required Dedication | | Proposed Facilities Land (Total Only) | Difference (Total Only) |
|-----------------------------------|---------------|-------------------|---------------------------|-------------|---|----------------------------|
| | Acres | Dwelling Units | Per Unit/ Nonres. Acre | Total | | |
| <i>Formula</i> | - | A | B | C = A*B | D | D-C |
| Residential | | | <i>per unit</i> | | | |
| Single-Family (SF) | - | - | 0.0024 | - | - | - |
| Single-Family High Density (SFHD) | 155.81 | 884 | 0.0024 | 2.13 | - | - |
| Multifamily Low Density (MLD) | 7.79 | 86 | 0.0016 | 0.14 | - | - |
| Multifamily Medium Density (MMD) | 5.16 | 109 | 0.0016 | 0.17 | - | - |
| Multifamily High Density (MHD) | - | - | 0.0016 | - | - | - |
| Mixed Use (MU) - Residential | - | - | 0.0016 | - | - | - |
| Subtotal Residential | 168.76 | 1,079 | | 2.44 | - | (2.44) |
| <i>Formula</i> | A | B | B | C = A*B | D | D-C |
| Nonresidential | | | <i>per acre</i> | | | |
| Mixed Use (MU) - Commercial | - | - | 0.0091 | - | - | - |
| Industrial/Office Park (IND/OP) | - | - | 0.0180 | - | - | - |
| General Commercial (GC) | - | - | 0.0100 | - | - | - |
| Community Commercial (CC) | - | - | 0.0072 | - | - | - |
| Regional Commercial (RC) | - | - | 0.0077 | - | - | - |
| Subtotal Nonresidential | - | - | | - | - | - |
| Total | 168.76 | 1,079 | | 2.44 | - | (2.44) |

mr pub

Source: MacKay & Soms; EPS.

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Table N-19
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
Public Facilities Land Obligation and Dedication: Russell Ranch

| |
|---------------|
| Russell Ranch |
|---------------|

| Item | Development | | Required Dedication | | Proposed Facilities Land (Total Only) | Difference (Total Only) |
|-----------------------------------|---------------|-------------------|---------------------------|-------------|---|----------------------------|
| | Acres | Dwelling Units | Per Unit/ Nonres. Acre | Total | | |
| <i>Formula</i> | - | A | B | C = A*B | D | D-C |
| Residential | | | <i>per unit</i> | | | |
| Single-Family (SF) | 103.28 | 316 | 0.0024 | 0.76 | - | - |
| Single-Family High Density (SFHD) | 96.83 | 473 | 0.0024 | 1.14 | - | - |
| Multifamily Low Density (MLD) | 12.48 | 114 | 0.0016 | 0.18 | - | - |
| Multifamily Medium Density (MMD) | - | - | 0.0016 | - | - | - |
| Multifamily High Density (MHD) | - | - | 0.0016 | - | - | - |
| Mixed Use (MU) - Residential | - | - | 0.0016 | - | - | - |
| Subtotal Residential | 212.59 | 903 | | 2.08 | - | (2.08) |
| <i>Formula</i> | A | - | B | C = A*B | D | D-C |
| Nonresidential | | | <i>per acre</i> | | | |
| Mixed Use (MU) - Commercial | - | - | 0.0091 | - | - | - |
| Industrial/Office Park (IND/OP) | - | - | 0.0180 | - | - | - |
| General Commercial (GC) | - | - | 0.0100 | - | - | - |
| Community Commercial (CC) | - | - | 0.0072 | - | - | - |
| Regional Commercial (RC) | - | - | 0.0077 | - | - | - |
| Subtotal Nonresidential | - | - | | - | - | - |
| Total | 212.59 | 903 | | 2.08 | 1.60 | (0.48) |

rr pub

Source: MacKay & Somp; EPS.

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**Table N-21
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
Public Facilities Land Obligation and Dedication: West Prairie Estates**

West Prairie Estates

| Item | Development | | Required Dedication | | Proposed Facilities Land (Total Only) | Difference (Total Only) |
|-----------------------------------|---------------|-------------------|---------------------------|-------------|---|----------------------------|
| | Acres | Dwelling Units | Per Unit/ Nonres. Acre | Total | | |
| <i>Formula</i> | - | A | B | C = A*B | D | D-C |
| Residential | | | <i>per unit</i> | | | |
| Single-Family (SF) | 106.96 | 338 | 0.0024 | 0.81 | - | - |
| Single-Family High Density (SFHD) | - | - | 0.0024 | - | - | - |
| Multifamily Low Density (MLD) | - | - | 0.0016 | - | - | - |
| Multifamily Medium Density (MMD) | - | - | 0.0016 | - | - | - |
| Multifamily High Density (MHD) | - | - | 0.0016 | - | - | - |
| Mixed Use (MU) - Residential | - | - | 0.0016 | - | - | - |
| Subtotal Residential | 106.96 | 338 | | 0.81 | - | (0.81) |
| <i>Formula</i> | A | - | B | C = A*B | D | D-C |
| Nonresidential | | | <i>per acre</i> | | | |
| Mixed Use (MU) - Commercial | - | - | 0.0091 | - | - | - |
| Industrial/Office Park (IND/OP) | - | - | 0.0180 | - | - | - |
| General Commercial (GC) | - | - | 0.0100 | - | - | - |
| Community Commercial (CC) | - | - | 0.0072 | - | - | - |
| Regional Commercial (RC) | - | - | 0.0077 | - | - | - |
| Subtotal Nonresidential | - | - | | - | - | - |
| Total | 106.96 | 338 | | 0.81 | 1.40 | 0.59 |

wpe pub

Source: MacKay & Soms; EPS.

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West Scott Road

**Table N-22
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
Public Facilities Land Obligation and Dedication: West Scott Road**

| Item | Development | | Required Dedication | | Proposed Facilities Land (Total Only) | Difference (Total Only) |
|-----------------------------------|--------------|----------------|------------------------|-------------|---------------------------------------|-------------------------|
| | Acres | Dwelling Units | Per Unit/ Nonres. Acre | Total | | |
| <i>Formula</i> | - | A | B | C = A*B | D | D-C |
| Residential | | | <i>per unit</i> | | | |
| Single-Family (SF) | - | - | 0.0024 | - | - | - |
| Single-Family High Density (SFHD) | 18.10 | 100 | 0.0024 | 0.24 | - | - |
| Multifamily Low Density (MLD) | 23.07 | 221 | 0.0016 | 0.35 | - | - |
| Multifamily Medium Density (MMD) | - | - | 0.0016 | - | - | - |
| Multifamily High Density (MHD) | - | - | 0.0016 | - | - | - |
| Mixed Use (MU) - Residential | - | - | 0.0016 | - | - | - |
| Subtotal Residential | 41.17 | 321 | | 0.59 | - | (0.59) |
| <i>Formula</i> | A | - | B | C = A*B | D | D-C |
| Nonresidential | | | <i>per acre</i> | | | |
| Mixed Use (MU) - Commercial | - | - | 0.0091 | - | - | - |
| Industrial/Office Park (IND/OP) | - | - | 0.0180 | - | - | - |
| General Commercial (GC) | - | - | 0.0100 | - | - | - |
| Community Commercial (CC) | - | - | 0.0072 | - | - | - |
| Regional Commercial (RC) | - | - | 0.0077 | - | - | - |
| Subtotal Nonresidential | - | - | | - | - | - |
| Total | 41.17 | 321 | | 0.59 | - | (0.59) |

wsr pub

Source: MacKay & Somp; EPS.

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**Table N-23
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
Public Facilities Land Obligation and Dedication: Unallocated Land Uses [1]**

Unallocated Land Uses

| Item | Development | | Required Dedication | | Proposed Facilities Land (Total Only) | Difference (Total Only) |
|-----------------------------------|-------------|----------------|------------------------|-------------|---------------------------------------|-------------------------|
| | Acres | Dwelling Units | Per Unit/ Nonres. Acre | Total | | |
| <i>Formula</i> | - | A | B | C = A*B | D | D-C |
| Residential | | | <i>per unit</i> | | | |
| Single-Family (SF) | - | 35 | 0.0024 | 0.08 | - | - |
| Single-Family High Density (SFHD) | 0.85 | - | 0.0024 | - | - | - |
| Multifamily Low Density (MLD) | 1.60 | - | 0.0016 | - | - | - |
| Multifamily Medium Density (MMD) | 1.47 | - | 0.0016 | - | - | - |
| Multifamily High Density (MHD) | 0.10 | - | 0.0016 | - | - | - |
| Mixed Use (MU) - Residential | - | - | 0.0016 | - | - | - |
| Subtotal Residential | 4.02 | 35 | | 0.08 | - | (0.08) |
| <i>Formula</i> | A | - | B | C = A*B | D | D-C |
| Nonresidential | | | <i>per acre</i> | | | |
| Mixed Use (MU) - Commercial | - | - | 0.0091 | - | - | - |
| Industrial/Office Park (IND/OP) | - | - | 0.0180 | - | - | - |
| General Commercial (GC) | - | - | 0.0100 | - | - | - |
| Community Commercial (CC) | - | - | 0.0072 | - | - | - |
| Regional Commercial (RC) | - | - | 0.0077 | - | - | - |
| Subtotal Nonresidential | - | - | | - | - | - |
| Total | 4.02 | 35 | | 0.08 | - | (0.08) |

unalloc pub

Source: MacKay & Soms; EPS.

[1] Reflects units or acreage that has not been allocated to a specific parcel, or is allocated to public roads that will be conferred to adjacent property owners

APPENDIX O:
Construction Cost Index
Annual Escalation Factor

Table O-1 ENR CCI Escalation O-1
Table O-2 Annual Average CCI..... O-2
Backbone Infrastructure Construction Cost Estimates..... O-3



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Table O-1
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
ENR CCI Escalation [1]

| Item | 2018 | 2019 | Percentage Change |
|-------------------------|-----------|-----------|-------------------|
| 20-City Average CCI [2] | 11,061.91 | 11,281.40 | 1.98% |
| San Francisco CCI [2] | 12,054.21 | 12,354.10 | 2.49% |
| Average | 11,558.06 | 11,817.75 | 2.25% |

enr

Source: Engineering News-Record.

[1] Per Chapter 3.130.030 of the Folsom Municipal Code, the City's Finance Director's determination of general changes in annual construction costs may be based upon averaging the Construction Cost Index (CCI) for twenty cities and for San Francisco, as published in the Engineering News-Record publication for the preceding 12 months ending in December of the prior calendar year.

[2] See Table O-2 for average annual CCI backup data.

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Table O-2
Folsom Plan Area Specific Plan
Specific Plan Infrastructure Fee (SPIF) 2020 Update
Annual Average CCI

| Item | January | February | March | April | May | June | July | August | September | October | November | December | Annual Average |
|------------------------------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|-----------|----------------|
| 20-City Average Index | | | | | | | | | | | | | |
| 2018 | 10,878.01 | 10,889.17 | 10,958.79 | 10,971.87 | 11,012.77 | 11,068.57 | 11,116.42 | 11,124.49 | 11,170.28 | 11,183.28 | 11,183.78 | 11,185.51 | 11,061.91 |
| 2019 | 11,205.74 | 11,213.07 | 11,227.88 | 11,228.07 | 11,230.01 | 11,268.48 | 11,292.80 | 11,311.06 | 11,311.24 | 11,326.10 | 11,380.88 | 11,381.48 | 11,281.40 |
| San Francisco Index | | | | | | | | | | | | | |
| 2018 | 12,014.72 | 12,014.72 | 12,014.72 | 12,014.72 | 12,014.72 | 12,014.72 | 12,050.97 | 12,074.72 | 12,103.88 | 12,107.38 | 12,109.87 | 12,115.37 | 12,054.21 |
| 2019 | 12,114.87 | 12,131.37 | 12,048.19 | 12,322.23 | 12,333.48 | 12,354.46 | 12,354.46 | 12,368.21 | 12,368.21 | 12,365.71 | 12,723.43 | 12,764.52 | 12,354.10 |

cci avg

Source: Engineering News-Record.

