



CITY OF  
**FOLSOM**  
DISTINCTIVE BY NATURE

# Agenda

## City Council Regular Meeting

City Council Chambers | 50 Natoma Street, Folsom CA 95630

August 23, 2022

6:30 PM

## Welcome to Your City Council Meeting

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

### Participation

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




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

### Reasonable Accommodations

In compliance with the Americans with Disabilities Act, if you are a person with a disability and you need a disability-related modification or accommodation to participate in this meeting, please contact the City Clerk’s Office at (916) 461-6035, (916) 355-7328 (fax) or [CityClerkDept@folsom.ca.us](mailto: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, <a href="http://www.folsom.ca.us">www.folsom.ca.us</a>	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](http://www.folsom.ca.us)

Tuesday, August 23, 2022 6:30 PM

*Kerri Howell, Mayor*

*Rosario Rodriguez, Vice Mayor*  
*YK Chalamcherla, Councilmember*

*Sarah Aquino, Councilmember*  
*Mike Kozlowski, Councilmember*

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### REGULAR CITY COUNCIL AGENDA

Effective July 7, 2022, the City of Folsom returned to all in-person City Council, Commission, and Committee meetings. Remote participation for the public will no longer be offered. Everyone is invited and encouraged to attend and participate in City meetings in person.

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#### **CALL TO ORDER**

#### **ROLL CALL:**

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

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

#### **PLEDGE OF ALLEGIANCE**

#### **AGENDA UPDATE**

#### **BUSINESS FROM THE FLOOR:**

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

#### **SCHEDULED PRESENTATIONS:**

1. Proclamation of the Mayor of the City of Folsom Proclaiming the Month of September 2022 as Prostate Cancer Awareness Month in the City of Folsom



- [2.](#) Informational Briefing from the Sacramento Area Council of Governments (SACOG) Regarding the Blueprint Project (formerly known as the Metropolitan Transportation Plan/Sustainable Communities Strategy)
- [3.](#) Report from Ad Hoc City Council Subcommittee on City Properties

### **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.

- [4.](#) Re-Approval of July 12, 2022 Regular Meeting Minutes
- [5.](#) Approval of July 26, 2022 Special and Regular Meeting Minutes
- [6.](#) Designation of Primary and Alternate Voting Delegates for the League of California Cities 2022 Annual Conference Business Meeting
- [7.](#) Ordinance No. 1330 – An Uncodified Ordinance Levying a Special Tax for the Fiscal Year 2022-2023 and Following Fiscal Years Solely within and Relating to Improvement Area No. 6 within the City of Folsom Community Facilities District No. 23 (Folsom Ranch) (Second Reading and Adoption)
- [8.](#) Resolution No. 10856 - A Resolution Authorizing the City Manager to Execute a Subdivision Improvement Agreement and Accept Offers of Dedication for the Mangini Ranch Phase 3 Village No. 1 Subdivision, and Approval of the Final Map for the Mangini Ranch Phase 3 Village No. 1 Subdivision
- [9.](#) Resolution No. 10857 - A Resolution Authorizing the City Manager to Execute a Subdivision Improvement Agreement and Accept Offers of Dedication for the Mangini Ranch Phase 3 Village No. 4 Subdivision, and Approval of the Final Map for the Mangini Ranch Phase 3 Village No. 4 Subdivision
- [10.](#) Resolution No. 10858 - A Resolution Authorizing the City Manager to Execute a Subdivision Improvement Agreement and Accept Offers of Dedication for the Mangini Ranch Phase 3 Village No. 2 & 3 Subdivision, and Approval of the Final Map for the Mangini Ranch Phase 3 Village No. 2 & 3 Subdivision
- [11.](#) Resolution No. 10885 – A Resolution Authorizing the City Manager to Execute a Program Supplement Agreement with Caltrans for the Intelligent Transportation Systems (ITS) Master Plan Implementation Project, Project No. 2480, Federal Project No. 5288(052)
- [12.](#) Resolution No. 10897 – A Resolution Authorizing the City Manager to Execute an Agreement with Pape Machinery for the Purchase of a Wheel Loader Tractor
- [13.](#) Resolution No. 10899 – A Resolution Authorizing the City Manager to Execute a Construction Agreement with Doug Veerkamp General Engineering, Inc. for the Fire Station No. 34 Phase-1 Project
- [14.](#) Resolution No. 10900 - A Resolution Repealing Resolution No. 10527 and Designating Conflict of Interest Filing Positions and Disclosure Categories
- [15.](#) Resolution No. 10901 – A Resolution Authorizing the City Manager to Execute a Subdivision Improvement Agreement and Accept Offers of Dedication for the Russell Ranch Phase 2, Village Nos. 1, 2 & 4 Subdivision, and Approval of the Final Map for the Russell Ranch Phase 2 Village Nos. 1, 2 & 4 Subdivision
- [16.](#) Resolution No. 10902 - A Resolution Authorizing the City Manager to Execute a Subdivision Improvement Agreement and Accept Offers of Dedication for the Russell Ranch Phase 2 Village

