



CITY OF
FOLSOM
DISTINCTIVE BY NATURE

Agenda

City Council Regular Meeting

City Council Chambers | 50 Natoma Street, Folsom CA 95630

January 12, 2021

6:30 PM

Welcome to Your City Council Meeting

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

Participation

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




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

Reasonable Accommodations

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

How to Watch

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

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

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



CITY OF
FOLSOM
DISTINCTIVE BY NATURE

City Council Regular Meeting

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

Tuesday, January 12, 2021 6:30 PM

Mike Kozlowski, Mayor

Sarah Aquino, Vice Mayor
Kerri Howell, Councilmember

YK Chalamcherla, Councilmember
Rosario Rodriguez, Councilmember

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:

Councilmembers: Aquino, Chalamcherla, Howell, Rodriguez, Kozlowski

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

PLEDGE OF ALLEGIANCE

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. City of Folsom Resolution of Commendation Honoring Folsom Mask Makers for their Efforts to Meet PPE Demands During the COVID-19 Pandemic

CONSENT CALENDAR:

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

2. Approval of December 7, 2020 Special Meeting Minutes
3. Approval of December 8, 2020 Special and Regular Meeting Minutes
4. Ordinance No. 1310 - An Uncodified Ordinance Adopting Prima Facie Speed Limits on Alder Creek Parkway, Bidwell Street, Green Valley Road, Glenn Drive, Iron Point Road, Mangini Parkway, Natoma Station Drive, Parkshore Drive, Parkway Drive, Santa Juanita Drive, and Sibley Street (Second Reading and Adoption)
5. Resolution No. 10576 - A Resolution Authorizing Staff to Submit Active Transportation Program Grant Applications to the California Transportation Commission and the Sacramento Area Council of Governments for the Riley Street Sidewalk Project
6. Resolution No. 10577 - A Resolution Authorizing the City Manager to Execute a Subdivision Improvement Agreement and Accept Offers of Dedication for the Rockcross Subdivision, and Approval of the Final Map for the Rockcross Subdivision
7. Resolution No. 10578 - A Resolution Authorizing the Finance Director to Appropriate an Additional \$60,000 to the General Capital Fund (Fund 445) for the Purchase of a Computer Server
8. Resolution No. 10579 - A Resolution Authorizing the City Manager to Execute Amendment No. 1 to the Design and Consulting Services Contract with R.E.Y. Engineers, Inc. for the Natoma Street Drainage Phase 2 Project
9. Resolution No. 10580 - A Resolution Approving an Appropriation in Fiscal Year 2020-21 to be used for a Replacement Facility Services Vehicle

NEW BUSINESS:

10. Resolution No. 10575 - A Resolution of the City Council of the City of Folsom Declaring Its Intent to Initiate Procedures to Transition from At-Large Elections to District-Based Elections Pursuant to California Elections Code Section 10010 and Authorize Related Actions
11. At-Large Appointments to the Arts and Cultural Commission, Historic District Commission, Landscaping and Lighting District Advisory Committee, Library Commission, Parks and Recreation Commission, Planning Commission, Traffic Safety Committee and Utility Commission

CITY MANAGER REPORTS:

COUNCIL COMMENTS:

ADJOURNMENT

The City Council's next regular meeting is scheduled for January 26, 2021.

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

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

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

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

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

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

City of Folsom Resolution of Commendation

Honoring Folsom Mask Makers

for their Efforts to Meet PPE Demands During the COVID-19 Pandemic

WHEREAS, Janet Cottrill and KC Endeman decided to address the critical PPE shortage during COVID-19 by founding Folsom Mask Makers (FMM) in March 2020; and

WHEREAS, Karla Burgess joined in FMM's effort as website administrator, liaison with community PPE recipients, supply chain manager, seamstress, and constant source of inspiration to volunteers; and

WHEREAS, Karen Hamer has served FMM by moderating the group's website, researching patterns, spearheading special project teams, sewing, and working alongside Karla Burgess to manage logistics; and

WHEREAS, Cathy Hamman has served FMM by moderating the group's website, managing supply chain logistics, sewing, and coordinating project kits; and

WHEREAS, Folsom Mask Makers has attracted over 3,000 community volunteers who donate materials, wash and iron fabric, cut patterns and prepare kits, and drive to drop off and pick up raw and finished materials in a no-contact, COVID-safe system; and

WHEREAS, Folsom Mask Makers to date has produced over 65,000 masks, 3,415 scrub caps, 1,535 visual masks to facilitate lip reading, hundreds of 3D printed face shields, and 5,000 crocheted and 3D printed ear savers; and

WHEREAS, Folsom Mask Makers has donated these essential PPEs to over 375 hospitals, medical and dental groups, care homes, schools, nonprofit and community organizations, and emergency service agencies throughout the counties of Sacramento, Placerville, and El Dorado; and

WHEREAS, Folsom Mask Makers generously supplied the City of Folsom employees with masks at the beginning of the pandemic when masks were not easy to come by.

NOW, THEREFORE, I, MICHAEL D. KOZLOWSKI, Mayor of the City of Folsom, on behalf of the Folsom City Council and the Folsom community, do hereby extend commendations in the highest regard to the Folsom Mask Makers' co-founders, administrative team, and volunteers for their outstanding efforts to meet the PPE shortage during the COVID-19 Pandemic.

PASSED AND APPROVED this 12th day of January 2021.


Michael D. Kozlowski, MAYOR

Attest: 
Christa Freemantle, CITY CLERK

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City Council Special Meeting

MINUTES

Monday, December 7, 2020 5:30 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 special City Council meeting was called to order at 5:30 p.m. in City Council Chambers, 50 Natoma Street, Folsom, California, with Mayor Sarah Aquino presiding.

ROLL CALL:

Councilmembers Present: Kerri Howell, Councilmember
Mike Kozlowski, Councilmember
Andy Morin, Councilmember
Sarah Aquino, Mayor

Councilmembers Elect Present: YK Chalamcherla, Councilmember Elect
Rosario Rodriguez, Councilmember Elect

Council Members Absent: None

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

PLEDGE OF ALLEGIANCE

The Pledge of Allegiance was recited.

Mayor Sarah Aquino asked for a moment of silence to honor Vice Mayor Ernie Sheldon who was laid to rest last week.

AGENDA UPDATE

None

BUSINESS FROM THE FLOOR:

None

CONSENT CALENDAR:

1. Resolution No. 10574 - A Resolution Reciting the Fact of the General Municipal Election Held on November 3, 2020, and Declaring the Result

Motion by Councilmember Kerri Howell, second by Councilmember Mike Kozlowski to approve the consent calendar.

Motion carried with the following roll call vote:

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

SWEARING IN OF CITY COUNCIL MEMBERS:

2. City Clerk to Administer the Oath of Office to Newly-Elected Council Members

City Manager Elaine Andersen thanked Councilmember Andy Morin for his service, spoke of the late Vice Mayor Ernie Sheldon's vast achievements while on the City Council and introduced the incoming Councilmembers. City Clerk Christa Freemantle administered the oath of office to recently elected councilmembers YK Chalamcherla and Rosario Rodriguez.

ELECTIONS:

3. Election of Mayor for 2021
4. Election of Vice Mayor for 2021

Each Councilmember received a ballot to vote for Mayor and a ballot to vote for Vice Mayor.

City Clerk Christa Freemantle read each of the ballots into the record.

For the position of Mayor the following votes were cast:

Councilmember Kerri Howell voted for Councilmember Mike Kozlowski
Mayor Sarah Aquino voted for Councilmember Mike Kozlowski
Councilmember YK Chalamcherla voted for Councilmember Mike Kozlowski
Councilmember Rosario Rodriguez voted for Councilmember Mike Kozlowski
Councilmember Mike Kozlowski voted for Councilmember Mike Kozlowski

City Clerk Christa Freemantle announced that Mike Kozlowski will serve as Mayor for 2021.

For the position of Vice Mayor the following votes were cast:

Councilmember YK Chalamcherla voted for Councilmember Sarah Aquino
Councilmember Rosario Rodriguez voted for Councilmember Kerri Howell
Councilmember Kerri Howell voted for Councilmember Kerri Howell
Councilmember Sarah Aquino voted for Councilmember Sarah Aquino
Councilmember Mike Kozlowski voted for Sarah Aquino

City Clerk Christa Freemantle announced that Sarah Aquino will serve as Vice Mayor for 2021.

NEW BUSINESS:

- 5. Review of Proposed Sacramento County Urgency Ordinance Adopting Penalties for Violations of Public Health Order Addressing the COVID-19 Pandemic and Direction to Staff

City Attorney Steve Wang provided an overview of Sacramento County’s urgency ordinance and responded to questions from the City Council.

Vice Mayor Sarah Aquino noted for the record that City Councilmembers had received and reviewed the many emails sent to the City regarding this item.

The following speakers addressed the City Council regarding the proposed County ordinance:

- 1. Tiffany Ayala
- 2. Jackie Sellitti
- 3. Frank and Tista Visconti
- 4. Bruce Cline
- 5. Mike Bowden
- 6. Joe Gagliardi
- 7. Colleen Shannon
- 8. Camille Shannon

Motion by Councilmember Kerri Howell, second by Councilmember Rosario Rodriguez to oppose Sacramento County’s urgency ordinance.

Motion carried with the following roll call vote:

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

CITY MANAGER REPORTS:

City Manager Elaine Andersen thanked former Councilmember Andy Morin and Vice Mayor Ernie Sheldon, congratulated new Councilmembers YK Chalamcherla and Rosario Rodriguez, and congratulated Mayor Mike Kozlowski and Vice Mayor Sarah Aquino for their appointments for the coming year.

COUNCIL COMMENTS:

Councilmember Rosario Rodriguez encouraged support for small businesses and congratulated Mayor Mike Kozlowski and Vice Mayor Sarah Aquino for their appointments.

Councilmember Kerri Howell congratulated Vice Mayor Sarah Aquino, Councilmember YK Chalamcherla and Councilmember Rosario Rodriguez on their appointments and encouraged all to drive safely.

Councilmember YK Chalamcherla thanked Councilmember Kerri Howell for her comments regarding traffic safety, thanked residents for participating in the meeting, and encouraged businesses to offer hand sanitizer.

Mayor Mike Kozlowski thanked everyone on the City Council for their service.

ADJOURNMENT

There being no further business to come before the Folsom City Council, the meeting was adjourned at 6:41 p.m.

SUBMITTED BY:

Christa Freemantle, City Clerk

ATTEST:

Sarah Aquino, Mayor/Vice Mayor

City Council Special Meeting

MINUTES

Tuesday, December 8, 2020 5:30 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 special City Council meeting was called to order at 5:00 p.m. in City Council Chambers, 50 Natoma Street, Folsom, California, with Mayor Mike Kozlowski presiding.

ROLL CALL:

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

Councilmembers Absent: None

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

BUSINESS FROM THE FLOOR:

The following speakers addressed the City Council via teleconference regarding district-based elections:

1. VJ Jonalagada
2. Scott Rafferty
3. Dolly Sood
4. Muriel Brounstein
5. Hari Shetty
6. Bob Dresser
7. Tony Oliver
8. Bernie Dooley
9. Jennifer Lane
10. Bob Holderness

ADJOURNMENT TO CLOSED SESSION FOR THE FOLLOWING PURPOSES:

1. Conference with Legal Counsel – Existing Litigation – Pursuant to Government Code Section 54956.9(d)(1): Kelly Hall v. City of Folsom, Workers’ Compensation Appeals Board Case No. ADJ7543851
2. Conference with Legal Counsel – Anticipated Litigation – Significant Exposure to Litigation Pursuant to Government Code Section 54956.9(d)(2): one potential case

Motion by Councilmember Kerri Howell, second by Vice Mayor Sarah Aquino to adjourn to closed session for the above referenced items. Motion carried with the following roll call vote:

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

RECONVENE

City Attorney Steve Wang announced 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 5:26 p.m.

SUBMITTED BY:

Christa Freemantle, City Clerk

ATTEST:

Mike Kozlowski, Mayor

City Council Regular Meeting

MINUTES

Tuesday, December 8, 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 6:31 p.m. in City Council Chambers, 50 Natoma Street, Folsom, California, with Mayor Mike Kozlowski presiding.

ROLL CALL:

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

Councilmembers Absent: None

Participating Staff: City Manager Elaine Andersen
City Attorney Steve Wang
City Clerk Christa Freemantle
Environmental and Water Resources Director Marcus Yasutake
Engineering Manager Mark Rackovan
Senior Planner Stephanie Henry

PLEDGE OF ALLEGIANCE

The Pledge of Allegiance was recited.

AGENDA UPDATE

City Clerk Christa Freemantle advised that there was one agenda update for Item 9.

BUSINESS FROM THE FLOOR:

The following speakers addressed the City Council via teleconference regarding district-based elections:

1. Dolly Sood
2. Muriel Brounstein
3. Scott Rafferty

Mayor Mike Kozlowski announced that City Councilmembers received and reviewed approximately 60 emails regarding by-district elections.

CONSENT CALENDAR:

1. Approval of the November 10, 2020 Special/Regular Meeting Minutes
2. Resolution No. 10556 – A Resolution Accepting Fiscal Year 2020-21 Supplemental Law Enforcement Services Fund (SLESF), Citizen’s Option for Public Safety (COPS) Grant for the Purchase of Technology to Improve Police Operations in Accordance with State Requirements and Appropriation of Funds
3. Resolution No. 10557 - A Resolution of the City Council of the City of Folsom Appointing a Representative and an Alternate Representative to the Northern California Cities Self Insurance Fund Board of Directors
4. Resolution No. 10558 - A Resolution Authorizing the Use of Donated Funds from the Friends of the Folsom Library and of Grant Funds from the California State Library and Appropriation of Funds
5. Resolution No. 10559 - A Resolution of the City Council to Amend Exhibit A to Resolution No. 10458 for the Creekstone Phase 1 Subdivision Project
6. Resolution No. 10560 – A Resolution Authorizing the City Manager to Execute an Agreement with R3 Consulting Group, Inc. for Solid Waste Consulting Services for the Development and Implementation of Mandatory Organics and Recycling Compliance Programs and Appropriation of Funds
7. Resolution No. 10561 – A Resolution Authorizing the City Manager to Execute an Application to CalRecycle to Participate in a Community Service Program for the Collection of Commercially Generated California Redemption Value Beverage Containers
8. Resolution No. 10562 – A Resolution Authorizing Temporary Waiver of Permit Fees for Temporary Membrane Structures and Tents During the Public Health Emergency
9. Resolution No. 10563 - A Resolution Rescinding and Replacing Resolution No. 10548 to Approve Application(s) for Per Capita Grant Funds (**amended**)
10. Resolution No. 10564 - A Resolution of the City Council Accepting Open Space within the Parkway Phase II Subdivision for Public Use and Bicycle/Pedestrian Trails
11. Resolution No. 10565 - A Resolution Authorizing the City Manager to Execute an Agreement with H.B Restoration Inc. for On-call Painting Services
12. **pulled for discussion**

- 13. Resolution No. 10567 - A Resolution Authorizing the City Manager to Execute a Subdivision Improvement Agreement and Accept Offers of Dedication for the Creekstone Phase 1 Subdivision, and Approval of the Final Map for the Creekstone Phase 1 Subdivision
- 14. **pulled for discussion**
- 15. Resolution No. 10569 - A Resolution Authorizing the City Manager to Execute an Agreement with ICM Group, Inc. for Construction Management and Inspection Services for the Oak Avenue Pump Station Peak Wet Weather Flow Relief Project
- 16. **pulled for discussion**
- 17. Resolution No. 10572 - A Resolution Accepting the AB1600 Development Fees Annual Report for the Fiscal Year Ended June 30, 2020
- 18. Receive and File SB-165 Annual Reports for Community Facilities District No. 13, No. 14, No. 2013-1, No. 16, No. 17, No. 18, No. 19, No. 20, No. 21, No. 22, and No. 23 to Comply with the Local Agency Special Tax Bond and Accountability Act

Councilmember YK Chalamcherla pulled Items Nos. 12 and 14 for clarification.

Mayor Mike Kozlowski pull Item No. 16 for discussion.

Motion by Councilmember Kerri Howell, second by Councilmember Rosario Rodriguez to approve Consent Calendar Items Nos. 1 through 11, 13, 15, 17, 18 which included Item No. 9 as amended.

Motion carried with the following roll call vote:

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

CONSENT CALENDAR ITEMS PULLED FOR DISCUSSION:

- 12. Resolution No. 10566 - A Resolution to Maintain Existing Speed Limits on Various Streets Throughout Folsom

Councilmember YK Chalamcherla asked for clarification regarding the recommended speed limits. Engineering Manager Mark Rackovan responded.

Motion by Councilmember Kerri Howell, second by Vice Mayor Sarah Aquino to approve Resolution No. 10566.

Motion carried with the following roll call vote:

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

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

- 14. Resolution No. 10568 - A Resolution Authorizing the City Manager to Execute an Agreement with Soracco, Inc. for the Construction of the Oak Avenue Pump Station Peak Wet Weather Flow Relief Project and Appropriation of Funds

Councilmember YK Chalamcherla asked for clarification regarding the difference between this contract and the contract for Item No. 15 on the agenda. Environmental and Water Resources Director Marcus Yasutake responded.

Motion by Councilmember Kerri Howell, second by Councilmember Rosario Rodriguez to approve Resolution No. 10568.

Motion carried with the following roll call vote:

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

- 16. Resolution No. 10571 - A Resolution Authorizing Staff to Submit Grant Applications to the Sacramento Area Council of Governments for the 2020-21 Funding Round

Mayor Mike Kozlowski asked for additional information regarding the grant application. Engineering Manager Mark Rackovan responded.

Motion by Councilmember Rosario Rodriguez, second by Councilmember Kerri Howell to approve Resolution No. 10571.

Motion carried with the following roll call vote:

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

PUBLIC HEARING:

- 19. Ordinance No. 1310 - An Uncodified Ordinance Adopting Prima Facie Speed Limits on Alder Creek Parkway, Bidwell Street, Green Valley Road, Glenn Drive, Iron Point Road, Mangini Parkway, Natoma Station Drive, Parkshore Drive, Parkway Drive, Santa Juanita Drive, and Sibley Street (Introduction and First Reading)

Engineering Manager Mark Rackovan gave a presentation and responded to questions from the City Council.

Motion by Councilmember Kerri Howell, second by Councilmember Rosario Rodriguez

to introduce and hold first reading of Ordinance No. 1310.

Motion carried with the following roll call vote:

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

NEW BUSINESS:

- 20. Resolution No. 10573 - A Resolution Authorizing the City Manager to Accept the Homekey Grant in the Amount of up to \$4,000,000 from the State of California Department of Housing and Community Development and Appropriation of Funds

Senior Planner Stephanie Henry gave a presentation and responded to questions from the City Council.

Motion by Councilmember Rosario Rodriguez, second by Councilmember Kerri Howell to approve Resolution No. 10573.

Motion carried with the following roll call vote:

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

ADJOURN TO JOINT MEETING

The regular City Council meeting was adjourned to the joint meeting at 7:35 p.m.

JOINT CITY COUNCIL AGENDA

Joint City of Folsom, the Folsom Redevelopment Successor Agency, the Folsom Public Financing Authority, the South of 50 Parking Authority, and the Folsom Ranch Financing Authority

CALL TO ORDER:

The joint City Council / Successor Agency / Public Financing Authority Special Meeting / Folsom South of 50 Parking Authority / Folsom Ranch Financing Authority meeting was called to order at 7:35 p.m. in City Council Chambers, 50 Natoma Street, Folsom, California, with Mayor Mike Kozlowski presiding.

ROLL CALL:

Councilmembers: Aquino, Chalamcherla, Howell, Rodriguez, Kozlowski

CONSENT CALENDAR:

- 21. Approval of the October 13, 2020 Joint City Council / Successor Agency / Public Financing Authority / Folsom South of 50 Parking Authority / Folsom Ranch Financing Authority Meeting Minutes
- 22. Receive and File the City of Folsom, the Folsom Redevelopment Successor Agency, the Folsom Public Financing Authority, the South of 50 Parking Authority, and the Folsom Ranch Financing Authority Monthly Investment Reports for the Month of September 2020

Motion by Vice Mayor Sarah Aquino, second by Councilmember Kerri Howell to approve the Consent Calendar.

Motion carried with the following roll call vote:

AYES: Council/Boardmember(s): Aquino, Chalamcherla, Howell, Rodriguez, Kozlowski
NOES: Council/Boardmember(s): None
ABSENT: Council/Boardmember(s): None
ABSTAIN: Council/Boardmember(s): None

ADJOURNMENT

There being no further business to come before the joint City Council, Folsom Redevelopment Successor Agency, Folsom Public Financing Authority, Folsom Ranch Financing Authority, and South of 50 Parking Authority the meeting was adjourned to the regular City Council meeting at 7:36 p.m.

RECONVENE CITY COUNCIL MEETING

CITY MANAGER REPORTS:

City Manager Elaine Andersen spoke about the final pinhole leaks report and the waiver of permit and inspection fees related to pinhole leak repairs. She spoke of the annual Santa Sleigh event, encouraged residents to shop local and mentioned the Gallery at 48 Natoma retail shopping hours, Folsom Zoo Sanctuary online gift shop, and the Skate, Shop, Dine program in the Historic District.

COUNCIL COMMENTS:

Vice Mayor Sarah Aquino discussed the LAFCO Board shared seat with Rancho Cordova and wished everyone happy holidays and a happy new year.

Councilmember YK Chalamcherla stated he enjoyed the swearing in ceremony, thanked the other City Council candidates who ran in the election, requested that residents be safe through the holidays and encouraged businesses to provide hand sanitizer to patrons.

Councilmember Rosario Rodriguez wished everyone safe and happy holidays, encouraged all to support local retail shops and to wear masks. She requested the Hinkle Creek matter be scheduled on a future City Council agenda.

Councilmember Kerri Howell wished all happy holidays and encouraged everyone to drive safely.

Mayor Mike Kozlowski advised that Sacramento County pulled the urgency ordinance off their agenda and thanked everyone who participated at the City Council meeting regarding that item. He encouraged everyone to shop local for the holidays and to patronize local restaurants and he wished happy holidays to all.

ADJOURNMENT

There being no further business to come before the Folsom City Council, the meeting was adjourned at 7:45 p.m.

SUBMITTED BY:

Christa Freemantle, City Clerk

ATTEST:

Mike Kozlowski, Mayor

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Folsom City Council Staff Report



MEETING DATE:	01/12/2021
AGENDA SECTION:	Public Hearing
SUBJECT:	Ordinance No. 1310 - An Uncodified Ordinance Adopting Prima Facie Speed Limits on Alder Creek Parkway, Bidwell Street, Green Valley Road, Glenn Drive, Iron Point Road, Mangini Parkway, Natoma Station Drive, Parkshore Drive, Parkway Drive, Santa Juanita Drive, and Sibley Street (Second Reading and Adoption)
FROM:	Public Works Department

RECOMMENDATION / CITY COUNCIL ACTION

The Public Works Department recommends that the City Council adopt Ordinance No. 1310 - An Uncodified Ordinance Adopting Prima Facie Speed Limits on Alder Creek Parkway, Bidwell Street, Green Valley Road, Glenn Drive, Iron Point Road, Mangini Parkway, Natoma Station Drive, Parkshore Drive, Parkway Drive, Santa Juanita Drive, and Sibley Street.

BACKGROUND / ISSUE

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

POLICY / RULE

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

ANALYSIS

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

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

1. 25 MPH on residential streets that are less than 40 feet wide, not more than one-half mile between traffic control devices, and only one lane of traffic per direction.
2. 25 MPH in business districts, as defined by the California Vehicle Code.
3. 25 MPH when passing a senior care facility.
4. 25 MPH when passing a children's play area during times when children are typically present (usually dawn to dusk).
5. 25 MPH when passing a school while children are present, when the school is not separated from the roadway by a fence. When the school is fenced, the 25 MPH limit only applies when children are going to or coming from school if the roadway is used by school age pedestrians to access the campus.
6. 15 MPH in alleys.

On roadways that do not meet these criteria, an ETS must be performed to determine the proper prima facie speed. An ETS evaluates existing roadway geometric conditions, collision history, and the land uses adjacent to a given road segment. A radar survey is conducted to determine the 85th-percentile speed (the speed that is not exceeded by 85 percent of vehicles surveyed), the average speed, and the 10 MPH pace (a 10 MPH range of speeds in which the majority of vehicles were traveling). The nearest 5 MPH increment to the 85th-percentile speed is typically

deemed the appropriate speed limit, unless other conditions are present that, in the opinion of the traffic engineer, justify further reduction; in which case the engineer may cite a one-time, downward zoning of an additional five miles per hour.

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

1. Iron Point Road, Empire Ranch Road to the El Dorado County Line (Establishing 45 MPH speed limit)
2. Green Valley Road, East Natoma Street to the El Dorado County Line (Establishing 55 MPH speed limit)
3. Mangini Parkway, Placerville Road and East Bidwell Street (Establishing 40 MPH speed limit)
4. Alder Creek Parkway, East Bidwell Street to Placerville Road (Establishing 45 MPH speed limit)
5. Alder Creek Parkway, East Bidwell Street to Rustic Ridge Drive (Establishing 30 MPH speed limit)
6. Sibley Street, Blue Ravine Road to Glenn Drive (reduction from 45 MPH to 40 MPH)
7. Parkshore Drive, Plaza Drive to Folsom Boulevard (reduction from 40 MPH to 35 MPH)
8. Glenn Drive, Folsom Boulevard to Sibley Street (reduction from 45 MPH to 40 MPH)
9. Parkway Drive, Morganite Court/Thurman Way to Blue Ravine Road (increase from 25 MPH to 30 MPH)
10. Santa Juanita Drive, Oak Avenue to 2,000 feet North of Dowd Court (increase from 25 MPH to 40 MPH)

The results of the speed surveys conducted for these roadways are included as Exhibit A to Attachment 1. All other speed limits along the subject roadways are not affected by this ordinance.

The Traffic Safety Committee reviewed this item at their January 23, 2020 meeting and at the October 22, 2020 meeting and voted unanimously to support the recommended speed limits. A copy of the Action Summary from that meeting is attached.

The ordinance was introduced for first reading at the December 8, 2020 City Council meeting. No changes have been made to the ordinance since first reading.

FINANCIAL IMPACT

There is no financial impact.

ENVIRONMENTAL REVIEW

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

ATTACHMENTS

1. Ordinance No. 1310 – An Uncodified Ordinance Adopting Prima Facie Speed Limits on Alder Creek Parkway, Bidwell Street, Green Valley Road, Glenn Drive, Iron Point Road, Mangini Parkway, Natoma Station Drive, Parkshore Drive, Parkway Drive, Santa Juanita Drive, and Sibley Street (Second Reading and Adoption)
2. Action Summary of the January 23, 2020 Traffic Safety Committee Meeting
3. Action Summary of the October 22, 2020 Traffic Safety Committee Meeting
4. Exhibit A - Recommended Speed Limits Summary

Submitted,

Dave Nugen, Public Works Director

ATTACHMENT 1

ORDINANCE NO. 1310

**AN UNCODIFIED ORDINANCE ADOPTING PRIMA FACIE SPEED LIMITS
ON ALDER CREEK PARKWAY, BIDWELL STREET, GREEN VALLEY ROAD,
GLENN DRIVE, IRON POINT ROAD, MANGINI PARKWAY, NATOMA
STATION DRIVE, PARKSHORE DRIVE, PARKWAY DRIVE, SANTA
JUANITA DRIVE, AND SIBLEY STREET**

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

SECTION 1 PURPOSE

- A. State law requires that local agencies establish speed limits on public streets within their jurisdictions using criteria defined in the California Vehicle Code; and
- B. The previous adoption of speed limits on roadways in the City of Folsom occurred in 2010; and
- C. The Public Works Department has conducted valid Engineering and Traffic Studies for speed zoning to determine prima facie speeds on Alder Creek Parkway, Bidwell Street, Green Valley Road, Glenn Drive, Iron Point Road, Mangini Parkway, Natoma Station Drive, Parkshore Drive, Parkway Drive, Santa Juanita Drive, and Sibley Street; and
- D. The proposed speed limits were reviewed and approved by the Traffic Safety Committee on January 23, 2020 and October 22, 2020; and
- E. Notice of hearing has been given in the form and in the manner required by State law and the Folsom Municipal Code.

SECTION 2 DESIGNATION OF PRIMA FACIE SPEED LIMITS

The Prima Facie speed limits on Alder Creek Parkway, Bidwell Street, Green Valley Road, Glenn Drive, Iron Point Road, Mangini Parkway, Natoma Station Drive, Parkshore Drive, Parkway Drive, Santa Juanita Drive, and Sibley Street as shown under the "Recommended" column in Exhibit A attached to this Ordinance, are hereby adopted by the City Council.

SECTION 3 SEVERABILITY

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

SECTION 4 EFFECTIVE DATE

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

This Ordinance was introduced, and the title thereof read at the regular meeting of the City Council on December 8, 2020 and the second reading occurred at the regular meeting of the City Council on January 12, 2021.

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 12th day of January 2021, by the following roll-call vote:

AYES: Councilmember(s):

NOES: Councilmember(s):

ABSENT: Councilmember(s):

ABSTAIN: Councilmember(s):

Michael D. Kozlowski, MAYOR

ATTEST:

Christa Freemantle, CITY CLERK

ATTACHMENT 2

City of Folsom
TRAFFIC SAFETY COMMITTEE
ACTION SUMMARY
 4:00 p.m., Thursday, January 23, 2020
 Public Works Conference Room

- 1. MEETING CALLED TO ORDER** at 4:00 p.m. by Chair Pew
- 2. ROLL CALL:**
 Present: Pew, Rackovan, Soulsby, Washburn, Rodriguez (for Wilson)
 Absent: Baade, Newman
- 3. APPROVE ACTION SUMMARY**
 Action Summary of the October 24, 2019 meeting was approved without revision.
- 4. BUSINESS FROM FLOOR/GOOD OF THE ORDER**
 None.
- 5. ACTION/DISCUSSION ITEMS**
Other Business
 - a. Speed Limit Adoption: Various minor arterial and collector streets. Moved by Rackovan, seconded by Pew to support the recommendations of the consultant to maintain existing speed limits on the roadways under consideration, with the following exceptions:
 1. Committee supported the recommendation to reduce the speed limit on Glenn Drive (Folsom to Sibley) from 45 to 40;
 2. Committee recommended maintaining current 35 MPH limit on Natoma Station Drive (Blue Ravine to Turnpike);
 3. Committee supported the recommendation to reduce the speed limit on Parkshore Drive (Folsom to Plaza) from 40 to 35;
 4. Committee supported the recommendation to increase the speed limit on Parkway Drive (Blue Ravine to Morganite/Thurman) from 25 to 30;
 5. Committee supported the recommendation to increase the speed limit on Santa Juanita Avenue from 25 to 45 MPH, but only between Oak Avenue Parkway and 2,000 feet north of Dowd Court;
 6. Committee supported the recommendation to reduce the speed limit on Sibley Street (Blue Ravine to Glenn) from 45 to 40.
- 6. INFORMATIONAL ITEMS** no action.
- 7. ADJOURNMENT** at 4:48 p.m.

ATTACHMENT 3

City of Folsom
TRAFFIC SAFETY COMMITTEE
ACTION SUMMARY
 4:00 p.m., Thursday, October 22, 2020
 Public Works Conference Room

1. **MEETING CALLED TO ORDER** at 4:00 p.m. by Chair Pew
2. **ROLL CALL:**
 Present: Baade, Bosch, Pew, Soulsby, Wilson
 Absent: Washburn
3. **APPROVE ACTION SUMMARY**
 Action Summary of the February 27, 2020 meeting was approved without revision.
4. **BUSINESS FROM FLOOR/GOOD OF THE ORDER**
 None.
5. **ACTION/DISCUSSION ITEMS**

Neighborhood Issues

- a. E Natoma and Blue Ravine Safety Assessment
 1. Committee supported the recommendations by consultant identified in the final report.
- b. Dry Creek and Iron Point Road Stop Sign Request
 1. Committee supported the recommendation by to work with ERCA for removal of landscaping to improve line of sight at corner.

Other Business

- c. Speed Limit Adoption: Various Road Segments
 1. Committee supported the recommendation to establish the speed limit on Iron Point, Empire Ranch Road to City Limits at 45 MPH
 2. Committee supported the recommendation to establish the speed limit on Green Valley, East Natoma to City Limits (Establishing 55 MPH speed limit)
 3. Committee supported the recommendation to establish the speed limit on Mangini Parkway, Placerville Road and East Bidwell Street (Establishing 40 MPH speed limit)
 4. Committee supported the recommendation to establish the speed limit on Alder Creek Parkway, East Bidwell Street to Placerville Road (Establishing 45 MPH speed limit)
 5. Committee supported the recommendation to establish the speed limit on Alder Creek Parkway, East Bidwell Street to Rustic Ridge Drive (Establishing 30 MPH speed limit)

- d. Natoma Street between Folsom Blvd and Riley Street
 - 1. Committee supported the recommendation of no action at this time.

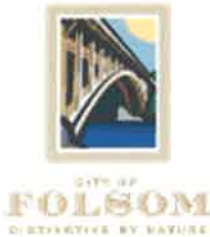
6. INFORMATIONAL ITEMS no action.

7. ADJOURNMENT at 5:14 p.m.

ATTACHMENT 4

Exhibit A

#	Street	Survey Limits	Speed (mph)			Changes to Existing Speed Limit
			Existing	85th Percentile	Recommended	
1	Green Valley Road	E. Natoma St. to El Dorado County Line	55	60	55	0
2	Iron Point Road/Saratoga Road	Empire Ranch Rd. to El Dorado County Line	None	49	45	New
3	Mangini Parkway	Placerville Rd. to E. Bidwell St	None	43	40	New
4	Alder Creek Parkway	E. Bidwell St. to E. Bidwell St.	None	50	45	New
5	Alder Creek Parkway	Placerville Rd. to Rustic Ridge Dr.	None	32	30	New
6	Sibley Street	Blue Ravine Road to Glenn Drive	45	41	40	-5
7	Parkshore Drive	Plaza Drive to Folsom Blvd	40	40	35	-5
8	Glenn Drive	Folsom Blvd to Sibley Street	45	42	40	-5
9	Parkway Drive	Morganite/Thurman to Blue Ravine Road	25	35	30	+5
10	Santa Juanita Drive	Oak Ave. to 2,000 feet north of Down Court	25	47	40	+15



Folsom City Council Staff Report

MEETING DATE:	1/12/2021
AGENDA SECTION:	Consent Calendar
SUBJECT:	Resolution No. 10576 - A Resolution Authorizing Staff to Submit Active Transportation Program Grant Applications to the California Transportation Commission and the Sacramento Area Council of Governments for the Riley Street Sidewalk Project
FROM:	Public Works Department

RECOMMENDATION / CITY COUNCIL ACTION

The Public Works Department recommends that the City Council pass and adopt Resolution No. 10576 - A Resolution Authorizing Staff to Submit Active Transportation Program Grant Applications to the California Transportation Commission and the Sacramento Area Council of Governments for the Riley Street Sidewalk Project.