FOLSOM PLAN AREA
Backbone Infrastructure
Construction Cost Estimate

| No. | Item Description Note: (Average Pipeline Diameter Component Cost for Storm Drainage, Sanitary Sewer, Potable Water & Non-Potable Water Pipeline Segments) | Unit | 2017 Unit Cost | 2020 Unit Cost | Cell 'E' Desig. |
|----------------------|--|------|-------------------|-------------------|-----------------------|
| Roadway Items | | | | | |
| 1 | Clearing & Grubbing | SF | \$0.03 | \$0.04 | 3 |
| 2 | Sawcut Asphalt Concrete | LF | \$1.50 | \$1.60 | 4 |
| 3 | Demo Existing Roadway | SF | \$1.00 | \$1.10 | 5 |
| 4 | Demo Existing Concrete | SF | \$2.00 | \$2.20 | 6 |
| 5 | Subgrade Preparation | SF | \$0.50 | \$0.60 | 7 |
| 6 | Rough Grade Excavation (West of Placerville Rd) | CY | \$6.00 | \$6.40 | 8 |
| 7 | Rough Grade Excavation (East of Placerville Rd) | CY | \$7.00 | \$7.50 | 9 |
| 8 | Rock Excavation | CY | \$10.00 | \$11.00 | 10 |
| 9 | Roadway Excavation | CY | \$10.00 | \$11.00 | 11 |
| 10 | Import | CY | \$4.00 | \$4.30 | 12 |
| 11 | 6" Aggregate Base | SF | \$1.80 | \$2.00 | 13 |
| 12 | 13" Aggregate Base | SF | \$3.40 | \$3.60 | 14 |
| 13 | 1.5" Asphalt Concrete Paving Overlay | SF | \$1.40 | \$1.50 | 15 |
| 14 | 2" Asphalt Concrete Paving Overlay | SF | \$1.50 | \$1.60 | 16 |
| 15 | 3" Asphalt Concrete Paving Overlay | SF | \$2.20 | \$2.40 | 17 |
| 16 | 2" Asphalt Concrete over 6" Aggregate Base | SF | \$3.20 | \$3.40 | 18 |
| 17 | 2" Asphalt Concrete over 8" Aggregate Base | SF | \$3.50 | \$3.80 | 19 |
| 18 | 3" Asphalt Concrete over 7.5" Aggregate Base (TI=6) | SF | \$3.60 | \$3.90 | 20 |
| 19 | 3" Asphalt Concrete over 8" Aggregate Base | SF | \$3.70 | \$4.00 | 21 |
| 19 | 3.5" Asphalt Concrete over 6.5" Aggregate Base (TI=6) | SF | \$4.00 | \$4.30 | 22 |
| 20 | 3" Asphalt Concrete over 10.5" Aggregate Base (TI=7)(RR) | SF | \$3.80 | \$4.10 | 23 |
| 21 | 4" Asphalt Concrete over 8.5" Aggregate Base (TI=7) | SF | \$4.40 | \$4.70 | 24 |
| 22 | 2.5" Asphalt Concrete over 10" Aggregate Base (TI=8)(First Lift) | SF | \$3.60 | \$3.90 | 25 |
| 23 | 4.5" Asphalt Concrete over 10" Aggregate Base (TI=8) | SF | \$4.90 | \$5.20 | 26 |
| 24 | 3.5" Asphalt Concrete over 11" Aggregate Base (TI=9)(First Lift) | SF | \$4.70 | \$5.00 | 27 |
| 25 | 4" Asphalt Concrete over 12" Aggregate Base (TI=7)(RR) | SF | \$5.20 | \$5.60 | 28 |
| 26 | 5.5" Asphalt Concrete over 11" Aggregate Base (TI=9) | SF | \$5.30 | \$5.70 | 29 |
| 27 | 3" Asphalt Concrete over 13" Aggregate Base(TI=10)(First Lift) | SF | \$5.50 | \$5.90 | 30 |
| 28 | 4" Asphalt Concrete over 13" Aggregate Base (TI=10)(First Lift) | SF | \$5.70 | \$6.10 | 31 |
| 29 | 6" Asphalt Concrete over 13" Aggregate Base (TI=10) | SF | \$7.00 | \$7.50 | 32 |
| 30 | Special Asphalt Concrete Crosswalk Paving | SF | \$5.00 | \$5.30 | 33 |
| 31 | Asphalt Concrete | TON | \$82.50 | \$87.40 | 34 |
| 32 | Aggregate Base | TON | \$24.50 | \$26.00 | 35 |
| 33 | Curb & Gutter, Type 2 (Vertical Curb) | LF | \$25.00 | \$27.00 | 36 |
| 34 | Median Curb, Type 4 (Barrier Curb) | LF | \$13.00 | \$14.00 | 37 |
| 35 | Median Curb, Type 5 (Barrier Curb) | LF | \$18.00 | \$20.00 | 38 |
| 36 | Median Landscaping & Irrigation (California Native Landscp. & Street Trees) | SF | \$6.00 | \$7.00 | 39 |
| 37 | Median Landscaping - Future travel lanes (Drought Tolerant Ground Cover) | SF | \$4.00 | \$5.00 | 40 |
| 38 | PCC Sidewalk w/6" AB | SF | \$7.00 | \$7.50 | 41 |
| 39 | Pavement Marking | SF | \$10.00 | \$10.60 | 42 |
| 40 | Signing & Striping (\$ per lane) | LF | \$1.50 | \$1.60 | 43 |

FOLSOM PLAN AREA
Backbone Infrastructure
Construction Cost Estimate

| No. | Item Description Note: (Average Pipeline Diameter Component Cost for Storm Drainage, Sanitary Sewer, Potable Water & Non-Potable Water Pipeline Segments) | Unit | 2017 Unit Cost | 2020 Unit Cost | Cell 'E' Desig. |
|------------------------------------|--|------|-------------------|-------------------|-----------------------|
| 41 | Erosion Control | SF | \$0.15 | \$0.20 | 44 |
| 42 | Roadside Ditch (No Rock) | LF | \$5.00 | \$5.30 | 45 |
| 43 | Street Lights (Type A, 220' spacing, both sides) | LF | \$50.00 | \$53.00 | 46 |
| Storm Drainage System Items | | | | | |
| 44 | 12" Storm Drain | LF | \$180.00 | \$200.00 | 48 |
| 45 | 15" Storm Drain | LF | \$195.00 | \$210.00 | 49 |
| 46 | 18" Storm Drain | LF | \$215.00 | \$230.00 | 50 |
| 47 | 21" Storm Drain | LF | \$225.00 | \$240.00 | 51 |
| 48 | 24" Storm Drain | LF | \$230.00 | \$250.00 | 52 |
| 49 | 30" Storm Drain | LF | \$250.00 | \$270.00 | 53 |
| 50 | 36" Storm Drain | LF | \$300.00 | \$320.00 | 54 |
| 51 | 42" Storm Drain | LF | \$310.00 | \$330.00 | 55 |
| 52 | 48" Storm Drain | LF | \$320.00 | \$340.00 | 56 |
| 53 | 60" Storm Drain | LF | \$420.00 | \$450.00 | 57 |
| 54 | 66" Storm Drain | LF | \$460.00 | \$490.00 | 58 |
| 55 | 72" Storm Drain | LF | \$530.00 | \$570.00 | 59 |
| 56 | 24" Storm Drain CSLM Backfill | LF | \$110.00 | \$120.00 | 60 |
| 57 | 30" Storm Drain CSLM Backfill | LF | \$150.00 | \$160.00 | 61 |
| 58 | 36" Storm Drain CSLM Backfill | LF | \$180.00 | \$200.00 | 62 |
| 59 | 42" Storm Drain CSLM Backfill | LF | \$180.00 | \$200.00 | 63 |
| 60 | 48" Storm Drain CSLM Backfill | LF | \$190.00 | \$210.00 | 64 |
| 61 | 60" Storm Drain CSLM Backfill | LF | \$210.00 | \$230.00 | 65 |
| 62 | 66" Storm Drain CSLM Backfill | LF | \$240.00 | \$260.00 | 66 |
| 63 | 72" Storm Drain CSLM Backfill | LF | \$300.00 | \$320.00 | 67 |
| 64 | 36" Drainage Culvert Inlet Structure | EA | \$15,000.00 | \$15,900.00 | 68 |
| 65 | 36" Drainage Culvert Outlet Structure | EA | \$15,000.00 | \$15,900.00 | 69 |
| 66 | 42" Drainage Culvert Inlet Structure | EA | \$20,000.00 | \$21,200.00 | 70 |
| 67 | 42" Drainage Culvert Outlet Structure | EA | \$20,000.00 | \$21,200.00 | 71 |
| 68 | Dual 42" Drainage Culvert Inlet Structure | EA | \$20,000.00 | \$21,200.00 | 72 |
| 69 | Dual 42" Drainage Culvert Outlet Structure | EA | \$20,000.00 | \$21,200.00 | 73 |
| 70 | 48" Drainage Culvert Inlet Structure | EA | \$25,000.00 | \$26,500.00 | 74 |
| 71 | 48" Drainage Culvert Outlet Structure | EA | \$25,000.00 | \$26,500.00 | 75 |
| 72 | Dual 48" Drainage Culvert Inlet Structure | EA | \$30,000.00 | \$31,800.00 | 76 |
| 73 | Dual 48" Drainage Culvert Outlet Structure | EA | \$30,000.00 | \$31,800.00 | 77 |
| 74 | 60" Drainage Culvert Inlet Structure | EA | \$30,000.00 | \$31,800.00 | 78 |
| 75 | 60" Drainage Culvert Outlet Structure | EA | \$30,000.00 | \$31,800.00 | 79 |
| 76 | Dual 60" Drainage Culvert Inlet Structure | EA | \$35,000.00 | \$37,100.00 | 80 |
| 77 | Dual 60" Drainage Culvert Outlet Structure | EA | \$35,000.00 | \$37,100.00 | 81 |
| 78 | 6' High x 10' Wide Box Culvert | LF | \$330.00 | \$350.00 | 82 |
| 79 | 6' High x 12' Wide Box Culvert | LF | \$460.00 | \$490.00 | 83 |
| 80 | 6' High x 10' Wide Box Culvert Inlet & Outlet Headwalls | EA | \$115,000.00 | \$122,000.00 | 84 |
| 81 | 6' High x 12' Wide Box Culvert Inlet & Outlet Headwalls | EA | \$128,000.00 | \$136,000.00 | 85 |

FOLSOM PLAN AREA
Backbone Infrastructure
Construction Cost Estimate

7919.000

| No. | Item Description Note: (Average Pipeline Diameter Component Cost for Storm Drainage, Sanitary Sewer, Potable Water & Non-Potable Water Pipeline Segments) | Unit | 2017 Unit Cost | 2020 Unit Cost | Cell 'E' Desig. |
|--|--|------|-------------------|-------------------|-----------------------|
| 82 | 30" Storm Drain Pipe Inlet/Outlet Structure | EA | \$15,000.00 | \$16,000.00 | 86 |
| 83 | 36" Storm Drain Pipe Inlet/Outlet Structure | EA | \$15,000.00 | \$16,000.00 | 87 |
| 84 | 48" Storm Drain Pipe Inlet/Outlet Structure | EA | \$25,000.00 | \$27,000.00 | 88 |
| 85 | 60" Storm Drain Pipe Inlet/Outlet Structure | EA | \$30,000.00 | \$32,000.00 | 89 |
| 86 | 66" Storm Drain Pipe Inlet/Outlet Structure | EA | \$38,000.00 | \$41,000.00 | 90 |
| 87 | 72" Storm Drain Pipe Inlet/Outlet Structure | EA | \$40,000.00 | \$43,000.00 | 91 |
| Storm Drainage System Items (Continued) | | | | | |
| 88 | 12" Erosion Control Outfall Structure | EA | \$3,000.00 | \$3,200.00 | 93 |
| 89 | 15" Erosion Control Outfall Structure | EA | \$3,500.00 | \$3,800.00 | 94 |
| 90 | 18" Erosion Control Outfall Structure | EA | \$4,000.00 | \$4,300.00 | 95 |
| 91 | Grouted Cobble Erosion Control Ditch Discharge | EA | \$2,000.00 | \$2,200.00 | 96 |
| 92 | Basin Flow Metering Outlet Control Structure | EA | \$200,000.00 | \$212,000.00 | 97 |
| 93 | Water Quality Basin Planting (Hydro-Seed) | SF | \$0.08 | \$0.10 | 98 |
| 94 | Hydro-modification Basin Planting (Hydro-Seed) | SF | \$0.08 | \$0.10 | 99 |
| 95 | Existing Lake/Pond Dewatering | JOB | \$5,000.00 | \$5,300.00 | 100 |
| 96 | Drain Inlet - Type 'F' | EA | \$3,800.00 | \$4,100.00 | 101 |
| Sanitary Sewer System Components | | | | | |
| 97 | 6" Sanitary Sewer | LF | \$140.00 | \$150.00 | 103 |
| 98 | 8" Sanitary Sewer | LF | \$150.00 | \$160.00 | 104 |
| 99 | 10" Sanitary Sewer | LF | \$155.00 | \$165.00 | 105 |
| 100 | 12" Sanitary Sewer | LF | \$160.00 | \$170.00 | 106 |
| 101 | 15" Sanitary Sewer | LF | \$170.00 | \$180.00 | 107 |
| 102 | 18" Sanitary Sewer | LF | \$175.00 | \$190.00 | 108 |
| 103 | 21" Sanitary Sewer | LF | \$180.00 | \$200.00 | 109 |
| 104 | 24" Sanitary Sewer | LF | \$190.00 | \$210.00 | 110 |
| 105 | 30" Sanitary Sewer | LF | \$270.00 | \$290.00 | 111 |
| 106 | 4" Sanitary Sewer Force main | LF | \$100.00 | \$110.00 | 112 |
| 107 | 6" Sanitary Sewer Force main | LF | \$110.00 | \$120.00 | 113 |
| 108 | Sanitary Sewer Pump Station (0.59 mgd and below) | MGD | \$800,000.00 | \$847,000.00 | 114 |
| 109 | Sanitary Sewer Pump Station (0.6 mgd and above) | MGD | \$500,000.00 | \$530,000.00 | 115 |
| 110 | 48" Sanitary Sewer Manhole | EA | \$7,100.00 | \$7,600.00 | 116 |
| 111 | 60" Sanitary Sewer Manhole | EA | \$10,600.00 | \$11,300.00 | 117 |
| 112 | 48" Sanitary Sewer Manhole w/Epoxy Lined | EA | \$11,200.00 | \$11,900.00 | 118 |
| 113 | 60" Sanitary Sewer Manhole w/Epoxy Lined | EA | \$13,200.00 | \$14,000.00 | 119 |
| Potable Water System Items | | | | | |
| 114 | 6" Water Pipe | LF | \$80.00 | \$90.00 | 121 |
| 115 | 8" Water Pipe | LF | \$90.00 | \$100.00 | 122 |
| 116 | 12" Water Pipe | LF | \$110.00 | \$120.00 | 123 |
| 117 | 16" Water Pipe | LF | \$120.00 | \$130.00 | 124 |
| 118 | 18" Water Pipe w/Cathodic Protection | LF | \$230.00 | \$250.00 | 125 |
| 119 | 20" Water Pipe w/Cathodic Protection | LF | \$240.00 | \$260.00 | 126 |
| 120 | 24" Water Pipe w/Cathodic Protection | LF | \$270.00 | \$290.00 | 127 |