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

- [17.](#) Resolution No. 10903 – A Resolution of the City Council Approving an Acquisition and Shortfall Agreement for the Community Facilities District No. 23 Improvement Area No. 3 (Toll Brothers at Folsom Ranch)
- [18.](#) Resolution No. 10904 – A Resolution Authorizing the City Manager to Execute a Design and Consulting Services Contract with Kimley Horn and Associates, Inc. for the Intelligent Transportation Systems (ITS) Master Plan Implementation Project, Federal Project No. 5288(052)
- [19.](#) Resolution No. 10905 – A Resolution Authorizing the City Manager to Execute an Agreement with Western Truck Parts and Equipment Company, LLC. for the Purchase of 14 Solid Waste Collection Vehicles
- [20.](#) Resolution No. 10907 – A Resolution Authorizing the City Manager to Apply for a Grant for the Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP) Funding through Western Truck Parts and Equipment Company, LLC for the Purchase of Two Electric Refuse Collection Vehicles
- [21.](#) Resolution No. 10908 - A Resolution Authorizing Submission of Folsom Transportation Development Act Claim for Pedestrian and Bicycle Facilities Fiscal Year 2022-23 to the Sacramento Area Council of Governments
- [22.](#) Resolution No. 10909 – A Resolution Authorizing the City Manager to Execute an Agreement with Western Truck Parts and Equipment Company, LLC for the Purchase of Two Electric Refuse Collection Vehicles and Appropriation of Funds

**NEW BUSINESS:**

- [23.](#) Ordinance No. 1331 – An Ordinance of the City of Folsom Adding Sections 10.20.290, 10.20.295, and 10.20.300 to the Folsom Municipal Code to Establish a Residential Permit Parking Program in Designated Areas of the Historic District (Introduction and First Reading)

**OLD BUSINESS:**

- [24.](#) Review Proclamation of COVID-19 Local Emergency Under City Council Resolution No. 10408 and Direction to Staff

**CITY MANAGER REPORTS:**

**COUNCIL COMMENTS:**

**ADJOURNMENT**

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

**NOTICE REGARDING CHALLENGES TO DECISIONS:** *Pursuant to all applicable laws and regulations, including without limitation, California Government Code Section 65009 and or California Public*

*Resources Code Section 21177, if you wish to challenge in court any of the above decisions (regarding planning, zoning and/or environmental decisions), you may be limited to raising only those issues you or someone else raised at the public hearing(s) described in this notice/agenda, or in written correspondence delivered to the City at, or prior to, the public hearing.*

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

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

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

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

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

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**PROCLAMATION**  
**OF THE MAYOR OF THE CITY OF FOLSOM**  
**PROCLAIMING THE MONTH OF SEPTEMBER 2022**  
**AS**  
**PROSTATE CANCER AWARENESS MONTH**  
**IN THE CITY OF FOLSOM**