BACKGROUND / ISSUE

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

The State ATP applications will be reviewed first and if the Riley Street Sidewalk project is successful in receiving State funding, it will not be eligible for Regional ATP funding. If the project does not get selected for State ATP funding, it would still be eligible for regional ATP funding. Due to each application having various funding amounts, the scope for each application varies, as described below:

State ATP Application: The scope of the project for this application will be to construct new sidewalks on both sides of Riley Street between Sutter Street and Bidwell Street. Due to the steep terrain of the roadway edges between Sutter Street and Mormon Street, multiple retaining walls will be required. Enhanced intersection improvements will be constructed at the

intersection of Riley Street and Persifer Street to increase pedestrian safety, particularly for students walking to and from Sutter Middle School.

Regional ATP Application: Due to the limited funding amount of this ATP program, the scope of the project for this application will focus only on the section of Riley Street between Natoma Street and Bidwell Street. This section has been determined to be the top priority from a pedestrian safety perspective. The same improvements will be made in this area that were proposed with the State ATP application.

POLICY / RULE

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

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

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

ANALYSIS

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

FINANCIAL IMPACT

State ATP Application: The total funding requested on the State ATP application is \$6,132,000, which would completely fund the project through the design, right-of-way and construction phases. Leveraging funds in the amount of \$95,000 would be required to be contributed by the City. This leveraging requirement has already been met through the existing contract with R.E.Y. Engineers, Inc. for the Riley Street Feasibility Study, which was recently completed. No additional City funding would be required to meet the grant requirements.

Regional ATP Application: The total funding requested on the Regional ATP application is \$1,900,000, which would completely fund the reduced scope of the project through the design, right-of-way and construction phases. Non-ATP funds in the amount of 7% (\$135,000) of the total project cost are required to be contributed by the City. Due to the existing contract with R.E.Y. Engineers, Inc. for the Riley Street Feasibility Study, an additional \$40,000 will be required to be contributed by the City to meet the grant requirements. Staff is proposing to use Transportation Impact Fund (Fund 446) for the additional match but will make a final determination if the grant is approved.

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

ENVIRONMENTAL REVIEW

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

ATTACHMENTS

1. Resolution No. 10576 - A Resolution Authorizing Staff to Submit Active Transportation Program Grant Applications to the California Transportation Commission and the Sacramento Area Council of Governments for the Riley Street Sidewalk Project

Submitted,

Dave Nugen, PUBLIC WORKS DIRECTOR

RESOLUTION NO. 10576

A RESOLUTION AUTHORIZING STAFF TO SUBMIT ACTIVE TRANSPORTATION PROGRAM GRANT APPLICATIONS TO THE CALIFORNIA TRANSPORTATION COMMISSION AND THE SACRAMENTO AREA COUNCIL OF GOVERNMENTS FOR THE RILEY STREET SIDEWALK PROJECT

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

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

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

WHEREAS, based on ATP funding criteria it has been determined that the Riley Street Sidewalk Project is the most likely candidate to receive this type of funding; and

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

WHEREAS, if the project is awarded grant funding, staff will return to Council for approval of the source of the required match funding, which is tentatively identified as Transportation Improvement Fund (Fund 4446).

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

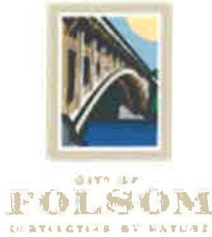
PASSED AND ADOPTED this 12th day of January 2021, by the following roll-call vote:

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

Michael D. Kozlowski, MAYOR

ATTEST:

Christa Freemantle, CITY CLERK



Folsom City Council Staff Report



MEETING DATE:	1/12/2021
AGENDA SECTION:	Consent Calendar
SUBJECT:	Resolution No. 10577 – A Resolution Authorizing the City Manager to Execute a Subdivision Improvement Agreement and Accept Offers of Dedication for the Rockcross Subdivision, and Approval of the Final Map for the Rockcross Subdivision
FROM:	Community Development Department

RECOMMENDATION / CITY COUNCIL ACTION

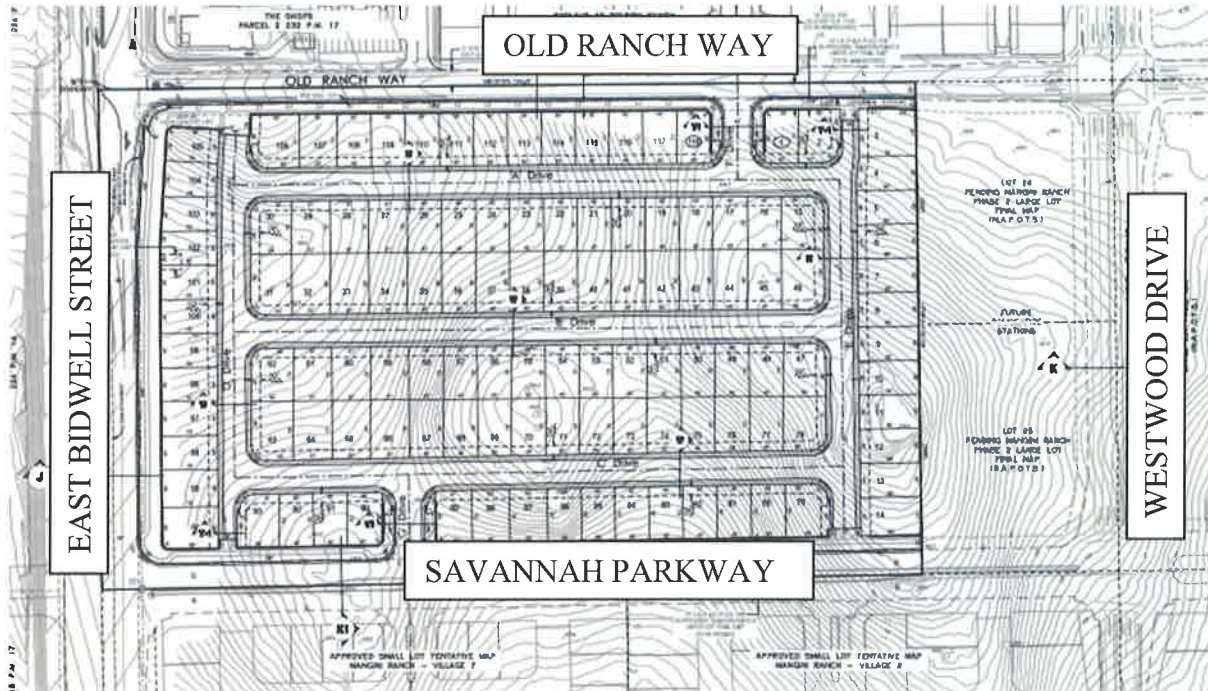
Staff recommends that the City Council move to adopt:

Resolution No. 10577 – A Resolution Authorizing the City Manager to Execute a Subdivision Improvement Agreement and Accept Offers of Dedication for the Rockcross Subdivision, and Approval of the Final Map for the Rockcross Subdivision

BACKGROUND / ISSUE

The Vesting Tentative Subdivision Map (VTSM) for the Rockcross Subdivision was approved by the City Council on July 14, 2020.

The action for consideration by the City Council is the approval of the Final Map and Subdivision Improvement Agreement for the Rockcross Subdivision. The Final Map for the Rockcross Subdivision will create a total of 118 multi-family low density (MLD) residential lots. With the approval of the Final Map, the subdivision process for this project will be complete.



The Rockcross Subdivision is located on the north side of Savannah Parkway east of East Bidwell Street south of Old Ranch Way and west of Westwood Drive in the Folsom Plan Area (FPA) (see above).

POLICY / RULE

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

ANALYSIS

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

ENVIRONMENTAL REVIEW

The City, as lead agency, previously determined that the Mangini Ranch Phase 2 Subdivision project is entirely consistent with the Folsom Plan Area Specific Plan (FPASP) and therefore the project is exempt from the California Environmental Quality Act as provided by Government Code section 65457 and CEQA Guidelines section 15182. Since that determination was made, none of the events described in Public Resources Code section 21166 or CEQA Guidelines section 15162 (e.g. substantial changes to the project) have occurred. Therefore, no environmental review is required for this final map.

ATTACHMENTS

1. Resolution No. 10577 - A Resolution Authorizing the City Manager to Execute a Subdivision Improvement Agreement and Accept Offers of Dedication for the Rockcross Subdivision, and Approval of the Final Map for the Rockcross Subdivision
2. Rockcross Subdivision Improvement Agreement
3. Rockcross Subdivision Final Map
4. Rockcross Vesting Tentative Subdivision Map
5. Table of Conditions of Approval for the Rockcross Vesting Tentative Subdivision Map

Submitted,



PAM JOHNS
Community Development Director

ATTACHMENT 1
RESOLUTION

RESOLUTION NO. 10577

A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE A SUBDIVISION IMPROVEMENT AGREEMENT AND ACCEPT OFFERS OF DEDICATION FOR THE ROCKCRESS SUBDIVISION, AND APPROVAL OF THE FINAL MAP FOR THE ROCKCRESS SUBDIVISION

WHEREAS, the Final Map for the Rockcress 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 Rockcress 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 Rockcress subdivision.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Folsom that the Final Map for the Rockcress subdivision is hereby approved.

BE IT FURTHER RESOLVED that the City Manager is hereby authorized to execute the Subdivision Improvement Agreement with Lennar Homes of California, Inc. in a form acceptable to the City Attorney and accept the offers of dedication for the Rockcress subdivision.

PASSED AND ADOPTED this 12th day of January 2021, by the following roll-call vote:

AYES: Councilmember(s)

NOES: Councilmember(s)

ABSENT: Councilmember(s)

ABSTAIN: Councilmember(s)

Michael D. Kozlowski, MAYOR

ATTEST:

Christa Freemantle, CITY CLERK

ATTACHMENT 2
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 Lennar Homes of California, 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 **Rockcress Subdivision** and is herein referred to as the "subdivision".
- C. Subdivider has requested approval of the Final Map prior to the construction and completion of the public improvements (as shown on the approved improvement plans and listed in Exhibit A), including, but not limited to streets, highways, public ways, sidewalks, curbs, gutters, bikeways, storm drainage facilities, sanitary sewer facilities, domestic water facilities, public utility facilities, landscaping, public lighting facilities, park or recreational improvements and appurtenances thereto, in or required by the Subdivision Map Act, the subdivision ordinances of the City, the Tentative Subdivision Map and development agreement, if any, approved by the City. The foregoing improvements, more specifically listed on Exhibit A attached hereto, are hereinafter referred to as "the required improvements".

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

NOW, THEREFORE, the parties agree as follows:

1. Performance of Work. Subdivider agrees to furnish, construct, and install at his own expense the required improvements as shown on the approved plans and specifications of the subdivision, a copy of which is on file in the Community Development Department, and is incorporated herein by reference, along with any changes or modifications as may be required by the City Engineer due to errors, omissions, changes in conditions, or changes in facilities as required by the City Engineer. The approved plans and specifications of the required improvements may be modified by the Subdivider as the development progresses, provided that any modification is approved in writing by the City Engineer. The total estimated cost of the required improvements, as shown on Exhibit A, is **FOUR MILLION ONE HUNDRED EIGHTY-ONE THOUSAND THREE HUNDRED FORTY AND 00/100 DOLLARS (\$4,181,340.00).**
2. Work; Satisfaction of City Engineer. All of the work on the required improvements is to be done at the places, of the materials, and in the manner and at the grades, all as shown upon the approved plans and specifications and as required by the City's Improvement Standards and Standard Construction Specifications and any applicable City ordinances or state and federal laws, and to the satisfaction of the City Engineer.
3. Work; Time for Commencement and Performance. Work on the required improvements shall be completed by the Subdivider on or before twelve (12) months from the date of this Agreement. At least fifteen (15) calendar days prior to the commencement of such work, the Subdivider shall notify the City Engineer in writing of the date fixed by Subdivider for commencement of the work.
4. Time of Essence; Extension.
 - a. Time is of the essence of this Agreement. The date for completion of the work of construction may not be extended, except as provided in Section 16.36.110 of the Folsom Municipal Code.
5. Improvement Security. Concurrently with the execution of this Agreement, the Subdivider shall furnish the City:
 - a. Improvement security in the sum of **FOUR MILLION ONE HUNDRED EIGHTY-ONE THOUSAND THREE HUNDRED FORTY AND 00/100 DOLLARS (\$4,181,340.00)**, which sum is equal to one hundred percent of the total estimated cost of constructing the required improvements and the cost of any other obligation to be performed by Subdivider under this Agreement, conditioned upon the faithful performance of this Agreement; and

- b. Separate improvement security in the sum of **FOUR MILLION ONE HUNDRED EIGHTY-ONE THOUSAND THREE HUNDRED FORTY AND 00/100 DOLLARS (\$4,181,340.00)**, 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:

**Lennar Homes of California, Inc.
1025 Creekside Ridge Drive, Suite 240
Roseville, CA 95678
ATTN; Larry Gualco, Vice President**

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

**Fidelity and Deposit Company of Maryland
1299 Zurich Way
Schaumburg, IL 60196**

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

**Lennar Homes of California, 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 – **Rockcross Subdivision**

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 **Lennar Homes of California, 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 **Rockcross Subdivision Improvement Agreement** is hereby referred to and made a part hereof; and,

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

NOW THEREFORE, We, the principal, and _____, as surety, are held and firmly bound unto the City of Folsom, hereinafter referred to as the City; in the penal sum of **FOUR MILLION ONE HUNDRED EIGHTY-ONE THOUSAND THREE HUNDRED FORTY AND 00/100 DOLLARS (\$4,181,340.00)**, 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 **Lennar Homes of California, 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 **Rockcress Subdivision Improvement Agreement** is hereby referred to and made a part hereof; and,

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

NOW THEREFORE, said principal and the undersigned as corporate surety, are held firmly bound unto the City of Folsom and all contractors, subcontractors, laborers, materialmen and other persons employed in the performance of the aforesaid agreement and referred to in the aforesaid Code of Civil Procedure, in the sum of **FOUR MILLION ONE HUNDRED EIGHTY-ONE THOUSAND THREE HUNDRED FORTY AND 00/100 DOLLARS (\$4,181,340.00)** 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

Attach Exhibit "A"

Engineers Estimate signed and stamped by Licensed Civil Engineer

ATTACHMENT 3
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 ROCKCRESS AT FOLSOM RANCH 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 DEDICATION AND DO HEREBY DEDICATE AS PUBLIC RIGHTS-OF-WAY AND AS UTILITY EASEMENTS TO THE CITY OF FOLSOM FRENCH DRIVE, SANDERSON DRIVE, TUCKER DRIVE, HARRIS WAY, MANNING WAY, SHERMAN WAY AND SIDNEY WAY, AS SHOWN HEREON.

I DO HEREBY DEDICATE FOR SPECIFIC PURPOSES THE FOLLOWING:

1. A PUBLIC EASEMENT FOR THE INSTALLATION AND MAINTENANCE OF DRAIN, GAS, SEWER AND WATER PIPES AND FOR UNDERGROUND WIRES AND CONDUITS FOR ELECTRICAL, TELEVISION AND COMMUNICATIONS SERVICES, TOGETHER WITH ANY AND ALL APPURTENANCES PERTAINING THERETO ON, OVER, UNDER AND ACROSS LOTS A, E, AND C AND THOSE STRIPS OF LAND SHOWN HEREON AND DESIGNATED "PUBLIC UTILITY EASEMENT" (P.U.E.).
2. A PUBLIC EASEMENT FOR PEDESTRIAN ACCESS ON, OVER AND ACROSS THOSE STRIPS OF LAND SHOWN HEREON AND DESIGNATED "PEDESTRIAN ACCESS EASEMENT" (P.A.E.).
3. A PUBLIC EASEMENT AND RIGHT-OF-WAY FOR THE INSTALLATION, REPAIR, REMOVAL OR REPLACEMENT OF LANDSCAPING TOGETHER WITH ANY AND ALL APPURTENANCES PERTAINING THERETO ON, OVER, UNDER, ACROSS AND ABOVE THOSE STRIPS OF LANDS SHOWN HEREON AND DESIGNATED "LANDSCAPE EASEMENT" (L.E.).
4. A PUBLIC EASEMENT FOR CONSTRUCTION AND MAINTAINING CENTRALIZED MAIL DELIVERY BOXES, PEDESTALS AND SLABS TOGETHER WITH ANY AND ALL APPURTENANCES PERTAINING THERETO INCLUDING PEDESTRIAN ACCESS FOR DELIVERY AND RECEIPT OF MAIL ON, OVER AND ACROSS STRIPS OF LAND FIVE (5) FEET IN WIDTH CONTIGUOUS TO ALL RIGHT-OF-WAYS.

EAST CARPENTER IMPROVEMENT COMPANY, LLC
A CALIFORNIA LIMITED LIABILITY COMPANY

BY: HBT ECIC, LLC, A CALIFORNIA LIMITED LIABILITY COMPANY
ITS MANAGING MEMBER

BY: _____
WILLIAM B. BLUNCE
ITS MANAGER

NOTARY'S ACKNOWLEDGMENT

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

STATE OF CALIFORNIA

COUNTY OF _____

ON _____ BEFORE ME _____, A NOTARY PUBLIC

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

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

WITNESS MY HAND AND OFFICIAL SEAL.

SIGNATURE _____ PRINTED NAME _____

MY PRINCIPAL PLACE OF BUSINESS IS _____ COUNTY

MY COMMISSION EXPIRES: _____ MY COMMISSION NUMBER: _____



VICINITY MAP
N.T.S.

NAVD88 BENCHMARK-CITY OF FOLSOM

BENCHMARK "76" **ELEVATION = 391.25** **NAVD88**

BRASS DISK STAMPED "CITY OF FOLSOM BM 76" ON THE NORTHWEST CORNER OF A CONCRETE DRAINAGE STRUCTURE. LOCATION OF SITE IS APPROXIMATELY 900 FEET NORTH OF THE INTERSECTION OF MANGINI PARKWAY AND E BIDWELL STREET ON THE EAST SIDE OF E BIDWELL STREET AND AT THE NORTHWEST CORNER OF A DETENTION BASIN. APPROXIMATE LATITUDE: N38° 37' 51.71" LONGITUDE: W121° 06' 49.45"

ELEVATION OF 391.25 WAS ESTABLISHED BY A DIFFERENTIAL LEVEL CIRCUIT FROM COUNTY BENCHMARK U01B-009 STAMPED "K-856" IN FEBRUARY 2014 BY MACKAY & SOMPS CIVIL ENGINEERS, INC.

SURVEYOR'S STATEMENT

THIS MAP WAS PREPARED BY ME OR UNDER MY DIRECTION AND IS BASED UPON A FIELD SURVEY IN CONFORMANCE WITH THE REQUIREMENTS OF THE SUBDIVISION MAP ACT AND LOCAL ORDINANCE AT THE REQUEST OF FOLSOM REAL ESTATE SOUTH, LLC, A DELAWARE LIMITED LIABILITY COMPANY AND CARPENTER EAST, LLC, A DELAWARE LIMITED LIABILITY COMPANY IN MAY 2018. I HEREBY STATE THAT THIS FINAL MAP SUBSTANTIALLY CONFORMS TO THE CONDITIONALLY APPROVED TENTATIVE MAP; THAT THE MONUMENTS WILL BE OF THE CHARACTER AND WILL OCCUPY THE POSITIONS AS INDICATED AND WILL BE SET BY DECEMBER 31, 2022, AND THAT SAID MONUMENTS WILL BE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED.

MACKAY & SOMPS CIVIL ENGINEERS, INC.



FOR REVIEW PURPOSES ONLY

PAUL FERGUSON, JR., PLS 9265
EXPIRATION DATE: MARCH 31, 2022

DATE: 10-22-2020

CITY ENGINEER'S STATEMENT

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

STEVEN R. KRAHN, RCE 49291
CITY ENGINEER
CITY OF FOLSOM
LICENSE EXPIRES: 09/30/2022

DATE: _____

CITY SURVEYOR'S STATEMENT

I HEREBY STATE THAT I HAVE EXAMINED THIS FINAL MAP OF "ROCKCRESS AT FOLSOM RANCH" AND I AM SATISFIED THAT SAID MAP IS TECHNICALLY CORRECT.

GERALD A. YOUNG, L.S. 3852
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 "ROCKCRESS AT FOLSOM RANCH", 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 THAT OFFER AND HAS APPROVED THE ABANDONMENT OF THE EASEMENTS LISTED HEREON.

CHRISTA FREEMANTLE
CITY CLERK

DATE: _____

RECORDER'S STATEMENT

FILED THIS _____ DAY OF _____, 2020, AT _____ M IN BOOK _____ OF MAPS AT PAGE _____ AT THE REQUEST OF MACKAY & SOMPS CIVIL ENGINEERS, INC. TITLE TO THE LAND INCLUDED IN THIS FINAL MAP BEING VESTED AS PER CERTIFICATE NO. _____ ON FILE IN THIS OFFICE.

DONNA ALLRED
SACRAMENTO COUNTY RECORDER
STATE OF CALIFORNIA

BY: _____ DEPUTY

DOCUMENT NO.: _____

FEE \$ _____

**FINAL MAP (PN 19-388)
ROCKCRESS AT FOLSOM RANCH**

BEING A SUBDIVISION OF LOT 10 AS SHOWN AND SO DESIGNATED ON THAT CERTAIN MAP TITLED "FINAL MAP (PN 17-307) MANGINI RANCH PHASE 2 LARGE LOT FILED FOR RECORD ON JULY 2, 2019, IN BOOK 412 OF MAPS AT PAGE 7, SACRAMENTO COUNTY RECORDS, BEING A PORTION OF SECTIONS 16 & 17, TOWNSHIP 9 NORTH, RANGE 8 EAST, M.D.B.M.

CITY OF FOLSOM • SACRAMENTO COUNTY • CALIFORNIA



DECEMBER 2020
SHEET 1 OF 7

TRUSTEE'S STATEMENT

PLACER TITLE COMPANY, A CALIFORNIA CORPORATION, AS TRUSTEE UNDER CONSTRUCTION DEED OF TRUST RECORDED MAY 9, 2019, (BOOK) 20190509 (PAGE) 851, OFFICIAL RECORDS, MODIFIED BY AN AGREEMENT RECORDED SEPTEMBER 17, 2019, (BOOK) 20190917 (PAGE) 1344 AND MODIFIED BY AN AGREEMENT RECORDED OCTOBER 10, 2019, (BOOK) 20191010 (PAGE) 0463; AND AS TRUSTEE UNDER DEED OF TRUST RECORDED SEPTEMBER 17, 2019, (BOOK) 20190917 (PAGE) 1341, OFFICIAL RECORDS, AS AFFECTED BY A COLLATERAL ASSIGNMENT OF BENEFICIAL INTEREST UNDER SAID DEED OF TRUST RECORDED SEPTEMBER 17, 2019, (BOOK) 20190917 (PAGE) 1342, OFFICIAL RECORDS; AND AS TRUSTEE UNDER DEED OF TRUST RECORDED SEPTEMBER 17, 2019, AS (BOOK) 20190917 (PAGE) 1343, OFFICIAL RECORDS, HEREBY CONSENTS TO THE RECORDATION OF THIS MAP AND THE SUBDIVISION OF THE LANDS SHOWN HEREON.

NAME _____ DATE _____
 TITLE _____

NOTARY'S ACKNOWLEDGMENT

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

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

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

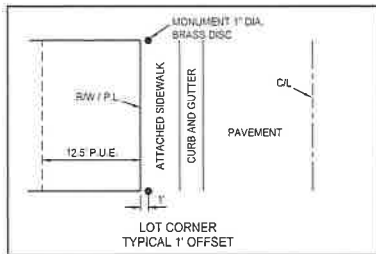
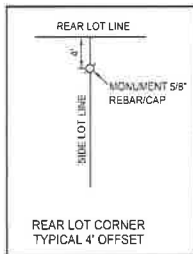
I CERTIFY UNDER PENALTY OF PERJURY UNDER THE LAWS OF THE STATE OF CALIFORNIA THAT THE FOREGOING PARAGRAPH IS TRUE AND CORRECT.

WITNESS MY HAND AND OFFICIAL SEAL.

SIGNATURE _____ PRINTED NAME _____
 MY PRINCIPAL PLACE OF BUSINESS IS _____ COUNTY _____
 MY COMMISSION EXPIRES: _____ MY COMMISSION NUMBER _____

NOTES

1. ALL CURVE DIMENSIONS ARE RADIUS, DELTA AND ARC LENGTH. ALL DISTANCES SHOWN ARE GROUND DISTANCES AND ARE IN FEET AND DECIMALS THEREOF. DUE TO ROUNDING THE SUM OF INDIVIDUAL DIMENSIONS MAY NOT EQUAL THE OVERALL DIMENSION.
2. THIS FINAL MAP CONTAINS 16.297± ACRES GROSS CONSISTING OF 118 RESIDENTIAL LOTS AND 3 LETTERED LOTS.
3. A PRELIMINARY GEOTECHNICAL ENGINEERING REPORT FOR THE MANGINI RANCH (PROJECT NO. E07145.001) WAS PREPARED BY YOUNGDAHL CONSULTING GROUP, INC ON JULY, 2014 IS AVAILABLE FOR PUBLIC INSPECTION AT THE CITY OF FOLSOM COMMUNITY DEVELOPMENT DEPARTMENT.
4. ALL FRONT LOT CORNERS WILL BE SET IN THE SIDEWALK WITH A 1.00 FOOT OFFSET ON THE SIDE PROPERTY LINE EXTENDED WITH A 1" DIAMETER BRASS DISC STAMPED 'LS 9265' (SEE DETAIL THIS SHEET), UNLESS SHOWN OTHERWISE.
5. REAR CORNERS WILL BE SET AS FOLLOWS (UNLESS SHOWN OTHERWISE)
 - 5.1. FOR LOTS 547, 549-558, 600-611, 620-631, 639-643 AND 652-656 WILL BE SET WITH A 5/8" REBAR AND PLASTIC CAP STAMPED 'LS 9265'
 - 5.2. FOR LOTS 560-569, 576-580, 591-598, 632-637, 658-663 AND COMMON LINES OF 5715712, 573574, 582585 AND 584585 WILL BE SET WITH A 4.00 FOOT OFFSET ON THE SIDE LOT LINE WITH A 5/8" REBAR AND PLASTIC CAP STAMPED 'LS 9265' (SEE DETAIL THIS SHEET).
 - 5.3. FOR LOTS 570, 571, 574, 575, 586, 587-589, 613-618, 645-650 AND COMMON LINES OF 572573, 581582, AND 583584, WHICH FALL WITHIN A MASONRY SOUNDRETAINING WALL, WILL BE SET WITH A 3/4" BRASS TAG STAMPED 'LS 9265' TO THE FACE OF WALL 2.00 FOOT ABOVE GROUND OR ON TOP OF THE WALL.
6. LOTS A, B AND C AS SHOWN PER THIS MAP ARE TO BE DEEDED TO THE CITY OF FOLSOM EITHER CONCURRENT OR FOLLOWING RECORDATION OF THIS MAP BY SEPARATE DOCUMENT.
7. PROPERTY SUBJECT TO CFD 2013-1 (WATER FACILITIES AND SUPPLY) PER 20131230 O.R. 0311.
8. PROPERTY SUBJECT TO CFD NO. 17 (WILLOW HILL PIPELINE PROJECT), IN ACCORDANCE WITH THE 'MELLO ROOS COMMUNITY FACILITIES ACT OF 1982' PER 20150325 O.R. 0353.
9. THE LAND LIES WITHIN THE BOUNDARIES OF PROPOSED SCHOOL FACILITIES IMPROVEMENT DISTRICT NO. 3, PER MAP FILED IN BOOK 103 OF MAPS OF ASSESSMENT AND COMMUNITY FACILITIES DISTRICTS AT PAGE 9, SACRAMENTO COUNTY RECORDS AND PER 20060707 O.R. 0562
10. PROPERTY LIES WITHIN THE BOUNDARIES OF PENDING SCHOOL FACILITIES IMPROVEMENT DISTRICT NO. 2.
11. THE LAND DESCRIBED HEREIN LIES WITHIN THE PROPOSED BOUNDARY OF THE CITY OF FOLSOM COMMUNITY FACILITIES DISTRICT NO. 2014-4 (POWER FACE PROGRAM), AS DISCLOSED BY THAT CERTAIN ASSESSMENT MAP (BOOK 116, PAGE 7), RECORDED DECEMBER 23, 2015, AS (BOOK) 20131223 (PAGE) 306, OFFICIAL RECORDS.
12. THE LAND DESCRIBED HEREIN LIES WITHIN THE BOUNDARY OF THE CALIFORNIA HOME FINANCE AUTHORITY COMMUNITIES FACILITIES DISTRICT NO. 2014-1 (CLEAN ENERGY), AS DISCLOSED BY THAT CERTAIN ASSESSMENT MAP, RECORDED OCTOBER 05, 2015, AS (BOOK) 20151005, (PAGE) 763 OFFICIAL RECORDS.
13. PROPERTY SUBJECT TO COMMUNITY FACILITIES DISTRICT NO. 19 (MANGINI RANCH) PER 20160113 O.R. 0159.
14. PROPERTY SUBJECT TO CFD NO. 19 (FOLSOM PLAN AREA - AREA-WIDE IMPROVEMENTS AND SERVICES) RECORDED DECEMBER 9, 2015, AS 20151209 O.R. 0427 AND 20181116 O.R. 0465.
15. PROPERTY IS SUBJECT TO:
 - THE TERMS, CONDITIONS AND PROVISIONS AS CONTAINED IN THE AGREEMENT ENTITLED "WATER SUPPLY AND FACILITIES FINANCING PLAN AND AGREEMENT", BY AND BETWEEN THE CITY OF FOLSOM, AND CERTAIN LANDOWNERS IN THE FOLSOM PLAN AREA, DATED DECEMBER 11, 2012, RECORDED JANUARY 24, 2013, AS BOOK 20130124, PAGE 1382, OFFICIAL RECORDS.
 - THE TERMS, CONDITIONS AND PROVISIONS AS CONTAINED IN THE AGREEMENT ENTITLED "ASSIGNMENT AND ASSUMPTION AGREEMENT RELATIVE TO WATER SUPPLY AND FACILITIES FINANCING PLAN AND AGREEMENT BETWEEN THE CITY OF FOLSOM AND LANDOWNERS IN THE FOLSOM PLAN AREA", BY AND BETWEEN RFCF CARPENTER RANCH, LLC, AND CARPENTER EAST, LLC, DATED MARCH 26, 2013, RECORDED MARCH 26, 2013, AS BOOK 20130326, PAGE 1519, OFFICIAL RECORDS.
 - THE TERMS, CONDITIONS AND PROVISIONS AS CONTAINED IN THE RE-RECORDED AGREEMENT ENTITLED "ASSIGNMENT AND ASSUMPTION AGREEMENT RELATIVE TO WATER SUPPLY AND FACILITIES FINANCING PLAN AND AGREEMENT BETWEEN THE CITY OF FOLSOM AND LANDOWNERS IN THE FOLSOM PLAN AREA", BY AND BETWEEN RFCF CARPENTER RANCH, LLC, AND BULLDOG COMMERCIAL PARTNERS, LLC, DATED MARCH 22, 2013, RECORDED MAY 21, 2013, AS BOOK 20130521, PAGE 991, OFFICIAL RECORDS.
 - THE TERMS, CONDITIONS AND PROVISIONS AS CONTAINED IN THE AGREEMENT ENTITLED "AMENDMENT TO THE WATER SUPPLY AND FACILITIES FINANCING PLAN AND AGREEMENT BETWEEN THE CITY OF FOLSOM AND CERTAIN LANDOWNERS IN THE FOLSOM PLAN AREA", BY AND BETWEEN THE CITY OF FOLSOM, AND CURRENT PARTICIPATING LANDOWNERS, DATED MAY 27, 2014, RECORDED JUNE 03, 2014, AS BOOK 20140603, PAGE 999, OFFICIAL RECORDS, SAID DOCUMENT WAS MODIFIED IN PART BY INSTRUMENT RECORDED DECEMBER 11, 2015, (BOOK) 20151211 (PAGE) 142, OFFICIAL RECORDS.
16. PROPERTY IS SUBJECT TO THE TERMS, CONDITIONS AND PROVISIONS AS CONTAINED IN THE AGREEMENT ENTITLED "FIRST AMENDED AND RESTATED TIER 1 DEVELOPMENT AGREEMENT, RELATIVE TO THE FOLSOM SOUTH SPECIFIC PLAN", BY AND BETWEEN THE CITY OF FOLSOM AND EAGLE COMMERCIAL PARTNERS, LLC, RECORDED JULY 15, 2014, BOOK 20140715 (PAGE) 917, OFFICIAL RECORDS AND AS AMENDED BY DOCUMENT RECORDED JANUARY 29, 2016, IN BOOK 20160129, PAGE 385, OFFICIAL RECORDS.
17. PROPERTY IS SUBJECT TO AN EASEMENT OVER SAID LAND FOR AVIGATION AND INCIDENTAL PURPOSES, AS GRANTED TO THE COUNTY OF SACRAMENTO, IN DEED RECORDED JULY 15, 2014, BOOK 20140715 (PAGE) 518 AND BOOK 20140715 (PAGE) 523 OFFICIAL RECORDS.
18. PROPERTY IS SUBJECT TO THE TERMS, CONDITIONS AND PROVISIONS AS CONTAINED IN THE AGREEMENT ENTITLED "FIRST AMENDED AND RESTATED TIER 1 DEVELOPMENT RELATIVE TO THE FOLSOM SOUTH SPECIFIC PLAN", BY AND BETWEEN THE CITY OF FOLSOM, AND CARPENTER EAST, LLC, RECORDED JULY 15, 2014, BOOK 20140715 (PAGE) 522, OFFICIAL RECORDS, AND AS AMENDED BY DOCUMENT RECORDED JANUARY 29, 2016, IN BOOK 20160129, PAGE 386, OFFICIAL RECORDS, AND AN ASSIGNMENT AND ASSUMPTION AGREEMENT RELATIVE TO THE FOLSOM SPECIFIC PLAN AMENDED AND RESTATED TIER 1 DEVELOPMENT AGREEMENT, RECORDED SEPTEMBER 17, 2019, DOCUMENT NUMBER 201909171340, OFFICIAL RECORDS.
19. PROPERTY IS SUBJECT TO THE TERMS, CONDITIONS, PROVISIONS AND STIPULATIONS AS CONTAINED IN THE AGREEMENT ENTITLED "COST SHARING AGREEMENT" BY AND BETWEEN ENGLAVE AT FOLSOM RANCH, LLC, A DELAWARE LIMITED LIABILITY COMPANY, AND EAST CARPENTER IMPROVEMENT COMPANY, INC., A CALIFORNIA CORPORATION, RECORDED MAY 9, 2019, (BOOK) 20190509 (PAGE) 896, OFFICIAL RECORDS.
20. THE REQUIREMENT TO CONSTRUCT THE CREEK CROSSING OF "WESTWOOD DRIVE TO MANGINI RANCH PHASE 1" SHALL BE A REQUIREMENT OF THE THE FIRST SMALL LOT FINAL MAP IN LOTS 1 THROUGH 9, 3A AND 4A OR A BUILDING PERMIT FOR LOTS 10, 11 AND/OR 12 WHICHEVER OCCURS FIRST. SAID RESTRICTION SHALL BE BINDING UPON THE HEIRS, ASSIGNS AND SUCCESSORS IN INTEREST OF THE GRANTORS, AND SHALL REMAIN IN EFFECT UNTIL RESCINDED BY THE CITY OF FOLSOM. THE PURPOSE OF THE NOTICE OF RESTRICTION IS TO GIVE CONSTRUCTIVE NOTICE OF THIS DEVELOPMENT LIMITATION.
21. PROPERTY SUBJECT TO THE INCLUSIONARY HOUSING PLAN DATED SEPTEMBER 26, 2017.
22. PROPERTY SUBJECT TO THE COVENANTS, CONDITIONS, RESTRICTIONS AND AGREEMENTS AS DESCRIBED IN THAT CERTAIN GRANT DEED 20070509 O.R. 0525
23. PROPERTY IS SUBJECT TO THE "FUEL MODIFICATION PLAN, FOLSOM RANCH PHASE 2, EAST CARPENTER IMPROVEMENT COMPANY" PREPARED BY WOOD RODGERS AND ON FILE IN THE CITY OF FOLSOM COMMUNITY DEVELOPMENT DEPARTMENT.
24. THE EASEMENTS LISTED BELOW, NOT SHOWN HEREON, ARE HEREBY ABANDONED PER SECTION 66434(G) OF THE GOVERNMENT CODE:
 - A. LE/P/A/E/P/L/E ADJACENT TO THE SOUTH RIGHT-OF-WAY LINE OF OLD RANCH WAY, THE EAST RIGHT-OF-WAY LINE OF EAST BOWELL STREET (PREVIOUSLY SCOTT ROAD) AND THE NORTH RIGHT-OF-WAY LINE OF SAVANNAH PARKWAY WITHIN LOT 10 PER 412 B.M. 7.
 - B. A DRAINAGE EASEMENT IN THE NORTHWEST PORTION OF LOT 10 AS SHOWN ON SHEET 11 OF 13 OF MAP 412 B.M. 7.
 - C. RIGHT-OF-WAY PER DOCUMENT NUMBER 20200511416.