FOLSOM PLAN AREA
Backbone Infrastructure
Construction Cost Estimate

| No. | Item Description Note: (Average Pipeline Diameter Component Cost for Storm Drainage, Sanitary Sewer, Potable Water & Non-Potable Water Pipeline Segments) | Unit | 2017 Unit Cost | 2020 Unit Cost | Cell 'E' Desig. |
|-----|--|------|-------------------|-------------------|-----------------------|
| 121 | 30" Water Pipe w/Cathodic Protection (Within Plan Area) | LF | \$470.00 | \$500.00 | 128 |
| 122 | 30" Water Pipe w/Cathodic Protection (Offsite Phase 2) | LF | \$600.00 | \$636.00 | 129 |
| 123 | Booster Pump Station (Within Plan area) | GPM | \$1,300.00 | \$1,400.00 | 130 |
| 124 | Booster Pump Station (Offsite Phase 2) | GPM | \$350.00 | \$400.00 | 131 |
| 125 | 12" Potable/Non-Potable Water Interconnect | EA | \$25,000.00 | \$26,500.00 | 132 |

FOLSOM PLAN AREA
Backbone Infrastructure
Construction Cost Estimate

7919.000

| No. | Item Description Note: (Average Pipeline Diameter Component Cost for Storm Drainage, Sanitary Sewer, Potable Water & Non-Potable Water Pipeline Segments) | Unit | 2017 Unit Cost | 2020 Unit Cost | Cell 'E' Desig. |
|---------------------------------------|--|------|-------------------|-------------------|-----------------------|
| Non-Potable Water System Items | | | | | |
| 126 | Pressure Reducing Station (Zone 5 to Zone 4) | EA | \$100,000.00 | \$106,000.00 | 134 |
| 127 | Pressure Reducing Station (Zone 4 to Zone 3) | EA | \$100,000.00 | \$106,000.00 | 135 |
| 128 | Pressure Reducing Station (Zone 3 to Zone 2) | EA | \$100,000.00 | \$106,000.00 | 136 |
| 129 | Storage Reservoir (Above 2.5 MG Steel Tank) | MG | \$1,500,000.00 | \$1,600,000.00 | 137 |
| 130 | Storage Reservoir (Below 2.5 MG Steel Tank) | MG | \$850,000.00 | \$900,000.00 | 138 |
| 131 | Storage Reservoir (3 MG Concrete Tank) | MG | \$1,200,000.00 | \$1,300,000.00 | 139 |
| 131 | 6" Water Pipe | LF | \$70.00 | \$80.00 | 140 |
| 132 | 8" Water Pipe | LF | \$80.00 | \$90.00 | 141 |
| 133 | 12" Water Pipe | LF | \$100.00 | \$110.00 | 142 |
| 134 | 16" Water Pipe | LF | \$120.00 | \$130.00 | 143 |
| Miscellaneous Items | | | | | |
| 135 | Bore & Jack 30-in Steel Casing | LF | \$1,100.00 | \$1,200.00 | 145 |
| 136 | Bore & Jack 36-in Steel Casing | LF | \$1,100.00 | \$1,200.00 | 146 |
| 137 | Bore & Jack, Receiving Pit | EA | \$20,000.00 | \$21,200.00 | 147 |
| 138 | Bore & Jack, Jacking Pit | EA | \$50,000.00 | \$53,000.00 | 148 |
| 139 | 10' Wide x 6' High Box Culvert | LF | \$550.00 | \$590.00 | 149 |
| 140 | 12' Wide x 6' High Box Culvert | LF | \$600.00 | \$640.00 | 150 |
| 141 | Box Culvert Headwalls | LF | \$300.00 | \$320.00 | 151 |
| 142 | Alder Creek Sewer Pipeline Bridge | LS | \$861,000.00 | \$911,400.00 | 152 |
| 143 | Box Girder Bridge | DSF | \$300.00 | \$320.00 | 153 |
| 144 | Sewer Force main Maint. Road Bridge (ACP SSFM) | LS | \$940,000.00 | \$995,000.00 | 154 |
| 145 | Traffic Signal and Appurtenances (3-Way) | EA | \$250,000.00 | \$265,000.00 | 155 |
| 146 | Traffic Signal and Appurtenances (4-Way) | EA | \$300,000.00 | \$320,000.00 | 156 |
| 147 | At-Grade Railroad Crossing (Concrete Track Panels & Fully Operational Crossing Arms & Signals) | EA | \$600,000.00 | \$640,000.00 | 157 |
| 148 | At-Grade Railroad Crossing (Fully Operational Crossing Arms & Signals) | EA | \$450,000.00 | \$480,000.00 | 158 |
| 149 | At-Grade Railroad Crossing (Concrete Track Panels) | EA | \$150,000.00 | \$160,000.00 | 159 |
| 150 | Traffic Signal Control/City Fiber Optic System - Ph. 1 (Conduit & Pullboxes Only) | LF | \$20.00 | \$22.00 | 160 |
| 151 | Traffic Signal Control/City Fiber Optic System- Ph. 1 (Fiber Optic Cable Only) | LF | \$35.00 | \$38.00 | 161 |
| 151 | Traffic Signal Control/City Fiber Optic System | LF | \$55.00 | \$60.00 | 162 |
| 152 | Dry Utility System - Scenic Vista Court | LF | \$180.00 | \$190.00 | 163 |
| 153 | Dry Utility System - Russell Ranch Road | LF | \$180.00 | \$190.00 | 164 |
| 154 | Dry Utility System - Alder Creek Parkway | LF | \$180.00 | \$190.00 | 165 |
| 155 | Dry Utility System - Prairie City Road | LF | \$180.00 | \$190.00 | 166 |
| 156 | Dry Utility System - Oak Avenue Parkway | LF | \$180.00 | \$190.00 | 167 |
| 157 | Dry Utility System - East Bidwell Street | LF | \$180.00 | \$190.00 | 168 |
| 158 | Dry Utility System - Empire Ranch Road | LF | \$180.00 | \$190.00 | 169 |
| 159 | Dry Utility System - Westwood Drive | LF | \$180.00 | \$190.00 | 170 |
| 160 | Dry Utility System - Rowberry Drive | LF | \$180.00 | \$190.00 | 171 |
| 161 | Dry Utility System - Mangini Parkway | LF | \$180.00 | \$190.00 | 172 |
| 162 | Dry Utility System - Savannah Parkway (Segment 1) | LF | \$180.00 | \$190.00 | 173 |

FOLSOM PLAN AREA
Backbone Infrastructure
Construction Cost Estimate

7919.000

| No. | Item Description Note: (Average Pipeline Diameter Component Cost for Storm Drainage, Sanitary Sewer, Potable Water & Non-Potable Water Pipeline Segments) | Unit | 2017 Unit Cost | 2020 Unit Cost | Cell 'E' Desig. |
|--|--|------|-------------------|-------------------|-----------------------|
| Miscellaneous Items (Continued) | | | | | |
| 163 | Dry Utility System - Savannah Parkway (Segment 3 & 4) | LF | \$180.00 | \$190.00 | 175 |
| 163 | Dry Utility System - Placerville Road Corridor (Segment 1) | LF | \$180.00 | \$190.00 | 176 |
| 164 | Dry Utility System - Placerville Road Corridor (Segment 2) | LF | \$180.00 | \$190.00 | 177 |
| 165 | Dry Utility System - Placerville Road Corridor (Segment 3) | LF | \$215.00 | \$230.00 | 178 |
| 166 | Dry Utility System - Placerville Road Corridor (Segment 4) | LF | \$215.00 | \$230.00 | 179 |
| 167 | Dry Utility System - Placerville Road Corridor (Segment 5) | LF | \$265.00 | \$280.00 | 180 |
| 168 | 69Kv Pole Relocation (EVP Sta 389+00 to 405+00) | LF | \$250.00 | \$270.00 | 181 |
| 169 | 69Kv Pole Relocation | EA | \$40,000.00 | \$43,000.00 | 182 |
| 170 | Cell Tower Sites Elect. & Comm. Service | LS | \$110,000.00 | \$116,500.00 | 183 |
| 171 | Concrete Access Ramp (6" Conc. w/#4 bars at 12"o.c. ea. Way) | SF | \$10.00 | \$11.00 | 184 |
| 172 | 20-ft wide Type A Driveway | EA | \$4,000.00 | \$4,300.00 | 185 |
| 173 | Removable Pipe Bollard | EA | \$300.00 | \$320.00 | 186 |
| 174 | Side Slope Jute Mesh | SF | \$0.25 | \$0.30 | 187 |
| 175 | Construction Area Reseeding (Hydro-Seed) | SF | \$0.10 | \$0.20 | 188 |
| 176 | Landscape Corridor/Construction Area Finish Grading | SF | \$0.50 | \$0.60 | 189 |
| 177 | Embankment Excavation and Stock Piling | CY | \$5.00 | \$5.30 | 190 |
| 178 | Embankment Construction | CY | \$4.00 | \$4.30 | 191 |
| 179 | Structural Concrete | CY | \$500.00 | \$530.00 | 192 |
| 180 | Basin Finish Grading | SF | \$0.50 | \$0.60 | 193 |
| 181 | Embankment Import Material | CY | \$8.00 | \$8.50 | 194 |
| 182 | Rock Rip-Rap | CY | \$30.00 | \$32.00 | 195 |
| 183 | Spillway Bridge | SF | \$50.00 | \$53.00 | 196 |
| 184 | Open Space Fencing (Post & Cable Barrier) | LF | \$18.00 | \$20.00 | 197 |
| 185 | Structural Backfill | CY | \$10.00 | \$11.00 | 198 |
| 186 | Construction Fencing | LF | \$3.50 | \$3.80 | 199 |
| 187 | Type BW Fencing | LF | \$20.00 | \$22.00 | 200 |
| 188 | Rock Lined Drainage Swale | LF | \$12.00 | \$13.00 | 201 |
| 189 | 20-ft. Wide Pipe Gate | EA | \$7,000.00 | \$7,500.00 | 202 |
| 190 | Timber Barricade | LF | \$50.00 | \$53.00 | 203 |
| 191 | Remove & Re-install Railroad Tracks at Utility Crossing | LS | \$5,000.00 | \$5,300.00 | 204 |
| 192 | Landscape Planting & Irrigation | SF | \$4.00 | \$5.00 | 205 |
| 193 | 8-Ft. Masonry Wall | SF | \$100.00 | \$106.00 | 206 |
| 194 | Remove Gallery Drop Inlet | LS | \$500.00 | \$530.00 | 207 |
| 195 | Place Gallery Drop Inlet & Reconnect to Drainage System | LS | \$3,000.00 | \$3,176.00 | 208 |
| 196 | Relocate Fire Hydrant | LS | \$1,000.00 | \$1,059.00 | 209 |
| 197 | Masonry Retaining Wall (Face Square Footage) | FSF | \$80.00 | \$85.00 | 210 |
| 198 | Rock Retaining Wall (Face Square Footage) | FSF | \$60.00 | \$64.00 | 211 |
| 199 | Reconstruct Entry Monument | EA | \$20,000.00 | \$21,170.00 | 212 |
| 200 | Relocate Street Light | EA | \$3,000.00 | \$3,176.00 | 213 |
| 201 | Traffic Signal Modification (Reset 1 Signal) | LS | \$50,000.00 | \$52,925.00 | 214 |
| 202 | Traffic Signal Modification (Reset 2 Signals) | LS | \$100,000.00 | \$105,850.00 | 215 |

**FOLSOM PLAN AREA
Backbone Infrastructure
Construction Cost Estimate**

| No. | Item Description Note: (Average Pipeline Diameter Component Cost for Storm Drainage, Sanitary Sewer, Potable Water & Non-Potable Water Pipeline Segments) | Unit | 2017 Unit Cost | 2020 Unit Cost | Cell 'E' Desig. |
|-----------------------------|---|------|-------------------|-------------------|-----------------------|
| 203 | Traffic Signal Modification (Reset Signal Phasing) | LS | \$5,000.00 | \$5,293.00 | 216 |
| 204 | Grouted Cobble Median | SF | \$6.00 | \$7.00 | 217 |
| 205 | Replace Traffic Signal Signage | EA | \$500.00 | \$530.00 | 218 |
| Booster Pump Station | | | | | |
| 195 | Piping, Valves, Fillings & Appurtenances | LS | \$50,000.00 | \$53,000.00 | 220 |
| 196 | Major Equipment | LS | \$150,000.00 | \$160,000.00 | 221 |
| 197 | Major Electrical | LS | \$100,000.00 | \$110,000.00 | 222 |
| | | | | | |
| | | | | | |
| | | | | | |

| | Description | Unit | 2017 Unit Price | 2020 Unit Price | Cell 'E' Desig. |
|---|--|------|-----------------|-----------------|-----------------|
| Earthwork & Site Preparation | | | | | |
| 1 | Clearing and Grubbing | SF | \$0.03 | \$0.04 | 4 |
| 2 | Excavation (West of Placerville Rd) | CY | \$6.00 | \$6.40 | 5 |
| 2 | Excavation (East of Placerville Rd) | CY | \$7.00 | \$7.50 | 6 |
| 2 | Import | CY | \$4.00 | \$4.30 | 7 |
| 2 | Embankment Construction | CY | \$3.00 | \$3.20 | 8 |
| 3 | Basin Finish Grading | SF | \$0.50 | \$0.60 | 9 |
| 4 | Dewater Existing Pond | LS | \$5,000.00 | \$5,300.00 | 10 |
| Drainage Improvements | | | | | |
| 5 | 12-inch RCP CL-III Storm Drainage Pipeline | LF | \$110.00 | \$120.00 | 13 |
| 6 | 15-inch RCP CL-III Storm Drainage Pipeline | LF | \$120.00 | \$130.00 | 14 |
| 7 | 18-inch RCP CL-III Storm Drainage Pipeline | LF | \$130.00 | \$140.00 | 15 |
| 8 | 24-inch RCP CL-III Storm Drainage Pipeline | LF | \$150.00 | \$160.00 | 16 |
| 9 | 30-inch RCP CL-III Storm Drainage Pipeline | LF | \$160.00 | \$170.00 | 17 |
| 10 | 36-inch RCP CL-III Storm Drainage Pipeline | LF | \$190.00 | \$210.00 | 18 |
| 11 | 42-inch RCP CL-III Storm Drainage Pipeline | LF | \$230.00 | \$250.00 | 19 |
| 12 | 48-inch RCP CL-III Storm Drainage Pipeline | LF | \$240.00 | \$260.00 | 20 |
| 13 | 54-inch RCP CL-III Storm Drainage Pipeline | LF | \$270.00 | \$290.00 | 21 |
| 14 | 60-inch RCP CL-III Storm Drainage Pipeline | LF | \$300.00 | \$320.00 | 22 |
| 15 | 66-inch RCP CL-III Storm Drainage Pipeline | LF | \$310.00 | \$330.00 | 23 |
| 16 | 72-inch RCP CL-III Storm Drainage Pipeline | LF | \$330.00 | \$350.00 | 24 |
| 17 | 48-inch Storm Drain Manhole, Std. Dwg. SD-28 | EA | \$5,400.00 | \$5,800.00 | 25 |
| 18 | 60-inch Storm Drain Manhole, Std. Dwg. SD-28 | EA | \$6,500.00 | \$6,900.00 | 26 |
| 19 | 72-inch Storm Drain Manhole, Std. Dwg. SD-28 | EA | \$9,000.00 | \$9,600.00 | 27 |
| 20 | 84-inch Storm Drain Manhole, Std. Dwg. | EA | \$15,200.00 | \$16,100.00 | 28 |
| 21 | 96-inch Storm Drain Manhole, Std. Dwg. | EA | \$18,500.00 | \$19,600.00 | 29 |
| 22 | 108-inch Storm Drain Manhole, Std. Dwg. | EA | \$30,300.00 | \$32,100.00 | 30 |
| 23 | 120-inch Storm Drain Manhole, Jenson or equal | EA | \$33,000.00 | \$35,000.00 | 31 |
| 24 | 48-inch Saddle Manhole, Std. Dwg. SD-29 | EA | \$6,400.00 | \$6,800.00 | 32 |
| 25 | 36-inch Storm Drain Junction Box | EA | \$4,200.00 | \$4,500.00 | 33 |
| 26 | 48-inch Storm Drain Junction Box | EA | \$10,000.00 | \$10,600.00 | 34 |
| 27 | 6' x 6' Storm Drain Junction Box | EA | \$35,000.00 | \$37,100.00 | 35 |
| 28 | 7' x 7' Storm Drain Junction Box | EA | \$41,000.00 | \$43,400.00 | 36 |
| 29 | 8' x 8' Storm Drain Junction Box | EA | \$42,000.00 | \$44,500.00 | 37 |
| 30 | 9' x 9' Storm Drain Junction Box | EA | \$44,000.00 | \$46,600.00 | 38 |
| 31 | 6' x 9' Storm Drain Junction Box | EA | \$42,000.00 | \$44,500.00 | 39 |
| 32 | 9' x 12' Storm Drain Junction Box | EA | \$45,000.00 | \$47,700.00 | 40 |
| 33 | 7' x 16' Storm Drain Junction Box | EA | \$55,800.00 | \$59,100.00 | 41 |
| 34 | 12-inch Storm Drain Outfall Structure, Std. Dwg. SD-20 | EA | \$8,000.00 | \$8,500.00 | 42 |

| | Description | Unit | 2017 Unit Price | 2020 Unit Price | Cell 'E' Desig. |
|----|--|------|-----------------|-----------------|-----------------|
| 35 | 18-inch Storm Drain Outfall Structure, Std. Dwg. SD-20 | EA | \$10,000.00 | \$10,600.00 | 43 |
| 36 | 24-inch Storm Drain Outfall Structure, Std. Dwg. SD-20 | EA | \$16,000.00 | \$17,000.00 | 44 |
| | Drainage Improvements (Continued) | | | | |
| 37 | 30-inch Storm Drain Outfall Structure, Std. Dwg. SD-20 | EA | \$18,000.00 | \$19,100.00 | 46 |
| 38 | 36-inch Storm Drain Outfall Structure, Std. Dwg. SD-20 | EA | \$20,000.00 | \$21,200.00 | 47 |
| 39 | 42-inch Storm Drain Outfall Structure, Std. Dwg. SD-20 | EA | \$22,000.00 | \$23,300.00 | 48 |
| 40 | 48-inch Storm Drain Outfall Structure, Std. Dwg. SD-20 | EA | \$24,000.00 | \$25,500.00 | 49 |
| 41 | 54-inch Storm Drain Outfall Structure, Std. Dwg. SD-20 | EA | \$25,000.00 | \$26,500.00 | 50 |
| 42 | 60-inch Storm Drain Outfall Structure, Std. Dwg. SD-20 | EA | \$26,000.00 | \$27,600.00 | 51 |
| 43 | 66-inch Storm Drain Outfall Structure, Std. Dwg. SD-20 | EA | \$31,100.00 | \$33,000.00 | 52 |
| 44 | 72-inch Storm Drain Outfall Structure, Std. Dwg. SD-20 | EA | \$35,000.00 | \$37,100.00 | 53 |
| 45 | Twin 48-inch Storm Drain Outfall Structure | EA | \$34,000.00 | \$36,000.00 | 54 |
| 46 | Twin 60-inch Storm Drain Outfall Structure | EA | \$35,000.00 | \$37,100.00 | 55 |
| 47 | 18-inch Storm Drain Inlet Structure, Std. Dwg. SD-16 | EA | \$8,000.00 | \$8,500.00 | 56 |
| 48 | 30-inch Storm Drain Inlet Structure, Std. Dwg. SD-17 | EA | \$15,000.00 | \$15,900.00 | 57 |
| 49 | 36-inch Storm Drain Inlet Structure, Std. Dwg. SD-17 | EA | \$15,000.00 | \$15,900.00 | 58 |
| 50 | 48-inch Storm Drain Inlet Structure, Std. Dwg. SD-17 | EA | \$25,000.00 | \$26,500.00 | 59 |
| 51 | 72-inch Storm Drain Inlet Structure, Std. Dwg. SD-17 | EA | \$40,000.00 | \$42,400.00 | 60 |
| 52 | 5' High x 8' Wide Concrete Box Culvert | LF | \$300.00 | \$320.00 | 61 |
| 53 | 6' High x 8' Wide Concrete Box Culvert | LF | \$310.00 | \$330.00 | 62 |
| 54 | 6' High x 10' Wide Concrete Box Culvert | LF | \$330.00 | \$350.00 | 63 |
| 55 | 6' High x 12' Wide Concrete Box Culvert | LF | \$460.00 | \$490.00 | 64 |
| 56 | Rock Rip Rap | CY | \$50.00 | \$60.00 | 65 |
| 57 | Concrete Spillway & Energy Dissipater | LS | \$100,000.00 | \$106,000.00 | 66 |
| 58 | Detention Basin Outlet Control Structure (Downstream | LS | \$100,000.00 | \$106,000.00 | 67 |
| 59 | Detention Basin Outlet Control Structure - Small | LS | \$200,000.00 | \$250,000.00 | 68 |
| 60 | Detention Basin Outlet Control Structure - Medium | LS | N/A | \$380,000.00 | 69 |
| 61 | Detention Basin Outlet Control Structure - Large | LS | N/A | \$475,000.00 | 70 |
| 62 | Detention Basin Outlet Control Structure - Extra Large | LS | N/A | \$525,000.00 | 71 |
| 63 | Detention Basin Outlet Control Structure - Extra Extra Large | LS | N/A | \$750,000.00 | 72 |
| 64 | Detention Basin No. 6 Outlet Control Structure | LS | \$200,000.00 | \$525,000.00 | 73 |
| 65 | Detention Basin No. 7 Outlet Control Structure | LS | \$200,000.00 | \$525,000.00 | 74 |
| 66 | Detention Basin No. 8 Outlet Control Structure | LS | \$200,000.00 | \$380,000.00 | 75 |
| 67 | Detention Basin No. 9 Outlet Control Structure | LS | \$200,000.00 | \$342,500.00 | 76 |
| 68 | Detention Basin No. 10 Outlet Control Structure | LS | \$200,000.00 | \$200,000.00 | 77 |
| 69 | Hydro-Modifcation Basin No. 19 Outlet Control Structure | LS | \$200,000.00 | \$394,400.00 | 78 |
| 70 | Hydro-Modifcation Basin No. 20 Outlet Control Structure | LS | \$200,000.00 | \$200,000.00 | 79 |
| 71 | Hydro-Modifcation Basin No. 24 Outlet Control Structure | LS | \$200,000.00 | \$323,000.00 | 80 |
| 72 | Hydro-Modifcation Basin No. 25 Outlet Control Structure | LS | \$200,000.00 | \$262,600.00 | 81 |
| 73 | Hydro-Modifcation Basin No. 26 Outlet Control Structure | LS | \$200,000.00 | \$227,400.00 | 82 |

| | Description | Unit | 2017 Unit Price | 2020 Unit Price | Cell 'E' Desig. |
|----|---|-------------|------------------------|------------------------|------------------------|
| | | | | | |
| 74 | Type 'F' Drainage Inlet, Std. Dwg. SD-12 | EA | \$3,400.00 | \$3,600.00 | 83 |
| 75 | 5' High x 8' Wide Box Culvert Inlet /Outlet Structure | EA | \$90,000.00 | \$96,000.00 | 84 |
| 76 | 6' High x 8' Wide Box Culvert Inlet /Outlet Structure | EA | \$100,000.00 | \$106,000.00 | 85 |
| 77 | 6' High x 10' Wide Box Culvert Inlet /Outlet Structure | EA | \$115,000.00 | \$122,000.00 | 86 |
| 78 | 6' High x 12' Wide Box Culvert Inlet /Outlet Structure | EA | \$128,000.00 | \$136,000.00 | 87 |
| 79 | Twin 6' High x 10' Wide Box Culvert Inlet /Outlet Structure | EA | \$130,000.00 | \$138,000.00 | 88 |

| | Description | Unit | 2017 Unit Price | 2020 Unit Price | Cell 'E' Desig. |
|----|---|------|-----------------|-----------------|-----------------|
| | Detention Basin Improvements | | | | |
| 80 | 12-ft. Wide Concrete Access Ramp, Std. Dwg. SD-23 | SF | \$10.00 | \$11.00 | 90 |
| 81 | Spillway, 6" Concrete w/#4 Bars 12" O.C. Each Way | SF | \$10.00 | \$11.00 | 91 |
| 82 | Overland Release Channel Crossing, 6" Conc. / 6" AB | SF | \$10.00 | \$11.00 | 92 |
| 83 | 3-inch AC/ 7.5-inch AB Pavement | SF | \$4.00 | \$4.30 | 93 |
| 84 | 12-ft. Wide Basin Perimeter Road - 2" AC / 8" AB | SF | \$3.60 | \$3.90 | 94 |
| 85 | 3-ft. Wide Rock Lined Drainage Swale, Std. Dwg. SD-14 | LF | \$10.00 | \$11.00 | 95 |
| 86 | 5-ft. Wide Concrete V-Gutter | LF | \$36.00 | \$39.00 | 96 |
| 87 | 20-ft. Wide A-6 Driveway, Std. Dwg. RD-02 | EA | \$6,000.00 | \$6,400.00 | 97 |
| 88 | 30-ft. Wide A-6 Driveway, Std. Dwg. RD-02 | EA | \$8,000.00 | \$8,500.00 | 98 |
| 89 | Removable Bollards, Std. Dwg. LS-42 | EA | \$1,800.00 | \$2,000.00 | 99 |
| 90 | Post & Cable Barrier, Std. Dwg. LS-47 | LF | \$18.00 | \$20.00 | 100 |
| 91 | 12-ft. wide Pipe Gate Std. Dwg. LS-43 (Single Gate) | EA | \$4,500.00 | \$4,800.00 | 101 |
| 92 | 20-ft. wide Pipe Gate Std. Dwg. LS-43 (Single Gate) | EA | \$6,000.00 | \$6,400.00 | 102 |
| 93 | 30-ft. wide Pipe Gate Std. Dwg. LS-44 (Double Gate) | EA | \$8,000.00 | \$8,500.00 | 103 |
| 94 | Masonry Retaining Wall | SF | \$80.00 | \$85.00 | 104 |
| 95 | 12' Wide x 15' Long Spillway Bridge | LS | \$54,000.00 | \$58,000.00 | 105 |
| 96 | Type 'A' Drop Inlet | EA | \$3,800.00 | \$5,000.00 | 106 |
| | Landscape Improvements | | | | |
| 97 | Detention Basin Planting (Hydro-Seeding) | SF | \$0.05 | \$0.06 | 109 |
| 98 | Side Slope Jute Mesh | SF | \$0.25 | \$0.30 | 110 |
| 99 | Constructiton Area Seeding (Hydro-Seeding) | SF | \$0.05 | \$0.06 | 111 |
| ## | Erosion Control (Construction SWPPP) | SF | \$0.20 | \$0.30 | 112 |