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

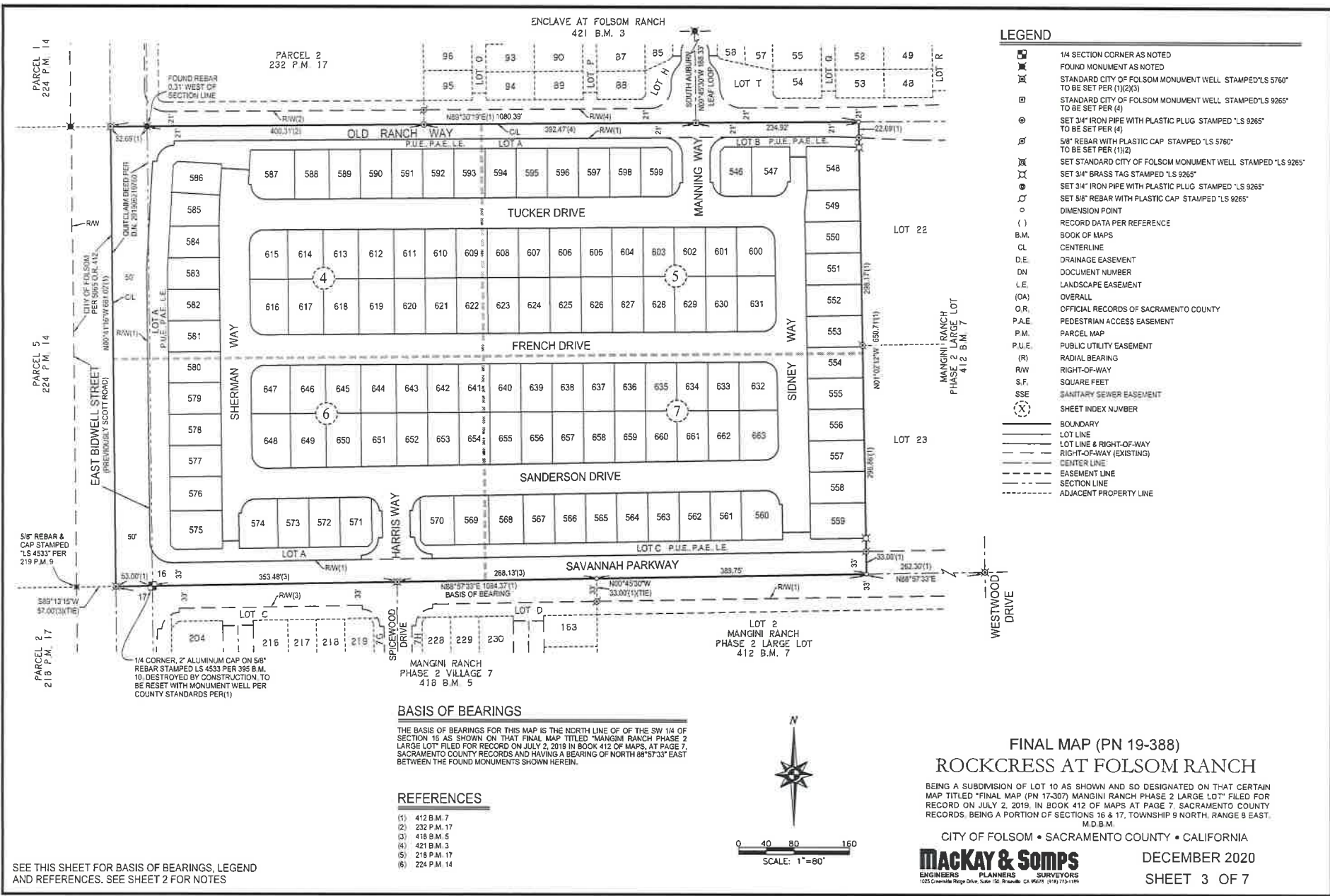
**FINAL MAP (PN 19-388)
 ROCKCRESS AT FOLSOM RANCH**

BEING A SUBDIVISION OF LOT 10 AS SHOWN AND SO DESIGNATED ON THAT CERTAIN MAP TITLED "FINAL MAP (PN 17-307) MANGINI RANCH PHASE 2 LARGE LOT" FILED FOR RECORD ON JULY 2, 2019, IN BOOK 412 OF MAPS AT PAGE 7, SACRAMENTO COUNTY RECORDS, BEING A PORTION OF SECTIONS 16 & 17, TOWNSHIP 9 NORTH, RANGE 8 EAST, M.D.B.M.

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 SHEET 2 OF 7



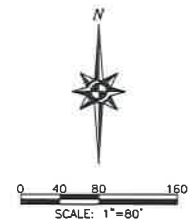
LEGEND

- 1/4 SECTION CORNER AS NOTED
- FOUND MONUMENT AS NOTED
- STANDARD CITY OF FOLSOM MONUMENT WELL STAMPED 'LS 5760' TO BE SET PER (1)(2)(3)
- STANDARD CITY OF FOLSOM MONUMENT WELL STAMPED 'LS 9265' TO BE SET PER (4)
- SET 3/4" IRON PIPE WITH PLASTIC PLUG STAMPED 'LS 9265' TO BE SET PER (4)
- 5/8" REBAR WITH PLASTIC CAP STAMPED 'LS 5760' TO BE SET PER (1)(2)
- SET STANDARD CITY OF FOLSOM MONUMENT WELL STAMPED 'LS 9265'
- SET 3/4" BRASS TAG STAMPED 'LS 9265'
- SET 3/4" IRON PIPE WITH PLASTIC PLUG STAMPED 'LS 9265'
- SET 5/8" REBAR WITH PLASTIC CAP STAMPED 'LS 9265'
- DIMENSION POINT
- () RECORD DATA PER REFERENCE
- B.M. BOOK OF MAPS
- CL CENTERLINE
- D.E DRAINAGE EASEMENT
- DN DOCUMENT NUMBER
- L.E LANDSCAPE EASEMENT
- (OA) OVERALL
- O.R OFFICIAL RECORDS OF SACRAMENTO COUNTY
- P.A.E PEDESTRIAN ACCESS EASEMENT
- P.M. PARCEL MAP
- P.U.E PUBLIC UTILITY EASEMENT
- (R) RADIAL BEARING
- R/W RIGHT-OF-WAY
- S.F. SQUARE FEET
- SSE SANITARY SEWER EASEMENT
- (S) SHEET INDEX NUMBER
- BOUNDARY
- LOT LINE
- LOT LINE & RIGHT-OF-WAY
- RIGHT-OF-WAY (EXISTING)
- CENTER LINE
- EASEMENT LINE
- SECTION LINE
- ADJACENT PROPERTY LINE

BASIS OF BEARINGS

THE BASIS OF BEARINGS FOR THIS MAP IS THE NORTH LINE OF THE SW 1/4 OF SECTION 16 AS SHOWN ON THAT FINAL MAP TITLED 'MANGINI RANCH PHASE 2 LARGE LOT' FILED FOR RECORD ON JULY 2, 2019 IN BOOK 412 OF MAPS, AT PAGE 7, SACRAMENTO COUNTY RECORDS AND HAVING A BEARING OF NORTH 88°57'33" EAST BETWEEN THE FOUND MONUMENTS SHOWN HEREIN.

- REFERENCES**
- (1) 412 B.M. 7
 - (2) 232 P.M. 17
 - (3) 418 B.M. 5
 - (4) 421 B.M. 3
 - (5) 218 P.M. 17
 - (6) 224 P.M. 14



FINAL MAP (PN 19-388)
ROCKCROSS AT FOLSOM RANCH

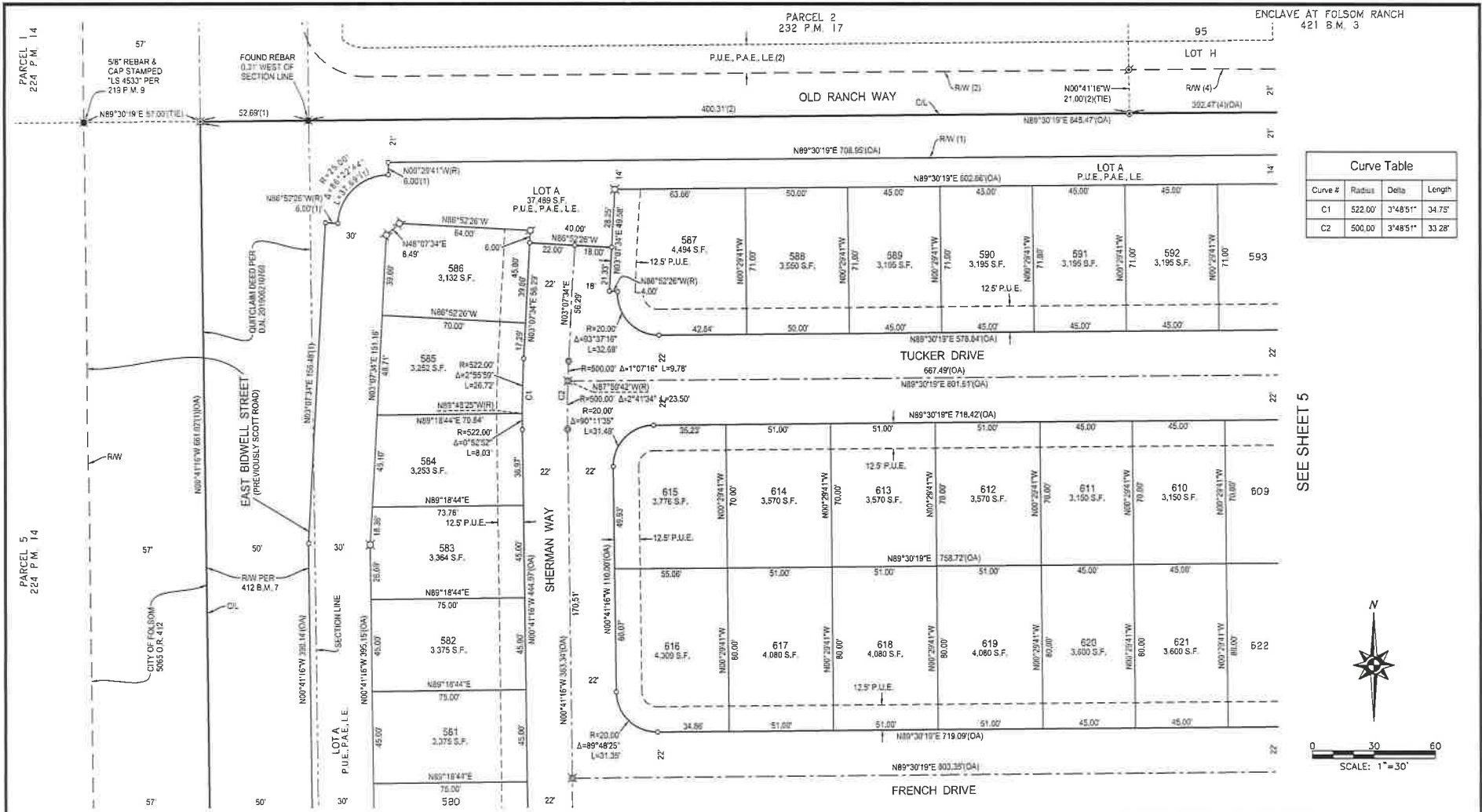
BEING A SUBDIVISION OF LOT 10 AS SHOWN AND SO DESIGNATED ON THAT CERTAIN MAP TITLED 'FINAL MAP (PN 17-307) MANGINI RANCH PHASE 2 LARGE LOT' FILED FOR RECORD ON JULY 2, 2019, IN BOOK 412 OF MAPS AT PAGE 7, SACRAMENTO COUNTY RECORDS, BEING A PORTION OF SECTIONS 16 & 17, TOWNSHIP 9 NORTH, RANGE 8 EAST, M.D.B.M.

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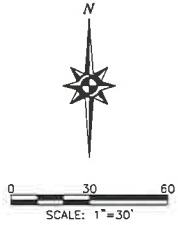
DECEMBER 2020
 SHEET 3 OF 7

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



Curve Table			
Curve #	Radius	Delta	Length
C1	522.00'	3°48'51"	34.75'
C2	500.00'	3°48'51"	33.28'

SEE SHEET 5



SEE SHEET 6

FINAL MAP (PN 19-388)
ROCKCRESS AT FOLSOM RANCH

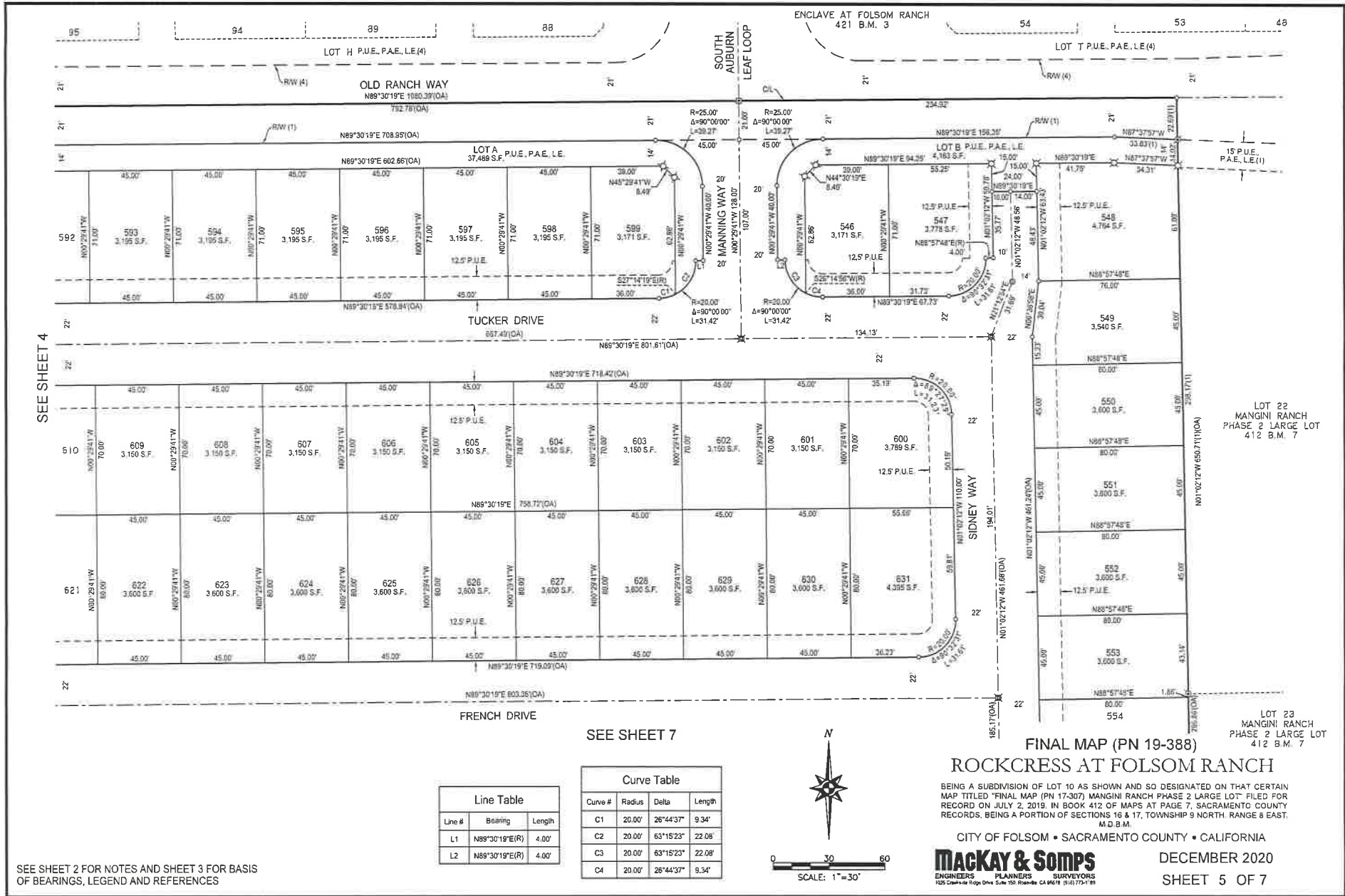
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 SHEET 4 OF 7

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



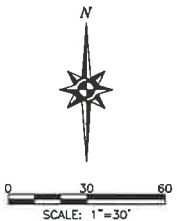
SEE SHEET 4

SEE SHEET 7

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

Line Table		
Line #	Bearing	Length
L1	N89°30'19"E(R)	4.00'
L2	N89°30'19"E(R)	4.00'

Curve Table			
Curve #	Radius	Delta	Length
C1	20.00'	26°44'37"	9.34'
C2	20.00'	63°15'23"	22.08'
C3	20.00'	63°15'23"	22.08'
C4	20.00'	26°44'37"	9.34'



**FINAL MAP (PN 19-388)
ROCKCROSS AT FOLSOM RANCH**

BEING A SUBDIVISION OF LOT 10 AS SHOWN AND SO DESIGNATED ON THAT CERTAIN MAP TITLED "FINAL MAP (PN 17-307) MANGINI RANCH PHASE 2 LARGE LOT" FILED FOR RECORD ON JULY 2, 2019, IN BOOK 412 OF MAPS AT PAGE 7, SACRAMENTO COUNTY RECORDS, BEING A PORTION OF SECTIONS 16 & 17, TOWNSHIP 9 NORTH, RANGE 8 EAST, M.D.B.M.

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SHEET 5 OF 7

Curve Table			
Curve #	Radius	Delta	Length
C1	20.00'	26°44'37"	9.34'
C2	20.00'	63°15'23"	22.08'
C3	20.00'	63°15'23"	22.08'
C4	20.00'	26°44'37"	9.34'

Line Table		
Line #	Bearing	Length
L1	N89°57'33"E	24.00'
L2	N88°57'33"E(R)	4.00'
L3	N88°57'33"E(R)	6.00'
L4	N01°02'27"W(R)	6.00'
L5	N88°57'33"E(R)	4.00'
L6	N88°57'33"E(R)	6.00'
L7	N01°02'27"W(R)	6.00'

PARCEL 5
224 P.M. 14

PARCEL 2
218 P.M. 17



0 30 60
SCALE: 1" = 30'

FINAL MAP (PN 19-388)
ROCKCRESS AT FOLSOM RANCH

BEING A SUBDIVISION OF LOT 10 AS SHOWN AND SO DESIGNATED ON THAT CERTAIN MAP TITLED "FINAL MAP (PN 17-307) MANGINI RANCH PHASE 2 LARGE LOT" FILED FOR RECORD ON JULY 2, 2019, IN BOOK 412 OF MAPS AT PAGE 7, SACRAMENTO COUNTY RECORDS BEING A PORTION OF SECTIONS 16 & 17 TOWNSHIP 9 NORTH, RANGE 8 EAST, M.D.B.M.

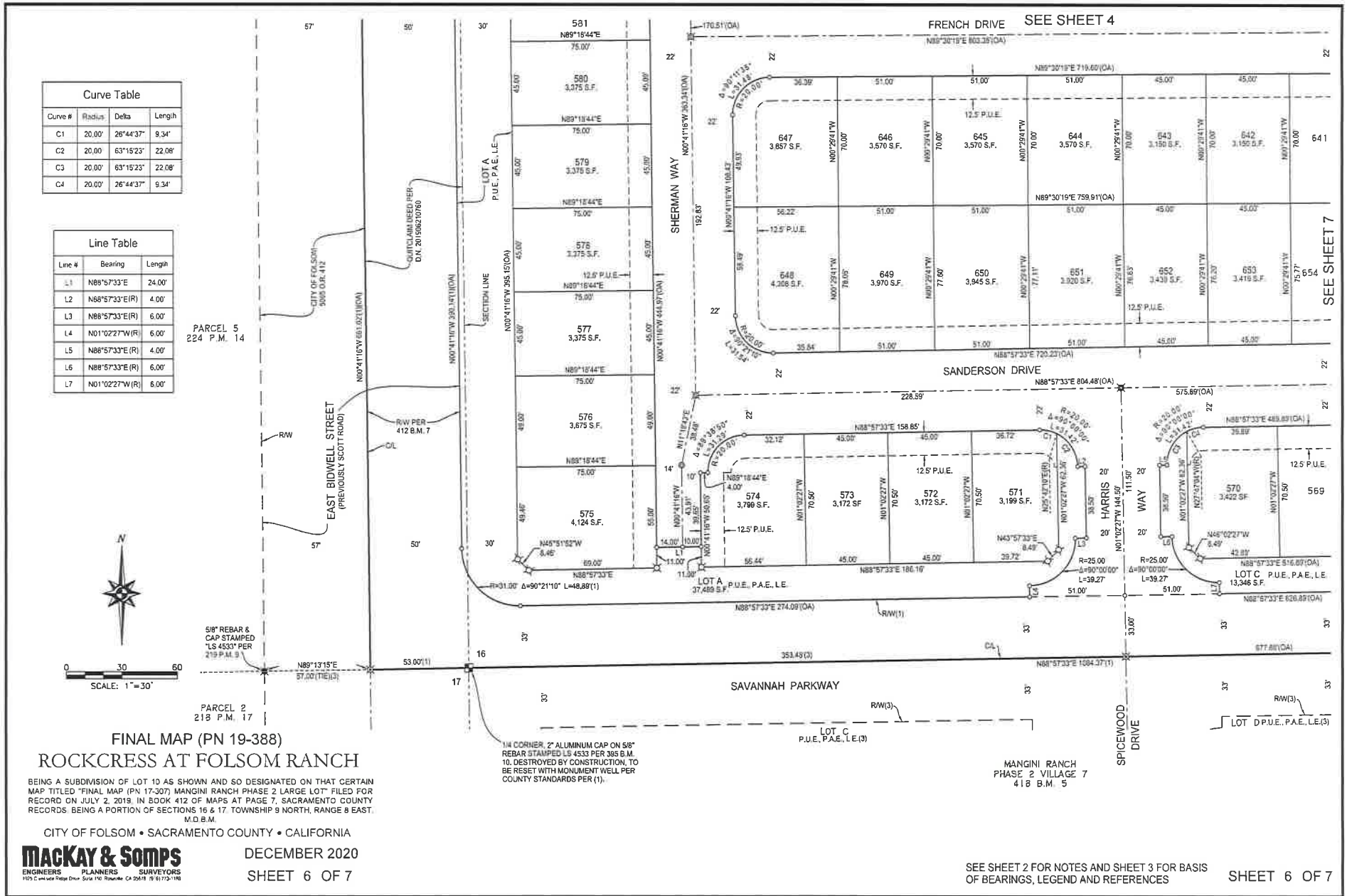
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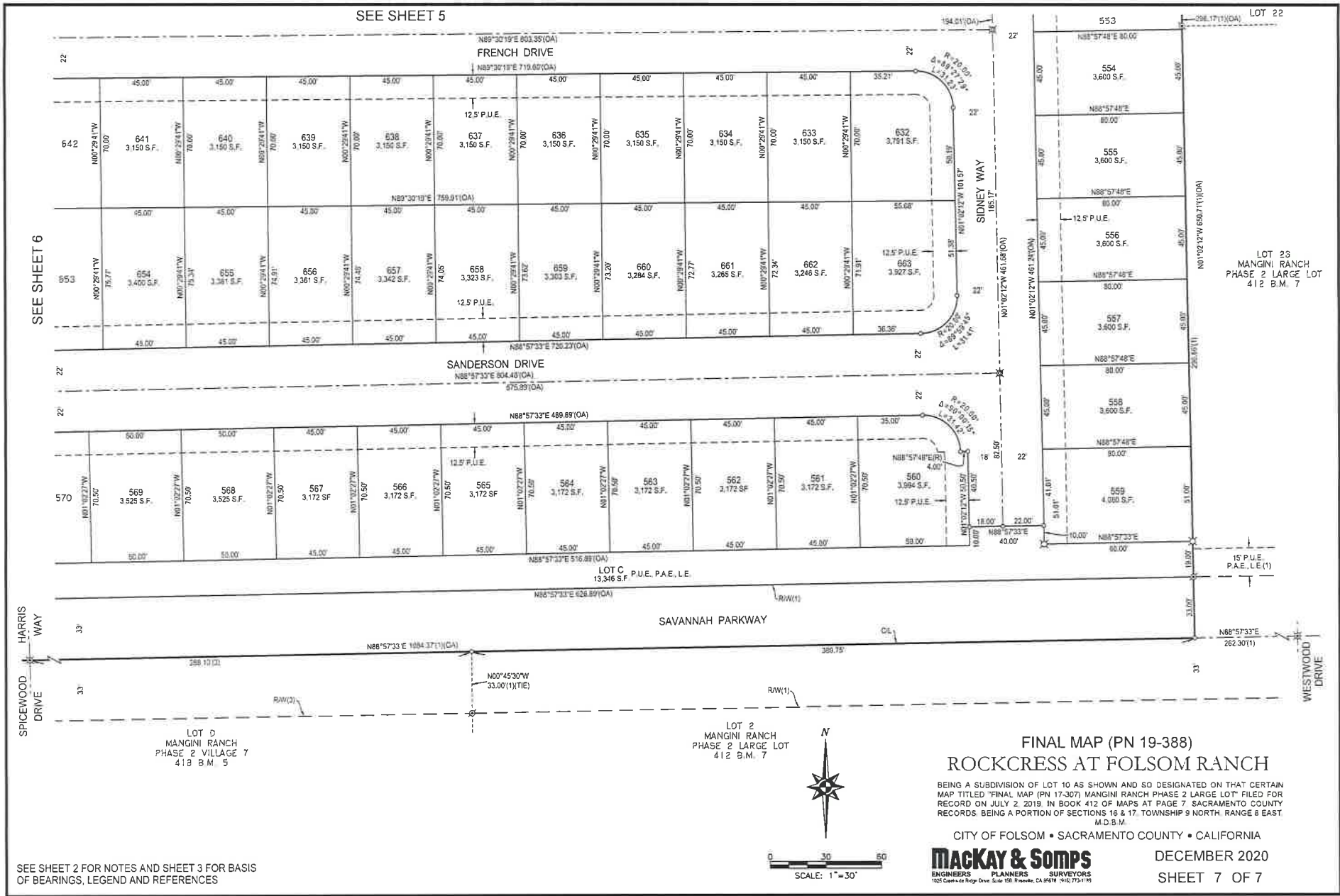
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DECEMBER 2020
SHEET 6 OF 7

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

SHEET 6 OF 7





SEE SHEET 6

SEE SHEET 5

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

FINAL MAP (PN 19-388)
ROCKCROSS AT FOLSOM RANCH
 BEING A SUBDIVISION OF LOT 10 AS SHOWN AND SO DESIGNATED ON THAT CERTAIN MAP TITLED "FINAL MAP (PN 17-307) MANGINI RANCH PHASE 2 LARGE LOT" FILED FOR RECORD ON JULY 2, 2019, IN BOOK 412 OF MAPS AT PAGE 7, SACRAMENTO COUNTY RECORDS, BEING A PORTION OF SECTIONS 16 & 17, TOWNSHIP 9 NORTH, RANGE 8 EAST, M.D.B.M.
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 SHEET 7 OF 7

ATTACHMENT 4
VESTING TENTATIVE SUBDIVISION MAP

ATTACHMENT 5
TABLE OF CONDITIONS OF APPROVAL

CONDITIONS OF APPROVAL FOR THE ROCKCRESS SUBDIVISION (PN 19-388) NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP, DESIGN REVIEW, AND MINOR ADMINISTRATIVE MODIFICATION						
#	Mitigation Measure	Condition of Approval	When Required	Responsible Department	Comments	Condition Satisfied?
1.		<p>Final Development Plans The owner/applicant shall submit final site development plans to the Community Development Department that shall substantially conform to the exhibits referenced below:</p> <ol style="list-style-type: none"> 1. Small-Lot Vesting Tentative Subdivision Map, dated February 18, 2020 2. Preliminary Grading, Drainage, and Utility Plan, dated February 18, 2020 3. Conceptual Front Yard Landscaping, dated March 18, 2020 4. Wall and Fence Exhibit, dated February, 2020 5. Residential Schematic Design, dated June 17, 2020 6. Access and Circulation Analysis, dated May 12, 2020 7. Environmental Noise Analysis, dated April 24, 2020 8. Applicant's Inclusionary Housing Letter, June 4, 2020 <p>The Small-Lot Vesting Tentative Subdivision Map, Design Review, and Inclusionary Housing Plan are approved for the development of a 118-unit single-family residential subdivision (Rockcross Subdivision). Implementation of the project shall be consistent with the above referenced items and these conditions of approval.</p>	G, I, M, B	CD (P)(E)	<p>The Community Development Department has reviewed and approved the improvement plans and the final map for the project. The approved improvement plans are in substantial compliance with the preliminary grading and drainage plans, the preliminary site and utility plans, 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
2.		<p>Plan Submittal All civil engineering, improvement, and landscape and irrigation plans, shall be submitted to the Community Development Department for review and approval to ensure conformance with this approval and with relevant codes, policies, standards and other requirements of the City of Folsom.</p>	G, I	CD (P)(E)	<p>Improvement plans for East Bidwell Street, Savannah Parkway, Old Ranch Way and this subdivision have been approved by the City.</p> <p>Landscape plans for East Bidwell Street and Savannah Parkway and Old Ranch Way have also been approved by the City.</p>	Yes
3.		<p>Validity This approval of the Small-Lot Vesting Tentative Subdivision Map shall be valid for a period of twenty-four (24) months pursuant to Section 16.16.110A of the Folsom Municipal Code and the Subdivision Map Act. The term of the Planned Development Permit and approved Inclusionary Housing Agreement shall track the term of the Small-Lot Vesting Tentative Subdivision Map, as may be extended from time to time pursuant to Section 16.16.110.A and 16.16.120 of the Folsom Municipal Code and the Subdivision Map Act.</p>	M	CD (P)	<p>The small-lot vesting tentative subdivision map for the Creekstone Phase I subdivision was approved by the City Council on July 14, 2020.</p>	Yes

4.		FMC Compliance The Small-Lot Final Map shall comply with the Folsom Municipal Code and the Subdivision Map Act.	M	CD (E)	The small-lot vesting tentative subdivision map for the Rockcross subdivision is in compliance with the Folsom Municipal Code and the State Subdivision Map Act.	Yes
5.		Development Rights The approval of this Small-Lot Vesting Tentative Subdivision Map conveys the right to develop. As noted in these conditions of approval for the Small-Lot Vesting Tentative Subdivision Map, the City has identified improvements necessary to develop the subject parcels. These improvements include on and off-site roadways, water, sewer, storm drainage, landscaping, soundwalls, and other improvements.	OG	CD (P)(E)(B) PW, PR, FD, PD	The Community Development Department has reviewed and approved the improvement plans for the both the required on-site and off-site improvement and landscape plans.	Yes
6.		Public Right of Way Dedication As provided for in the First Amended and Restated Development Agreement (ARDA) and the Amendments No. 1 and 2 thereto, and any approved amendments thereafter, the owner/applicant shall dedicate all public rights-of-way and corresponding public utility easements such that public access is provided to each and every lot within the Rockcross Subdivision project as shown on the Small-Lot Vesting Tentative Subdivision Map (Lots 1-118).	M	CD (E)(P)	The final map for the Rockcross subdivision includes all required public right-of-way and public utility easements necessary to serve all 118 lots in the subdivision. The public right-of-way and public utility easements are shown on the final map.	Yes
7.		Street Names The street names identified below shall be used for the Final Small-Lot Map(s): French Drive, Harris Way, Manning Way, Sanderson Drive, Sherman Way, Sidney Way, and Tucker Drive.	M	CD (E)(P)	The required street names are shown on the final map for the subdivision.	Yes

8.		<p>Indemnity for City The owner/applicant shall protect, defend, indemnify, and hold harmless the City and its agents, officers and employees from any claim, action or proceeding against the City or its agents, officers or employees to attack, set aside, void, or annul any approval by the City or any of its agencies, departments, commissions, agents, officers, employees, or legislative body concerning the project, which claim, action or proceeding is brought within the time period provided therefore in Government Code Section 66499.37 or other applicable statutes of limitation. The City will promptly notify the owner/applicant of any such claim, action or proceeding, and will cooperate fully in the defense. If the City should fail to cooperate fully in the defense, the owner owner/applicant shall not thereafter be responsible to defend, indemnify and hold harmless the City or its agents, officers, and employees, pursuant to this condition. The City may, within its unlimited discretion, participate in the defense of any such claim, action or proceeding if both of the following occur:</p> <ul style="list-style-type: none"> • The City bears its own attorney’s fees and costs; and • The City defends the claim, action or proceeding in good faith <p>The owner/applicant shall not be required to pay or perform any settlement of such claim, action or proceeding unless the settlement is approved by the owner/applicant. The owner/applicant’s obligations under this condition shall apply regardless of whether a Final Map is ultimately recorded with respect to this project.</p>	OG	CD (P)(E)(B) PW, PR, FD, PD	The City standard subdivision improvement agreement includes language that satisfies this condition. The subdivision improvement agreement will be executed by the City Manager upon approval by the City Council.	Yes
9.		<p>Small-Lot Vesting Tentative Subdivision Map The Small-Lot Vesting Tentative Subdivision map is expressly conditioned upon compliance with all environmental mitigation measures identified in the Folsom Plan Area Specific Plan EIR/EIS as amended by the Revised Proposed Water Supply Facility Alternative (November 2012), the Folsom South of U.S. Highway 50 Backbone Infrastructure Mitigated Negative Declaration (December 2014), and the Westland Eagle Specific Plan Amendment (September 2015).</p>	OG	CD	The owner/applicant has complied with all applicable mitigation measures from the FPASP FEIR/EIS and other noted approved environmental documents prior to the issuance of a grading permit. Additionally, construction inspection and monitoring was conducted throughout construction by the City and/or its Consultants.	Yes
10.		<p>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.</p>	M	CD (E)	The Community Development Department has reviewed the subdivision and verified that it is in compliance with Amendment No. 1 and No. 2 to the First Amended and Restated Tier 1 development Agreement.	Yes

11.	✓	<p>Mitigation Monitoring The owner/applicant shall participate in a mitigation monitoring and reporting program pursuant to City Council Resolution No. 2634 and Public Resources Code 21081.6. The mitigation monitoring and reporting measures identified in the Folsom Plan Area Specific Plan FEIR/EIS have been incorporated into these conditions of approval in order to mitigate or avoid significant effects on the environment. These mitigation monitoring and reporting measures are identified in the mitigation measure column. Applicant shall fund on a Time and Materials basis all mitigation monitoring (e.g., staff and consultant time).</p>	OG	CD (P)	The owner/applicant has funded and participated in a MMRP reporting program performed by the City's consultant (Helix) and/or City staff.	Yes
12.		<p>The owner/applicant acknowledges that the State adopted amendments to Section 65850 of the California Government Code (specifically Section 65850(9)), 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. The Landowner is not currently contemplating any residential rental projects within the Subject Property; however, in the event the City amends its Inclusionary Housing Ordinance with respect to rental housing pursuant to Section 65850(9), Landowner (or successor in interest) agrees that the Subject Property shall be subject to said City Ordinance, as amended, should any residential rental project be proposed within the Subject Property.</p>	OG	CD (P)	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
POLICE/SECURITY REQUIREMENT						
13.		<p>The owner/applicant shall consult with the Police Department in order to incorporate all reasonable crime prevention measures. The following security/safety measures shall be considered:</p> <ul style="list-style-type: none"> • A security guard on-duty at all times at the site or a six-foot security fence shall be constructed around the perimeter of construction areas. • Security measures for the safety of all construction equipment and unit appliances. • Landscaping shall not cover exterior doors or windows, block line-of-sight at intersections or screen overhead lighting. 	G, I, B	PD	The owner/applicant provided onsite security during construction and has incorporated line of sight guidelines into landscaping plans at intersections which have been reviewed and approved by the City.	Yes

DEVELOPMENT COSTS AND FEE REQUIREMENTS						
14.		<p>Taxes and Fees The owner/applicant shall pay all applicable taxes, fees and charges for the project at the rate and amount required by the Public Facilities Financing Plan and Amendments No. 1 and No. 2 to the Amended and Restated Tier I Development Agreement.</p>	M	CD (P)(E)	The owner/applicant has paid all current taxes and fees associated with this subdivision.	Yes
15.		<p>Assessments If applicable, the owner/applicant shall pay off any existing assessments against the property, or file necessary segregation request and pay applicable fees.</p>	M	CD (E)	The owner/applicant has paid all taxes and fees associated with this subdivision and filed a tax segregation request for applicable taxes.	Yes
16.		<p>FPASP Development Impact Fees The owner/applicant shall be subject to all Folsom Plan Area Specific Plan Area development impact fees in place at the time of approval or subsequently adopted consistent with the Public Facilities Financing Plan (PFFP), Development Agreement and amendments thereto, unless exempt by previous agreement. The owner/applicant shall be subject to all applicable Folsom Plan Area plan-wide development impact fees in effect at such time that a building permit is issued. These fees may include, but are not limited to, the Folsom Plan Area Specific Plan Fee, Specific Plan Infrastructure Fee (SPIF), Solid Waste Fee, Corporation Yard Fee, Transportation Management Fee, Transit Fee, Highway 50 Interchange Fee, General Park Equipment Fee, Housing Trust Fee, etc.</p> <p>Any protest to such for all fees, dedications, reservations or other exactions imposed on this project will begin on the date of final approval (July 1, 2020), or otherwise shall be governed by the terms of Amendments No. 1 and 2 to ARDA. The fees shall be calculated at the fee rate set forth in the PFFP and the ARDA.</p>	B	CD (P), PW, PK	The Owner/Applicant shall pay all required City fees and Plan Area wide fees prior to issuance of building permits.	Condition will be satisfied prior to issuance of a building permit.
17.		<p>Legal Counsel The City, at its sole discretion, may utilize the services of outside legal counsel to assist in the implementation of this project, including, but not limited to, drafting, reviewing and/or revising agreements and/or other documentation for the project. If the City utilizes the services of such outside legal counsel, the City shall provide notice to the owner/applicant of the outside counsel selected, the scope of work and hourly rates, and the owner/applicant shall reimburse the City for all outside legal fees and costs incurred and documented by the City for such services. The owner/applicant may be required, at the sole discretion of the City Attorney, to submit a deposit to the City for these services prior to initiation of the services. The owner/applicant shall be responsible for reimbursement to the City for the services regardless of whether a deposit is required.</p>	OG	CD (P)(E)	The City has not yet utilized any outside services for any type of legal issues for this subdivision. If at any time during the development of this subdivision, any outside legal services were necessary, the owner/applicant would be required to comply with this condition.	Yes

18.	<p>Consultant Services If the City utilizes the services of consultants to prepare special studies or provide specialized design review or inspection services for the project, the City shall provide notice to the owner/applicant of the outside consultant selected, the scope of work and hourly rates, and the owner/applicant shall reimburse the City for actual costs incurred and documented in utilizing these services, including administrative costs for City personnel. A deposit for these services shall be provided prior to initiating review of the Grading Plan, Final Map, improvement plans, or beginning inspection, whichever is applicable.</p>	G, I, M, B	CD (P)(E)	The City has provided notice to the owner/applicant for various Consultants performing services for the development of this subdivision. The City has collected deposits in advance of such work for these services.	Yes
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GRADING PERMIT REQUIREMENTS						
19.		<p>Walls/Fences The final location, design, height, materials, and colors of the walls and fences shall consistent with the submitted Wall and Fence Exhibit, dated February, 2020 subject to review and approval by the Community Development Department to ensure consistency with the Folsom Ranch Central District Design Guidelines.</p>	G, I, B	CD (P)(E), FD	The Community Development Department has verified that the proposed walls and fences for the subdivision are in compliance with the Folsom Ranch Central Design Guidelines.	Yes
20.		<p>Mine Shaft Remediation The owner/applicant shall locate and remediate all antiquated mine shafts, drifts, open cuts, tunnels, and water conveyance or impoundment structures existing on the project site, with specific recommendations for the sealing, 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
21.		<p>Prepare Traffic Control Plan. Prior to construction, a Traffic Control Plan for roadways and intersections affected by construction shall be prepared by the owner/applicant. The Traffic Control Plan prepared by the owner/applicant shall, at minimum, include the following measures:</p> <ul style="list-style-type: none"> • Maintaining the maximum amount of travel lane capacity during non-construction periods, possible, and advanced notice to drivers through the provision of construction signage. • Maintaining alternate one-way traffic flow past the lay down area and site access when feasible. • Heavy trucks and other construction transport vehicles shall avoid the busiest commute hours (7 a.m. to 8 a.m. and 5 p.m. to 6 p.m. on weekdays). • A minimum 72-hour advance notice of access restrictions for residents, businesses, and local emergency response agencies. This shall include the identification of alternative routes and detours to enable for the avoidance of the immediate construction zone. • A phone number and City contact for inquiries about the schedule of the construction throughout the construction period. This information will be posted in a local newspaper, via the City's web site, or at City Hall and will be updated on a monthly basis. 	G	CD (E)	The Community Development Department has reviewed and approved and will review and approve all proposed traffic control plans necessary to construct the required subdivision improvements. Commencement of grading and construction of the subdivision improvements commenced in August of 2020 and will continue through to the first quarter of 2021.	Yes

22.		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
23.		Landslide /Slope Failure The owner/applicant shall retain an appropriately licensed engineer during grading activities to identify existing landslides and potential slope failure hazards. The said engineer shall be notified a minimum of two days prior to any site clearing or grading to facilitate meetings with the grading contractor in the field.	G	CD (E) PW	The owner/applicant retained a geotechnical engineer and implemented recommendations for this mitigation measure. A geotechnical report outlining these recommendations is available from Community Development Department.	Yes
IMPROVEMENT PLAN REQUIREMENTS						
24.		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
25.		Standard Construction Specifications and Details Public and private improvements, including roadways, curbs, gutters, sidewalks, bicycle lanes and trails, streetlights, underground infrastructure and all other improvements shall be provided in accordance with the latest edition of the City of Folsom <u>Standard Construction Specifications and Details</u> and the <u>Design and Procedures Manual and Improvement Standards</u> .	I	CD (P)(E)	The owner/applicant submitted improvement plans in accordance with the City's Standard Specifications.	Yes

26.		<p>Water and Sewer Infrastructure All City-owned water and sewer infrastructure shall be placed within the street right of way. In the event that a City-maintained public water or sewer main needs to be placed in an area other than the public right of way, such as through an open space corridor, landscaped area, etc., the following criteria shall be met;</p> <ul style="list-style-type: none"> • The owner/applicant shall provide public sewer and water main easements • An access road shall be designed and constructed to allow for the operations, maintenance and replacement of the public water or sewer line by the City along the entire water and/or sewer line alignment. • In no case shall a City-maintained public water or public sewer line be placed on private residential property. 	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
27.		<p>Lighting Plan The owner/applicant of all project phases shall submit a lighting plan for the project to the Community Development Department. The lighting plan shall be consistent with the Folsom Ranch Central District Design Guidelines:</p> <ul style="list-style-type: none"> • Shield or screen lighting fixtures to direct the light downward and prevent light spill on adjacent properties; • Place and shield or screen flood and area lighting needed for construction activities, nighttime sporting activities, and/or security so as not to disturb adjacent residential areas and passing motorists; • For public lighting in residential neighborhoods, prohibit the use of light fixtures that are of unusually high intensity or that blink or flash; • Use appropriate building materials (such as low-glare glass, low-glare building glaze or finish, neutral, earth toned colored paint and roofing materials), shielded or screened lighting, and appropriate signage in the office/commercial areas to prevent light and glare from adversely affecting motorists on nearby roadways; and • Design exterior on-site lighting as an integral part of the building and landscaping design in the Specific Plan Area. Lighting fixtures shall be architecturally consistent with the overall site design. Lights used on signage should be directed to light only the sign face with no off-site glare. 	I	CD (P)	The owner/applicant submitted a Lighting Plan for all 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
28.		<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 the final map.</p>	M	CD (P)(E)	The owner/applicant has coordinated with the various utility agencies.	Yes

29.		Replacing Hazardous Facilities The owner/applicant shall be responsible for replacing any and all damaged or hazardous public sidewalk, curb and gutter, and/or bicycle trail facilities along the site frontage and/or boundaries, including pre-existing conditions and construction damage, to the satisfaction of the Community Development Department.	I, OG	CD (E)	The owner/applicant has reconstructed a portion of East Bidwell Street to the satisfaction of the Community Development Department. There is a general note on the approved improvements plans requiring compliance with this condition.	Yes
30.		Future Utility Lines All future utility lines lower than 69 KV that are to be built within the project shall be placed underground within and along the perimeter of the project at the developer's cost. The owner/applicant shall dedicate to SMUD all necessary underground easements for the electrical facilities that will be necessary to service development of the project.	M	CD (E)	All proposed utility service to the lots in this subdivision have been placed underground.	Yes
31.		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
32.		Class II Bike Lanes All Class II bike lanes (East Bidwell Street and Savannah Parkway) shall be striped, and the legends painted to the satisfaction of the Community Development Department. No parking shall be permitted within the Class II bike lanes.	I	CD (E)(P)	All Class II bike lanes have been constructed in accordance with the Specific Plan, Design Guidelines and City standards.	Yes

33.		<p>Noise Barriers and Window Assemblies Based on the Environmental Noise Assessment (the “2020 Noise Assessment”) prepared by Bollard Acoustical Consultants on April 24, 2020, the following measures shall be implemented to the satisfaction of the Community Development Department:</p> <ul style="list-style-type: none"> • 7-foot-tall solid noise barriers shall be constructed along all residential property boundaries adjacent to East Bidwell Street and 6-foot-tall noise barriers shall be constructed along all residential property boundaries adjacent to Old Ranch Way, Savannah Parkway, and the eastern property boundary with the future fire/police stations prior to occupancy of any residences adjacent to these streets or boundaries. The 6-foot-tall and 7-foot-tall noise barriers shall be constructed to the required height relative to the rear yard elevations. • Suitable materials for the traffic noise barriers include masonry and precast concrete panels. Other materials may be acceptable but shall be reviewed by an acoustical consultant and approved by the Community Development Department prior to use. • Mechanical ventilation (air conditioning) shall be provided for all residences in this development to allow the occupants to close doors and windows as desired to achieve compliance with the applicable interior noise level criteria. • Second-floor building facades shall maintain minimum window assembly STC ratings of 32 for all homes with rear yards adjacent to East Bidwell Street. • First and second-floor building facades shall maintain minimum window assembly STC ratings of 32 for all homes with rear yards adjacent to the future Fire and Police stations along the eastern project boundary. 	I, O	CD (E)(P)	<p>The approved landscape plans for East Bidwell Street, Savannah Parkway and Old Ranch Way include the required sound walls along all of these public streets in accordance with the recommendations of the acoustical study.</p> <p>The Community Development Department will review and approve all site plans for each and every lot in the subdivision to verify compliance with this condition.</p>	<p>Yes</p> <p>Condition will be satisfied prior to issuance of a building permit.</p>
34.		<p>Master Plan Updates</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 Forsom <u>Standard Construction Specifications and Details</u>, and the <u>Design and Procedures Manual and Improvement Standards</u>.</p> <p>The storm drainage design shall provide for no net increase in run-off under post-development conditions.</p>	G, I	CD(E), EWR, PW	<p>The Owner/applicant has provided updated Master Plans for approval prior to the issuance of a grading permit. Copies of the Master Plans are available from the Community Development Department. The storm drainage system for the subdivision provides for no net increase in run-off under post development conditions.</p>	<p>Yes</p>

35.		<p>Best Management Practices The storm drain improvement plans shall provide for “Best Management Practices” that meet the requirements of the water quality standards of the City’s National Pollutant Discharge Elimination System Permit issued by the State Regional Water Quality Control Board.</p> <p>In addition to compliance with City ordinances, the owner/applicant shall prepare a Stormwater Pollution Prevention Plan (SWPPP) and implement Best Management Practices (BMPs) that comply with the General Construction Stormwater Permit from the Central Valley RWQCB, to reduce water quality effects during construction. Detailed information about the SWPPP and BMPs are provided in Chapter 3A.9, “Hydrology and Water Quality.”</p>	G, I	CD (E)	The Owner/applicant has received a NPDES permit from the State Regional Water Quality Control Board (SRWQCB). The NDES Permit requires the implementation of BMP’s, monitoring and reporting for stormwater runoff. The NPDES Permit includes a Storm Water Pollution Prevention Plan (SWPPP), which outlines monitoring standards, frequency and baseline modeling. The Owner/applicant has submitted monthly reports to the City and SRWQCB.	Yes
36.		<p>Litter Control During Construction, the owner/applicant shall be responsible for litter control and sweeping of all paved surfaces in accordance with City standards. All on-site storm drains shall be cleaned immediately before the official start of the rainy season (October 15).</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

37.		<p>All-Weather Access and Fire Hydrants</p> <p>The owner/applicant shall provide all-weather access and fire hydrants before combustible materials are allowed on any project site or other approved alternative method as approved by the Fire Department. All-weather emergency access roads and fire hydrants (tested and flushed) shall be provided before combustible material or vertical construction is allowed on any project site or other approved alternative method as approved by the Fire Department. (All-weather access is defined as six inches of compacted aggregate base from May 1 to September 30 and two inches asphalt concrete over six inches aggregate base from October 1 to April 30). The buildings shall have illuminated addresses visible from the street or drive fronting the property. Size and location of address identification shall be reviewed and approved by the Fire Department.</p> <ul style="list-style-type: none"> • Residential Fire-Flow with Automatic Fire Sprinkler System: The required fire-flow for the proposed subdivision is determined to be 500 gpm per minute for 30 minutes. • All public streets shall meet City of Folsom Street Standards. • The maximum length of any dead-end street shall not exceed 500 feet in accordance with the Folsom Fire Code (unless approved by the Fire Department). • All-weather emergency access roads and fire hydrants (tested and flushed) shall be provided before combustible material storage or vertical construction is allowed. All-weather access is defined as 6" of compacted AB from May 1 to September 30 and 2" AC over 6" AB from October 1 to April 30 • The first Fire Station planned for the Folsom Plan Area may be required to be completed and operational at the time that the threshold of 1,500 occupied homes within the Folsom Plan Area is met. 	G, I, M, B	CD (P), FD	The owner/applicant has designed and received approval for all weather access improvements and fire hydrants for this subdivision. Permits for vertical construction will not be issued prior to these improvements being completed.	Yes
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LANDSCAPE/TREE PRESERVATION REQUIREMENTS						
38.		<p>Landscaping Plans Final landscape plans and specifications shall be prepared by a registered landscape architect and approved by the City prior to the approval of the first building permit. Said plans shall include all on-site landscape specifications and details including a tree planting exhibit demonstrating sufficient diversity and appropriate species selection to the satisfaction of the Community Development Department. The tree exhibit shall include all street trees, accent trees, parking lot shading trees, and mitigation trees proposed within the development. Said plans shall comply with all State and local rules, regulations, Governor's declarations and restrictions pertaining to water conservation and outdoor landscaping.</p> <p>Landscaping shall meet shade requirements as outlined in the Folsom Plan Area Specific Plan where applicable. The landscape plans shall comply and implement water efficient requirements as adopted by the State of California (Assembly Bill 1881) (State Model Water Efficient Landscape Ordinance) until such time the City of Folsom adopts its own Water Efficient Landscape Ordinance at which time the owner/applicant shall comply with any new ordinance. Shade and ornamental trees shall be maintained according to the most current American National Standards for Tree Care Operations (ANSI A-300) by qualified tree care professionals. Tree topping for height reduction, view protection, light clearance or any other purpose shall not be allowed. Specialty-style pruning, such as pollarding, shall be specified within the approved landscape plans and shall be implemented during a 5-year establishment and training period. The owner/applicant shall comply with city-wide landscape rules or regulations on water usage. 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 on all landscaping in the Rockcross Subdivision project.</p>	B	CD (P)(E)	The Community Development Department has reviewed and approved the landscape plans for subdivision. The approved plans are in accordance with all City requirements and Design Guidelines for the Folsom Ranch Central Design Area.	Yes

MAP REQUIREMENTS

39.		<p><i>Subdivision Improvement Agreement</i> Prior to the approval of any Final Map, the owner/applicant shall enter into a subdivision improvement agreement with the City, identifying all required improvements, if any, to be constructed with each proposed phase of development. The owner/applicant shall provide security acceptable to the City, guaranteeing construction of the improvements.</p>	M	CD (E)	<p>The required subdivision improvement agreement is included as part of the City staff report accompanying the final map for City Council approval. The resolution approving the final map for this subdivision includes a statement authorizing the City Manager to execute the subdivision improvement agreement for the subdivision along with approval of the final map.</p>	Yes
40.		<p><i>The Final Inclusionary Housing Plan</i> The Final Inclusionary Housing Plan shall be approved by the City Council. The Inclusionary Housing Agreement, which will be approved by the City Attorney, shall be executed prior to recordation of the Final Map for the Rockcross Subdivision project.</p>	M	CD (P)(E)	<p>The owner/applicant has executed an Inclusionary Housing Agreement with the City. The agreement allows the owner/applicant to provide an in-lieu fee assigned to each building permit in the subdivision. The in-lieu housing fee will be paid at the time of building permit issuance.</p>	Yes

41.		<p>Department of Real Estate Public Report The owner/applicant shall disclose to the homebuyers in the Department of Real Estate Public Report and/or the CC&R's the following items:</p> <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) Future Fire and Police stations are located adjacent to the project site and may include facilities and equipment that generate noise and light impacts during various times, including but not limited to evening and nighttime hours. 3) The soil in the subdivision may contain naturally occurring asbestos and naturally occurring arsenic. 4) The collecting, digging, or removal of any stone, artifact, or other prehistoric or historic object located in public or open space areas, and the disturbance of any archaeological site or historic property, is prohibited. 5) The project site is located close to the Mather Airport flight path and overflight noise may be present at various times. 6) That all properties located within one mile of an on- or off-site area zoned or used for agricultural use (including livestock grazing) shall be accompanied by written disclosure from the transferor, in a form approved by the City of Folsom, advising any transferee of the potential adverse odor impacts from surrounding agricultural operations, which 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 Community Development Department has reviewed the subdivisions CC & R's and verified that all required disclosures in this condition of approval are included.	Yes
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42.		<p>Public Utility Easements The owner/applicant shall dedicate public utility easements for underground facilities on properties adjacent to the public and private streets. A minimum of twelve and one-half-foot (12.5') wide Public Utility Easements for underground facilities (i.e., SMUD, Pacific Gas and Electric, cable television, telephone) shall be dedicated adjacent to all public and private street rights-of-way. The owner/applicant shall dedicate additional width to accommodate extraordinary facilities as determined by the City. The width of the public utility easements adjacent to public and private right of way may be reduced with prior approval from public utility companies.</p>	M	CD (E)	The owner/applicant has dedicated a 12.5' PUE along all roadway utility corridors as well as internal streets within the subdivision. The public utility easements are shown on the final map.	Yes
43.		<p>Backbone Infrastructure As provided for in the ARDA and the Amendment No. 1 thereto, the owner/applicant shall provide fully executed grant deeds, legal descriptions, and plats for all necessary Infrastructure to serve the project, including but not limited to lands, public rights of way, public utility easements, public water main easements, public sewer easements, irrevocable offers of dedication and temporary construction easements. All required easements as listed necessary for the Infrastructure shall be reviewed and approved by the City and recorded with the Sacramento County Recorder pursuant to the timing requirements set forth in Section 3.8 of the ARDA, and any amendments thereto.</p>	M	CD (E)	The owner/applicant provided all necessary public utility easements, grant deeds, offers of dedication or temporary construction easements required to build all of the required Backbone Infrastructure needed to serve the subdivision. These were recorded with Sacramento County Recorder within the Large Lot Final Map or by separate instrument.	Yes
44.		<p>New Permanent Benchmarks The owner/applicant shall provide and establish new permanent benchmarks on the (NAVD 88) datum in various locations within the subdivision or at any other locations in the vicinity of the project/subdivision as directed by the City Engineer. The type and specifications for the permanent benchmarks shall be provided by the City. The new benchmarks shall be placed by the owner/applicant within 6 months from the date of approval of the vesting tentative subdivision map.</p>	M	CD (E)	The owner/applicant has installed new benchmarks per the direction of the City Engineer and the new benchmarks have been placed in compliance with this condition of approval.	Yes
45.		<p>Centralized Mail Delivery Units All Final Maps shall show easements or other mapped provisions for the placement of centralized mail delivery units. The owner/applicant shall provide a concrete base for the placement of any centralized mail delivery unit. Specifications and location of such base shall be determined pursuant to the applicable requirements of the U. S. Postal Service and the City of Folsom Community Development Department, with due consideration for street light location, traffic safety, security, and consumer convenience.</p>	M	CD (E)	The final map this subdivision includes the required easement for the placement of centralized mail delivery units. The USPS will provide the owner/applicant with the location of the mail delivery unit and will provide a concrete pad for the placement is the specified location in the subdivision.	Yes

46.		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 is model homes. Building permits for model homes only may be issued prior to recording of the Final Map, subject to approval by the Community Development Department.	B	CD (E)	The Community Development Department shall verify that the owner/applicant has provided the required recorded copy of the final map to the CDD prior to building permit issuance in the subdivision.	Condition will be satisfied prior to issuance of a building permit.
47.		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 shall verify that the owner/applicant has provided the required recorded copy of the final map to the FCUSD prior to building permit issuance in the subdivision.	Condition will be satisfied prior to issuance of a building permit.
48.		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.	M	CD (E)	The owner/applicant has executed all of the required Specific Plan Infrastructure Fee Credit/Reimbursement Agreements for the Rockcross subdivision. The executed agreements are on file with the Community Development Department.	Yes
TRAFFIC/ACCESS/CIRCULATION/PARKING REQUIREMENTS						
49.		The following conditions of approval are related to roadway and traffic related improvements for the Rockcross Subdivision project under two (2) separate scenarios: A. The Enclave Subdivision project (PN 16-025) <u>has</u> constructed roadway improvements, while the Mangini Ranch Phase 2 Subdivision Village 7 project (PN 17-308) has not constructed roadway improvements. B. The Enclave Subdivision project (PN 16-025) <u>has</u> constructed roadway improvements and the Mangini Ranch Phase 2 Subdivision Village 7 project (PN 17-308) <u>has</u> constructed road improvements. See Attachment 12 (KH Memo and Exhibits) to this staff report for reference for the following improvements under each scenario:	B	CD (E), PW, FD	The owner/applicant is the developer of both the Rockcross subdivision and the Mangini Ranch Phase 2, Village No. 7 subdivision. Since these projects have the same owner and the improvements have been constructed concurrently, all of the required improvements for both subdivisions have been coordinated and completed and therefore have satisfied this condition of approval.	Yes

<p>49. Cont.</p>		<p><u>Scenario 1 (Enclave Subdivision Improvements Completed Mangini Ranch Village 7 Subdivision Improvements Not Completed)</u></p> <ul style="list-style-type: none"> The owner/applicant shall construct a southbound median left turn pocket on East Bidwell Street with a minimum storage length of 315 feet (255-foot deceleration lane plus 60-foot taper) to provide left turn access to Savannah Parkway. The owner/applicant shall construct Savannah Parkway from East Bidwell Street to the eastern boundary of the Rockcross Subdivision and provide a temporary U-Turn at the eastbound intersection of Savannah Parkway and Shale Rock Way (Mangini Ranch Village 2) until such time that the segment of Savannah Parkway between Shale Rock Way and Westwood Drive is completed and Westwood Drive is completed between Savannah Parkway and Alder Creek Parkway. <p><u>Scenario 2 (Enclave/Mangini Ranch Village 7 Subdivision Improvements Completed)</u></p> <ul style="list-style-type: none"> The owner/applicant shall construct the eastern extension of Savannah Parkway from the Mangini Ranch Village 7 Subdivision boundary to the eastern boundary of the Rockcross Subdivision (including the Shale Rock Way intersection). 	<p>B</p>	<p>CD (E), PW, FD</p>		<p>Yes</p>
<p>50.</p>		<p>Until such time that a traffic signal is required (issuance of 496th building permit within Mangini Ranch Phase 2 Subdivision project) at the East Bidwell Street/Savannah Parkway intersection, the owner/applicant shall construct a southbound median acceleration lane to assist in facilitating a two-stage outbound left-turn lane from Savannah Parkway onto southbound East Bidwell Street. The length of this lane, which is understood to be a temporary improvement that is repurposed with the ultimate East Bidwell Street corridor improvements, should total approximately 250 feet.</p>	<p>B</p>	<p>CD (E), PW, FD</p>	<p>Currently, the Rockcross subdivision as well as other subdivisions in the Mangini Ranch Phase 2 development (PN17-307) have not been issued building permits that exceed 496 building permits. Therefore, the owner/applicant has constructed and completed the required southbound median acceleration lane to the City's satisfaction in compliance with this condition.</p>	<p>Yes</p>

ARCHITECTURE/SITE DESIGN REQUIREMENTS						
51.		<p>The Rockcross Subdivision project shall comply with the following architecture and design requirements:</p> <ol style="list-style-type: none"> 1. This approval is for one product line with four two-story master plans in three architectural styles with 9 color and material options. The applicant shall submit building plans that comply with this approval and the attached building elevations dated June 17, 2020. 2. The design, materials, and colors of the single-family residential units shall be consistent with the approved building elevations, materials samples, and color schemes to the satisfaction of the Community Development Department. 3. The Community Development Department shall approve the individual lot permits to assure no duplication or repetition of the same house, same roof-line, same elevation style, side-by-side, or across the street from each other. 4. All mechanical equipment shall be ground-mounted and concealed from view of public streets, neighboring properties and nearby higher buildings. 5. Decorative light fixtures, consistent with the Folsom Ranch Central District Design Guidelines and unique to each architectural design theme, shall be added to the front elevation of each Master Plan to the satisfaction of the Community Development Department. 6. A minimum of one street tree shall be planted in the front yard of each residential lot within the subdivision. A minimum of two trees are required along the street-side of all corner lots. All front yard irrigation and landscaping shall be installed prior to a Building Permit Final. 	B	CD (P) (B)	<p>The Community Development Department will review and approve all site and building plans in the subdivision to verify compliance with this condition prior to building permit issuance on all lots in the subdivision.</p>	<p>Condition will be satisfied prior to issuance of a building permit.</p>
52.		<p>Trash/Recycling Containers and Air Conditioner Screening Trash, recycling, and yard waste containers shall be placed behind the side yard fence so that they are not visible from the public right-of-way to the satisfaction of the Community Development Department. In addition, air conditioning units shall also be placed behind the side yard fence or located in the rear yard so that they are not visible from the public right-of-way to the satisfaction of the Community Development Department.</p>	OG	CD (P) (E)	<p>The Community Development Department will review and approve all site and building plans in the subdivision to verify compliance with this condition prior to building permit issuance on all lots in the subdivision.</p>	<p>Condition will be satisfied prior to issuance of a building permit.</p>

MITIGATION MEASURES						
53	✓	<i>Rockcrest Subdivision Mitigation Monitoring Reporting Program (MMRP)</i> . The conditions of approval below (numbered 53-1 to 53-89) implement the applicable mitigation measures from the FPASP (May 2011) MMRP, as amended by the Revised Proposed Water Supply Facility Alternative (November 2012), the Folsom South of U.S. Highway 50 Backbone Infrastructure Mitigated Negative Declaration (December 2014), and the Westland Eagle Specific Plan Amendment (September 2015).				
#	Mitigation Measure	Mitigation Measures	Timing	Responsible Agency	Comments	Condition Satisfied?
AESTHETICS						
53-1	3A.1-4 (FPASP EIR/EIS)	<p>Screen Construction Staging Areas.</p> <p>The project applicant(s) for any particular discretionary development application shall locate staging and material storage areas as far away from sensitive biological resources and sensitive land uses (e.g., residential areas, schools, parks) as feasible. Staging and material storage areas shall be approved by the appropriate agency (identified below) before the approval of grading plans for all project phases and shall be screened from adjacent occupied land uses in earlier development phases to the maximum extent practicable. Screens may include, but are not limited to, the use of such visual barriers such as berms or fences. The screen design shall be approved by the appropriate agency to further reduce visual effects to the extent possible.</p> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries shall be developed by the project applicant(s) of each applicable project phase in consultation with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, and Caltrans) to reduce to the extent feasible the visual effects of construction activities on adjacent project land uses that have already been developed.</p>	Before approval of grading plans and during construction for all project phases.	City of Folsom Community Development Department.	The construction staging area does not require screening due to distance from existing residences (>1000 feet).	Yes
53-2	3A.1-5 (FPASP EIR/EIS)	<p>Establish and Require Conformance to Lighting Standards and Prepare and Implement a Lighting Plan.</p> <p>To reduce impacts associated with light and glare, the City shall:</p> <ul style="list-style-type: none"> ▶ Establish standards for on-site outdoor lighting to reduce high-intensity nighttime lighting and glare as part of the Folsom Specific Plan design guidelines/standards. Consideration shall be given to design features, namely directional shielding for street lighting, parking lot lighting, and other substantial light sources, that would reduce effects of nighttime lighting. In addition, consideration shall be given to the use of automatic shutoffs or motion sensors for lighting features to further reduce excess nighttime light. ▶ Use shielded or screened public lighting fixtures to prevent the light from shining off of the surface intended to be illuminated. <p>To reduce impacts associated with light and glare, the project applicant(s) of all project phases shall:</p>	Before approval of building permits.	City of Folsom Community Development Department	The Community Development Department (CDD) has reviewed and approved lighting plan for subdivision.	Yes

		<ul style="list-style-type: none"> ▶ Shield or screen lighting fixtures to direct the light downward and prevent light spill on adjacent properties. ▶ Flood and area lighting needed for construction activities, nighttime sporting activities, and/or security shall be screened or aimed no higher than 45 degrees above straight down (half-way between straight down and straight to the side) when the source is visible from any off-site residential property or public roadway. ▶ For public lighting in residential neighborhoods, prohibit the use of light fixtures that are of unusually high intensity or brightness (e.g., harsh mercury vapor, low-pressure sodium, or fluorescent bulbs) or that blink or flash. ▶ Use appropriate building materials (such as low-glare glass, low-glare building glaze or finish, neutral, earth-toned colored paint and roofing materials), shielded or screened lighting, and appropriate signage in the office/commercial areas to prevent light and glare from adversely affecting motorists on nearby roadways. ▶ Design exterior on-site lighting as an integral part of the building and landscape design in the Folsom Specific Plan area. Lighting fixtures shall be architecturally consistent with the overall site design. ▶ Lighting of off-site facilities within the City of Folsom shall be consistent with the City's General Plan standards. ▶ Lighting of the off-site detention basin shall be consistent with Sacramento County General Plan standards. <p>A lighting plan for all on- and off-site elements within each agency's jurisdictional boundaries (specified below) shall be submitted to the relevant jurisdictional agency for review and approval, which shall include the above elements. The lighting plan may be submitted concurrently with other improvement plans, and shall be submitted before the installation of any lighting or the approval of building permits for each phase. The project applicant(s) for any particular discretionary development application shall implement the approved lighting plan.</p> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties).</p>				
AIR QUALITY						
53-3	3A.2-1a (FPASP EIR/EIS)	<p>Implement Measures to Control Air Pollutant Emissions Generated by Construction of On-Site Elements.</p> <p>To reduce short-term construction emissions, the project applicant(s) for any particular discretionary development application shall require their contractors to implement SMAQMD's list of Basic Construction Emission Control Practices. Enhanced Fugitive PM</p>	Before the approval of all grading plans by the City and	City of Folsom Community Development Department.	The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior	Yes