ATTACHMENT 4

DRAFT

Table 27
City of Folsom
SPIF Implementation
Infrastructure Cost Allocation: FPASP Portion of City Water Treatment Plant Expansion - Remaining (2020\$)

FPASP Portion of
City Water Treatment
Plant Expansion
Remaining Land Uses

| Land Use | Land Uses Excluding Folsom Heights | | Cost Allocation Basis | | | Water Cost Allocation | | |
|-----------------------------------|--|-------------------|-----------------------|-------------------|---------------------------|-----------------------|--------------|----------------------|
| | Dev. Acres [1] | Units/ Sq. Ft. | Water Demand [2] | Total Demand | Distribution of Demand | Assigned Cost [3] | per Acre | per Unit/ Sq. Ft. |
| | <i>A</i> | <i>B</i> | <i>C</i> | <i>D=C*A or B</i> | <i>E=D/Total Demand</i> | <i>F=Total Cost*E</i> | <i>G=F/A</i> | <i>H=F/B</i> |
| Residential | | <i>units</i> | <i>per unit</i> | | | | | <i>per unit</i> |
| Single-Family (SF) | 344.7 | 1,134 | 0.59 | 669 | 21.6% | \$1,481,252 | \$4,297 | \$1,306 |
| Single-Family High Density (SFHD) | 522.4 | 2,881 | 0.37 | 1,068 | 34.3% | \$2,359,982 | \$4,518 | \$819 |
| Multifamily Low Density (MLD) | 225.5 | 2,035 | 0.23 | 468 | 15.1% | \$1,036,230 | \$4,696 | \$509 |
| Multifamily Medium Density (MMD) | 47.8 | 896 | 0.19 | 170 | 5.5% | \$376,899 | \$7,865 | \$421 |
| Multifamily High Density (MHD) | 64.3 | 1,601 | 0.18 | 288 | 9.3% | \$838,010 | \$8,922 | \$399 |
| Mixed Use (MU) - Residential | 17.1 | 343 | 0.16 | 55 | 1.8% | \$121,500 | \$7,105 | \$354 |
| Subtotal | 1,221.8 | 8,890 | | 2,716 | 87.5% | \$8,013,874 | | |
| Nonresidential | | <i>sq. ft.</i> | <i>per acre</i> | | | | | <i>per sq. ft.</i> |
| Mixed Use (MU) - Commercial | 11.4 | 100,362 | 1.64 | 19 | 0.6% | \$41,392 | \$3,631 | \$0.41 |
| Office Park (OP) | 103.4 | 1,353,845 | 1.97 | 204 | 6.6% | \$451,017 | \$4,361 | \$0.33 |
| General Commercial (GC) | 42.5 | 481,297 | 1.54 | 65 | 2.1% | \$144,833 | \$3,409 | \$0.31 |
| Community Commercial (CC) | 24.5 | 235,224 | 1.54 | 38 | 1.2% | \$83,532 | \$3,409 | \$0.36 |
| Regional Commercial (RC) | 42.3 | 512,443 | 1.46 | 62 | 2.0% | \$136,728 | \$3,232 | \$0.27 |
| Subtotal | 224.1 | 2,663,171 | | 387 | 12.5% | \$857,500 | | |
| Total Project | 1,445.9 | | | 3,104 | 100.0% | \$8,871,374 | | |

wtp remaining alloc

Source: Folsom Specific Plan Area Water Supply Assessment (June 2010), MacKay & Somps, EPS

[1] Residential acreage in this table does not reflect the reduction of the estimated acreage of residential subdivisions which have processed final maps.

[2] Residential: acre feet/dwelling unit/year; nonresidential: acre feet/acre/year

[3] See Table K-7.

Prepared by EPS 7/16/2020

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POWERPOINT PRESENTATION

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Folsom Plan Area Specific Plan Infrastructure Fee Nexus Study and Fee Update



CITY OF
FOLSOM

Folsom Plan Area Specific Plan Infrastructure Fees

07/28/2020; Item No. 16.



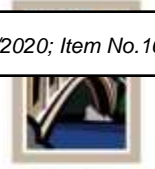
CITY OF
FOLSOM

Background:

- Equalizes the allocation of costs for SPIF facilities among benefitting properties
- Adopted in 2015
- Updated in 2018
- 2020-21 update documents the required nexus findings to implement the updated SPIF program

Folsom Plan Area Specific Plan Infrastructure Fees

07/28/2020; Item No. 16.



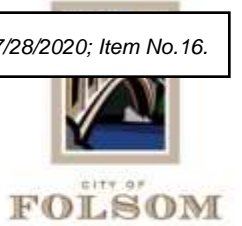
CITY OF
FOLSOM

2020-21 Nexus Study:

- Development agreements allow for adjustments
- Study was done at request of the landowners
- If approved, fees will become effective August 1, 2020

Folsom Plan Area Specific Plan Infrastructure Fees - Residential

07/28/2020; Item No. 16.

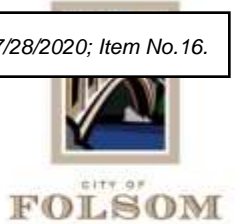


| | <u>19/20</u> | <u>20/21</u> | <u>\$ Change</u> | <u>% Change</u> |
|-----------|--------------|--------------|------------------|-----------------|
| SFLD | \$ 39,780 | \$ 46,188 | \$ 6,408 | 16% |
| SFHD | 32,453 | 37,146 | 4,693 | 14% |
| MFLD | 25,701 | 29,390 | 3,689 | 14% |
| MFMD | 21,025 | 23,807 | 2,782 | 13% |
| MFHD | 19,730 | 22,281 | 2,551 | 13% |
| Mixed Use | 19,658 | 22,204 | 2,546 | 13% |

(excludes Folsom Heights area of the FPASP)

Folsom Plan Area Specific Plan Infrastructure Fees - Nonresidential

07/28/2020; Item No. 16.



| | 19/20 | 20/21 | \$ Change | % Change |
|-------------------|--------------|--------------|------------------|-----------------|
| Mixed Use | \$ 31.22 | \$ 36.38 | \$ 5.16 | 17% |
| Industrial/Office | 24.56 | 28.46 | 3.90 | 16% |
| Gen Commercial | 31.03 | 35.95 | 4.92 | 16% |
| Comm Commercial | 32.61 | 37.84 | 5.23 | 16% |
| Reg Commercial | 24.56 | 28.48 | 3.92 | 16% |

(excludes Folsom Heights area of the FPASP)

Folsom Plan Area Specific Plan Infrastructure Fees

07/28/2020; Item No. 16.



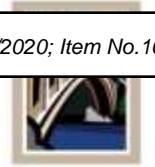
CITY OF
FOLSOM

SPIF Program Fee Updates:

- Reflect remaining land uses
- Incorporate actual costs
- Update remaining SPIF – Infrastructure Fee facility costs
- Create new SPIF Water Treatment Plant Set-Aside Fee
- Incorporate annual SPIF – Parkland Equalization Fee and SPIF – Public Facilities Land Equalization Fee Updates

Set-Aside Fee Component

07/28/2020; Item No. 16.



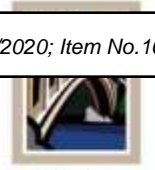
CITY OF
FOLSOM

Set-Aside Fees:

- **SPIF Set-Aside Fee:** funds portion of Ph 1 and Ph 2 sewer and water improvements
- **SPIF Off-Site Roads Set-Aside Fee:** funds portion of off-site roadway improvements located north of U.S. Route 50
- **Proposed SPIF Water Treatment Plant Set-Aside Fee:** funds portion of off-site water improvements completed to accommodate future citywide growth, including FPASP development

Set-Aside Fee Component

07/28/2020; Item No. 16.



CITY OF
FOLSOM

Proposed SPIF Water Treatment Plant Set-Aside Fee:

- Costs were included in the SPIF to reimburse City
- Mechanism is needed for City to receive reimbursement
- Implementing new set-aside fee requires amendments to the FMC

Conclusion

07/28/2020; Item No. 16.



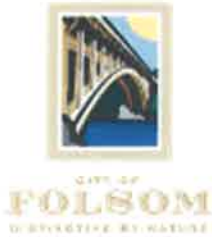
CITY OF
FOLSOM

Staff Recommendation:

- Approval of Resolution No. 10491
- Introduction and first reading of Ordinance No. 1307



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Folsom City Council Staff Report



| | |
|------------------------|---|
| MEETING DATE: | 7/28/2020 |
| AGENDA SECTION: | New Business |
| SUBJECT: | Housing Element Update and Direction to Staff; Report on Stakeholder Outreach and Rezone Strategy to Meet Folsom Affordable Housing Needs |
| FROM: | Community Development Department |

RECOMMENDATION / CITY COUNCIL ACTION

Staff recommends that the City Council consider progress toward the housing element update process and provide preliminary direction on key policy issues involving multifamily density, inclusionary requirements, and potential zoning solutions in the Folsom Plan Area Specific Plan.

BACKGROUND / ISSUE

At the March 10, 2020 City Council meeting, the City’s Housing Element consultant, Ascent, provided the Council with an overview of the City’s 2021 Housing Element update process and summarized the challenges and opportunities pertaining to the required accommodation of Folsom’s share of the lower-income Regional Housing Needs Allocation (RHNA) determined by the Sacramento Area Council of Governments (SACOG).

One of the key challenges the City faces with this upcoming Housing Element update is meeting the City’s RHNA requirement. As shown in the table below the City’s RHNA obligation for this cycle is 6,363 housing units, of which 3,567 units are to be affordable to very low-income and low-income households (collectively referred to as the “lower-income” RHNA).

| Folsom's 2021-2029 Regional Housing Needs Unit Allocation by Income | | | | | | |
|---|----------|-------|----------|----------------|-------|----------------------|
| RHNA | Very Low | Low | Moderate | Above Moderate | Total | *Average Yearly Need |
| Housing Units | 2,226 | 1,341 | 829 | 1,967 | 6,363 | 795 |
| Percent of Total | 35% | 21% | 13% | 31% | 100% | |

Note: * Based on 8-year planning period

Source: SACOG Regional Housing Needs Plan Cycle 6 (2021-2029), February 2020

A core assumption of the Housing Element is that the higher the allowed density in the zoning, the more feasible it is to accommodate affordable housing. Based on state law requirements, 30 units per acre is the minimum density that is deemed appropriate for accommodating the lower income RHNA in Folsom, therefore only sites with zoning that allows 30 units per acre can be counted toward meeting the lower-income RHNA. If a jurisdiction does not have enough capacity on appropriately zoned land to accommodate all income categories of its RHNA, it must identify additional sites and rezone sites within three years of the Housing Element adoption deadline.

Based on the most recent assessment, the City does not currently have enough land zoned for higher-density housing at 30 units per acre, and thus will have an obligation to rezone a number of sites for higher density housing in order to meet the lower-income RHNA.

In addition to identifying adequate lower income sites, the other significant challenge the City faces pertains to the new "no-net-loss" zoning requirement. Pursuant to Government Code Section 65863, the City must maintain adequate sites for lower-income housing throughout the entire 8-year planning period. As such, if a development is approved on a housing element site with fewer units or a different income category (such as market rate housing on a potential lower-income site zoned for 30 units per acre), the City must either make written "no net loss" findings that the other housing element sites are adequate to meet the RHNA for lower-income housing, or the City must identify and rezone a replacement lower income housing site within 180 days. Thus, in addition to identifying adequate sites to meet the RHNA obligation, the City also needs to build in a surplus of extra capacity to address the no-net-loss assuming that the City will likely receive and potentially approve market rate apartment projects on multifamily high density land during the eight year period.