	<p>Dust Control Practices, and Enhanced Exhaust Control Practices (list below) in effect at the time individual portions of the site undergo construction. In addition to SMAQMD-recommended measures, construction operations shall comply with all applicable SMAQMD rules and regulations.</p> <p>Basic Construction Emission Control Practices</p> <ul style="list-style-type: none"> ▶ Water all exposed surfaces two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads. ▶ Cover or maintain at least two feet of free board space on haul trucks transporting soil, sand, or other loose material on the site. Any haul trucks that would be traveling along freeways or major roadways should be covered. ▶ Use wet power vacuum street sweepers to remove any visible trackout mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited. ▶ Limit vehicle speeds on unpaved roads to 15 miles per hour (mph). ▶ All roadways, driveways, sidewalks, parking lots to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used. ▶ Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes (as required by the state airborne toxics control measure [Title 13, Section 2485 of the California Code of Regulations]). Provide clear signage that posts this requirement for workers at the entrances to the site. ▶ Maintain all construction equipment in proper working condition according to manufacturer’s specifications. The equipment must be checked by a certified mechanic and determine to be running in proper condition before it is operated. <p>Enhanced Fugitive PM Dust Control Practices – Soil Disturbance Areas</p> <ul style="list-style-type: none"> ▶ Water exposed soil with adequate frequency for continued moist soil. However, do not overwater to the extent that sediment flows off the site. ▶ Suspend excavation, grading, and/or demolition activity when wind speeds exceed 20 mph. ▶ Plant vegetative ground cover (fast-germinating native grass seed) in disturbed areas as soon as possible. Water appropriately until vegetation is established. <p>Enhanced Fugitive PM Dust Control Practices – Unpaved Roads</p>	<p>throughout project construction, where applicable, for all project phases.</p>	<p>to commencement of grading and construction in Spring of 2020. Compliance table is on file with the City.</p>	
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	<ul style="list-style-type: none"> ▶ Install wheel washers for all exiting trucks, or wash off all trucks and equipment leaving the site. ▶ Treat site accesses to a distance of 100 feet from the paved road with a 6 to 12-inch layer of wood chips, mulch, or gravel to reduce generation of road dust and road dust carryout onto public roads. ▶ Post a publicly visible sign with the telephone number and person to contact at the construction site regarding dust complaints. This person shall respond and take corrective action within 48 hours. The phone number of SMAQMD and the City contact person shall also be posted to ensure compliance. <p><i>Enhanced Exhaust Control Practices</i></p> <ul style="list-style-type: none"> ▶ The project shall provide a plan, for approval by the City of Folsom Community Development Department and SMAQMD, demonstrating that the heavy-duty (50 horsepower [hp] or more) off-road vehicles to be used in the construction project, including owned, leased, and subcontractor vehicles, will achieve a project wide fleet-average 20% NOX reduction and 45% particulate reduction compared to the most current California Air Resources Board (ARB) fleet average that exists at the time of construction. Acceptable options for reducing emissions may include use of late-model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or other options as they become available. The project applicant(s) of each project phase or its representative shall submit to the City of Folsom Community Development Department and SMAQMD a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 hp, that would be used an aggregate of 40 or more hours during any portion of the construction project. The inventory shall include the horsepower rating, engine production year, and projected hours of use for each piece of equipment. The inventory shall be updated and submitted monthly throughout the duration of the project, except that an inventory shall not be required for any 30-day period in which no construction activity occurs. At least 48 hours prior to the use of heavy-duty off-road equipment, the project representative shall provide SMAQMD with the anticipated construction timeline including start date, and name and phone number of the project manager and on-site foreman. SMAQMD's Construction Mitigation Calculator can be used to identify an equipment fleet that achieves this reduction (SMAQMD 2007a). The project shall ensure that emissions from all off-road diesel powered equipment used on the SPA do not exceed 40% opacity for more than three minutes in any one hour. Any equipment found to exceed 40 percent opacity (or Ringelmann 2.0) shall be repaired immediately, and the City and SMAQMD shall be notified within 48 hours of identification of noncompliant equipment. A visual survey of all in-operation equipment shall be made at least weekly, and a monthly summary of the visual survey results shall be submitted throughout the duration of the project, except that the monthly summary shall not be required for any 30-day period in which no construction activity occurs. The 				
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		<p>monthly summary shall include the quantity and type of vehicles surveyed as well as the dates of each survey. SMAQMD staff and/or other officials may conduct periodic site inspections to determine compliance. Nothing in this mitigation measure shall supersede other SMAQMD or state rules or regulations.</p> <p>► If at the time of construction, SMAQMD has adopted a regulation or new guidance applicable to construction emissions, compliance with the regulation or new guidance may completely or partially replace this mitigation if it is equal to or more effective than the mitigation contained herein, and if SMAQMD so permits.</p>				
53-4	3A.2-1b (FPASP EIR/EIS)	<p>Pay Off-site Mitigation Fee to SMAQMD to Off-Set NOX Emissions Generated by Construction of On-Site Elements.</p> <p>Implementation of the project or the other four other action alternatives would result in construction-generated NOX emissions that exceed the SMAQMD threshold of significance, even after implementation of the SMAQMD Enhanced Exhaust Control Practices (listed in Mitigation Measure 3A.2-1a). Additionally, Mitigation Measure 3A.4-1 (Implement Additional Measures to Control Construction-Generated GHG Emissions, pages 3A.4-14 to 15) has the potential to both reduce and increase NOX emissions, depending on the types of alternative fuels and engine types employed. Therefore, the project applicant(s) shall pay SMAQMD an off-site mitigation fee for implementation of any of the five action alternatives for the purpose of reducing NOX emissions to a less-than-significant level (i.e., less than 85 lb/day). All NOX emission reductions and increases associated with GHG mitigation shall be added to or subtracted from the amount above the construction threshold to determine off-site mitigation fees, when possible. The specific fee amounts shall be calculated when the daily construction emissions can be more accurately determined: that is, if the City/USACE select and certify the EIR/EIS and approves the Proposed Project or one of the other four other action alternatives, the City and the applicants must establish the phasing by which development would occur, and the applicants must develop a detailed construction schedule. Calculation of fees associated with each project development phase shall be conducted by the project applicant(s) in consultation with SMAQMD staff before the approval of grading plans by the City. The project applicant(s) for any particular discretionary development application shall pay into SMAQMD's off-site construction mitigation fund to further mitigate construction generated emissions of NOX that exceed SMAQMD's daily emission threshold of 85 lb/day. The calculation of daily NOX emissions shall be based on the cost rate established by SMAQMD at the time the calculation and payment are made. At the time of writing this EIR/EIS the cost rate is \$16,000 to reduce 1 ton of NOX plus a 5% administrative fee (SMAQMD 2008c). The determination of the final mitigation fee shall be conducted in coordination with SMAQMD before any ground disturbance occurs for any project phase.</p>	Before the approval of all grading plans by the City and throughout project construction for all project phases.	The City of Folsom Community Development Department shall not grant any grading permits to the respective project applicant(s) until the respective project applicant(s) have paid the appropriate off-site mitigation fee to SMAQMD.	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 2020. Compliance table is on file with the City.	Yes
53-5	3A.2-1c (FPASP EIR/EIS)	Analyze and Disclose Projected PM10 Emission Concentrations at Nearby Sensitive Receptors Resulting from Construction of On-Site Elements. Prior to construction of each discretionary development entitlement of on-site land uses, the project applicant shall perform a project-level CEQA analysis (e.g., supporting documentation for an exemption,	Before the approval of all grading	City of Folsom Community Development Department	The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation	Yes

		negative declaration, or project-specific EIR) that includes detailed dispersion modeling of construction-generated PM10 to disclose what PM10 concentrations would be at nearby sensitive receptors. The dispersion modeling shall be performed in accordance with applicable SMAQMD guidance that is in place at the time the analysis is performed. At the time of writing this EIR/EIS, SMAQMD's most current and most detailed guidance for addressing construction-generated PM10 emissions is found in its Guide to Air Quality Assessment in Sacramento County (SMAQMD 2009a). The project-level analysis shall incorporate detailed parameters of the construction equipment and activities, including the year during which construction would be performed, as well as the proximity of potentially affected receptors, including receptors proposed by the project that exist at the time the construction activity would occur.	plans by the City.	SMAQMD	Measure. Compliance was verified prior to commencement of grading and construction in Spring of 2020. Compliance table is on file with the City.	
53-6	3A.2-2 (FPASP EIR/EIS)	<i>Implement All Measures Prescribed by the Air Quality Mitigation Plan to Reduce Operational Air Pollutant Emissions.</i> To reduce operational emissions, the project applicant(s) for any particular discretionary development application shall implement all measures prescribed in the SMAQMD-approved Folsom Plan Area Specific Plan Air Quality Mitigation Plan (AQMP) (Torrence Planning 2008), a copy of which is included in Appendix C2. The AQMP is intended to improve mobility, reduce vehicle miles traveled, and improve air quality as required by AB 32 and SB 375. The AQMP includes, among others, measures designed to provide bicycle parking at commercial land uses, an integrated pedestrian/bicycle path network, transit stops with shelters, a prohibition against the use the wood-burning fireplaces, energy star roofing materials, electric lawnmowers provided to homeowners at no charge, and on-site transportation alternatives to passenger vehicles (including light rail) that provide connectivity with other local and regional alternative transportation networks.	Before issuance of subdivision maps or improvement plans.	City of Folsom Community Development Department	The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in Spring of 2020. Compliance table is on file with the City.	Yes Yes
53-7	3A.2-4a (FPASP EIR/EIS)	<i>Develop and Implement a Plan to Reduce Exposure of Sensitive Receptors to Construction-Generated Toxic Air Contaminant Emissions.</i> The project applicant(s) for any particular discretionary development application shall develop a plan to reduce the exposure of sensitive receptors to TACs generated by project construction activity associated with buildout of the selected alternative. Each plan shall be developed by the project applicant(s) in consultation with SMAQMD. The plan shall be submitted to the City for review and approval before the approval of any grading plans. The plan may include such measures as scheduling activities when the residences are the least likely to be occupied, requiring equipment to be shut off when not in use, and prohibiting heavy trucks from idling. Applicable measures shall be included in all project plans and specifications for all project phases. The implementation and enforcement of all measures identified in each plan shall be funded by the project applicant(s) for the respective phase of development.	Before the approval of all grading plans by the City and throughout project construction, where applicable, for all project phases.	City of Folsom Community Development Department	The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in Spring of 2020. Compliance table is on file with the City.	Yes
53-8	3A.2-6 (FPASP EIR/EIS)	<i>Implement Measures to Control Exposure of Sensitive Receptors to Operational Odorous Emissions.</i>	Before the approval of building	City of Folsom Community	The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and	Yes

		<p>The project applicant(s) for any particular discretionary development application shall implement the following measure:</p> <ul style="list-style-type: none"> ▶ The deeds to all properties located within the plan area that are within one mile of an on- or off-site area zoned or used for agricultural use (including livestock grazing) shall be accompanied by a written disclosure from the transferor, in a form approved by the City of Folsom, advising any transferee of the potential adverse odor impacts from surrounding agricultural operations, which disclosure shall direct the transferee to contact the County of Sacramento concerning any such property within the County zoned for agricultural uses within one mile of the subject property being transferred. 	permits by the City and throughout project construction, where applicable, for all project phases.	Development Department	verified compliance with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in Spring of 2020. Compliance table is on file with the City.	
BIOLOGICAL RESOURCES						
53-9	3A.3-1a (FPASP EIR/EIS)	<p><i>Design Stormwater Drainage Plans and Erosion and Sediment Control Plans to Avoid and Minimize Erosion and Runoff to All Wetlands and Other Waters That Are to Remain on the SPA and Use Low Impact Development Features.</i></p> <p>To minimize indirect effects on water quality and wetland hydrology, the project applicant(s) for any particular discretionary development application shall include stormwater drainage plans and erosion and sediment control plans in their improvement plans and shall submit these plans to the City Public Works Department for review and approval. For off-site elements within Sacramento County or El Dorado County jurisdiction (e.g., off-site detention basin and off-site roadway connections to El Dorado Hills), plans shall be submitted to the appropriate county planning department. Before approval of these improvement plans, the project applicant(s) for any particular discretionary development application shall obtain a NPDES MS4 Municipal Stormwater Permit and Grading Permit, comply with the City's Grading Ordinance and County drainage and stormwater quality standards, and commit to implementing all measures in their drainage plans and erosion and sediment control plans to avoid and minimize erosion and runoff into Alder Creek and all wetlands and other waters that would remain on-site. Detailed information about stormwater runoff standards and relevant City and County regulation is provided in Chapter 3A.9, "Hydrology and Water Quality."</p> <p>The project applicant(s) for any particular discretionary development entitlement shall implement stormwater quality treatment controls consistent with the Stormwater Quality Design Manual for Sacramento and South Placer Regions in effect at the time the application is submitted. Appropriate runoff controls such as berms, storm gates, off-stream detention basins, overflow collection areas, filtration systems, and sediment traps shall be implemented to control siltation and the potential discharge of pollutants. Development plans shall incorporate Low Impact Development (LID) features, such as pervious strips, permeable pavements, bioretention ponds, vegetated swales, disconnected rain gutter downspouts, and rain gardens, where appropriate. Use of LID features is recommended by the EPA to minimize impacts on water quality, hydrology, and stream</p>	Before approval of improvement and drainage plans, and on an ongoing basis throughout and after project construction, as required for all project phases.	City of Folsom Community Development Department	<p>The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in Spring of 2020. Compliance table is on file with the City.</p> <p>There are no off-site elements outside the City limits for this subdivision.</p>	Yes

		<p>geomorphology and is specified as a method for protecting water quality in the proposed specific plan. In addition, free spanning bridge systems shall be used for all roadway crossings over wetlands and other waters that are retained in the on-site open space. These bridge systems would maintain the natural and restored channels of creeks, including the associated wetlands, and would be designed with sufficient span width and depth to provide for wildlife movement along the creek corridors even during high-flow or flood events, as specified in the 404 permit.</p> <p>In addition to compliance with City ordinances, the project applicant(s) for any particular discretionary development application shall prepare a Stormwater Pollution Prevention Plan (SWPPP), and implement Best Management Practices (BMPs) that comply with the General Construction Stormwater Permit from the Central Valley RWQCB, to reduce water quality effects during construction. Detailed information about the SWPPP and BMPs are provided in Chapter 3A.9, "Hydrology and Water Quality."</p> <p>Each project development shall result in no net change to peak flows into Alder Creek and associated tributaries, or to Buffalo Creek, Carson Creek, and Coyote Creek. The project applicant(s) shall establish a baseline of conditions for drainage on-site. The baseline-flow conditions shall be established for 2-, 5-, and 100-year storm events. These baseline conditions shall be used to develop monitoring standards for the stormwater system on the SPA. The baseline conditions, monitoring standards, and a monitoring program shall be submitted to USACE and the City for their approval. Water quality and detention basins shall be designed and constructed to ensure that the performance standards, which are described in Chapter 3A.9, "Hydrology and Water Quality," are met and shall be designed as off-stream detention basins. Discharge sites into Alder Creek and associated tributaries, as well as tributaries to Carson Creek, Coyote Creek, and Buffalo Creek, shall be monitored to ensure that pre-project conditions are being met. Corrective measures shall be implemented as necessary. The mitigation measures will be satisfied when the monitoring standards are met for 5 consecutive years without undertaking corrective measures to meet the performance standard.</p> <p>See FEIR/FEIS Appendix S showing that the detention basin in the northeast corner of the SPA has been moved off stream.</p> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase in consultation with the affected oversight agency(ies) (i.e., El Dorado County for the roadway connections, Sacramento County for the detention basin west of Prairie City Road, and Caltrans for the U.S. 50 interchange improvements) such that the performance standards described in Chapter 3A.9, "Hydrology and Water Quality," are met.</p>				
53-10	3A.3-2a (FPASP EIR/EIS)	<p><i>Avoid Direct Loss of Swainson's Hawk and Other Raptor Nests.</i></p> <p>To mitigate impacts on Swainson's hawk and other raptors (including burrowing owl), the project applicant(s) of all project phases shall retain a qualified biologist to conduct preconstruction surveys and to identify active nests on and within 0.5 mile of the project and active burrows on the project site. The surveys shall be conducted before the approval</p>	Before the approval of grading and improve	California Department of Fish and Game and City of Folsom	The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior	Yes

		<p>of grading and/or improvement plans (as applicable) and no less than 14 days and no more than 30 days before the beginning of construction for all project phases. To the extent feasible, guidelines provided in Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in the Central Valley (Swainson's Hawk Technical Advisory Committee 2000) shall be followed for surveys for Swainson's hawk. If no nests are found, no further mitigation is required.</p> <p>If active nests are found, impacts on nesting Swainson's hawks and other raptors shall be avoided by establishing appropriate buffers around the nests. No project activity shall commence within the buffer area until the young have fledged, the nest is no longer active, or until a qualified biologist has determined in consultation with DFG that reducing the buffer would not result in nest abandonment. DFG guidelines recommend implementation of 0.25- or 0.5-mile-wide buffers, but the size of the buffer may be adjusted if a qualified biologist and the City, in consultation with DFG, determine that such an adjustment would not be likely to adversely affect the nest. Monitoring of the nest by a qualified biologist during and after construction activities will be required if the activity has potential to adversely affect the nest.</p> <p>If active burrows are found, a mitigation plan shall be submitted to the City for review and approval before any ground-disturbing activities.</p> <p>The City shall consult with DFG. The mitigation plan may consist of installation of one-way doors on all burrows to allow owls to exit, but not reenter, and construction of artificial burrows within the project vicinity, as needed; however, burrow owl exclusions may only be used if a qualified biologist verifies that the burrow does not contain eggs or dependent young. If active burrows contain eggs and/or young, no construction shall occur within 50 feet of the burrow until young have fledged. Once it is confirmed that there are no owls inside burrows, these burrows may be collapsed.</p> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be developed by the project applicant(s) of each applicable project phase in consultation with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans), such that the performance criteria set forth in DFG's guidelines are determined to be met.</p>	<p>nt plans, before any ground disturbing activities, and during project construction as applicable for all project phases.</p>	<p>Community Development Department.</p>	<p>to commencement of grading and construction in Spring of 2020. Compliance table is on file with the City.</p>	
GEOLOGY AND SOILS						
53-11	3A.7-1a (FPASP EIR/EIS)	<p>Prepare Site-Specific Geotechnical Report per CBC Requirements and Implement Appropriate Recommendations. Before building permits are issued and construction activities begin any project development phase, the project applicant(s) of each project phase shall hire a licensed geotechnical engineer to prepare a final geotechnical subsurface investigation report for the on- and off-site facilities, which shall be submitted for review and approval to the appropriate City or county department (identified below). The final geotechnical engineering report shall address and make recommendations on the following:</p> <ul style="list-style-type: none"> ▶ Site preparation; 	<p>Before issuance of building permits and ground-disturbing activities.</p>	<p>City of Folsom Community Development Department</p>	<p>The owner/applicant has provided Geotechnical Report to the City. The Geotechnical report for the subdivision is on file with the City.</p>	<p>Yes</p>

		<ul style="list-style-type: none"> ▶ Soil bearing capacity; ▶ Appropriate sources and types of fill; ▶ Potential need for soil amendments; ▶ Road, pavement, and parking areas; ▶ Structural foundations, including retaining-wall design; ▶ Grading practices; ▶ Soil corrosion of concrete and steel; ▶ Erosion/winterization; ▶ Seismic ground shaking; ▶ Liquefaction; and ▶ Expansive/unstable soils. <p>In addition to the recommendations for the conditions listed above, the geotechnical investigation shall include subsurface testing of soil and groundwater conditions, and shall determine appropriate foundation designs that are consistent with the version of the CBC that is applicable at the time building and grading permits are applied for. All recommendations contained in the final geotechnical engineering report shall be implemented by the project applicant(s) of each project phase. Special recommendations contained in the geotechnical engineering report shall be noted on the grading plans and implemented as appropriate before construction begins. Design and construction of all new project development shall be in accordance with the CBC. The project applicant(s) shall provide for engineering inspection and certification that earthwork has been performed in conformity with recommendations contained in the geotechnical report.</p>				
53-12	3A.7-1b (FPASP EIR/EIS)	<p>Monitor Earthwork during Earthmoving Activities.</p> <p>All earthwork shall be monitored by a qualified geotechnical or soils engineer retained by the project applicant(s) of each project phase. The geotechnical or soils engineer shall provide oversight during all excavation, placement of fill, and disposal of materials removed from and deposited on both on- and off-site construction areas.</p> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans).</p>	Before issuance of building permits and ground-disturbing activities.	City of Folsom Community Development Department	Compliance with this condition has been monitored through construction inspection by the City.	Yes
53-13	3A.7-3 (FPASP EIR/EIS)	<p>Prepare and Implement the Appropriate Grading and Erosion Control Plan.</p> <p>Before grading permits are issued, the project applicant(s) of each project phase that would be located within the City of Folsom shall retain a California Registered Civil Engineer to prepare a grading and erosion control plan. The grading and erosion control plan shall be submitted to the City Public Works Department before issuance of grading permits for all</p>	Before the start of construction activities.	City of Folsom Community Development Department	Compliance with this condition has been monitored through construction inspection by the City.	Yes

		<p>new development. The plan shall be consistent with the City’s Grading Ordinance, the City’s Hillside Development Guidelines, and the state’s NPDES permit, and shall include the site-specific grading associated with development for all project phases.</p> <p>The plans referenced above shall include the location, implementation schedule, and maintenance schedule of all erosion and sediment control measures, a description of measures designed to control dust and stabilize the construction-site road and entrance, and a description of the location and methods of storage and disposal of construction materials. Erosion and sediment control measures could include the use of detention basins, berms, swales, wattles, and silt fencing, and covering or watering of stockpiled soils to reduce wind erosion. Stabilization on steep slopes could include construction of retaining walls and reseeded with vegetation after construction. Stabilization of construction entrances to minimize trackout (control dust) is commonly achieved by installing filter fabric and crushed rock to a depth of approximately 1 foot. The project applicant(s) shall ensure that the construction contractor is responsible for securing a source of transportation and deposition of excavated materials.</p> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties).</p> <p>Implementation of Mitigation Measure 3A.9-1 (discussed in Section 3A.9, “Hydrology and Water Quality – Land”) would also help reduce erosion-related impacts.</p>				
53-14	3A.7-5 (FPASP EIR/EIS)	<p><i>Divert Seasonal Water Flows Away from Building Foundations.</i></p> <p>The project applicant(s) of all project phases shall either install subdrains (which typically consist of perforated pipe and gravel, surrounded by nonwoven geotextile fabric), or take such other actions as recommended by the geotechnical or civil engineer for the project that would serve to divert seasonal flows caused by surface infiltration, water seepage, and perched water during the winter months away from building foundations.</p>	Before and during earthmoving activities.	City of Folsom Community Development Department	The Community Development Department has reviewed and all improvement plans in the subdivision to verify compliance with mitigation measure.	Yes
53-15	3A.7-10 (FPASP EIR/EIS)	<p><i>Conduct Construction Personnel Education, Stop Work if Paleontological Resources are Discovered, Assess the Significance of the Find, and Prepare and Implement a Recovery Plan as Required.</i></p> <p>To minimize potential adverse impacts on previously unknown potentially unique, scientifically important paleontological resources, the project applicant(s) of all project phases where construction would occur in the Ione and Mehrten Formations shall do the following:</p> <ul style="list-style-type: none"> ▶ Before the start of any earthmoving activities for any project phase in the Ione or Mehrten Formations, the project applicant(s) shall retain a qualified paleontologist or archaeologist to train all construction personnel involved with earthmoving activities, including the site superintendent, regarding the possibility of encountering fossils, the appearance and types of fossils likely to be seen during construction, and proper notification procedures should fossils be encountered. 	During earthmoving activities in the Ione and Mehrten Formations	City of Folsom Community Development Department	The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in Spring of 2020. Compliance table is on file with the City.	Yes

		<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 appropriate lead agency (identified below). The project applicant(s) shall retain a qualified paleontologist to evaluate the resource and prepare a recovery plan in accordance with Society of Vertebrate Paleontology guidelines (1996). The recovery plan may include, but is not limited to, a field survey, construction monitoring, sampling and data recovery procedures, museum storage coordination for any specimen recovered, and a report of findings. Recommendations in the recovery plan that are determined by the lead agency to be necessary and feasible shall be implemented before construction activities can resume at the site where the paleontological resources were discovered.</p> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., Sacramento County).</p>				
GREENHOUSE GAS EMISSIONS AND CLIMATE CHANGE						
53-16	3A.4-1 (FPASP EIR/EIS)	<p><i>Implement Additional Measures to Control Construction-Generated GHG Emissions.</i></p> <p>To further reduce construction-generated GHG emissions, the project applicant(s) any particular discretionary development application shall implement all feasible measures for reducing GHG emissions associated with construction that are recommended by SMAQMD at the time individual portions of the site undergo construction. Such measures may reduce GHG exhaust emissions from the use of on-site equipment, worker commute trips, and truck trips carrying materials and equipment to and from the SPA, as well as GHG emissions embodied in the materials selected for construction (e.g., concrete). Other measures may pertain to the materials used in construction. Prior to releasing each request for bid to contractors for the construction of each discretionary development entitlement, the project applicant(s) shall obtain the most current list of GHG reduction measures that are recommended by SMAQMD and stipulate that these measures be implemented in the respective request for bid as well as the subsequent construction contract with the selected primary contractor. The project applicant(s) for any particular discretionary development application may submit to the City and SMAQMD a report that substantiates why specific measures are considered infeasible for construction of that particular development phase and/or at that point in time. The report, including the substantiation for not implementing particular GHG reduction measures, shall be approved by the City, in consultation with SMAQMD prior to the release of a request for bid by the project applicant(s) for seeking a primary contractor to manage the construction of each development project. By requiring that the list of feasible measures be established prior to the selection of a primary contractor, this measure requires that the ability of a contractor to effectively implement the selected GHG reduction measures be inherent to the selection process.</p>	Before approval of small-lot final maps and building permits for all discretionary development project, including all on- and off-site elements and implementation throughout project construction.	City of Folsom Community Development Department	The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in Spring of 2020. Compliance table is on file with the City.	Yes

	<p>SMAQMD’s recommended measures for reducing construction-related GHG emissions at the time of writing this EIR/EIS are listed below and the project applicant(s) shall, at a minimum, be required to implement the following:</p> <ul style="list-style-type: none"> ▶ Improve fuel efficiency from construction equipment: <ul style="list-style-type: none"> ▪ reduce unnecessary idling (modify work practices, install auxiliary power for driver comfort); ▪ perform equipment maintenance (inspections, detect failures early, corrections); ▪ train equipment operators in proper use of equipment; ▪ use the proper size of equipment for the job; and ▪ use equipment with new technologies (repowered engines, electric drive trains). ▶ Use alternative fuels for electricity generators and welders at construction sites such as propane or solar, or use electrical power. ▶ Use an ARB-approved low-carbon fuel, such as biodiesel or renewable diesel for construction equipment. (Emissions of oxides of nitrogen [NOX] emissions from the use of low carbon fuel must be reviewed and increases mitigated.) Additional information about low carbon fuels is available from ARB’s Low Carbon Fuel Standard Program (ARB 2009b). ▶ Encourage and provide carpools, shuttle vans, transit passes and/or secure bicycle parking for construction worker commutes. ▶ Reduce electricity use in the construction office by using compact fluorescent bulbs, powering off computers every day, and replacing heating and cooling units with more efficient ones. ▶ Recycle or salvage non-hazardous construction and demolition debris (goal of at least 75% by weight). ▶ Use locally sourced or recycled materials for construction materials (goal of at least 20% based on costs for building materials, and based on volume for roadway, parking lot, sidewalk and curb materials). ▶ Minimize the amount of concrete used for paved surfaces or use a low carbon concrete option. ▶ Produce concrete on-site if determined to be less emissive than transporting ready mix. ▶ Use EPA-certified SmartWay trucks for deliveries and equipment transport. Additional information about the SmartWay Transport Partnership Program is available from ARB’s Heavy-Duty Vehicle Greenhouse Gas Measure (ARB 2009c) and EPA (EPA 2009). ▶ Develop a plan in consultation with SMAQMD to efficiently use water for adequate dust control. This may consist of the use of non-potable water from a local source. 				
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		In addition to SMAQMD-recommended measures, construction activity shall comply with all applicable rules and regulations established by SMAQMD and ARB.				
53-17	3A.8-2 (FPASP EIR/EIS)	<p><i>Complete Investigations Related to the Extent to Which Soil and/or Groundwater May Have Been Contaminated in Areas Not Covered by the Phase I and II Environmental Site Assessments and Implement Required Measures.</i></p> <p>The project applicant(s) for any discretionary development application shall conduct Phase I Environmental Site Assessments (where an Phase I has not been conducted), and if necessary, Phase II Environmental Site Assessments, and/or other appropriate testing for all areas of the SPA and include, as necessary, analysis of soil and/or groundwater samples for the potential contamination sites that have not yet been covered by previous investigations (as shown in Exhibit 3A.8-1) before construction activities begin in those areas. Recommendations in the Phase I and II Environmental Site Assessments to address any contamination that is found shall be implemented before initiating ground-disturbing activities in these areas.</p> <p>The project applicant(s) shall implement the following measures before ground-disturbing activities to reduce health hazards associated with potential exposure to hazardous substances:</p> <ul style="list-style-type: none"> ▶ Prepare a plan that identifies any necessary remediation activities appropriate for proposed on- and off-site uses, including excavation and removal of on-site contaminated soils, redistribution of clean fill material in the SPA, and closure of any abandoned mine shafts. The plan shall include measures that ensure the safe transport, use, and disposal of contaminated soil and building debris removed from the site. In the event that contaminated groundwater is encountered during site excavation activities, the contractor shall report the contamination to the appropriate regulatory agencies, dewater the excavated area, and treat the contaminated groundwater to remove contaminants before discharge into the sanitary sewer system. The project applicant(s) shall be required to comply with the plan and applicable Federal, state, and local laws. The plan shall outline measures for specific handling and reporting procedures for hazardous materials and disposal of hazardous materials removed from the site at an appropriate off-site disposal facility. ▶ Notify the appropriate Federal, state, and local agencies if evidence of previously undiscovered soil or groundwater contamination (e.g., stained soil, odorous groundwater) is encountered during construction activities. Any contaminated areas shall be remediated in accordance with recommendations made by the Sacramento County Environmental Management Department, Central Valley RWQCB, DTSC, and/or other appropriate Federal, state, or local regulatory agencies. ▶ Obtain an assessment conducted by PG&E and SMUD pertaining to the contents of any existing pole-mounted transformers located in the SPA. The assessment shall determine whether existing on-site electrical transformers contain PCBs and whether there are any records of spills from such equipment. If equipment containing PCB is identified, 	Before and during earth moving activities	City of Folsom Community Development Department	<p>The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in Spring of 2020. Compliance table is on file with the City.</p> <p>No hazardous and/or contaminated soil or groundwater has been discovered in the subdivision.</p>	Yes

		<p>the maintenance and/or disposal of the transformer shall be subject to the regulations of the Toxic Substances Control Act under the authority of the Sacramento County Environmental Health Department.</p> <ul style="list-style-type: none"> ▶ Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., Sacramento County). 				
HYDROLOGY AND WATER QUALITY						
53-18	5A.9-1 (FPASP EIR/EIS)	<p>Acquire Appropriate Regulatory Permits and Prepare and Implement SWPPP and BMPs.</p> <p>Prior to the issuance of grading permits, the project applicant(s) of all projects disturbing one or more acres (including phased construction of smaller areas which are part of a larger project) shall obtain coverage under the SWRCB’s NPDES stormwater permit for general construction activity (Order 2009-0009-DWQ), including preparation and submittal of a project-specific SWPPP at the time the NOI is filed. The project applicant(s) shall also prepare and submit any other necessary erosion and sediment control and engineering plans and specifications for pollution prevention and control to Sacramento County, City of Folsom, El Dorado County (for the off-site roadways into El Dorado Hills under the Proposed Project Alternative). The SWPPP and other appropriate plans shall identify and specify:</p> <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 non-stormwater discharges, including fuels, lubricants, and other types of materials used for equipment operation; ▶ Spill prevention and contingency measures, including measures to prevent or clean up spills of hazardous waste and of hazardous materials used for equipment operation, and emergency procedures for responding to spills; ▶ Personnel training requirements and procedures that shall be used to ensure that workers are aware of permit requirements and proper installation methods for BMPs specified in the SWPPP; and 	<p>Submittal of the State Construction General Permit NOI and SWPPP (where applicable) and development and submittal of any other locally required plans and specifications before the issuance of grading permits for all on-site project phases and off-site elements and implementation throughout project</p>	<p>City of Folsom Community Development Department</p>	<p>The owner/applicant has been issued a WDID # and has submitted a SWPPP approved by the RWQCB. SWPPP is on file at the City.</p>	<p>Yes</p>

		<ul style="list-style-type: none"> ▶ The appropriate personnel responsible for supervisory duties related to implementation of the SWPPP. ▶ Where applicable, BMPs identified in the SWPPP shall be in place throughout all site work and construction/demolition activities and shall be used in all subsequent site development activities. BMPs may include, but are not limited to, such measures as those listed below. ▶ Implementing temporary erosion and sediment control measures in disturbed areas to minimize discharge of sediment into nearby drainage conveyances, in compliance with state and local standards in effect at the time of construction. These measures may include silt fences, staked straw bales or wattles, sediment/silt basins and traps, geofabric, sandbag dikes, and temporary vegetation. ▶ Establishing permanent vegetative cover to reduce erosion in areas disturbed by construction by slowing runoff velocities, trapping sediment, and enhancing filtration and transpiration. ▶ Using drainage swales, ditches, and earth dikes to control erosion and runoff by conveying surface runoff down sloping land, intercepting and diverting runoff to a watercourse or channel, preventing sheet flow over sloped surfaces, preventing runoff accumulation at the base of a grade, and avoiding flood damage along roadways and facility infrastructure. <p>A copy of the approved SWPPP shall be maintained and available at all times on the construction site.</p> <p>For those areas that would be disturbed as part of the U.S. 50 interchange improvements, Caltrans shall coordinate with the development and implementation of the overall project SWPPP, or develop and implement its own SWPPP specific to the interchange improvements, to ensure that water quality degradation would be avoided or minimized to the maximum extent practicable.</p> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans).</p>	construction.			
53-19	3A.9-2 (FPASP EIR/EIS)	<p><i>Prepare and Submit Final Drainage Plans and Implement Requirements Contained in Those Plans.</i></p> <p>Before the approval of grading plans and building permits, the project applicant(s) of all project phases shall submit final drainage plans to the City, and to El Dorado County for the off-site roadway connections into El Dorado Hills, demonstrating that off-site upstream runoff would be appropriately conveyed through the SPA, and that project-related on-site runoff would be appropriately contained in detention basins or managed with through other improvements (e.g., source controls, biotechnical stream stabilization) to reduce flooding and hydromodification impacts.</p>	Before approval of grading plans and building permits of all project phases.	City of Folsom Community Development Department	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