Based on staff's preliminary analysis of land currently zoned for high-density housing, the City's estimated RHNA shortfall to meet the minimum requirements of zoned land is 741 low-income units. This shortfall in units translates into an estimated rezone obligation of approximately 37 acres of multifamily zoned land. To address this shortfall staff and the consultant team have been exploring several potential strategies to meet or exceed (establish a buffer) the RHNA including:

- Identifying new sites within the East Bidwell Mixed-Use Overlay consistent with the 2035 General Plan

- Identifying new sites around transit stations in transit priority areas consistent with the General Plan
- Identifying property owners with vacant or underutilized land interested in rezoning/upzoning their property for multifamily high-density development
- Working with landowners in the Folsom Plan Area (south of Highway 50) to identify additional zoning solutions as required by the Development Agreements
- Developing strategies to increase production of accessory dwelling units (ADUs)
- Exploring changes to the Inclusionary Housing Ordinance

Specifically, over the last several months, we have been quantifying existing sites/opportunities for higher density housing, as well as identifying potential new sites for consideration of zoning for higher density housing to meet the state requirements. We have also met with dozens of property owners and other stakeholders in the community through focus groups and interviews to better understand affordable housing issues and to discuss potential strategies to meet the City's RHNA for the 6th Cycle Housing Element.

Through these efforts, we have identified several sites with potential for rezoning as viable multifamily development opportunities over the next 8 -year period (East Bidwell Mixed Use Corridor and Transit Priority Areas). We also asked the landowners in the Folsom Plan Area to consider how they might help meet approximately half of the RHNA shortfall. Finally, we have a few property owners potentially interested in rezoning their property for multifamily development conditioned on Council policy direction. As such, before we finalize and quantify the rezone strategy, we are asking the City Council to provide preliminary direction on a few key policies that will inform those calculations and/or impact property owner decisions about voluntary rezoning.

ANALYSIS / CITY COUNCIL DIRECTION

Staff seeks guidance/preliminary direction from City Council on three specific housing policies to inform our rezone strategy/RHNA solutions as follows:

First, does the City Council support increasing allowable densities within key areas of the City including the transit priority areas, East Bidwell Mixed Use Corridor, and the Regional Town Center site in the Folsom Plan Area?

Secondly, does the City Council support increasing the current dwelling unit count in the Folsom Plan Area in order to meet the RHNA?

Thirdly, does the City Council want to entertain an expansion to the existing inclusionary requirement to expand applicability beyond for sale housing to include rental housing?

- 1. Does the City Council support increasing allowable densities within key areas of the City, including the transit priority areas, East Bidwell Mixed Use Corridor, and the Regional Town Center site in the Folsom Plan Area?**

A potential strategy to increase lower-income capacity for the City's RHNA is to consider increasing the allowable multi-family and mixed-use densities in key areas of the City, including the transit priority areas, East Bidwell Mixed Use Corridor, and the Regional Town Center site in the Folsom Plan Area.

Analysis:

Currently, the City's General Plan and corresponding multifamily zoning designations allow for a maximum of 30 dwelling units to acre. Thirty units per acre is the minimum density the State will consider as likely to accommodate housing affordable to lower income categories. State law also requires local jurisdictions to grant density bonuses (increases) for qualifying projects and the City's Zoning Code includes a Density Bonus Ordinance consistent with State law.

Over the last several years, the City has approved several multifamily apartment projects in the 25 to 35 units per acre range as summarized in the table below.

| Project | Number of Units | Density (Units per Acre)* |
|---------------------------|-----------------|---------------------------|
| Bidwell Place Mixed-Use | 75 | 35.9 |
| Bidwell Pointe Mixed-Use | 140 | 33.3 |
| Talavera Ridge Apartments | 72 | 25.5 |

*Projects with more than 30 units to the acre qualified for a density bonus under the City's ordinance.

For regional comparison, other jurisdictions in our region allow for higher density multifamily development citywide and/or in key areas of their communities where deemed appropriate (See comparison table below).

| Project | Location | Number of Units | Density (Units per Acre) |
|----------------------------------|-----------------|-----------------|--------------------------|
| El Dorado Town Center Apartments | El Dorado Hills | 214 | 44 |
| Main Street Plaza Apartments | Roseville | 65 | 56 |
| The Lohse Apartments | Roseville | 58 | 67.44 |
| Junction Crossing Apartments | Roseville | 80 | 61.5 |

Typically, multifamily development with 30 units to the acre include surface parking (rather than structured parking) and can be accommodated in 3 story structures. Multifamily development with 40 or more units per acre typically include structured parking and/or parking reductions associated with transit proximity with structures that are 4 stories or more (See Attachment 1: Examples of High-Density Multi-Family and Mixed-Use Projects).

Given the General Plan policy direction about transit priority areas around the City's 3 light rail stations, the potential for higher density housing in some areas of the East Bidwell Mixed Use Corridor, and planned compact urban development in the Folsom Plan Area Town Center, staff is recommending the Council consider increasing the

maximum allowable density in those key areas to 40, 50, or even 60 units per acre, depending upon location and other factors. Not only would increasing allowable densities in key urban areas within the City promote efficient land use consistent with the SACOG's Blueprint Principles, the increased densities would also lessen the City's burden of having to rezone additional sites for housing and provide a buffer when identified sites in the RHNA inventory are developed as market rate.

Before completing more detailed analysis and recommendations, staff is requesting preliminary direction from the City Council about this potential policy change. This includes guidance and direction from City Council on whether increase density is supported, where the priority areas should be located and what level of density increase the City Council would be comfortable with.

2. Does the City Council support increasing the current dwelling unit count in the Folsom Plan Area in order to meet the RHNA?

The Folsom Plan Area Specific Plan (FPASP) currently allows for 11,461 residential units at various densities on approximately 1,630 acres. Since FPASP adoption in 2011, the City Council has approved eight amendments to the Specific Plan with land use and density refinements. In addition to the specific plan amendments, several Minor Administrative Modifications (MAMs) have been approved which have moved allocated dwelling units to new sites in the FPASP area but did not affect the overall number of approved units.

Analysis:

The Development Agreements for the Folsom Plan Area include language about modifications to help the City meet the RHNA. In the staff and consultant meetings with the landowners, staff requested the landowners to assume the City would be asking them to help meet approximately half of the City's RHNA shortfall. We discussed a range of options and potential solutions. The preferred landowner solution includes a robust effort to incorporate ADUs and Junior ADUs into new single-family home construction. They also propose increasing the density of key multifamily and mixed-use sites in and around the Regional Town Center from a maximum of 30 units/acre to a range of 30 to 55 units/acre along the FPASP transit corridor and a range of 30 to 40 units/acre in the Town Center mixed-use sites.

In the past City Council has expressed concerns over increasing the residential unit count in the FPASP. Staff is sensitive to these concerns; nevertheless, to meet the lower-income RHNA requirements and provide a buffer, the City needs to rezone and/or upzone properties for higher density housing.

The issue is that in order to rezone or upzone sites in the FPASP and keep the current maximum unit count to 11,461, the increased density requires the transfer of residential units from other sites. That being said, it is important to point out that with the approval

of the last three tentative maps for Toll Brothers, Creekstone and Rockcross, MAMs were approved to move a combined total of 283 allocated dwelling units from these sites to other sites.

Alternatively, rather than transfer density/units from one parcel/site to another, the residential allocation of 11,461 units could be increased. If City Council were to support an increase to the number of residential units, CEQA analysis would be required to assess potential impacts such as traffic circulation and water supply and demand. It should be noted that the Water Supply Agreement (which has been validated by the courts) provides a total of 5,600-acre feet per year of water to the Folsom Plan Area consistent with Measure W. Based on estimates from the 2018 FPASP amendment associated with increasing the residential unit cap to 11,461, total water demand for the plan area was at 5,499-acre feet per year. If the Council were inclined to increase the residential unit count in the Folsom Plan Area for purpose of meeting RHNA, a more detailed and precise water supply and CEQA analysis would be prepared.

Staff seeks feedback and direction from the City Council on whether there is support for increasing the current dwelling unit count in the Folsom Plan area in order to meet the RHNA

3. Does the City Council want to entertain an expansion to the existing inclusionary requirement to expand applicability beyond for sale housing to include rental housing?

The City of Folsom has an inclusionary housing program that requires developers of all new **for-sale** residential projects greater than 10 units (both single-family and multi-family projects) to include at least 10% of their units as affordable to lower-income households. Since its inception in 2002, the City's inclusionary program has undergone several revisions, including the 2013 revisions which reduced the inclusionary requirement from 15% to 10%, added an in-lieu fee alternative, and removed the inclusionary requirements pertaining to rental units in accordance with the 2009 *Palmer/Sixth Street Properties, L.P. v. City of Los Angeles* court decision. The *Palmer* decision held that inclusionary housing requirements for residential rental units are pre-empted by the Costa-Hawkins Rental Housing Act. Costa-Hawkins is the state's primary rent control law, which generally gives residential landlords the right to establish the initial rents payable by new tenants.

In 2017, Assembly Bill (AB) 1505 superseded the Court's ruling in *Palmer*. This legislation provides jurisdictions with the ability to adopt ordinances that require **rental** residential projects to include a defined percentage of affordable housing units. Cities and counties that elect to adopt inclusionary rental ordinances pursuant to AB 1505 must provide developers with an alternative means of compliance, such as the payment of in-lieu fees, dedication of land, the construction of affordable units off-site, or the acquisition and rehabilitation of existing units.

Analysis:

With the dissolution of redevelopment in 2012, California eliminated the most significant financial resource available to the City to assist in the production of affordable housing. In addition, over the past several years the amount of Federal funding for affordable housing has steadily decreased. As these affordable housing resources continue to decline, and as rents and sales prices continue to rise, the City's existing Inclusionary Housing Ordinance plays a significant role in assisting in increasing the supply of affordable housing in Folsom. The passage of AB 1505 provides the opportunity for the City to consider requiring residential rental projects to include a defined percentage of affordable housing units.

As part of this housing element update, the City has commissioned the consulting firm EPS to prepare an inclusionary housing in-lieu fee analysis to gather information related to the appropriateness of the current in-lieu fee associated with for-sale residential projects. As part of this effort, EPS is conducting a survey of other jurisdictions in the region that impose affordable housing requirements and/or fees on residential development. The purpose of this survey is to provide an understanding of how the City's program requirements compare to those of other jurisdictions in the region in order to inform potential consideration of future adjustments to the program. Based on EPS's preliminary research, only the cities of West Sacramento and Davis currently have inclusionary policies for rental projects. Elk Grove, Sacramento, and Sacramento County have nexus-based fee programs for rental projects and Roseville, Rocklin, and El Dorado County do not have inclusionary or fees requirements for rental projects.

It is important to note that during stakeholder interviews, several property owners have expressed concern about rezoning to multi-family residential or mixed-use if the inclusionary ordinance is going to be modified to require inclusionary on rental projects.

Staff seeks City Council direction on the possibility of applying the City's inclusionary requirement to rental housing projects.

Upon receipt of Council direction, staff will move forward with refining the RHNA strategies prior to returning to the City Council for final consideration of the proposed RHNA solutions. Both Planning Commission and City Council meetings will be public hearings.

ATTACHMENTS

1. Examples of High-Density Multi-Family and Mixed-Use Projects
2. Power Point Presentation

Submitted,

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

Pam Johns, Community Development Director

Attachment 1

Examples of High-Density Multi-Family and Mixed-Use Projects

ADDITIONAL INFORMATION

HOW CAN RESIDENTIAL PROJECTS BUILT AT THE SAME DENSITY LOOK SO DIFFERENT?

Density

A project's "density" is the total number of dwelling units per acre. While this is helpful in understanding the total number of for-rent or for-sale units in a particular residential project, it does not take into account unit size or number of bedrooms.



Form and Format

Often the form of a residential project will have a greater affect on how it fits into its surrounding neighborhood than its density. Projects that are built at the right scale and style can blend into a neighborhood, reducing the feel of "bulk."

VISUALIZING DENSITY (OR REALLY, FORM)

Below are examples of different residential projects designed at **approximately 40 dwelling units per acre** (typically considered high density in the Sacramento region). While each of these projects has the same approximate "density," their form, style and feeling of bulk are quite different. This is due to several factors, including the unit format (size and number of bedrooms), amount of visible/invisible density (what is visible from the street), building setbacks, heights, parking requirements, on-site open space, and other site features. As shown in these examples, the actual form and format of a project is typically a greater indicator of how well it fits into a local neighborhood than just its density.



40 Dwelling Units per Acre



40 Dwelling Units per Acre



40 Dwelling Units per Acre



40 Dwelling Units per Acre



40 Dwelling Units per Acre



40 Dwelling Units per Acre

Sacramento Area



West Gateway Place Apartments – West Sacramento (41 du/acre)



BDX at Capital Village – Rancho Cordova (42 du/acre)



El Dorado Hills Town Center Apartments – El Dorado Hills (44 du/acre)



Main Street Plaza Apartments – Roseville (56 du/acre)



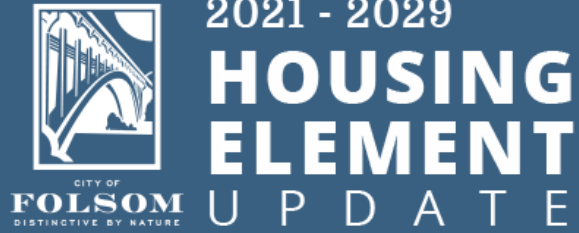
The Lohse Apartments – Roseville (67 du/acre)

Los Angeles Area



Attachment 2

Power Point Presentation



City Council Meeting

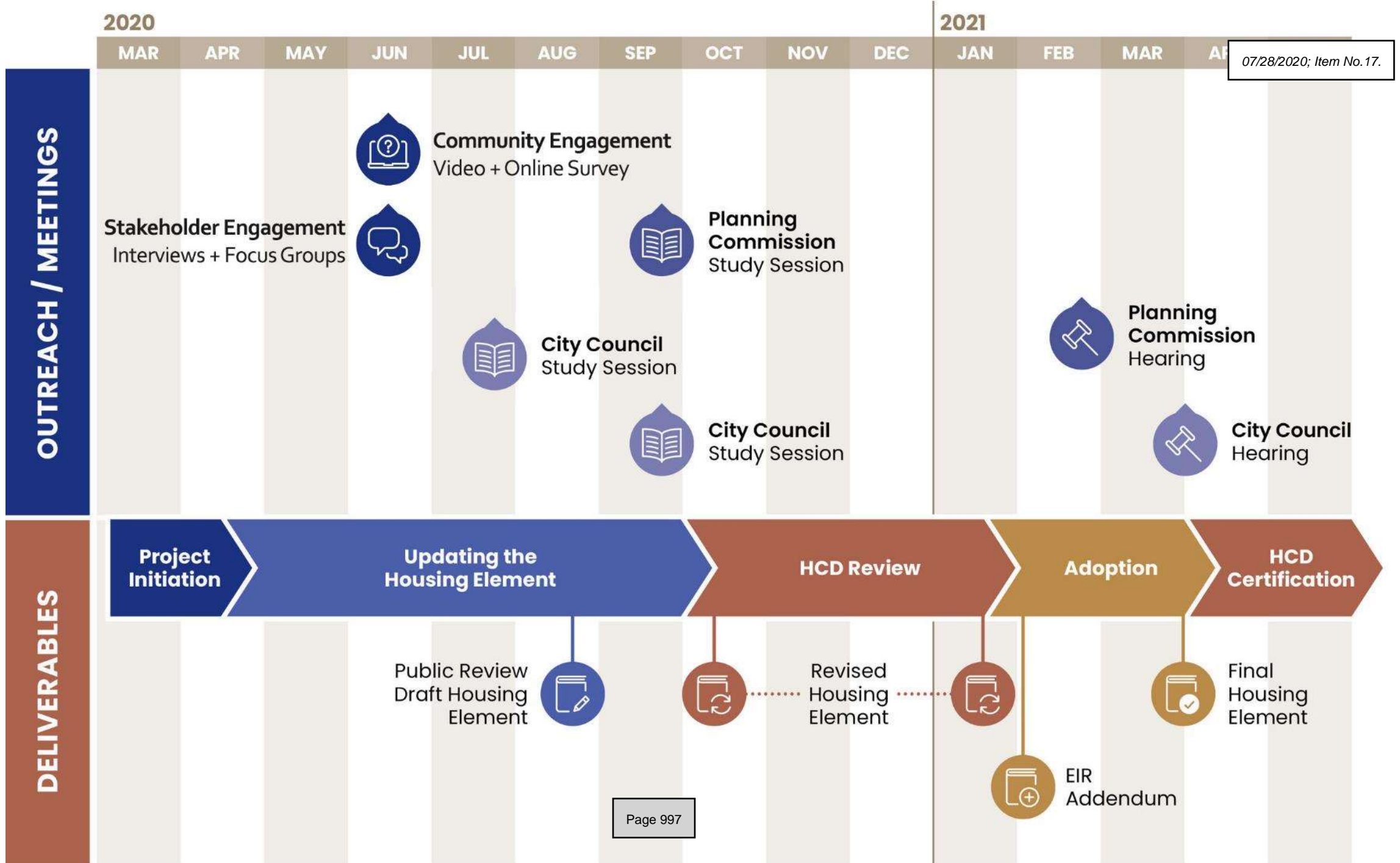
July 28, 2020

ASCENT

Discussion Agenda

- Project Schedule
- Community Outreach
- RHNA Overview
- Lower-Income Capacity
- Strategies to Meet the RHNA
- Questions for the Council

PROJECT SCHEDULE



07/28/2020; Item No. 17.

Affordable Housing

- Lower-income sites included in the inventory are often not developable

Key Recommendations

- Site Size should allow for approx. 100 units (no less than 60 units)
- Site location should meet tax credit funding criteria
- Rezone to allow housing on commercial land
- Community education on affordable housing needed

Missing Middle and Multi-Generational Housing

- Barriers include costs, lower demand, and limited homebuilder experience

Key Recommendations

- Create loan programs for ADU construction
- Allow housing on commercial land
- Allow fourplexes on all residential land
- Ease development standards (lot coverage, FAR, setbacks, parking)

Homelessness and Special Needs Housing

- Homeless population = approx. 70 individuals

Key Recommendations

- Increase services in Folsom
- Secure affordable housing for City's homeless residents
- Reduce barriers for tiny homes
- Conduct public outreach campaign

Key Themes

Housing affordability is a top concern (46%)

Too much housing/too many apartments (30%)

High need for large lot single family homes (43%) and housing for seniors and Persons with Disabilities (32%)

Little consensus on affordable housing and supportive housing for homeless

Community Input on Housing Strategies



- Increase housing near employment centers
- Production of Accessory Dwelling Units
- Multifamily development near transit stations
- Replace commercial zoning with residential zoning
- Mixed use development along the East Bidwell Corridor
- Increasing housing densities in the Folsom Plan Area

Regional Housing Needs Allocation (RHNA)

07/28/2020; Item No. 17.

Folsom RHNA, 2013 vs. 2021

| Income Category | 2013-2021 RHNA (Housing Units) | 2021-2029 RHNA (Housing Units) |
|--|---|---|
| Very Low Income (<50% of Median Income) | 1,218 | 2,226 |
| Low Income (51-80% of Median Income) | 854 | 1,341 |
| Moderate Income (81-120% of Median Income) | 862 | 829 |
| Above Moderate Income (>120% of Median Income) | 1,699 | 1,967 |
| TOTAL | 4,633 | 6,363 |

3,567
"Lower-
Income"
(72% increase)

Housing Types and Affordability

Housing Element basic assumption: **Density = Affordability**

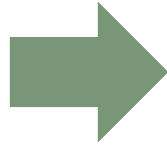
Above Moderate Income

Moderate Income

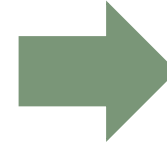
Lower Income



Single Family (2-4 du/ac)



Multifamily Low Density (7-12 du/ac)



Multifamily High Density (20-30 du/ac)



Single Family High Density (4-7 du/ac)



Multifamily Medium Density (12-20 du/ac)



Mixed Use (20-30 du/ac)

No Net Loss Zoning

Govt. Code Sect. 65863

Maintain the sites inventory at all times

- City must maintain adequate sites for lower-income housing throughout the 8-year planning period
- If a development is approved on a housing element site with either *fewer units* or a *different income category* (i.e., market rate), the City must either:
 - Make written “no net loss” finding that other housing element sites are adequate to meet the RHNA for lower-income housing; or
 - Identify and make available **within 180 days** other sites zoned at a density suitable for lower- or moderate-income housing

No Net Loss Zoning

Govt. Code Sect. 65863

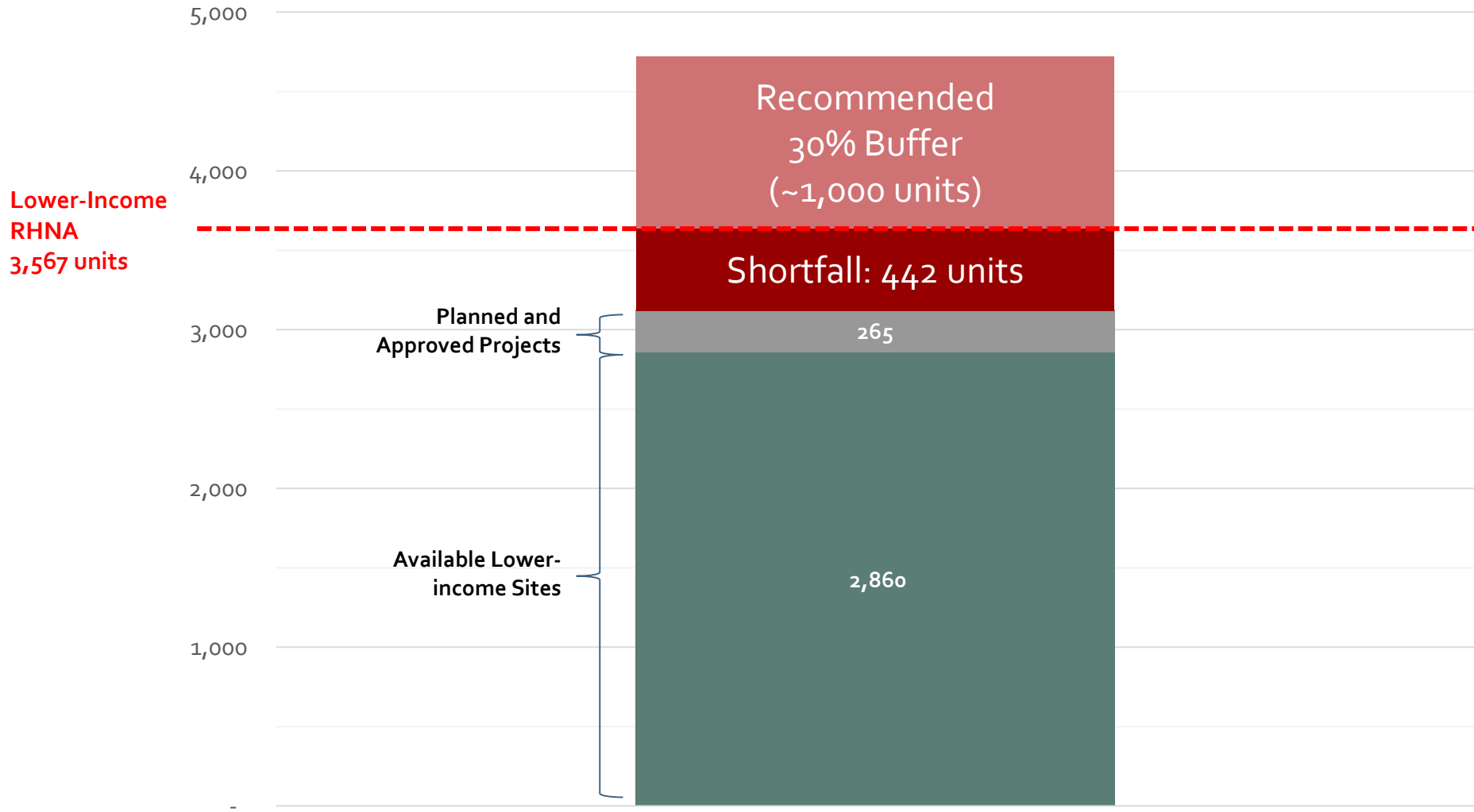
Burden is on the Local Jurisdiction, not the Developer

- Developer has no responsibility for developing a site at the inventoried income level
- Jurisdiction may not deny a housing development because it would require identifying additional sites.
- It is the jurisdiction's responsibility to identify and rezone a replacement site within 180 days (including any required CEQA)

- Rezoning sites in 180 days is a major challenge
- Be prepared in advance....**Build in a buffer!**

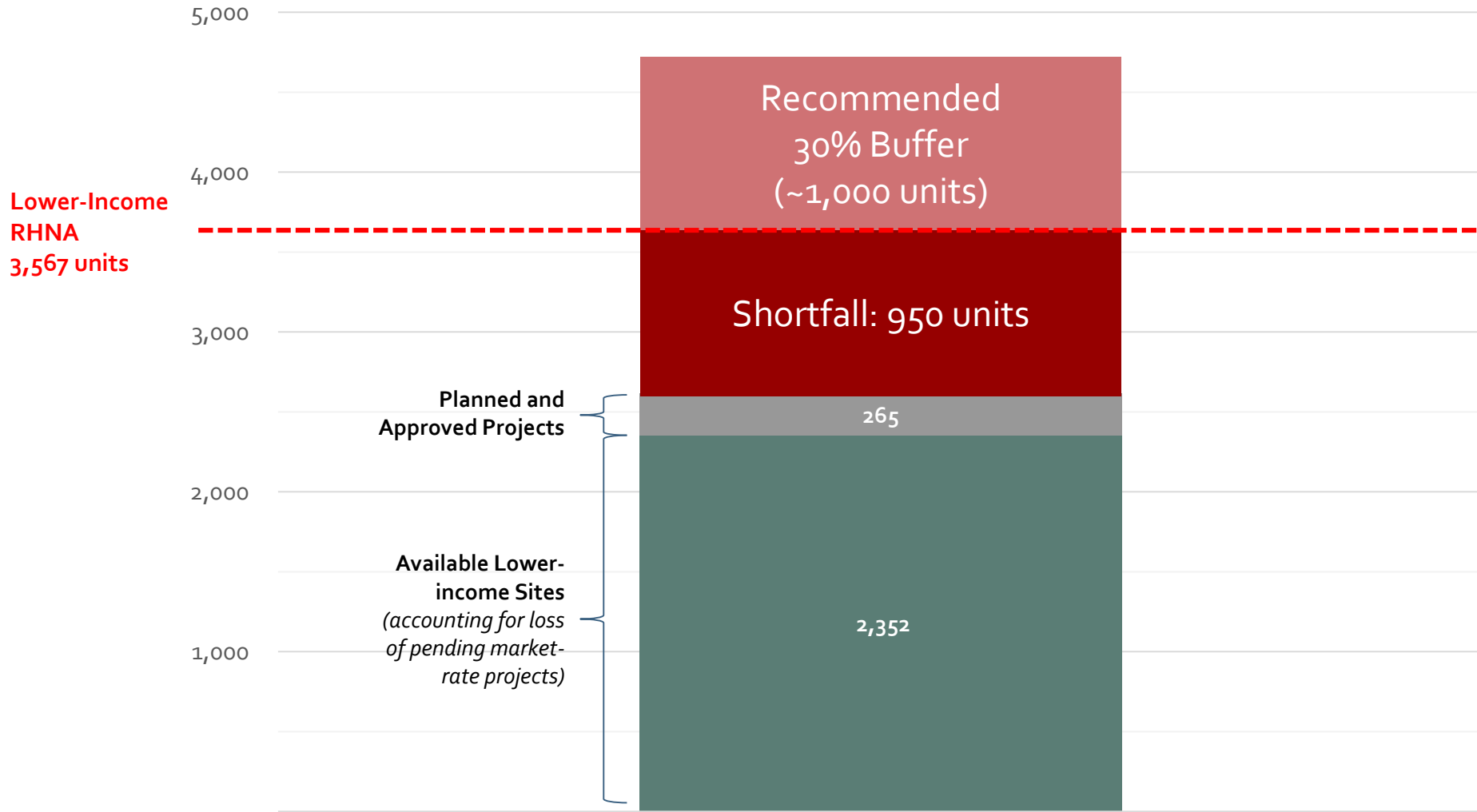
Lower-Income RHNA Sites Inventory, July 2020

07/28/2020; Item No. 17.