	<p>The plans shall include, but not be limited to, the following items:</p> <ul style="list-style-type: none"> ▶ An accurate calculation of pre-project and post-project runoff scenarios, obtained using appropriate engineering methods, that accurately evaluates potential changes to runoff, including increased surface runoff; ▶ Runoff calculations for the 10-year and 100-year (0.01 AEP) storm events (and other, smaller storm events as required) shall be performed and the trunk drainage pipeline sizes confirmed based on alignments and detention facility locations finalized in the design phase; ▶ A description of the proposed maintenance program for the on-site drainage system; ▶ Project-specific standards for installing drainage systems; ▶ City and El Dorado County flood control design requirements and measures designed to comply with them; ▶ Implementation of stormwater management BMPs that avoid increases in the erosive force of flows beyond a specific range of conditions needed to limit hydromodification and maintain current stream geomorphology. These BMPs will be designed and constructed in accordance with the forthcoming SSQP Hydromodification Management Plan (to be adopted by the RWQCB) and may include, but are not limited to, the following: <ul style="list-style-type: none"> • Use of Low Impact Development (LID) techniques to limit increases in stormwater runoff at the point of origination (these may include, but are not limited to: surface swales; replacement of conventional impervious surfaces with pervious surfaces [e.g., porous pavement]; impervious surfaces disconnection; and trees planted to intercept stormwater); • Enlarged detention basins to minimize flow changes and changes to flow duration characteristics; • Bioengineered stream stabilization to minimize bank erosion, utilizing vegetative and rock stabilization, and inset floodplain restoration features that provide for enhancement of riparian habitat and maintenance of natural hydrologic and channel to floodplain interactions; • Minimize slope differences between any stormwater or detention facility outfall channel with the existing receiving channel gradient to reduce flow velocity; and • Minimize to the extent possible detention basin, bridge embankment, and other encroachments into the channel and floodplain corridor, and utilize open bottom box culverts to allow sediment passage on smaller drainage courses. <p>The final drainage plan shall demonstrate to the satisfaction of the City of Folsom Community Development and Public Works Departments and El Dorado County Department of Transportation that 100-year (0.01 AEP) flood flows would be appropriately channeled and contained, such that the risk to people or damage to structures</p>				
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		<p>within or down gradient of the SPA would not occur, and that hydromodification would not be increased from pre-development levels such that existing stream geomorphology would be changed (the range of conditions should be calculated for each receiving water if feasible, or a conservative estimate should be used, e.g., an Ep of $1 \pm 10\%$ or other as approved by the Sacramento Stormwater Quality Partnership and/or City of Folsom Public Works Department).</p> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with El Dorado County.</p>				
53-20	3.A.9-3 (FPASP EIR/EIS)	<p>Develop and Implement a BMP and Water Quality Maintenance Plan. Before approval of the grading permits for any development project requiring a subdivision map, a detailed BMP and water quality maintenance plan shall be prepared by a qualified engineer retained by the project applicant(s) the development project. Drafts of the plan shall be submitted to the City of Folsom and El Dorado County for the off-site roadway connections into El Dorado Hills, for review and approval concurrently with development of tentative subdivision maps for all project phases. The plan shall finalize the water quality improvements and further detail the structural and nonstructural BMPs proposed for the project. The plan shall include the elements described below.</p> <ul style="list-style-type: none"> ▶ A quantitative hydrologic and water quality analysis of proposed conditions incorporating the proposed drainage design features. ▶ Predevelopment and post development calculations demonstrating that the proposed water quality BMPs meet or exceed requirements established by the City of Folsom and including details regarding the size, geometry, and functional timing of storage and release pursuant to the "Stormwater Quality Design Manual for Sacramento and South Placer Regions" ([SSQP 2007b] per NPDES Permit No. CAS082597 WDR Order No. R5-2008-0142, page 46) and El Dorado County's NPDES SWMP (County of El Dorado 2004). ▶ Source control programs to control water quality pollutants on the SPA, which may include but are limited to recycling, street sweeping, storm drain cleaning, household hazardous waste collection, waste minimization, prevention of spills and illegal dumping, and effective management of public trash collection areas. ▶ A pond management component for the proposed basins that shall include management and maintenance requirements for the design features and BMPs, and responsible parties for maintenance and funding. ▶ LID control measures shall be integrated into the BMP and water quality maintenance plan. These may include, but are not limited to: <ul style="list-style-type: none"> • Surface swales; • Replacement of conventional impervious surfaces with pervious surfaces (e.g., porous pavement); 	<p>Prepare plans before the issuance of grading permits for all project phases and off-site elements and implementation throughout project construction.</p>	<p>City of Folsom Community Development Department and Public Works Department</p>	<p>The owner/applicant has been issued a WDID # and has submitted a SWPPP approved by the RWQCB. SWPPP is on file at the City.</p>	<p>Yes</p>

		<ul style="list-style-type: none"> • Impervious surfaces disconnection; and • Trees planted to intercept stormwater. <p>New stormwater facilities shall be placed along the natural drainage courses within the SPA to the extent practicable so as to mimic the natural drainage patterns. The reduction in runoff as a result of the LID configurations shall be quantified based on the runoff reduction credit system methodology described in “Stormwater Quality Design Manual for the Sacramento and South Placer Regions, Chapter 5 and Appendix D4” (SSQP 2007b) and proposed detention basins and other water quality BMPs shall be sized to handle these runoff volumes.</p> <p>For those areas that would be disturbed as part of the U.S. 50 interchange improvements, it is anticipated that Caltrans would coordinate with the development and implementation of the overall project SWPPP, or develop and implement its own SWPPP specific to the interchange improvements, to ensure that water quality degradation would be avoided or minimized to the maximum extent practicable.</p> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with El Dorado County and Caltrans.</p>				
NOISE AND VIBRATION						
53-21	3A.11-1 (FPASP EIR/EIS)	<p>Implement Noise-Reducing Construction Practices, Prepare and Implement a Noise Control Plan, and Monitor and Record Construction Noise near Sensitive Receptors.</p> <p>To reduce impacts associated with noise generated during project related construction activities, the project applicant(s) and their primary contractors for engineering design and construction of all project phases shall ensure that the following requirements are implemented at each work site in any year of project construction to avoid and minimize construction noise effects on sensitive receptors. The project applicant(s) and primary construction contractor(s) shall employ noise-reducing construction practices. Measures that shall be used to limit noise shall include the measures listed below:</p> <ul style="list-style-type: none"> ▶ Noise-generating construction operations shall be limited to the hours between 7 a.m. and 7 p.m. Monday through Friday, and between 8 a.m. and 6 p.m. on Saturdays and Sundays. ▶ All construction equipment and equipment staging areas shall be located as far as possible from nearby noise-sensitive land uses. ▶ All construction equipment shall be properly maintained and equipped with noise-reduction intake and exhaust mufflers and engine shrouds, in accordance with manufacturers’ recommendations. Equipment engine shrouds shall be closed during equipment operation. 	Before and during construction activities on the SPA and within El Dorado Hills.	City of Folsom Community Development Department	The owner/applicant has implemented noise reducing construction practices included as part of the required Noise Control Plan. Compliance with these requirements has been monitored through construction inspection.	Yes

		<ul style="list-style-type: none"> ▶ All motorized construction equipment shall be shut down when not in use to prevent idling. ▶ Individual operations and techniques shall be replaced with quieter procedures (e.g., using welding instead of riveting, mixing concrete offsite instead of on-site). ▶ Noise-reducing enclosures shall be used around stationary noise-generating equipment (e.g., compressors and generators) as planned phases are built out and future noise sensitive receptors are located within close proximity to future construction activities. ▶ Written notification of construction activities shall be provided to all noise-sensitive receptors located within 850 feet of construction activities. Notification shall include anticipated dates and hours during which construction activities are anticipated to occur and contact information, including a daytime telephone number, for the project representative to be contacted in the event that noise levels are deemed excessive. Recommendations to assist noise-sensitive land uses in reducing interior noise levels (e.g., closing windows and doors) shall also be included in the notification. ▶ To the extent feasible, acoustic barriers (e.g., lead curtains, sound barriers) shall be constructed to reduce construction-generated noise levels at affected noise-sensitive land uses. The barriers shall be designed to obstruct the line of sight between the noise-sensitive land use and on-site construction equipment. When installed properly, acoustic barriers can reduce construction noise levels by approximately 8–10 dB (EPA 1971). ▶ When future noise sensitive uses are within close proximity to prolonged construction noise, noise-attenuating buffers such as structures, truck trailers, or soil piles shall be located between noise sources and future residences to shield sensitive receptors from construction noise. ▶ The primary contractor shall prepare and implement a construction noise management plan. This plan shall identify specific measures to ensure compliance with the noise control measures specified above. The noise control plan shall be submitted to the City of Folsom before any noise-generating construction activity begins. Construction shall not commence until the construction noise management plan is approved by the City of Folsom. Mitigation for the two off-site roadway connections into El Dorado County must be coordinated by the project applicant(s) of the applicable project phase with El Dorado County, since the roadway extensions are outside of the City of Folsom’s jurisdictional boundaries. 				
PUBLIC SERVICES						
53-22	3A.14-1 (FPASP EIR/EIS)	<p><i>Prepare and Implement a Construction Traffic Control Plan.</i></p> <p>The project applicant(s) of all project phases shall prepare and implement traffic control plans for construction activities that may affect road rights-of-way. The traffic control plans must follow any applicable standards of the agency responsible for the affected roadway and must be approved and signed by a professional engineer. Measures typically</p>	Before the approval of all relevant plans and/or permits and	City of Folsom Community Development Department	The Community Development Department has reviewed and approved all traffic control plans required for the construction of both off-site and on-site improvements for this subdivision to verify compliance with City ordinances	Yes

		<p>used in traffic control plans include advertising of planned lane closures, warning signage, a flag person to direct traffic flows when needed, and methods to ensure continued access by emergency vehicles. During project construction, access to existing land uses shall be maintained at all times, with detours used as necessary during road closures. Traffic control plans shall be submitted to the appropriate City or County department or the California Department of Transportation (Caltrans) for review and approval before the approval of all project plans or permits, for all project phases where implementation may cause impacts on traffic.</p> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties and Caltrans).</p>	during construction of all project phases.		<p>and to minimize delays to the travelling public.</p> <p>There are no off-site elements outside the City limits for this subdivision.</p>	
53-23	BA.14-2 (FPASP EIR/EIS)	<p><i>Incorporate California Fire Code; City of Folsom Fire Code Requirements; and EDHFD Requirements, if Necessary, into Project Design and Submit Project Design to the City of Folsom Fire Department for Review and Approval.</i></p> <p>To reduce impacts related to the provision of new fire services, the project applicant(s) of all project phases shall do the following, as described below.</p> <p>1. Incorporate into project designs fire flow requirements based on the California Fire Code, Folsom Fire Code (City of Folsom Municipal Code Title 8, Chapter 8.36), and other applicable requirements based on the City of Folsom Fire Department fire prevention standards.</p> <p>Improvement plans showing the incorporation automatic sprinkler systems, the availability of adequate fire flow, and the locations of hydrants shall be submitted to the City of Folsom Fire Department for review and approval. In addition, approved plans showing access design shall be provided to the City of Folsom Fire Department as described by Zoning Code Section 17.57.080 (“Vehicular Access Requirements”). These plans shall describe access-road length, dimensions, and finished surfaces for firefighting equipment. The installation of security gates across a fire apparatus access road shall be approved by the City of Folsom Fire Department. The design and operation of gates and barricades shall be in accordance with the Sacramento County Emergency Access Gates and Barriers Standard, as required by the City of Folsom Fire Code.</p> <p>2. Submit a Fire Systems New Buildings, Additions, and Alterations Document Submittal List to the City of Folsom Community Development Department Building Division for review and approval before the issuance of building permits.</p> <p>In addition to the above measures, the project applicant(s) of all project phases shall incorporate the provisions described below for the portion of the SPA within the EDHFD service area, if it is determined through City/El Dorado County negotiations that EDHFD would serve the 178-acre portion of the SPA.</p> <p>3. Incorporate into project designs applicable requirements based on the EDHFD fire prevention standards. For commercial development, improvement plans showing</p>	Before issuance of building permits and issuance of occupancy permits or final inspections for all project phases.	City of Folsom Fire Department, City of Folsom Community Development Department	The City Fire Department has reviewed and approved all proposed improvements for the subdivision. The City FD will verify adequate fire flow prior to building permit issuance in the subdivision.	Condition will be satisfied prior to issuance of a building permit.

		<p>roadways, land splits, buildings, fire sprinkler systems, fire alarm systems, and other commercial building improvements shall be submitted to the EDHFD for review and approval. For residential development, improvement plans showing property lines and adjacent streets or roads; total acreage or square footage of the parcel; the footprint of all structures; driveway plan views describing width, length, turnouts, turnarounds, radiuses, and surfaces; and driveway profile views showing the percent grade from the access road to the structure and vertical clearance shall be submitted to the EDHFD for review and approval.</p> <p>4. Submit a Fire Prevention Plan Checklist to the EDHFD for review and approval before the issuance of building permits. In addition, residential development requiring automation fire sprinklers shall submit sprinkler design sheet(s) and hydraulic calculations from a California State Licensed C-16 Contractor.</p> <p>The City shall not authorize the occupancy of any structures until the project applicant(s) have obtained a Certificate of Occupancy from the City of Folsom Community Development Department verifying that all fire prevention items have been addressed on-site to the satisfaction of the City of Folsom Fire Department and/or the EDHFD for the 178-acre area of the SPA within the EDHFD service area.</p>				
53-24	BA.14-3 (FPASP EIR/EIS)	<p><i>Incorporate Fire Flow Requirements into Project Designs.</i></p> <p>The project applicant(s) of all project phases shall incorporate into their project designs fire flow requirements based on the California Fire Code, Folsom Fire Code, and/or EDHFD for those areas of the SPA within the EDHFD service area and shall verify to City of Folsom Fire Department that adequate water flow is available, prior to approval of improvement plans and issuance of occupancy permits or final inspections for all project phases.</p>	Before issuance of building permits and issuance of occupancy permits or final inspections for all project phases.	City of Folsom Fire Department, City of Folsom Community Development Department	The City Fire Department has reviewed and approved all proposed improvements for the subdivision. The City FD will verify adequate fire flow prior to building permit issuance in the subdivision.	Condition will be satisfied prior to issuance of a building permit.
TRAFFIC AND TRANSPORTATION						
53-25	BA.15-1a (FPASP EIR/EIS)	<p><i>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Folsom Boulevard/Blue Ravine Road Intersection (Intersection 1).</i></p> <p>To ensure that the Folsom Boulevard/Blue Ravine Road intersection operates at an acceptable LOS, the eastbound approach must be reconfigured to consist of two left-turn lanes, one through lane, and one right-turn lane. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the Folsom Boulevard/Blue Ravine Road intersection (Intersection 1).</p>	A phasing analysis shall be performed prior to approval of the first subdivision map to determine	City of Folsom Community Development Department	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.

			when the improvement should be implemented and when fair share funding should be paid.			
53-26	3A.15-1b (FPASP EIR/EIS)	<p><i>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements at the Sibley Street/Blue Ravine Road Intersection (Intersection 2).</i></p> <p>To ensure that the Sibley Street/Blue Ravine Road intersection operates at an acceptable LOS, the northbound approach must be reconfigured to consist of two left-turn lanes, two through lanes, and one right-turn lane. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the Sibley Street/Blue Ravine Road intersection (Intersection 2).</p>	A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the improvement should be implemented and when fair share funding should be paid.	City of Folsom Community Development Department	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
53-27	3A.15-1c (FPASP EIR/EIS)	<p><i>The Applicant Shall Fund and Construct Improvements to the Scott Road (West)/White Rock Road Intersection (Intersection 28).</i></p> <p>To ensure that the Scott Road (West)/White Rock Road intersection operates at an acceptable LOS, a traffic signal must be installed.</p>	A phasing analysis shall be performed prior to approval of the first subdivision map to determine	City of Folsom Community Development Department	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.

			when the improvement should be implemented.			
53-28	3A.15-1e (FPASP EIR/EIS)	<p><i>Fund and Construct Improvements to the Hillside Drive/Easton Valley Parkway Intersection (Intersection 41).</i></p> <p>To ensure that the Hillside Drive/Easton Valley Parkway intersection operates at an acceptable LOS, the eastbound approach must be reconfigured to consist of one dedicated left turn lane and two through lanes, and the westbound approach must be reconfigured to consist of two through lanes and one dedicated right-turn lane. The applicant shall fund and construct these improvements.</p>	A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the improvement should be implemented.	City of Folsom Community Development Department	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
53-29	3A.15-1f (FPASP EIR/EIS)	<p><i>Fund and Construct Improvements to the Oak Avenue Parkway/Middle Road Intersection (Intersection 44).</i></p> <p>To ensure that the Oak Avenue Parkway/Middle Road intersection operates at an acceptable LOS, control all movements with a stop sign. The applicant shall fund and construct these improvements.</p>	A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the improvement should be implemented.	City of Folsom Community Development Department	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.

53-30	5A.15-1h FPASP EIR/EIS)	<p>Participate in Fair Share Funding of Improvements to Reduce Impacts to the Hazel Avenue/Folsom Boulevard Intersection (Sacramento County Intersection 2).</p> <p>To ensure that the Hazel Avenue/Folsom Boulevard intersection operates at an acceptable LOS, this intersection must be grade separated including “jug handle” ramps. No at grade improvement is feasible. Grade separating and extended (south) Hazel Avenue with improvements to the U.S. 50/Hazel Avenue interchange is a mitigation measure for the approved Easton-Glenbrough Specific Plan development project. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Hazel Avenue/Folsom Boulevard intersection (Sacramento County Intersection 2).</p>	A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the improvement should be implemented.	Sacramento County Public Works Department and Caltrans	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
53-31	5A.15-1i (FPASP EIR/EIS)	<p>Participate in Fair Share Funding of Improvements to Reduce Impacts on the Grant Line Road/White Rock Road Intersection and to White Rock Road widening between the Rancho Cordova City limit to Prairie City Road (Sacramento County Intersection 3).</p> <p>Improvements must be made to ensure that the Grant Line Road/White Rock Road intersection operates at an acceptable LOS. The currently County proposed White Rock Road widening project will widen and realign White Rock Road from the Rancho Cordova City limit to the El Dorado County line (this analysis assumes that the Proposed Project and build alternatives will widen White Rock Road to five lanes from Prairie City road to the El Dorado County Line). This widening includes improvements to the Grant Line Road intersection and realigning White Rock Road to be the through movement. The improvements include two eastbound through lanes, one eastbound right turn lane, two northbound left turn lanes, two northbound right turn lanes, two westbound left turn lanes and two westbound through lanes. This improvement also includes the signalization of the White Rock Road and Grant Line Road intersection. With implementation of this improvement, the intersection would operate at an acceptable LOS A. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Grant Line Road/White Rock Road intersection (Sacramento County Intersection 3).</p>	Before project build out. Design of the White Rock Road widening to four lanes, from Grant Line Road to Prairie City Road, with Intersection improvements has begun, and because this widening project is environmentally cleared and fully	Sacramento County Public Works Department	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.

			funded, it's construction is expected to be complete before the first phase of the Proposed Project or alternative is built.			
53-32	BA.15-1j (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Hazel Avenue between Madison Avenue and Curragh Downs Drive (Roadway Segment 10).</i></p> <p>To ensure that Hazel Avenue operates at an acceptable LOS between Curragh Downs Drive and Gold Country Boulevard, Hazel Avenue must be widened to six lanes. This improvement is part of the County adopted Hazel Avenue widening project.</p>	Before project build out. Construction of phase two of the Hazel Avenue widening, from Madison Avenue to Curragh Downs Drive, is expected to be completed by year 2013, before the first phase of the Proposed Project or alternative is complete. The	Sacramento County Public Works Department	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.

			applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Hazel Avenue between Madison Avenue and Curragh Downs Drive (Sacramento County Roadway Segment 10).			
53-33	BA.15-11 (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the White Rock Road/Windfield Way Intersection (El Dorado County Intersection 3).</i></p> <p>To ensure that the White Rock Road/Windfield Way intersection operates at an acceptable LOS, the intersection must be signalized and separate northbound left and right turn lanes</p>	Before project build out. A phasing analysis should be performed	El Dorado County Department of Transportation	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to	Condition will be satisfied prior to issuance of a building permit.

		must be striped. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the White Rock Road/Windfield Way intersection (El Dorado County Intersection 3).	prior to approval of the first subdivision map to determine during which project phase the improvement should be built.		building permit issuance in this subdivision.	
53-34	3A.15-1p (FPASP EIR/EIS)	<i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 as an alternative to improvements at the Folsom Boulevard/U.S. 50 Eastbound Ramps Intersection (Caltrans Intersection 4).</i> Congestion on eastbound U.S. 50 is causing vehicles to use Folsom Boulevard as an alternate parallel route until they reach U.S. 50, where they must get back on the freeway due to the lack of a parallel route. It is preferred to alleviate the congestion on U.S. 50 than to upgrade the intersection at the end of this reliever route. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Folsom Boulevard/U.S. 50 Eastbound Ramps intersection (Caltrans Intersection 4). To ensure that the Folsom Boulevard/U.S. 50 eastbound ramps intersection operates at an acceptable LOS, auxiliary lanes should be added to eastbound U.S. 50 from Hazel Avenue to east of Folsom Boulevard. This was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project.	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Community Development Department and Sacramento County Department of Transportation	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
53-35	3A.15-1p (FPASP EIR/EIS)	<i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the Grant Line Road/ State Route 16 Intersection (Caltrans Intersection 12).</i> To ensure that the Grant Line Road/State Route 16 intersection operates at an acceptable LOS, the northbound and southbound approaches must be reconfigured to consist of one left-turn lane and one shared through/right-turn lane. Protected left-turn signal phasing must be provided on the northbound and southbound approaches. Improvements to the Grant Line Road/State Route 16 intersection are contained within the County Development Fee Program and are scheduled for Measure A funding.	Before project build out. A phasing analysis should be performed prior to approval of	Sacramento County Department of Transportation and the City of Rancho Cordova Department of Public Works	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.

		<p>Improvements to this intersection must be implemented by Caltrans, Sacramento County, and the City of Rancho Cordova.</p> <p>The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Grant Line Road/State Route 16 intersection (Caltrans Intersection 12).</p>	<p>the first subdivision map to determine during which project phase the improvement should be built.</p>			
53-36	5A.15-1q (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 between Zinfandel Drive and Sunrise Boulevard (Freeway Segment 1).</i></p> <p>To ensure that Eastbound U.S. 50 operates at an acceptable LOS between Zinfandel Drive and Sunrise Boulevard, a bus-carpool (HOV) lane must be constructed. This improvement is currently planned as part of the Sacramento 50 Bus-Carpool Lane and Community Enhancements Project. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Eastbound U.S. 50 between Zinfandel Drive and Sunrise Boulevard (Freeway Segment 1).</p>	<p>Before project build out. Construction of the Sacramento 50 Bus-Carpool Lane and Community Enhancements Project is expected to be completed by year 2013, before the first phase of the Proposed Project or alternative is complete. Construction of the Sacramento 50 Bus-Carpool</p>	Caltrans	<p>This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.</p>	<p>Condition will be satisfied prior to issuance of a building permit.</p> <p>Yes</p>

			Lane and Community Enhancements Project has started since the writing of the Draft EIS/EIR.			
53-37	BA.15-1r (FPASP EIR/EIS)	<p>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 between Hazel Avenue and Folsom Boulevard (Freeway Segment 3).</p> <p>To ensure that Eastbound U.S. 50 operates at an acceptable LOS between Hazel Avenue and Folsom Boulevard, an auxiliary lane must be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This improvement is included in the proposed 50 Corridor Mobility Fee Program.</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 Eastbound U.S. 50 between Hazel Avenue and Folsom Boulevard (Freeway Segment 3).</p>	Before project build out. A phasing analysis should be performed to determine during which project phase the improvement should be built.	City of Folsom Community Development Department and Sacramento County Department of Transportation	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
53-38	BA.15-1s (FPASP EIR/EIS)	<p>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).</p> <p>To ensure that Eastbound U.S. 50 operates at an acceptable LOS between Folsom Boulevard and Prairie City Road, an auxiliary lane must be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to Eastbound U.S. 50 between Folsom Boulevard and Prairie City Road (Freeway Segment 4).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which	City of Folsom Community Development Department and Sacramento County Department of Transportation	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.

			project phase the improvement should be built.			
53-39	BA.15-1u (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Westbound U.S. 50 between Prairie City Road and Folsom Boulevard (Freeway Segment 16).</i></p> <p>To ensure that Westbound U.S. 50 operates at an acceptable LOS between Prairie City Road and Folsom Boulevard, an auxiliary lane must be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to Westbound U.S. 50 between Prairie City Road and Folsom Boulevard (Freeway Segment 16).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Community Development Department and Sacramento County Department of Transportation	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
53-40	BA.15-1v (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Westbound U.S. 50 between Hazel Avenue and Sunrise Boulevard (Freeway Segment 18).</i></p> <p>To ensure that Westbound U.S. 50 operates at an acceptable LOS between Hazel Avenue and Sunrise Boulevard, an auxiliary lane must be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project and included in the proposed Rancho Cordova Parkway interchange project. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Westbound U.S. 50 between Hazel Avenue and Sunrise Boulevard (Freeway Segment 18).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the	City of Rancho Cordova Department of Public Works and Sacramento County Department of Transportation	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.

			improvement should be built.			
53-41	BA.15-1w (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Folsom Boulevard Ramp Merge (Freeway Merge 4).</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 must be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the U.S. 50 Eastbound/Folsom Boulevard Ramp Merge (Freeway Merge 4).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Community Development Department and Sacramento County Department of Transportation	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
53-42	BA.15-1x (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Prairie City Road Diverge (Freeway Diverge 5).</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 must be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Eastbound/Prairie City Road diverge (Freeway Diverge 5).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement	City of Folsom Community Development Department and Sacramento County Department of Transportation	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.

			nt should be built.			
53-43	3A.15-1y (FPASP EIR/EIS)	<p>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Prairie City Road Direct Merge (Freeway Merge 6).</p> <p>To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Prairie City Road onramp direct merge, an auxiliary lane to the East Bidwell Street – Scott Road diverge must be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Eastbound/Prairie City Road direct merge (Freeway Merge 6).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Community Development Department	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
53-44	3A.15-1z (FPASP EIR/EIS)	<p>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).</p> <p>To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Prairie City Road flyover on-ramp to Oak Avenue Parkway off-ramp weave, an improvement acceptable to Caltrans should be implemented to eliminate the unacceptable weaving conditions. Such an improvement may involve a “braided ramp”.</p> <p>The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Eastbound / Prairie City Road flyover on-ramp to Oak Avenue Parkway off-ramp weave (Freeway Weave 8).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement	City of Folsom Community Development Department	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.

			nt should be built.			
53-45	BA.15-1aa (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Oak Avenue Parkway Loop Merge (Freeway Merge 9).</i></p> <p>To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Oak Avenue Parkway loop merge, an auxiliary lane to the East Bidwell Street – Scott Road diverge must be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Eastbound/ Oak Avenue Parkway loop merge (Freeway Merge 9).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Community Development Department	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
53-46	BA.15-1dd (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Empire Ranch Road Loop Ramp Merge (Freeway Merge 23).</i></p> <p>To ensure that Westbound U.S. 50 operates at an acceptable LOS, the northbound Empire Ranch Road loop on ramp should start the westbound auxiliary lane that ends at the East Bidwell Street – Scott Road off ramp. The slip on ramp from southbound Empire Ranch Road would merge into this extended auxiliary lane. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Westbound/Empire Ranch Road loop ramp merge (Freeway Merge 23).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement	City of Folsom Community Development Department	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.

53-47	3A.15-1ee (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Oak Avenue Parkway Loop Ramp Merge (Freeway Merge 29).</i></p> <p>To ensure that Westbound U.S. 50 operates at an acceptable LOS, the northbound Oak Avenue Parkway loop on ramp should start the westbound auxiliary lane that ends at the Prairie City Road off ramp. The slip on ramp from southbound Oak Avenue Parkway would merge into this extended auxiliary lane. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Westbound/Oak Avenue Parkway loop ramp merge (Freeway Merge 29).</p>	<p>nt should be built.</p> <p>Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.</p>	<p>City of Folsom Community Development Department</p>	<p>This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.</p>	<p>Condition will be satisfied prior to issuance of a building permit.</p>
53-48	3A.15-1ff (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Prairie City Road Loop Ramp Merge (Freeway Merge 32).</i></p> <p>To ensure that Westbound U.S. 50 operates at an acceptable LOS at the Prairie City Road loop ramp merge, an auxiliary lane to the Folsom Boulevard off ramp diverge must be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Westbound/Prairie City Road Loop Ramp Merge (Freeway Merge 32).</p>	<p>Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement</p>	<p>City of Folsom Community Development Department and Sacramento County Department of Transportation</p>	<p>This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.</p>	<p>Condition will be satisfied prior to issuance of a building permit.</p>

53-49	3A.15-1gg (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Prairie City Road Direct Ramp Merge (Freeway Merge 33).</i></p> <p>To ensure that Westbound U.S. 50 operates at an acceptable LOS at the Prairie City Road direct ramp merge, an auxiliary lane to the Folsom Boulevard off ramp diverge must be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Westbound/Prairie City Road direct ramp merge (Freeway Merge 33).</p>	nt should be built. Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Community Development Department and Sacramento County Department of Transportation	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
53-50	3A.15-1hh (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Folsom Boulevard Diverge (Freeway Diverge 34).</i></p> <p>To ensure that Westbound U.S. 50 operates at an acceptable LOS at the Folsom Boulevard Diverge, an auxiliary lane from the Prairie City Road loop ramp merge must be constructed. Improvements to this freeway segment must be implemented by Caltrans. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Eastbound / Folsom Boulevard diverge (Freeway Diverge 34).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement	City of Folsom Community Development Department and Sacramento County Department of Transportation	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.

53-51	3A.15-1ii (FPASP EIR/EIS)	<p>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Hazel Avenue Direct Ramp Merge (Freeway Merge 38).</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 must be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the U.S. 50 Westbound/Hazel Avenue direct ramp merge (Freeway Merge 38).</p>	<p>nt should be built.</p> <p>Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.</p>	<p>Sacramento County Department of Transportation and City of Rancho Cordova Department of Public Works</p>	<p>This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.</p>	<p>Condition will be satisfied prior to issuance of a building permit.</p>
53-52	3A.15-2a (FPASP EIR/EIS)	<p>Develop Commercial Support Services and Mixed-use Development Concurrent with Housing Development and Develop and Provide Options for Alternative Transportation Modes.</p> <p>The project applicant(s) for any particular discretionary development application including commercial or mixed-use development along with residential uses shall develop commercial and mixed-use development concurrent with housing development, to the extent feasible in light of market realities and other considerations, to internalize vehicle trips. Pedestrian and bicycle facilities shall be implemented to the satisfaction of the City Public Works Department. To further minimize impacts from the increased demand on area roadways and intersections, the project applicant(s) for any particular discretionary development application involving schools or commercial centers shall develop and implement safe and secure bicycle parking to promote alternative transportation uses and reduce the volume of single-occupancy vehicles using area roadways and intersections. The project applicant(s) for any particular discretionary development application shall participate in capital improvements and operating funds for transit service to increase the percent of travel by transit. The project's fair-share participation and the associated timing of the improvements and service shall be identified in the project conditions of approval and/or the project's development agreement. Improvements and service shall be coordinated, as necessary, with Folsom Stage Lines and Sacramento RT.</p>	<p>Before approval of improvement plans for all project phases any particular discretionary development application that includes residential and commercial or mixed-use developme</p>	<p>City of Folsom Community Development Department</p>	<p>This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.</p>	<p>Condition will be satisfied prior to issuance of a building permit.</p>

			nt. As a condition of project approval and/or as a condition of the development agreement for all project phases.			
53-53	3A.15-2b (FPASP EIR/EIS)	<p>Participate in the City's Transportation System Management Fee Program.</p> <p>The project applicant(s) for any particular discretionary development application shall pay an appropriate amount into the City's existing Transportation System Management Fee Program to reduce the number of single-occupant automobile travel on area roadways and intersections.</p>	Concurrent with construction for all project phases.	City of Folsom Community Development Department	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
53-54	3A.15-2c (FPASP EIR/EIS)	<p>Participate with the 50 Corridor Transportation Management Association.</p> <p>The project applicant(s) for any particular discretionary development application shall join and participate with the 50 Corridor Transportation Management Association to reduce the number of single-occupant automobile travel on area roadways and intersections.</p>	Concurrent with construction for all project phases.	City of Folsom Community Development Department	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
53-55	3A.15-3 (FPASP EIR/EIS)	<p>Pay Full Cost of Identified Improvements that Are Not Funded by the City's Fee Program.</p> <p>In accordance with Measure W, the project applicant(s) for any particular discretionary development application shall provide fair-share contributions to the City's transportation impact fee program to fully fund improvements only required because of the Specific Plan.</p>	As a condition of project approval and/or as a condition of the development agreement for all	City of Folsom Community Development Department	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.

53-56	3A.15-4a (FPASP EIR/EIS)	<p><i>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Sibley Street/Blue Ravine Road Intersection (Folsom Intersection 2).</i></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 must be reconfigured to consist of two left-turn lane, two through lanes, and one dedicated right-turn lane. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the Sibley Street/Blue Ravine Road intersection (Folsom Intersection 2).</p>	<p>project phases.</p> <p>Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.</p>	<p>City of Folsom Community Development Department</p>	<p>This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.</p>	<p>Condition will be satisfied prior to issuance of a building permit.</p>
53-57	3A.15-4b (FPASP EIR/EIS)	<p><i>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Oak Avenue Parkway/East Bidwell Street Intersection (Folsom Intersection 6).</i></p> <p>To ensure that the Oak Avenue Parkway/East Bidwell Street intersection operates at an acceptable LOS, the eastbound (East Bidwell Street) approach must be reconfigured to consist of two left-turn lanes, four through lanes and a right-turn lane, and the westbound (East Bidwell Street) approach must be reconfigured to consist of two left turn lanes, four through lanes, and a right-turn lane. It is against the City of Folsom policy to have eight lane roads because of the impacts to non-motorized traffic and adjacent development; therefore, this improvement is infeasible.</p>	<p>Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement</p>	<p>City of Folsom Community Development Department</p>	<p>This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.</p>	<p>Condition will be satisfied prior to issuance of a building permit.</p>

53-58	BA.15-4c (FPASP EIR/EIS)	<p><i>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the East Bidwell Street/College Street Intersection (Folsom Intersection 7).</i></p> <p>To ensure that the East Bidwell Street/College Street intersection operates at acceptable LOS C or better, the westbound approach must be reconfigured to consist of one left-turn lane, one left-through lane, and two dedicated right-turn lanes. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the East Bidwell Street/Nesmith Court intersection (Folsom Intersection 7).</p>	<p>nt should be built.</p> <p>Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.</p>	<p>City of Folsom Community Development Department</p>	<p>This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.</p>	<p>Condition will be satisfied prior to issuance of a building permit.</p>
53-59	BA.15-4d (FPASP EIR/EIS)	<p><i>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the East Bidwell Street/Iron Point Road Intersection (Folsom Intersection 21).</i></p> <p>To ensure that the East Bidwell Street /Iron Point Road intersection operates at an acceptable LOS, the northbound approach must be reconfigured to consist of two left-turn lanes, four through lanes and a right-turn lane, and the southbound approach must be reconfigured to consist of two left-turn lanes, four through lanes and a right-turn lane. It is against the City of Folsom policy to have eight lane roads because of the impacts to non-motorized traffic and adjacent development; therefore, this improvement is infeasible.</p>	<p>Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement</p>	<p>City of Folsom Community Development Department</p>	<p>This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.</p>	<p>Condition will be satisfied prior to issuance of a building permit.</p>

53-60	BA.15-4e (FPASP EIR/EIS)	<p><i>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Serpa Way/ Iron Point Road Intersection (Folsom Intersection 23).</i></p> <p>To improve LOS at the Serpa Way/ Iron Point Road intersection, the northbound approaches must be restriped to consist of one left-turn lane, one shared left-through lanes, and one right-turn lane. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the Serpa Way/Iron Point Road Intersection (Folsom Intersection 23).</p>	<p>nt should be built.</p> <p>Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.</p>	<p>City of Folsom Community Development Department</p>	<p>This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.</p>	<p>Condition will be satisfied prior to issuance of a building permit.</p>
53-61	BA.15-4f (FPASP EIR/EIS)	<p><i>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Empire Ranch Road/Iron Point Road Intersection (Folsom Intersection 24).</i></p> <p>To ensure that the Empire Ranch Road / Iron Point Road intersection operates at a LOS D or better, all of the following improvements are required: The eastbound approach must be reconfigured to consist of one left-turn lane, two through lanes, and a right-turn lane. The westbound approach must be reconfigured to consist of two left-turn lanes, one through lane, and a through-right lane. The northbound approach must be reconfigured to consist of two left-turn lanes, three through lanes, and a right-turn lane. The southbound approach must be reconfigured to consist of two left-turn lanes, three through lanes, and a right-turn lane. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the Empire Ranch Road / Iron Point Road Intersection Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built. (Folsom Intersection 24).</p>	<p>Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement</p>	<p>City of Folsom Community Development Department</p>	<p>This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.</p>	<p>Condition will be satisfied prior to issuance of a building permit.</p>

			nt should be built.			
53-62	3A.15-4g (FPASP EIR/EIS)	<p><i>The Applicant Shall Fund and Construct Improvements to the Oak Avenue Parkway/Easton Valley Parkway Intersection (Folsom Intersection 33).</i></p> <p>To ensure that the Oak Avenue Parkway/Easton Valley Parkway intersection operates at an acceptable LOS the southbound approach must be reconfigured to consist of two left-turn lanes, two through lanes, and two right-turn lanes. The applicant shall fund and construct these improvements.</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Community Development Department	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
53-63	3A.15-4i (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the Grant Line Road/White Rock Road Intersection (Sacramento County Intersection 3).</i></p> <p>To ensure that the Grant Line Road/White Rock Road intersection operates at an acceptable LOS E or better this intersection should be replaced by some type of grade separated intersection or interchange. Improvements to this intersection are identified in the Sacramento County's Proposed General Plan. Implementation of these improvements would assist in reducing traffic impacts on this intersection by providing acceptable operation. Intersection improvements must be implemented by Sacramento County. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Grant Line Road/White Rock Road Intersection (Sacramento County Intersection 3).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement	Sacramento County Department of Transportation.	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.

53-64	3A.15-4j (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Grant Line Road between White Rock Road and Kiefer Boulevard (Sacramento County Roadway Segments 5-7).</i></p> <p>To improve operation on Grant Line Road between White Rock Road and Kiefer Boulevard, this roadway segment must be widened to six lanes. This improvement is proposed in the Sacramento County and the City of Rancho Cordova General Plans; however, it is not in the 2035 MTP. Improvements to this roadway segment must be implemented by Sacramento County and the City of Rancho Cordova. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Grant Line Road between White Rock Road and Kiefer Boulevard (Sacramento County Roadway Segments 5-7). The identified improvement would more than offset the impacts specifically related to the Folsom South of U.S. 50 project on this roadway segment.</p>	<p>nt should be built.</p> <p>Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.</p>	<p>Sacramento County Department of Transportation.</p>	<p>This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.</p>	<p>Condition will be satisfied prior to issuance of a building permit.</p>
53-65	3A.15-4k (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Grant Line Road between Kiefer Boulevard and Jackson Highway (Sacramento County Roadway Segment 8).</i></p> <p>To improve operation on Grant Line Road between Kiefer Boulevard Jackson Highway, this roadway segment could be widened to six lanes. This improvement is proposed in the Sacramento County and the City of Rancho Cordova General Plans; however, it is not in the 2035 MTP. Improvements to this roadway segment must be implemented by Sacramento County and the City of Rancho Cordova. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Grant Line Road between Kiefer Boulevard and Jackson Highway (Sacramento County Roadway Segment 8). The identified improvement would more than offset the impacts specifically related to the Folsom South of U.S. 50 project on this roadway segment.</p>	<p>Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement</p>	<p>Sacramento County Department of Transportation.</p>	<p>This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.</p>	<p>Condition will be satisfied prior to issuance of a building permit.</p>

			nt should be built.			
53-66	3A.15-4l (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Hazel Avenue between Curragh Downs Drive and U.S. 50 Westbound Ramps (Sacramento County Roadway Segments 12-13).</i></p> <p>To improve operation on Hazel Avenue between Curragh Downs Drive and the U.S. 50 westbound ramps, this roadway segment could be widened to eight lanes. This improvement is inconsistent with Sacramento County’s general plan because the county’s policy requires a maximum roadway cross section of six lanes. Analysis shown later indicates that improvements at the impacted intersection in this segment can be mitigated (see Mitigation Measure 3A.15-4q). Improvements to impacted intersections on this segment will improve operations on this roadway segment and, therefore; mitigate this segment impact. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Hazel Avenue between Curragh Downs Drive and U.S. 50 Westbound Ramps (Sacramento County Roadway Segments 12-13).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation. Caltrans	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
53-67	3A.15-4m (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on White Rock Road between Grant Line Road and Prairie City Road (Sacramento County Roadway Segment 22).</i></p> <p>To improve operation on White Rock Road between Grant Line Road and Prairie City Road, this roadway segment must be widened to six lanes. This improvement is included in the 2035 MTP but is not included in the Sacramento County General Plan. Improvements to this roadway segment must be implemented by Sacramento County. The identified improvement would more than offset the impacts specifically related to the Folsom South of U.S. 50 project on this roadway segment. However, because of other development in the region that would substantially increase traffic levels, this roadway segment would continue to operate at an unacceptable LOS F even with the capacity improvements identified to mitigate Folsom South of U.S. 50 impacts. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to White Rock Road between Grant Line Road and Prairie City Road (Sacramento County Roadway Segment 22).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.

53-68	3A.15-4n (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on White Rock Road between Empire Ranch Road and Carson Crossing Road (Sacramento County Roadway Segment 28).</i></p> <p>To improve operation on White Rock Road between Empire Ranch Road and Carson Crossing Road, this roadway segment must be widened to six lanes. Improvements to this roadway segment must be implemented by Sacramento County. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to White Rock Road between Empire Ranch Road and Carson Crossing Road (Sacramento County Roadway Segment 28).</p>	<p>nt should be built.</p> <p>Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.</p>	<p>Sacramento County Department of Transportation.</p>	<p>This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.</p>	<p>Condition will be satisfied prior to issuance of a building permit.</p>
53-69	3A.15-4o (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the White Rock Road/Carson Crossing Road Intersection (El Dorado County 1).</i></p> <p>To ensure that the White Rock Road/Carson Crossing Road intersection operates at an acceptable LOS, the eastbound right turn lane must be converted into a separate free right turn lane, or double right. Improvements to this intersection must be implemented by El Dorado County. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the White Rock Road/Carson Crossing Road Intersection (El Dorado County 1).</p>	<p>Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement</p>	<p>El Dorado County Department of Transportation.</p>	<p>This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.</p>	<p>Condition will be satisfied prior to issuance of a building permit.</p>

53-70	3A.15-4p (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the Hazel Avenue/U.S. 50 Westbound Ramps Intersection (Caltrans Intersection 1).</i></p> <p>To ensure that the Hazel Avenue/U.S. 50 westbound ramps intersection operates at an acceptable LOS, the westbound approach must be reconfigured to consist of one dedicated left turn lane, one shared left through lane and three dedicated right-turn lanes. Improvements to this intersection must be implemented by Caltrans and Sacramento County. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Hazel Avenue/U.S. 50 Westbound Ramps Intersection (Caltrans Intersection 1).</p>	<p>nt should be built.</p> <p>Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.</p>	<p>Sacramento County Department of Transportation. Caltrans</p>	<p>This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.</p>	<p>Condition will be satisfied prior to issuance of a building permit.</p>
53-71	3A.15-4q (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 between Zinfandel Drive and Sunrise Boulevard (Freeway Segment 1).</i></p> <p>To ensure that Eastbound US 50 operates at an acceptable LOS between Zinfandel Drive and Sunrise Boulevard, an additional eastbound lane could be constructed. This improvement is not consistent with the Concept Facility in Caltrans State Route 50 Corridor System Management Plan; therefore, it is not likely to be implemented by Caltrans by 2030. Construction of the Capitol South East Connector, including widening White Rock Road and Grant Line Road to six lanes with limited access, could divert some traffic from U.S. 50 and partially mitigate the project's impact. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Eastbound U.S. 50 between Zinfandel Drive and Sunrise Boulevard (Freeway Segment 1).</p>	<p>Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement</p>	<p>Sacramento County Department of Transportation. Caltrans</p>	<p>This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.</p>	<p>Condition will be satisfied prior to issuance of a building permit.</p>

53-72	3A.15-4r (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 between Rancho Cordova Parkway and Hazel Avenue (Freeway Segment 3).</i></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. Construction of the Capitol South East Connector, including widening White Rock Road and Grant Line Road to six lanes with limited access, could divert some traffic off of U.S. 50 and partially mitigate the project's impact. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Eastbound U.S. 50 between Rancho Cordova Parkway and Hazel Avenue (Freeway Segment 3).</p>	<p>nt should be built.</p> <p>Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.</p>	<p>Sacramento County Department of Transportation. Caltrans</p>	<p>This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.</p>	<p>Condition will be satisfied prior to issuance of a building permit.</p>
53-73	3A.15-4s (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 between Folsom Boulevard and Prairie City Road (Freeway Segment 5).</i></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. Construction of the Capitol South East Connector, including widening White Rock Road and Grant Line Road to six lanes with limited access, could divert some traffic off of U.S. 50 and partially mitigate the project's impact. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to Eastbound U.S. 50 between Folsom Boulevard and Prairie City Road (Freeway Segment 5).</p>	<p>Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement</p>	<p>Caltrans</p>	<p>This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.</p>	<p>Condition will be satisfied prior to issuance of a building permit.</p>

53-74	3A.15-4t (FPASP EIR/EIS)	<p>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).</p> <p>To ensure that Eastbound US 50 operates at an acceptable LOS between Prairie City Road and Oak Avenue Parkway, the northbound Prairie City Road slip on ramp should merge with the eastbound auxiliary lane that extends to and drops at the Oak Avenue Parkway off ramp (see Mitigation Measures 3A.15-4u, v and w), and the southbound Prairie City Road flyover on ramp should be braided over the Oak Avenue Parkway off ramp and start an extended full auxiliary lane to the East Bidwell Street – Scott Road off ramp. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to Eastbound U.S. 50 between Prairie City Road and Oak Avenue Parkway (Freeway Segment 6).</p>	<p>nt should be built.</p> <p>Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.</p>	Caltrans	<p>This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.</p>	<p>Condition will be satisfied prior to issuance of a building permit.</p>
53-75	3A.15-4u (FPASP EIR/EIS)	<p>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).</p> <p>To ensure that Eastbound US 50 operates at an acceptable LOS, the northbound Prairie City Road slip on ramp should start the eastbound auxiliary lane that extends to and drops at the Oak Avenue Parkway off ramp (see mitigation measure 3A.15-4u, w and x), and the southbound Prairie City Road flyover on ramp should be braided over the Oak Avenue Parkway off ramp and start an extended full auxiliary lane to the East Bidwell Street – Scott Road off ramp. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Eastbound / Prairie City Road slip ramp merge (Freeway Merge 6).</p>	<p>Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement</p>	Caltrans	<p>This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.</p>	<p>Condition will be satisfied prior to issuance of a building permit.</p>

53-76	3A.15-4v (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the U.S. 50 Eastbound / Prairie City Road Flyover On Ramp to Oak Avenue Parkway Off Ramp Weave (Freeway Weave 7).</i></p> <p>To ensure that Eastbound US 50 operates at an acceptable LOS, the northbound Prairie City Road slip on ramp should start the eastbound auxiliary lane that extends to and drops at the Oak Avenue Parkway off ramp (see mitigation measure 3A.15-4u, v and x), and the southbound Prairie City Road flyover on ramp should be braided over the Oak Avenue Parkway off ramp and start an extended full auxiliary lane to the East Bidwell Street – Scott Road off ramp. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Eastbound / Prairie City Road Flyover On Ramp to Oak Avenue Parkway Off Ramp Weave (Freeway Weave 7).</p>	<p>nt should be built.</p> <p>Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.</p>	Caltrans	<p>This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.</p>	<p>Condition will be satisfied prior to issuance of a building permit.</p>
53-77	3A.15-4w (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound / Oak Avenue Parkway Loop Ramp Merge (Freeway Merge 8).</i></p> <p>To ensure that Eastbound US 50 operates at an acceptable LOS, the southbound Oak Avenue Parkway loop on ramp should merge with the eastbound auxiliary lane that starts at the southbound Prairie City Road braided flyover on ramp and ends at the East Bidwell Street – Scott Road off ramp (see mitigation measure 3A.15-4u, v and w). Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to U.S. 50 Eastbound / Oak Avenue Parkway Loop Ramp Merge (Freeway Merge 8).</p>	<p>Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement</p>	Caltrans	<p>This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.</p>	<p>Condition will be satisfied prior to issuance of a building permit.</p>

53-78	3A.15-4x (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound / Empire Ranch Road Loop Ramp Merge (Freeway Merge 27).</i></p> <p>To ensure that Westbound US 50 operates at an acceptable LOS, the northbound Empire Ranch Road loop on ramp should start the westbound auxiliary lane that ends at the East Bidwell Street – Scott Road off ramp. The slip-on ramp from southbound Empire Ranch Road slip ramp would merge into this extended auxiliary lane. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Westbound / Empire Ranch Road loop ramp merge (Freeway Merge 27).</p>	<p>nt should be built.</p> <p>Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.</p>	Caltrans	<p>This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.</p>	<p>Condition will be satisfied prior to issuance of a building permit.</p>
53-79	3A.15-4y (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound / Prairie City Road Loop Ramp Merge (Freeway Merge 35).</i></p> <p>To ensure that Westbound US 50 operates at an acceptable LOS, the northbound Prairie City Road loop on ramp should start the westbound auxiliary lane that continues beyond the Folsom Boulevard off ramp. The slip-on ramp from southbound Prairie City Road slip ramp would merge into this extended auxiliary lane. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Westbound / Prairie City Road Loop Ramp Merge (Freeway Merge 35).</p>	<p>Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement</p>	Caltrans	<p>This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.</p>	<p>Condition will be satisfied prior to issuance of a building permit.</p>

			nt should be built.			
UTILITIES AND SERVICE SYSTEMS						
53-80	BA.16-1 (FPASP EIR/EIS)	<p><i>Submit Proof of Adequate On- and Off-Site Wastewater Conveyance Facilities and Implement On- and Off-Site Infrastructure Service Systems or Ensure That Adequate Financing Is Secured.</i></p> <p>Before the approval of the final map and issuance of building permits for all project phases, the project applicant(s) of all project phases shall submit proof to the City of Folsom that an adequate wastewater conveyance system either has been constructed or is ensured through payment of the City's facilities augmentation fee as described under the Folsom Municipal Code Title 3, Chapter 3.40, "Facilities Augmentation Fee – Folsom South Area Facilities Plan," or other sureties to the City's satisfaction. Both on-site wastewater conveyance infrastructure and off-site force main sufficient to provide adequate service to the project shall be in place for the amount of development identified in the tentative map before approval of the final map and issuance of building permits for all project phases, or their financing shall be ensured to the satisfaction of the City.</p>	Before approval of final maps and issuance of building permits for any project phases.	City of Folsom Community Development Department and City of Folsom Environmental & Water Resources Department	The Phase 1 Sanitary Sewer infrastructure including the off-site sewer trunk main, the Alder Creek Parkway sewer lift station and forced main to serve this subdivision have been constructed by the FPA landowners and have been completed and accepted by the City and are currently in operation.	Yes
53-81	BA.16-3 (FPASP EIR/EIS)	<p><i>Demonstrate Adequate SRWTP Wastewater Treatment Capacity.</i></p> <p>The project applicant(s) of all project phases shall demonstrate adequate capacity at the SRWTP for new wastewater flows generated by the project. This shall involve preparing a tentative map-level study and paying connection and capacity fees as identified by SRCSD. Approval of the final map and issuance of building permits for all project phases shall not be granted until the City verifies adequate SRWTP capacity is available for the amount of development identified in the tentative map.</p>	Before approval of final maps and issuance of building permits for any project phases.	City of Folsom Community Development Department and City of Folsom Environmental & Water Resources Department	The City obtained a letter from Regional San which provides verification that there is adequate capacity in the existing Regional San conveyance and treatment system to accommodate the entire Folsom Plan Area at buildout. Confirmation from Regional San was required because the Folsom Plan Area is served by the existing Regional San Lift Station on Iron Point Road. The City Sewer Lift Station and Forced Main which connects to the Regional San Lift Station has been accepted by the City and is currently in operation.	Yes
53-82	BA.18-1 (FPASP EIR/EIS)	<p><i>Submit Proof of Surface Water Supply Availability.</i></p> <p>a. Prior to approval of any small-lot tentative subdivision map subject to Government Code Section 66473.7 (SB 221), the City shall comply with that statute. Prior to approval of any small-lot tentative subdivision map for a proposed residential project not subject to that statute, the City need not comply with Section 66473.7, or formally consult with any public water system that would provide water to the affected area; nevertheless, the City shall make a factual showing or impose conditions similar to those required by Section 66473.7 to ensure an adequate water supply for development authorized by the map.</p>	Before approval of final maps and issuance of building permits for any project phases.	City of Folsom Community Development Department and City of Folsom Environmental & Water Resources Department	The owner/applicant has constructed the necessary infrastructure to provide potable water to the subdivision. The potable Phase 1 water infrastructure for the Folsom Plan Area has been reviewed, approved and accepted by the City and is currently in operation.	Yes

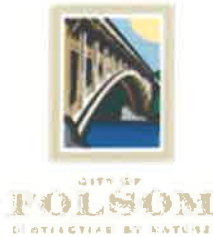
		<p>b. Prior to recordation of each final subdivision map, or prior to City approval of any similar project-specific discretionary approval or entitlement required for nonresidential uses, the project applicant(s) of that project phase or activity shall demonstrate the availability of a reliable and sufficient water supply from a public water system for the amount of development that would be authorized by the final subdivision map or project-specific discretionary nonresidential approval or entitlement. Such a demonstration shall consist of information showing that both existing sources are available or needed supplies and improvements will be in place prior to occupancy.</p>				
53-83	3A.18-2a (FPASP EIR/EIS)	<p>Submit Proof of Adequate Off-Site Water Conveyance Facilities and Implement Off-Site Infrastructure Service System or Ensure That Adequate Financing Is Secured.</p> <p>Before the approval of the final subdivision map and issuance of building permits for all project phases, the project applicant(s) of any particular discretionary development application shall submit proof to the City of Folsom that an adequate off-site water conveyance system either has been constructed or is ensured or other sureties to the City's satisfaction. The off-site water conveyance infrastructure sufficient to provide adequate service to the project shall be in place for the amount of development identified in the tentative map before approval of the final subdivision map and issuance of building permits for all project phases, or their financing shall be ensured to the satisfaction of the City. A certificate of occupancy shall not be issued for any building within the SPA until the water conveyance infrastructure sufficient to serve such building has been constructed and is in place.</p>	Before approval of final maps and issuance of building permits for any project phases.	City of Folsom Community Development Department and City of Folsom Environmental & Water Resources Department	The off-site potable water infrastructure to serve the subdivision has been reviewed, approved and accepted by the City and is currently in operation. In addition, the City has verified that the off-site potable water infrastructure is adequate to serve the subdivision.	Yes
53-84	3A.18-2b (FPASP EIR/EIS)	<p>Demonstrate Adequate Off-Site Water Treatment Capacity (if the Off-Site Water Treatment Plant Option is Selected).</p> <p>If an off-site water treatment plant (WTP) alternative is selected (as opposed to the on-site WTP alternative), the project applicant(s) for any particular discretionary development application shall demonstrate adequate capacity at the off-site WTP. This shall involve preparing a tentative map-level study and paying connection and capacity fees as determined by the City. Approval of the final project map shall not be granted until the City verifies adequate water treatment capacity either is available or is certain to be available when needed for the amount of development identified in the tentative map before approval of the final map and issuance of building permits for all project phases. A certificate of occupancy shall not be issued for any building within the SPA until the water treatment capacity sufficient to serve such building has been constructed and is in place.</p>	Before approval of final maps and issuance of building permits for any project phases.	City of Folsom Community Development Department and City of Folsom Public Works Department	This condition is not applicable to this subdivision. The water supply for this subdivision is provided by the City of Folsom Water Treatment Plant rather than an Off-Site Water Treatment Plant	Yes
53-85	4.4-1 (Westland/Eagle SPA)	<p>Conduct Environmental Awareness Training for Construction Employees.</p> <p>Prior to beginning construction activities, the Project Applicant shall employ a qualified biologist to develop and conduct environmental awareness training for construction employees. The training shall describe the importance of onsite biological resources, including special-status wildlife habitats; potential nests of special-status birds; and roosting habitat for special-status bats. The biologist shall also explain the importance of other responsibilities related to the protection of wildlife during construction such as inspecting open trenches and looking under vehicles and machinery prior to moving them to ensure there are no</p>	Before approval of grading or improvement plans or any ground disturbing activities,	City of Folsom Community Development Department	The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in Spring of 2020.	Yes

		lizards, snakes, small mammals, or other wildlife that could become trapped, injured, or killed in construction areas or under equipment. 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.	including grubbing or clearing, for any project phase.		Compliance table is on file with the City.	
53-86	4.4-7 (Westland/ Eagle SPA)	Preconstruction Nesting Bird Survey. The Project Applicant shall conduct a preconstruction nesting bird survey of all areas associated with construction activities on the project site within 14 days prior to commencement of construction during the nesting season (1 February through 31 August). If active nests are found, a no-disturbance buffer around the nest shall be established. The buffer distance shall be established by a qualified biologist in consultation with CDFW. The buffer shall be maintained until the fledglings are capable of flight and become independent of the nest, to be determined by a qualified biologist. Once the young are independent of the nest, no further measures are necessary. Pre-construction nesting surveys are not required for construction activity outside of the nesting season.	Before approval of grading or improvement plans or any ground disturbing activities, including grubbing or clearing, for any project phase.	California Department of Fish and Game, and City of Folsom Community Development Department	The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in Spring of 2020. Compliance table is on file with the City.	Yes
53-87	3A.5-1a (Westland/ Eagle SPA)	Comply with the Programmatic Agreement. The PA for the project is incorporated by reference. The PA provides a management framework for identifying historic properties, determining adverse effects, and resolving those adverse effects as required under Section 106 of the National Historic Preservation Act. This document is incorporated by reference. The PA is available for public inspection and review at the California Office of Historic Preservation 1725 23rd Street Sacramento, CA 95816.	During all construction phases	City of Folsom Community Development Department; U.S. Army Corp of Engineers;	The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in Spring of 2020. Compliance table is on file with the City.	Yes
53-88	3A.5-2 (Westland/ Eagle 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. To reduce potential impacts to previously undiscovered cultural resources, the project applicant(s) of all project phases shall do the following: ► Before the start of ground-disturbing activities, the project applicant(s) of all project phases shall retain a qualified archaeologist to conduct training for construction workers as necessary based	Before approval of grading or improvement plans or any ground disturbing	City of Folsom Community Development Department; U.S. Army Corp of Engineers	The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in Spring of 2020.	Yes

	<p>upon the sensitivity of the project APE, to educate them about the possibility of encountering buried cultural resources and inform them of the proper procedures should cultural resources be encountered.</p> <ul style="list-style-type: none"> ▶ As a result of the work conducted for Mitigation Measures 3A.5-1a and 3A.5-1b, if the archaeologist determines that any portion of the SPA or the off-site elements should be monitored for potential discovery of as-yet-unknown cultural resources, the project applicant(s) of all project phases shall implement such monitoring in the locations specified by the archaeologist. USACE should review and approve any recommendations by archaeologists with respect to monitoring. ▶ Should any cultural resources, such as structural features, unusual amounts of bone or shell, artifacts, or architectural remains be encountered during any construction activities, work shall be suspended in the vicinity of the find and the appropriate oversight agency(ies) (identified below) shall be notified immediately. The appropriate oversight agency(ies) shall retain a qualified archaeologist who shall conduct a field investigation of the specific site and shall assess the significance of the find by evaluating the resource for eligibility for listing on the CRHR and the NRHP. If the resource is eligible for listing on the CRHR or NRHP and it would be subject to disturbance or destruction, the actions required in Mitigation Measures 3A.5-1a and 3A.5-1b shall be implemented. The oversight agency shall be responsible for approval of recommended mitigation if it is determined to be feasible in light of the approved land uses and shall implement the approved mitigation before resuming construction activities at the archaeological site. <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans).</p> <p>The project applicant, in coordination with USACE, shall ensure that an archaeological sensitivity training program is developed and implemented during a pre-construction meeting for construction supervisors. The sensitivity training program shall provide information about notification procedures when potential archaeological material is discovered, procedures for coordination between construction personnel and monitoring personnel, and information about other treatment or issues that may arise if cultural resources (including human remains) are discovered during project construction. This protocol shall be communicated to all new construction personnel during orientation and on a poster that is placed in a visible location inside the construction job trailer. The phone number of the USACE cultural resources staff member shall also be included.</p> <p>The on-site sensitivity training shall be carried out each time a new contractor will begin work in the APE and at the beginning of each construction season by each contractor.</p> <p>If unanticipated discoveries of additional historic properties, defined in 36 CFR 800.16 (I), are made during the construction of the project, the USACE shall ensure that they will be protected by implementing the following measures:</p>	<p>activities, including grubbing or clearing, for any project phase.</p>	<p>Compliance table is on file with the City.</p>	
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		<ul style="list-style-type: none"> ▶ The Construction Manager, or archaeological monitor, if given the authority to halt construction activities, shall ensure that work in that area is immediately halted within a 100-foot radius of the unanticipated discovery until the find is examined by a person meeting the professional qualifications standards specified in Section 2.2 of Attachment G of the HPMP. The Construction Manager, or archaeological monitor, if present, shall notify the USACE within 24 hours of the discovery. ▶ The USACE shall notify the State Historic Preservation Officer (SHPO) within one working day of an unanticipated discovery and may initiate interim treatment measures in accordance with this HPTP. Once the USACE makes a formal determination of eligibility for the resource, the USACE will notify the SHPO within 48 hours of the determination and afford the SHPO an opportunity to comment on appropriate treatment. The SHPO shall respond within 72 hours of the request to consult. Failure of the SHPO to respond within 72 hours shall not prohibit the USACE from implementing the treatment measures. <p>The project applicants shall be required to submit to the City proof of compliance in the form of a completed training roster and copy of training materials.</p>				
53-89	BA.5-3 (Westland/ Eagle SPA)	<p><i>Suspend Ground-Disturbing Activities if Human Remains are Encountered and Comply with California Health and Safety Code Procedures.</i></p> <p>In accordance with the California Health and Safety Code, if human remains are uncovered during ground-disturbing activities, including those associated with off-site elements, the project applicant(s) of all project phases shall immediately halt all ground-disturbing activities in the area of the find and notify the Sacramento County Coroner and a professional archaeologist skilled in osteological analysis to determine the nature of the remains. The coroner is required to examine all discoveries of human remains within 48 hours of receiving notice of a discovery on private or public lands (California Health and Safety Code Section 7050.5[b]). If the coroner determines that the remains are those of a Native American, he or she must contact the NAHC by phone within 24 hours of making that determination (California Health and Safety Code Section 7050[c]).</p> <p>After the coroner's findings are complete, the project applicant(s), an archaeologist, and the NAHC-designated Most Likely Descendant shall determine the ultimate treatment and disposition of the remains and take appropriate steps to ensure that additional human interments are not disturbed. The responsibilities for acting on notification of a discovery of Native American human remains are identified in Section 5097.9 of the California Public Resources Code.</p> <p>Upon the discovery of Native American remains, the procedures above regarding involvement of the applicable county coroner, notification of the NAHC, and identification of an Most Likely Descendant shall be followed. The project applicant(s) of all project phases shall ensure that the immediate vicinity (according to generally accepted cultural or archaeological standards and practices) is not damaged or disturbed by further development activity until consultation with the Most Likely Descendant has taken place. The Most Likely Descendant shall have 48 hours after being granted access to the site to inspect the site and make recommendations. A range of possible treatments for the remains may be discussed: nondestructive removal and analysis, preservation in place, relinquishment of the remains and associated items to the descendants, or other culturally</p>	During all ground disturbing activities, for any project phase.	Sacramento County Coroner; Native American Heritage Commission; City of Folsom Community Development Department	The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in Spring of 2020. Compliance table is on file with the City. No human remains have been encountered in the subdivision during grading and construction.	Yes

	<p>appropriate treatment. As suggested by AB 2641 (Chapter 863, Statutes of 2006), the concerned parties may extend discussions beyond the initial 48 hours to allow for the discovery of additional remains. AB 2641(e) includes a list of site protection measures and states that the project applicant(s) shall comply with one or more of the following requirements:</p> <ul style="list-style-type: none"> ▶ record the site with the NAHC or the appropriate Information Center, ▶ use an open-space or conservation zoning designation or easement, or ▶ record a reinterment document with the county. <p>The project applicant(s) or its authorized representative of all project phases shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance if the NAHC is unable to identify an Most Likely Descendant or if the Most Likely Descendant fails to make a recommendation within 48 hours after being granted access to the site. The project applicant(s) or its authorized representative may also reinter the remains in a location not subject to further disturbance if it rejects the recommendation of the Most Likely Descendant and mediation by the NAHC fails to provide measures acceptable to the landowner. Ground disturbance in the zone of suspended activity shall not recommence without authorization from the archaeologist.</p> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans).</p> <p>The project applicants shall be required to submit to the City proof of compliance in the form of a completed training roster and copy of training materials.</p>				
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Folsom City Council Staff Report



MEETING DATE:	1/12/2021
AGENDA SECTION:	Consent Calendar
SUBJECT:	Resolution No. 10578 – A Resolution Authorizing the Finance Director to appropriate an Additional \$60,000 to the General Capital Fund (Fund 445) for the Purchase of a Computer Server
FROM:	Finance Department

RECOMMENDATION / CITY COUNCIL ACTION

Staff recommends the City Council approve Resolution No. 10578 – A Resolution Authorizing the Finance Director to appropriate an additional \$60,000 to the General Capital Fund (Fund 445) for the purchase of a Computer Server.

BACKGROUND / ISSUE

The server currently used to process utility billing and building permits needs to be updated to provide additional enhancements to both processes. The current server is at its end of life and it is not advised to do the updates with the current server.

POLICY / RULE

In accordance with chapter 3.02.030 L of the Folsom Municipal Code, only the city council, by resolution, may ... increase the total budget of any fund.

ANALYSIS

The current server which runs the utility billing and planning and permitting functions is currently at its end of life. In order to make improvements to the current system a new server is needed that is able to handle the next few years of upgrades.

FINANCIAL IMPACT

Staff is requesting an additional appropriation to the General Capital Fund (Fund 445) for the purchase of a computer server in the amount of \$60,000. This will include hardware and software maintenance for five years and installation and data migration. The General Capital Fund currently has a cash balance of \$854,000 with \$502,000 budgeted to be expended, leaving an available cash balance of approximately of \$352,000. The additional appropriation will be from the available fund balance.

ATTACHMENT

1. Resolution No. 10578 – A Resolution Authorizing the Finance Director to Appropriate an Additional \$60,000 to the General Capital Fund (Fund 445) for the Purchase of a Computer Server

Submitted,



Stacey Tamagni, Finance Director

RESOLUTION NO. 10578

A RESOLUTION AUTHORIZING THE FINANCE DIRECTOR TO APPROPRIATE AN ADDITIONAL \$60,000 TO THE GENERAL CAPITAL FUND (FUND 445) FOR THE PURCHASE OF A COMPUTER SERVER

WHEREAS, the current computer server used to process utility billing and planning and building permits is at its end of life; and

WHEREAS, in order to purchase a server to continue and upgrade the services an additional appropriation will be required; and

WHEREAS, the additional appropriation will be added to the General Capital Fund (Fund 445) in the amount of \$60,000; and

WHEREAS, sufficient funds are available in the General Capital Fund (Fund 445); and

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Folsom authorizes the Finance Director to appropriate in the General Capital Fund (Fund 445) an additional \$60,000 to be used for the purchase of a new computer server.

PASSED AND ADOPTED this 12th day of January 2021, by the following roll-call vote:

AYES: Councilmember(s):

NOES: Councilmember(s):

ABSENT: Councilmember(s):

ABSTAIN: Councilmember(s):

Michael D. Kozlowski, MAYOR

ATTEST:

Christa Freemantle, CITY CLERK

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Folsom City Council Staff Report



MEETING DATE:	1/12/2021
AGENDA SECTION:	Consent Calendar
SUBJECT:	Resolution No. 10579 - A Resolution Authorizing the City Manager to Execute an Amendment to the Design and Consulting Services Agreement with R.E.Y. Engineers, Inc. for the Natoma Street Drainage Phase 2 Project, Project No. PW1901
FROM:	Public Works Department

RECOMMENDATION / CITY COUNCIL ACTION

The Public Works Department recommends that the City Council pass and adopt Resolution No. 10579 - A Resolution Authorizing the City Manager to Execute an Amendment to the Design and Consulting Agreement with R.E.Y. Engineers, Inc. for the Natoma Street Drainage Phase 2 Project, Project No. PW1901.

BACKGROUND / ISSUE

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

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

hydraulic capacity, environmental impacts, construction cost, construction duration and impacts to the public.

R.E.Y. Engineers, Inc. has completed the alternatives analysis and Public Works staff has reviewed and selected a preferred alternative for final design and bid document preparation. The selected alternative includes a new 42-inch reinforced concrete pipe (RCP) on Natoma Street from Scott Street to Riley Street, as well as new inlets, manholes, and an outfall structure. The selected alternative also includes a new 12-inch RCP on Natoma Street east of Scott Street connecting to drain laterals on properties south of Natoma Street and allowing the City to abandon the remaining corrugated metal pipe (CMP) system south of Natoma Street that was bypassed by the original Phase 1 project. Final design is anticipated to be complete in May 2021.

POLICY / RULE

Folsom Municipal Code Section 2.36 requires that contracts in excess of \$62,014 be awarded by the City Council.

ANALYSIS

The City originally solicited a scope and fee from R.E.Y. Engineers, Inc. for the alternatives analysis phase of the project as one of the engineering firms that is on the Public Works Department's qualifications-based short list. R.E.Y. Engineers, Inc. has provided a scope and fee for the final design and bid document preparation. Staff has reviewed the scope and fee and has determined that the proposed services and fee are consistent with the amount of work necessary to prepare bid documents for a project of this size.

FINANCIAL IMPACT

R.E.Y. Engineers, Inc. proposes to provide the requested consulting engineering services for a not-to-exceed amount of \$100,754. Sufficient funds are budgeted and available in the Fiscal Year 2020-21 budget in the Natoma Street Drainage Project (Project Number PW1901) funded from Measure A (Fund 276) and SB-1 (Fund 235).

ENVIRONMENTAL REVIEW

Design services are exempt from environmental review. However, as part of the alternatives analysis already completed, a California Environmental Quality Act (CEQA) environmental review was performed. Future construction of the selected alternative can be done under a Categorical Exemption classification of the CEQA Guidelines, and no further environmental analysis will be required.