Lower-Income RHNA Sites Inventory, May 2021

07/28/2020; Item No. 17.



**How can we
make up the
shortfall and
provide a
buffer?**

Strategies for Meeting the RHNA

- Aggressively promote accessory dwelling units
- Rezone/upzone sites throughout the city
- Increase densities in key areas
- Explore changes to inclusionary housing ordinance

Accessory Dwelling Units (ADUs)

Average ADU construction 2016-2020 = 8 ADUs/year



Projected Five-fold increase in ADU construction = 40 ADUs/year



Approximately 50% of ADUs are assumed affordable to lower-income households

Note: Housing Element will need to include programs to incentivize and aggressively promote ADUs

Potential Rezone for Multifamily

07/28/2020; Item No. 17.

- Voluntary rezones
- Property owner outreach
- Received interest to rezone from commercial and business park to mixed use or high density residential



Note: Some property owners stated their desire to rezone for multifamily would be contingent upon inclusionary ordinance decision



Consider Increasing Density

07/28/2020; Item No. 17.

- Current maximum density is **30 units** per acre
- Consider increasing density in key locations
 - East Bidwell Mixed Use
 - Transit Priority Areas
 - Folsom Plan Area Town Center
 - Folsom Plan Area Transit Corridor



High Density Residential Developments

07/28/2020; Item No. 17.



El Dorado Hills Town Center - 47 units per acre



Livermore – 55 units per acre



Mountain View – 82 units per acre

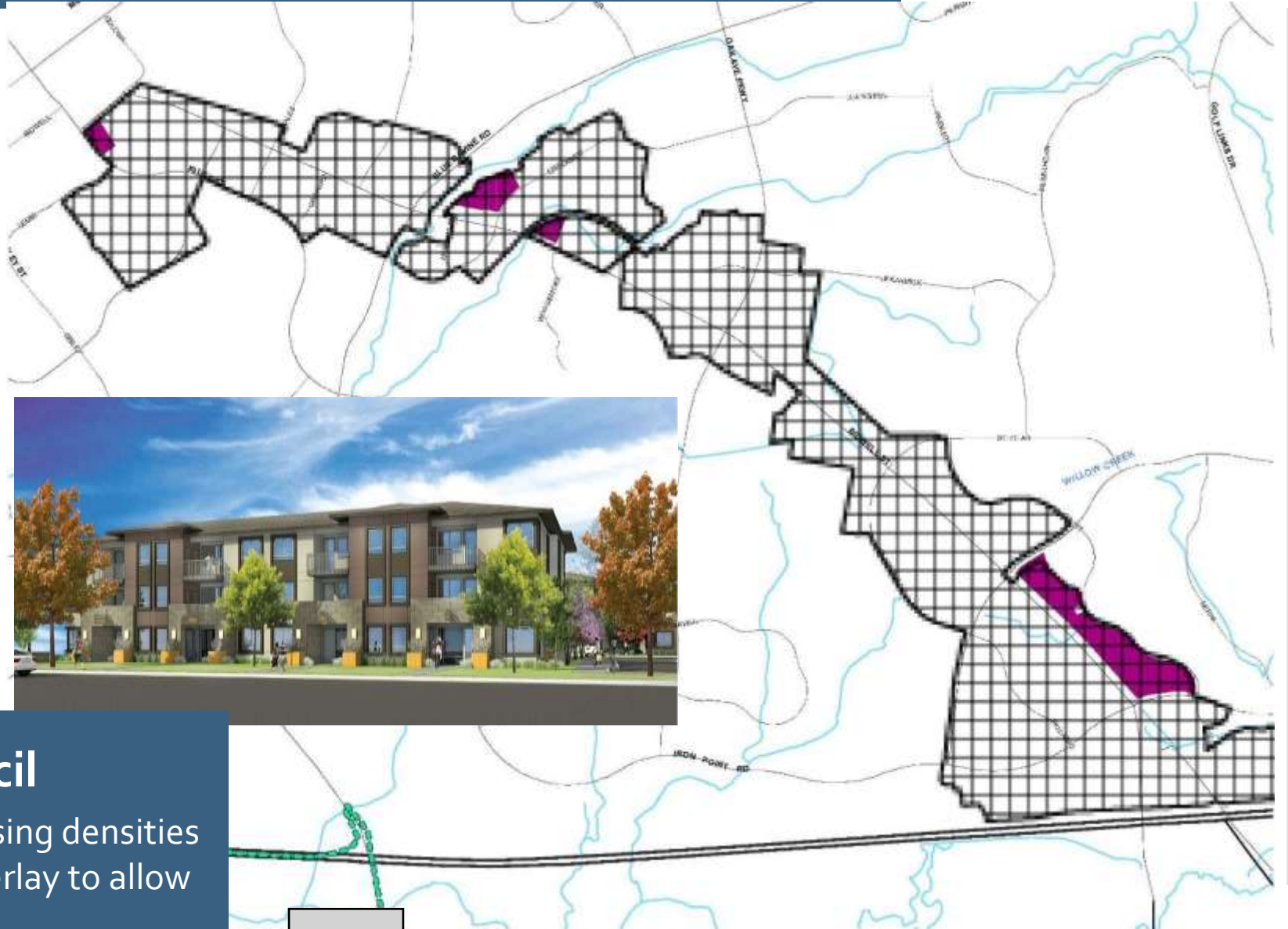


Mountain View – 90 units per acre

East Bidwell Mixed Use Overlay

07/28/2020; Item No. 17.

- General Plan allows 20-30 du/ac
- Recent affordable developments have exceeded 30 du/ac
 - Bidwell Place (36 du/ac)
 - Bidwell Pointe (33 du/ac)
- Consider density increase to allow up to 50 units per acre



Question for City Council

Would the City Council support increasing densities within the East Bidwell Mixed Use Overlay to allow up to 50 units per acre?

Transit Priority Areas

07/28/2020; Item No. 17.

- SACOG Analysis found housing development at Glenn Station is not feasible under current zoning (30 du/ac)
- Historic Folsom Station – Granite House approved project at 62.5 du/ac



SACRAMENTO COUNTY

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Question for City Council

Would the City Council support increasing densities within Transit Priority Areas?

- Increase density in Town Center to 30-40 du/ac
- Increase density in Transit Corridor to 30-55 du/ac
- Rezone Commercial sites to Mixed Use or Multifamily High Density



? Question for City Council

Would the City Council support increasing density and rezoning sites in the Folsom Plan Area to increase multifamily units?

- Specific Plan currently allows for 11,461 units
- Development Agreements anticipated amendments to address RHNA shortfall
- Landowners proposed rezones and density increases would increase unit count by 509 units (excluding the 300 units proposed as Accessory Dwelling Units)
- Alternative to increasing unit count is to downzone other areas



? Question for City Council

Would the City Council support increasing the Folsom Plan Area maximum unit count to accommodate an increase in multifamily units needed to meet the RHNA?

Folsom Inclusionary Housing Ordinance Background

07/28/2020; Item No. 17.

2002

Folsom Ordinance Adopted

- 10% very low + 5% low-income
- Applied to for-sale and rental

2009

Palmer vs. City of LA

- Invalidated inclusionary requirements on rental units

2013

Folsom Ordinance Amended

- Removed requirement for rental housing
- 3% very low + 7% low-income
- In lieu fee option added

2018

State Enacts AB 1505

- Authorizes rental inclusionary
- If more than 15% low-income units required, State may request economic feasibility study

2020

Conducting nexus study

- Establish nexus
- Determine appropriate fee

Inclusionary Housing Ordinance

07/28/2020; Item No. 17.

| Jurisdiction | Folsom | Davis | El Dorado County | Elk Grove | Rocklin | Roseville | Sacramento | Sacramento County | West Sacramento | | |
|--------------------------------|----------------|----------------|------------------|-----------|---------|-----------|------------|-------------------|-----------------|---|---|
| Inclusionary Housing Ordinance | ✓ | ✓ | None | | None | None | | | ✓ | | |
| In-Lieu Fee Accepted | ✓ | ✓ ² | | | | | | | | | ✓ |
| Affordable Housing Fee | | | | ✓ | | | | | ✓ | ✓ | |
| Applies to Rental Units | ✓ ¹ | ✓ | | ✓ | | | | | ✓ | ✓ | ✓ |

¹ Inclusionary housing requirements for rental housing in Folsom are limited to projects receiving financial assistance

² In-Lieu Fees in Davis are only allowed in certain cases and only for a portion of the proposed project



Question for City Council

Would the City Council like to consider adding an inclusionary requirement to rental housing?



Questions for City Council

07/28/2020; Item No. 17.

1. Would the City Council support **increasing densities** in key locations?
 - East Bidwell Mixed Use Overlay (up to 50 du/ac)
 - Transit Priority Areas (up to 60 or 80 du/ac – more analysis required)
 - Folsom Plan Area Transit Corridor (30 – 55 du/ac)
 - Folsom Plan Area Town Center (30 – 40 du/ac)
2. Would the City Council support increasing the **Folsom Plan Area maximum unit count** to accommodate an increase in multifamily units?
3. Would the City Council support adding an **inclusionary requirement to rental housing**?

Thank You!

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housingelement@folsom.ca.us



Folsom City Council Staff Report



| | |
|------------------------|--|
| MEETING DATE: | 7/28/2020 |
| AGENDA SECTION: | New Business |
| SUBJECT: | City Manager Compensation Following Favorable Evaluation |
| FROM: | City Attorney's Office |

RECOMMENDATION / CITY COUNCIL ACTION

Staff respectfully recommends that the City Council discuss City Manager compensation and make appropriate salary adjustment following a strong and positive performance evaluation.

BACKGROUND / ISSUE

The City Manager was appointed to her position effective July 16, 2018. The City Manager’s contract provides for an annual evaluation of the City Manager’s performance.

The City Council met in Closed Sessions on June 23, 2020 and July 14, 2020 to evaluate the City Manager’s performance over the past year, and this item is agendaized in open session for the Council to discuss appropriate compensation adjustment of the City Manager following favorable evaluation.

POLICY / RULE

The City Manager is appointed by the City Council pursuant to Section 3.01 of the City Charter. The salary of the City Manager is determined by the City Council commensurate with the responsibility of the position. Section 3.01(D) of the City Charter.

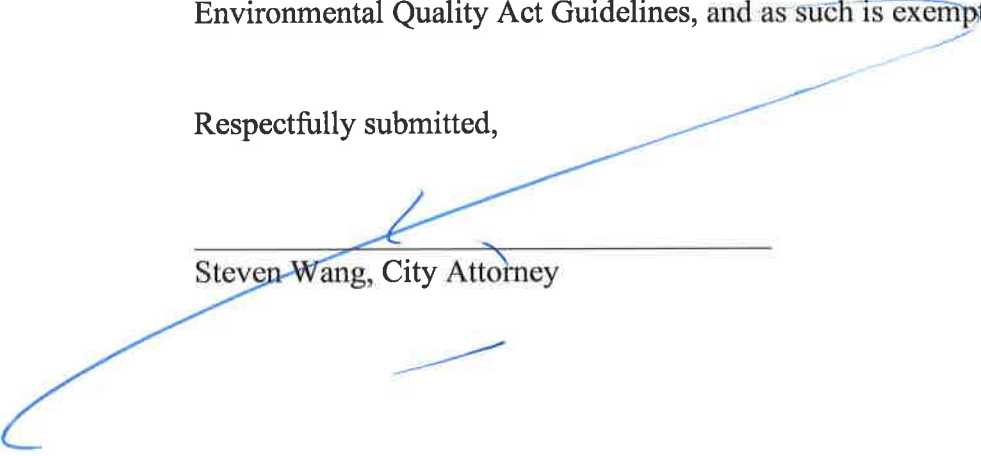
FINANCIAL IMPACT

Costs and expenses associated with compensation of non-enterprise City employees are budgeted in the City’s General Fund.

ENVIRONMENTAL REVIEW

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

Respectfully submitted,



Steven Wang, City Attorney