ATTACHMENT

1. Resolution No. 10579 - A Resolution Authorizing the City Manager to Execute Amendment No. 1 to the Design and Consulting Services Contract with R.E.Y. Engineers, Inc. for the Natoma Street Drainage Phase 2 Project

Submitted,

Dave Nugen, Public Works Director

RESOLUTION NO. 10579

A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE AMENDMENT NO. 1 TO THE DESIGN AND CONSULTING SERVICES CONTRACT WITH R.E.Y. ENGINEERS, INC. FOR THE NATOMA STREET DRAINAGE PHASE 2 PROJECT

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

WHEREAS, City staff has selected R.E.Y. Engineers, Inc. from the Public Works Department’s qualifications-based short list to provide the required engineering design services in the amount of \$100,754; and

WHEREAS, this project is included in the Fiscal Year 2020/21 budget with a project budget of \$1,000,000; and

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

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Folsom authorizes the City Manager to execute Amendment No. 1 to the design and consulting services contract with R.E.Y. Engineers, Inc. for the Natoma Street Drainage Phase 2 Project, Project No. PW1901, in the amount of \$100,754 for a total contract amount of \$236,774.

PASSED AND ADOPTED this 12th day of January 2021, by the following roll-call vote:

AYES: Councilmember(s):

NOES: Councilmember(s):

ABSENT: Councilmember(s):

ABSTAIN: Councilmember(s):

Michael D. Kozlowski, MAYOR

ATTEST:

Christa Freemantle, CITY CLERK



Folsom City Council Staff Report



MEETING DATE:	1/12/2021
AGENDA SECTION:	Consent Calendar
SUBJECT:	Resolution No. 10580 – A Resolution Approving an Appropriation in Fiscal Year 2020-21 to be used for a Replacement Facility Services Vehicle
FROM:	Parks and Recreation Department

RECOMMENDATION / CITY COUNCIL ACTION

Staff recommends approval of Resolution No. 10580 – A Resolution Approving an Appropriation in Fiscal Year 2020-21 to be used for a Replacement Facility Services Vehicle.

BACKGROUND / ISSUE

On December 1, 2020, a vehicle assigned to the Facility Services Division within the Parks and Recreation Department (Vehicle #559) was involved in a traffic collision in which a driver ran a red light and collided with the City vehicle. The truck has been deemed by the City fleet division to be totaled, and an insurance claim has been filed. There are no extra vehicles in inventory to replace the vehicle and it is therefore necessary to purchase a replacement vehicle immediately to accommodate staff and to continue service.

POLICY / RULE

In accordance with Chapter 3.02.030 of the Folsom Municipal Code, supplemental appropriations shall be made for the fiscal year by resolution up to the amount of any excess.

ANALYSIS

The Equipment Replacement Fund (Fund 602), is used for necessary replacement of equipment. Police report #20-3995 gives details of the accident on December 1, 2020 involving City vehicle #559 which is no longer operable. Three quotes were obtained for a replacement vehicle with the lowest quote coming in at \$43,593.50.

FINANCIAL IMPACT

The Equipment Replacement Fund (Fund 602) has sufficient funds available for the additional appropriation which will be utilized as a transfer to the General Fund (Fund 010) for the replacement of the vehicle. Any funds received from the insurance claim will be returned to the Equipment Replacement Fund (Fund 602).

ATTACHMENT

Resolution No. 10580 – A Resolution Approving an Appropriation in FY 2020-21 to be used for a Replacement Facility Services Vehicle

Submitted,

Lorraine Poggione, Parks & Recreation Director

RESOLUTION NO. 10580

A RESOLUTION APPROVING AN APPROPRIATION IN FISCAL YEAR 2020-21 TO BE USED FOR A REPLACEMENT FACILITY SERVICES VEHICLE

WHEREAS, a Parks and Recreation Department Facility Services Division vehicle (Vehicle # 559) was involved in a motor vehicle accident on December 1, 2020 and is no longer operable; and

WHEREAS, insurance claims have been filed; however, reimbursement is not likely to be received for up to six months and is not likely to be enough to cover the replacement vehicle; and

WHEREAS, three quotes were obtained and the cost to replace the vehicle is \$43,593.50; and

WHEREAS, sufficient funds are available in the Equipment Replacement Fund (Fund 602) for an additional appropriation in the amount of \$43,594 to be used for a replacement vehicle and will be reimbursed in the future with any reimbursement received from the automobile insurance company.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Folsom authorizes the Finance Director to appropriate \$43,593.50 from the Equipment Replacement Fund (Fund 602) to the Facility Services Division budget in the General Fund (Fund 010) to be used for a replacement vehicle.

PASSED AND ADOPTED this 12th day of January 2021 by the following roll-call vote:

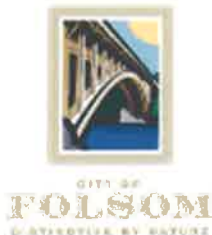
- AYES:** Councilmember(s):
- NOES:** Councilmember(s):
- ABSENT:** Councilmember(s):
- ABSTAIN:** Councilmember(s):

Michael D. Kozlowski, MAYOR

ATTEST:

Christa Freemantle, CITY CLERK

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Folsom City Council Staff Report

MEETING DATE:	1/12/2021
AGENDA SECTION:	New Business
SUBJECT:	Resolution No. 10575 - A Resolution of the City Council of the City of Folsom Declaring Its Intent to Initiate Procedures to Transition from At-Large Elections to District-Based Elections Pursuant to California Elections Code Section 10010 and Authorize Related Actions
FROM:	City Attorney's Office

RECOMMENDATION / CITY COUNCIL ACTION

Staff respectfully recommends that the Council pass and adopt Resolution No. 10575 - A Resolution of the City Council of the City of Folsom Declaring Its Intent to Initiate Procedures to Transition from At-Large Elections to District-Based Elections Pursuant to California Elections Code Section 10010 and Authorize Related Actions

BACKGROUND / ISSUE

Pursuant to Section 2.01 of the Folsom City Charter, City Councilmembers are elected “at large” to serve a four-year term. The terms of the Councilmembers are staggered, with three Councilmembers elected at one General Municipal Election, and two Councilmembers elected at the following General Municipal Election two years after. Once elected, each Councilmember represents all citizens throughout the City.

The California Voting Rights Act (CVRA) was signed into law in 2002, and it prohibits an at-large method of election that impairs the ability of a protected class (e.g., race, color or language minority group) to elect candidates of their choice or their ability to influence the outcome of an election. An “at-large” method of election means that the electors from the entire city vote for members of their city council, regardless where they reside in the city (as opposed to a “by-district” election system, which means that the councilmember is elected only by the voters residing within that councilmember’s district).

In passing CVRA, the California Legislature made the process easy for plaintiffs to sue and prevail in lawsuits against public entities that have an at-large election system whenever “racially polarized voting” can be shown. Racially polarized voting occurs when there is a difference in the choice of candidates that are preferred by voters of a protected class, and in the choice of candidates that are preferred by voters in the rest of the electorate. This phenomenon has been demonstrated consistently in CVRA lawsuits, often and typically without any discriminatory intent.

Proving a CVRA violation does not require proof of discriminatory intent or historic discrimination, and partly (or specifically) due to the extremely low threshold in proving a CVRA violation, no cities have prevailed in defending CVRA lawsuits. If the plaintiff wins the CVRA lawsuit, the court may impose an injunction on the city, including imposing a by-district method of election, determine district boundaries with input solely from the plaintiff’s attorney and consultants without input from the City Council or the local community. A prevailing plaintiff may also recover attorneys’ fees and costs, which could be substantial. Some cities, after spending a significant amount of taxpayers’ money (hundreds of thousands of dollars to over \$5 million) in legal fees and costs, eventually transitioned to district-based elections as a result of settlement or enforcement of an adverse court order.

Here in the greater Sacramento metropolitan area, many cities that used to have at-large elections have received demand letter from law firms representing voters challenging their at-large election system. Due to the threats of CVRA litigation, in the past couple of years the cities of Citrus Heights, Elk Grove, and Roseville have voluntarily transitioned to a “district-based” election system, as well as the Folsom Cordova Unified School District. If a city transitions to a “district-based” election after a demand letter is received, the plaintiff is entitled to claim up to \$30,000 in fees and costs (adjusted annually by the Consumer Price Index).

The City received such a demand letter on October 30, 2020 from CVRA attorney Scott Rafferty, representing Neighborhood Elections Now, the Bay Area Voting Rights Initiative, the Folsom Area Democratic Club, and a number of registered voters in Folsom having legal standing to sue the City under CVRA.

POLICY / RULE

California Government Code Section 34886 authorizes the legislative body of a city to adopt an ordinance that requires the members of the legislative body to be elected “by district”, without being required to submit the ordinance to the voters for approval. The change must be made in furtherance of the purposes of the California Voting Rights Act.

ANALYSIS

To create districts, five public hearings are required to meet legal requirements:

- Two public hearings to receive public input and discuss composition of the voting districts before proposed district maps can be drawn
- Two additional public hearings to receive public input on the proposed district maps, with the maps published at least seven days before consideration by the City Council.
- A final public hearing to introduce an Ordinance establishing district-based elections, with the Ordinance taking effect thirty days after the second reading and adoption.

Timeline for the aforementioned events cannot yet be determined since the U.S. 2020 Census data for the City is not available until probably after March of 2021, and the suspension of the timelines in Elections Code section 10010(a) and (e) pertaining to the process to transition to district-based election in Governor Newsom's Executive Orders N-34-20 and N-48-20 have not yet been lifted. The Governor ordered the suspension to protect the public's health and safety during the time when the State Public Health Officer and other public health officials have determined that it is necessary to engage in physical distancing to minimize the spread of COVID-19. Nevertheless, in the interest of promptly moving forward with the districting and mapping process, staff proposes to evaluate the feasibility of initiating the public meeting and public hearing process while Executive Orders N-34-20 and N-48-20 remain in place.

The typical framework for the required public hearings and community engagement can be described as follows:

Date	Meeting Type	Public Hearing	Item Topic at Meeting
TBD	Public Hearing	1	Public input on composition of districts (before maps drawn hold 2 public hearings on composition of districts over period of no more than 30 days)
TBD	Public Hearing	2	Further public input on composition of districts (must held within 30 days of Public Hearing 1)

TBD	Public Hearing	3	Discussion of proposed district maps and sequence of elections. First draft of map must be published 7 days before Public Hearing No. 3
TBD	Public Hearing	4	Public input and possible revisions to proposed District Map (hold 2 public hearings within 45 days of Public Hearing No. 3)
TBD	Public Hearing	5	Adoption of District Map, transition to district elections Ordinance introduced
TBD	Regular Meeting		Second reading of Ordinance (effective 30 days after)

While there is no evidence of “racially polarized voting”, vote dilution, or violation of the CVRA in Folsom Municipal Elections, ultimately the decision to transition to a “district-based” election is one based on financial considerations to avoid paying substantial legal fees and lose local control over the districting process. Voluntarily committing to making a switch to district-based election safeguards the City’s financial resources and maintains local control over how the City’s districts will be drawn.

FINANCIAL IMPACT

The services of a demographer are required to assist the City transition to a district-based election system under specific aggressive timelines as required by the California Elections Code. Staff anticipates the cost to be approximately \$40,000.

ENVIRONMENTAL REVIEW

The California Environmental Quality Act (CEQA) does not apply to activities that will not result in a direct or reasonably foreseeable indirect physical change in the environment, or is otherwise not considered a project as defined by Public Resources Code §21065 and CEQA Guidelines §15060(c)(3) and §15378. The Council’s decision regarding district-based election meets the above criteria and is not subject to CEQA. No environmental review is required.

ATTACHMENT

Resolution No. 10575 - A Resolution of the City Council of the City of Folsom Declaring Its Intent to Initiate Procedures to Transition from At-Large Elections to District-Based

Elections Pursuant to California Elections Code Section 10010 and Authorize Related
Actions

Respectfully submitted,

Steven Wang, City Attorney

RESOLUTION NO. 10575**A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF FOLSOM DECLARING ITS INTENT TO INITIATE PROCEDURES TO TRANSITION FROM AT-LARGE ELECTIONS TO DISTRICT-BASED ELECTIONS PURSUANT TO CALIFORNIA ELECTIONS CODE SECTION 10010 AND AUTHORIZE RELATED ACTIONS**

WHEREAS, members of the City Council of the City of Folsom (“City”) are currently elected in “at-large” elections, in which each councilmember is elected by the registered voters of the entire City without regard to where the candidates reside; and

WHEREAS, throughout California, including in the Sacramento region, litigants are alleging that cities and special districts who conduct at-large elections violate the California Voting Rights Act (“CVRA”), and the City is aware of the threat of litigation if the City does not voluntarily change to a “district-based” system for electing our councilmembers; and

WHEREAS, courts have opined that the CVRA and its goal of preventing voter dilution is a matter of statewide concern and, therefore, applies to charter cities; and

WHEREAS, pursuant to California Elections Code section 14028, a violation of the CVRA may be established if it is shown that racially polarized voting occurs in elections. Pursuant to California Elections Code section 14026(e), “racially polarized voting” is voting in which there is a difference in the choice of candidates that are preferred by voters in a protected class and between the choice of candidates that are preferred by voters in the rest of the electorate; and

WHEREAS, the City Council denies that its election system violates the CVRA or any other provision of law, and asserts that the City’s election system is legal in all respects, and further denies any wrongdoing whatsoever in connection with the manner in which City Council elections have been conducted; and

WHEREAS, the City is committed to diversity and inclusion with respect to its elections; and

WHEREAS, the City Council is aware of the exorbitant cost that multiple cities and other public entities have faced in defending and/or settling CVRA litigation, and the impact that the expenditure of such costs could have on the City’s ability to provide essential services to the City’s residents and businesses; and

WHEREAS, the California Legislature, in amendments to California Elections Code Section 10010, has provided a method whereby a jurisdiction can expeditiously transition to a “district-based” election system and thereby avoid the high cost and risk of litigation under the CVRA; and

WHEREAS, under a “by-district” election system, each City councilmember will be elected only by the voters in the district in which the candidate resides;

WHEREAS, Government Code section 34886 authorizes the City to adopt an ordinance to change to a “by-district” system of electing City Councilmembers without submitting the ordinance to the voters for approval; and

WHEREAS, public interest would be served and the purposes of CVRA would be furthered by the City Council consideration of a proposal to transition to a “district-based” election system because of the uncertainty of litigation and the potential extraordinary cost of defending a CVRA lawsuit, even if the City ultimately were to prevail; and

WHEREAS, prior to the City Council’s consideration of an ordinance to establish district boundaries for a “district-based” election system, California Elections Code Section 10010 requires all of the following:

1. Prior to drawing a draft map or maps of the proposed boundaries of the districts, the City Council shall hold at least two public hearings over a period of no more than 30 days, at which the public will be invited to provide input regarding the composition of the districts.
2. After all maps are drawn, the City shall publish and make available for release at least 1 draft map and, if members of the City Council will be elected in their districts at different times to provide for staggered terms, publish the potential sequence of the elections.
3. The City Council shall also hold at least 2 additional hearings over a period of no more than 45 days, at which the public shall be invited to provide input regarding the content of the draft map or maps and the proposed sequence of elections, if applicable.
4. The first version of a draft map shall be published at least 7 days before consideration at a hearing. If a draft map is revised at or following a hearing, it shall be published and made available to the public for at least 7 days before adoption; and

WHEREAS, the U.S. 2020 Census data needed to develop a proposal for a “district-based” election system is not yet available from the United States Census Bureau; and

WHEREAS, the adoption of a “district-based” election system will not affect the terms of any sitting Councilmember, each of whom will serve out his or her current term.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Folsom as follows:

SECTION 1. The City Council hereby expresses its intent to transition to a “by-district” (district-based) system of election of its five City Councilmembers, as set forth herein.

SECTION 2. The City Council intends to and shall consider adoption of an ordinance to transition to a “by-district” (district-based) election system as authorized by California

Government Code Section 34886 for use in the City's general municipal election for councilmembers, beginning in November 2022 or the next earliest municipal election if the Sacramento County Voter Registration and Elections Department is unable to implement the new "district-based" election areas for the November 2022 election. The City Council does not, at this time, decide the nature of such "district-based" election. Rather, the details of such system shall be determined only after community outreach and appropriate public hearings.

SECTION 3. In order to protect the public health and safety during the period when the State Public Health Officer and other public health officials have determined that it is necessary to engage in physical distancing to minimize the spread of COVID-19, the timeframes in Elections Code section 10010(a) and (e) have been suspended by Governor Newsom in Executive Orders N-34-20 and N-48-20 until further notice.

SECTION 4. The City Council intends to commence the process for drawing of district maps for district boundaries consistent with the procedures set forth in Elections Code section 10010, including the holding of public hearings and meetings as required by Elections Code section 10010 and/or other applicable law, once the U.S. 2020 Census data (California redistricting file) is made available from the United States Census Bureau. In the interest of promptly moving forward with the districting and mapping process, staff proposes to evaluate the feasibility of initiating the public meeting and public hearing process while Executive Orders N-34-20 and N-48-20 remain in place.

SECTION 5. The City Council directs staff to work with the City's demographer, and with other appropriate consultants as needed, to provide a detailed analysis of the City's current demographics and any other information or data necessary to prepare a draft map that divides the City into voting districts in a manner consistent with the intent and purpose of the CVRA and the Federal Voting Rights Act.

SECTION 6. Once the process has been initiated following receipt of the U.S. 2020 Census data (California redistricting file), the City Council directs staff to post or have the demographer post information regarding the proposed transition to a "by-district" (district based) election system, including maps, notices, agendas and other information, to establish a means of communication to answer questions from the public, and to otherwise take the steps necessary to comply with the applicable provisions of the Elections Code.

SECTION 7. The City Council will set forth tentative timelines for conducting a public process to solicit public input and testimony on proposed "district-based" electoral maps before the City Council adopts any such map.

SECTION 8. If any provision or clause of this Resolution is held invalid, unconstitutional, or otherwise repealed by act of law, such invalidity shall not affect any other provisions or clauses of the same which can be given effect without the invalid provision, clause, or application. To this end, the provisions and clauses of this Resolution hereto are declared to be severable.

SECTION 9. This Resolution shall become effective immediately upon its passage and adoption.

PASSED AND ADOPTED this 12th day of January 2021 by the following roll call vote:

AYES: Councilmember(s):

NOES: Councilmember(s):

ABSENT: Councilmember(s):

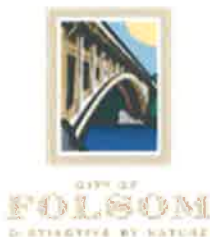
ABSTAIN: Councilmember(s):

Michael D. Kozlowski, MAYOR

ATTEST:

Christa Freemantle, CITY CLERK

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Folsom City Council Staff Report

MEETING DATE:	1/12/2021
AGENDA SECTION:	New Business
SUBJECT:	At-Large Appointments to the Arts and Cultural Commission, Historic District Commission, Landscaping and Lighting District Advisory Committee, Library Commission, Parks and Recreation Commission, Planning Commission, Traffic Safety Committee, and Utility Commission
FROM:	City Clerk's Department

RECOMMENDATION

Staff recommends that the City Council make at-large appointments to the commissions and committees.

BACKGROUND / ISSUE

The terms of all at-large appointments to City of Folsom commissions and committees (except three of the at-large appointments to the Historic District Commission) expire in December of even numbered years.

A Notice of Vacancies/Invitation to Apply was published in the *Folsom Telegraph* and the City's newsletter and posted on the city's website and on bulletin boards at City Hall and the Folsom Public Library. Communication was sent to current members whose terms expire in December 2020 advising that they would need to submit an application to be considered for reappointment.

The City Clerk's office received 41 applications by the end of November. Those applications were provided to the City Council Members in early December for advance consideration.

POLICY

Folsom Municipal Code Section 2.35.030 establishes, in part, the first regularly scheduled meeting of the City Council in December of even numbered years as the uniform termination date for all at-large appointments (except the three at-large appointments to the Historic District Commission

representing historic preservation, residents of the Historic District, and a business owner within the Sutter Street subarea, which expire in December of odd-numbered years.)

ATTACHMENT

1. Summary of Applications by Commission/Committee for January 2021 Appointments

Respectfully submitted,

Christa Freemantle, CMC
City Clerk

Applicants Summary by Commission/Committee

January 2021 Appointments

Arts and Cultural Commission

- 4 seats available:
 - 2 at-large appointments
 - 2 direct appointments (one each) for Chalamcherla and Rodriguez

<u>Applicants:</u>	<u>Applicants' Ranked Preferences:</u>
1. Marc Allaman (incumbent)	#1 – Arts and Cultural Commission
2. Justin Sanders	Interested in all, declined to rank, as willing to serve wherever Mayor and Council see fit
3. Shivesh Sinha	#1 – Arts and Cultural Commission #2 – Parks and Recreation Commission #3 – Planning Commission
4. Tony Truppa	#1 – Parks and Recreation Commission #2 – Traffic Safety Committee #3 – Arts and Cultural Commission
5. Chad Vander Veen	#1 – Arts and Cultural Commission #2 – Traffic Safety Committee #3 – Parks and Recreation Commission
6. Jun Zhang	#1 – Planning Commission #2 – Arts and Cultural Commission #3 – Library Commission #4 – L&L Committee (no L&L District for identified neighborhood) #5 – Traffic Safety Committee

Current (continuing) Commission Members:

	<u>Appointed By:</u>	<u>Term Expires:</u>
Maribel Wyatt	Aquino	December 2022
pending	Chalamcherla	December 2024
Sally Buchanan	Howell	December 2022
John Hall	Kozlowski	December 2022
Sunny Mitchell	Rodriguez	December 2024

Applicants Summary by Commission/Committee

January 2021 Appointments

Historic District Commission

- 4 Seats Available:
 - 1 at-large design professional, such as architect/landscape;
 - 1 at-large business rep (outside Sutter Street)
 - 2 Planning Commissioners (**note: Planning Commission generally nominates their own members to serve on HDC, and then Council considers nominations**)

Applicants :

	<u>Representing Planning Commission:</u> (only eligible if first appointed to the Planning Commission)
1. Kevin Duewel (incumbent Planning Commission rep)	#1 – Planning Commission #2 – Historic District Commission
2. Mark Moore (Utility Commission incumbent)	#1 – Planning Commission #1(A) – Historic District Commission #2 – Parks and Recreation Commission #3 – Utility Commission #4 – Traffic Safety Committee
3. Daniel West (incumbent Planning Commission rep)	#1 – Historic District Commission
	<u>Representing Architect/Landscape:</u>
1. Mickey Ankhelyi (incumbent)	#1 – Historic District Commission
	<u>Representing Business Rep (outside Sutter St)</u>
No applicants	

Current (continuing) Commission Members:

	<u>Representing:</u>	<u>Term Expires:</u>
Kathleen Cole	Historic District Resident	December 2021
Daron Bracht	Historic Preservation	December 2021
Vacant (previously held by Rosario Rodriguez)	Business Owner within the Sutter Street Subarea	December 2021

Applicants Summary by Commission/Committee

January 2021 Appointments

Landscaping and Lighting District Advisory Committee

- 10 Seats Available (1 for each district)

<u>Applicants:</u>	<u>District:</u>
	<u>Representing American River Canyon North</u>
1. Allen Brown (incumbent)	
	<u>Representing American River Canyon #2</u>
1. David Weizer (incumbent)	
	<u>Representing Blue Ravine Oaks</u>
1. Patty Soulsby (incumbent, L&L Committee)	#1 – L&L Committee #2 – Parks and Recreation Commission #3 – Utility Commission
	<u>Representing Natoma Valley</u>
No applicants	
	<u>Representing Sierra Estates</u>
No applicants	
	<u>Representing Steeplechase</u>
Kathy Kennedy (incumbent)	#1 – L&L Committee
	<u>Representing The Residences at American River Canyon</u>
No applicants	
	<u>Representing Willow Creek East</u>
No applicants	
	<u>Representing Willow Creek South</u>
1. Ian Cornell (incumbent)	#1 – L&L Committee
	<u>Representing Willow Springs</u>
Janine Ferrer	#1 – L&L Committee

Applicants Summary by Commission/Committee

January 2021 Appointments

Landscaping and Lighting District Advisory Committee

Current (continuing) Committee Members:

	<u>Representing:</u>	<u>Term Expires:</u>
Vacant	Briggs Ranch	December 2022
Vacant	Broadstone	December 2022
Jaime Mills	Broadstone Unit 3	December 2022
Vacant	Cobble Ridge	December 2022
Joshua Baker	Cobble Hills Ridge II/Reflections	December 2022
Vacant	Folsom Heights/California Hills	December 2022
Vacant	Hannaford Cross	December 2022
Shari Shively	Lake Natoma Shores (The Preserves)	December 2022
Larry Shannon	Los Cerros	December 2022
Joe Marceau	Natoma Station	December 2022
Tim O'Leary	Prairie Oaks	December 2022
Vacant	Silverbrook	December 2022

Applicants Summary by Commission/Committee

January 2021 Appointments

Library Commission

- 4 seats available:
 - 2 at-large appointments
 - 2 direct appointments (one each) for Chalamcherla and Rodriguez

<u>Applicants:</u>	<u>Applicants' Ranked Preferences:</u>
1. Ann Marie Hutto (incumbent)	#1 - Library Commission
2. Jamie Albee Lopez (incumbent)	#1 - Library Commission
3. Justin Sanders	Interested in all, declined to rank, as willing to serve wherever Mayor and Council see fit
4. Lucinda Winward	#1 - Library Commission
5. Jun Zhang	#1 - Planning Commission #2 - Arts and Cultural Commission #3 - Library Commission #4 - L&L Committee (no L&L District for identified neighborhood) #5 - Traffic Safety Committee

Current (continuing) Commission Members:

	<u>Appointed By:</u>	<u>Term Expires:</u>
Colleen Shannon	Aquino	Dec 2022
Vijay Jonnalagadda	Chalamcherla	Dec 2024
Fred Batt	Howell	Dec 2022
Julie Moore	Kozlowski	Dec 2022
Dianna Laney	Rodriguez	Dec 2024

Applicants Summary by Commission/Committee

January 2021 Appointments

Parks and Recreation Commission

- 4 seats available:
 - 2 at-large appointments
 - 2 direct appointments (one each) for Chalamcherla and Rodriguez

<u>Applicants:</u>	<u>Applicants' Ranked Preferences:</u>
1. George Condon	#1 – Planning Commission #2 – Utility Commission #3 – Parks and Recreation Commission #4 – Traffic Safety Committee
2. Robert Edgerton	#1 – Planning Commission #2 – Parks and Recreation Commission
3. Michael Deauville	#1 – Planning Commission #2 – Parks and Recreation Commission
4. Kevin Goddard	#1 – Traffic Safety Committee #2 – Planning Commission #3 – Parks and Recreation Commission #4 – Utility Commission
5. Marina Leight <i>Directly appointed by Chalamcherla</i>	#1 – Parks and Recreation Commission
6. Mark Moore (Utility Commission incumbent)	#1 – Planning Commission #1(A) – Historic District Commission #2 – Parks and Recreation Commission #3 – Utility Commission #4 – Traffic Safety Committee
7. Dave Nazworth (Parks and Recreation Commission incumbent)	#1 – Parks and Recreation Commission #2 – Planning Commission
8. Dan Otis	#1 – Utility Commission #2 – Parks and Recreation Commission
9. Bill Romanelli	#1 – Parks and Recreation Commission #2 – Planning Commission
10. Paul Romero (incumbent)	#1 – Parks and Recreation Commission
11. Justin Sanders	Interested in all, declined to rank, as willing to serve wherever Mayor and Council see fit
12. Carl Siegler	#1 – Parks and Recreation Commission

(applicant list continues on next page)

Applicants Summary by Commission/Committee

January 2021 Appointments

13. Shivesh Sinha	#1 – Arts and Cultural Commission #2 – Parks and Recreation Commission #3 – Planning Commission
14. Patty Soulsby (L&L Comm. Incumbent)	#1 – L&L Committee #2 – Parks and Recreation Commission #3 – Utility Commission
15. Kanat Tibet	#1 – Parks and Recreation Commission
16. Tony Truppa	#1 – Parks and Recreation Commission #2 – Traffic Safety Committee #3 – Arts and Cultural Commission
17. Chad Vander Veen	#1 – Arts and Cultural Commission #2 – Traffic Safety Committee #3 – Parks and Recreation Commission
18. Brian Wallace (incumbent, Planning Commission)	#1 – Parks and Recreation #2 – Planning Commission

Parks and Recreation Commission

Current (continuing) Commission Members:

	<u>Appointed By:</u>	<u>Term Expires:</u>
Will Kempton	Aquino	Dec 2022
Marina Leight	Chalamcherla	Dec 2024
Samantha Davidson	Howell	Dec 2022
Matt Hedges	Kozlowski	Dec 2022
Tanya Morales	Rodriguez	Dec 2024

Applicants Summary by Commission/Committee

January 2021 Appointments

Planning Commission

- 4 seats available:
 - 2 at-large appointments
 - 2 direct appointments (one each) for Chalamcherla and Rodriguez

<u>Applicants:</u>	<u>Applicants' Ranked Preferences:</u>
1. Scott Bailey	#1 - Planning Commission #2 - Traffic Safety Committee
2. George Condon	#1 - Planning Commission #2 - Utility Commission #3 - Parks and Recreation Commission #4 - Traffic Safety Committee
3. Michael Deauville	#1 - Planning Commission #2 - Parks and Recreation Commission
4. Kevin Duewel (incumbent, Planning Commission)	#1 - Planning Commission #2 - Historic District Commission
5. Robert Edgerton	#1 - Planning Commission #2 - Parks and Recreation Commission
6. Kevin Goddard	#1 - Traffic Safety Committee #2 - Planning Commission #3 - Parks and Recreation Commission #4 - Utility Commission
7. Lance Klug	#1 - Planning Commission
8. Barbara Leary (incumbent)	#1 - Planning Commission
9. William Miklos <i>Directly appointed by Chalamcherla</i>	#1 - Planning Commission
10. Mark Moore (Utility Commission incumbent)	#1 - Planning Commission #1(A) - Historic District Commission #2 - Parks and Recreation Commission #3 - Utility Commission #4 - Traffic Safety Committee
11. Dave Nazworth (Parks and Recreation Commission incumbent)	#1 - Parks and Recreation Commission #2 - Planning Commission
12. Bill Romanelli	#1 - Parks and Recreation Commission #2 - Planning Commission

(applicant list continues on next page)

Applicants Summary by Commission/Committee

January 2021 Appointments

13. Justin Sanders	Interested in all, declined to rank, as willing to serve wherever Mayor and Council see fit
14. Shivesh Sinha	#1 – Arts and Cultural Commission #2 – Parks and Recreation Commission #3 – Planning Commission
15. Brian Wallace (incumbent, Planning Commission)	#1 – Parks and Recreation #2 – Planning Commission
16. Jun Zhang	#1 – Planning Commission #2 – Arts and Cultural Commission #3 – Library Commission #4 – L&L Committee (no L&L District for identified neighborhood) #5 – Traffic Safety Committee

Current (continuing) Commission Members:

	<u>Appointed By:</u>	<u>Term Expires:</u>
Eileen Reynolds	Aquino	Dec 2022
Bill Miklos	Chalamcherla	Dec 2024
Justin Raithel	Howell	Dec 2022
Daniel West	Kozłowski	Dec 2022
Ralph Pena	Rodriguez	Dec 2024

Applicants Summary by Commission/Committee

January 2021 Appointments

Traffic Safety Committee

- 3 Seats Available:
 - 2 at-large Citizen Representatives
 - 1 at-large Bicycle/Pedestrian Safety

Applicants:

	Representing:
	Representing Citizen Representative:
1. Scott Bailey	#1 – Planning Commission #2 – Traffic Safety Committee
2. Gary Bolin	#1 – Traffic Safety Committee
3. Bob Delp	#1 – Traffic Safety Committee
4. Kevin Goddard	#1 – Traffic Safety Committee #2 – Planning Commission #3 – Parks and Recreation Commission #4 – Utility Commission
4. Mark Moore (Utility Commission incumbent)	#1 – Planning Commission #1(A) – Historic District Commission #2 – Parks and Recreation Commission #3 – Utility Commission #4 – Traffic Safety Committee
5. Justin Sanders	Interested in all, declined to rank, as willing to serve wherever Mayor and Council see fit
6. David Soulsby (incumbent)	#1 – Traffic Safety Committee
7. Chad Vander Veen	#1 – Arts and Cultural Commission #2 – Traffic Safety Committee #3 – Parks and Recreation Commission
	Representing Bicycle/Pedestrian Safety
1. George Condon	#1 – Planning Commission #2 – Utility Commission #3 – Parks and Recreation Commission #4 – Traffic Safety Committee
2. Bob Delp	#1 – Traffic Safety Committee
3. Tony Truppa	#1 – Parks and Recreation Commission #2 – Traffic Safety Committee #3 – Arts and Cultural Commission
4. Jun Zhang	#1 – Planning Commission #2 – Arts and Cultural Commission #3 – Library Commission #4 – L&L Committee (no L&L District for identified neighborhood) #5 – Traffic Safety Committee

Applicants Summary by Commission/Committee

January 2021 Appointments

Traffic Safety Committee

Current (continuing) Committee Members:

	<u>Representing:</u>	<u>Term Expires:</u>
Matt Washburn	FCUSD	Indefinite
Zach Bosch	Public Works Dept	Indefinite
Police Chief Rick Hillman	Police Department	Indefinite
Fire Chief Ken Cusano	Fire Department	Indefinite

Applicants Summary by Commission/Committee

January 2021 Appointments

Utility Commission

- 4 seats available:
 - 2 at-large appointments
 - 2 direct appointments (one each) for Chalamcherla and Rodriguez

<u>Applicants:</u>	<u>Applicants' Ranked Preferences:</u>
1. George Condon	#1 – Planning Commission #2 – Utility Commission #3 – Parks and Recreation Commission #4 – Traffic Safety Committee
2. Kevin Goddard	#1 – Traffic Safety Committee #2 – Planning Commission #3 – Parks and Recreation Commission #4 – Utility Commission
3. Daniel Groat (incumbent)	#1 – Utility Commission
4. Robert Hess (incumbent)	#1 – Utility Commission
5. Mark Moore (Utility Commission incumbent)	#1 – Planning Commission #1(A) – Historic District Commission #2 – Parks and Recreation Commission #3 – Utility Commission #4 – Traffic Safety Committee
6. Dan Otis	#1 – Utility Commission #2 – Parks and Recreation Commission
7. Justin Sanders	Interested in all, declined to rank, as willing to serve wherever Mayor and Council see fit
8. Patty Soulsby (L&L Comm. Incumbent)	#1 – L&L Committee #2 – Parks and Recreation Commission #3 – Utility Commission

Current (continuing) Commission Members:

	<u>Appointed By:</u>	<u>Term Expires:</u>
Tad Widby	Aquino	Dec 2022
Zaid Akhter	Chalamcherla	Dec 2024
Bub Mutchler	Howell	Dec 2022
Dan Kozlowski	Kozlowski	Dec 2022
Aaron Silva	Rodriguez	Dec 2024