**WHEREAS**, prostate cancer is the most frequently diagnosed cancer in men and the second leading cause of cancer deaths in men; and

**WHEREAS**, the American Cancer Society estimates there will be 268,490 new cases of prostate cancer in the USA in 2022, resulting in an estimated 34,500 deaths; and

**WHEREAS**, it is estimated 26,890 men in California will be diagnosed with prostate cancer this year and it is estimated 4,140 California men will die from this disease this year; and

**WHEREAS**, the 5-year survival rate approaches 100% when prostate cancer is diagnosed and treated early, but drops to 31% when it spreads to the other parts of the body; and

**WHEREAS**, prostate cancer death rates have declined since the mid-1990s due to earlier detection through PSA testing and advances in treatment; and

**WHEREAS**, the American Cancer Society recommends that men have a conversation with their health care provider and make informed decisions about whether to be tested for prostate cancer; and

**WHEREAS**, the City of Folsom joins communities across our nation to increase the awareness about the importance of early detection, testing, and treatment for prostate cancer.

**NOW, THEREFORE**, I, Kerri M. Howell, Mayor of the City of Folsom on behalf of the Folsom City Council, do hereby proclaim the month of September 2022 as **Prostate Cancer Awareness Month** in the City of Folsom to increase awareness about the importance of early detection and treatment of this disease.

**PROCLAIMED** this 23<sup>rd</sup> day of August 2022.

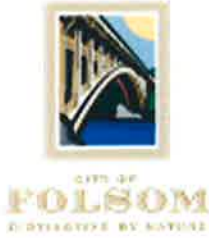
ATTEST:

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Kerri M. Howell, Mayor

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Christa Freemantle, City Clerk

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# Folsom City Council Staff Report



<b>MEETING DATE:</b>	8/23/2022
<b>AGENDA SECTION:</b>	Scheduled Presentations
<b>SUBJECT:</b>	Informational Briefing from the Sacramento Area Council of Governments (SACOG) Regarding the Blueprint Project (formerly known as the Metropolitan Transportation Plan/Sustainable Communities Strategy)
<b>FROM:</b>	Public Works Department

### BACKGROUND

James Corless, Executive Director of SACOG will update the Council on the 2024 Blueprint Project, formerly known as the Metropolitan Transportation Plan/Sustainable Communities Strategy.

The 2024 Blueprint will outline recommendations for public land use policy and transportation investment strategies for the Sacramento region for the next 30 years. This plan will lay out a set of strategies for an integrated, multimodal transportation system and a regional land use development pattern that can create a more thriving region that works for all residents. The plan aims to connect housing to jobs, education, goods and services, and recreational opportunities while protecting and enhancing our region’s natural and working landscapes.

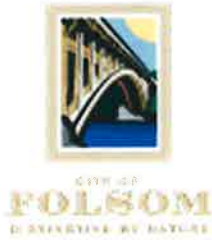
Joining Mr. Corless will be Clint Holtzen, Dov Kadin, and Sam Shelton, the key SACOG staff working on the Blueprint Project.

Submitted,

\_\_\_\_\_  
Mark Rackovan, PUBLIC WORKS DIRECTOR

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# Folsom City Council Staff Report



<b>MEETING DATE:</b>	8/23/2022
<b>AGENDA SECTION:</b>	Scheduled Presentations
<b>SUBJECT:</b>	Report from Ad Hoc City Council Subcommittee on City Properties
<b>FROM:</b>	City Clerk's Department

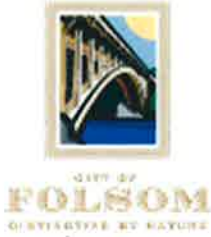
### CITY COUNCIL ACTION

The Ad Hoc City Council Subcommittee will make a presentation regarding City properties.

Respectfully submitted,

Christa Freemantle, CMC  
City Clerk

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# Folsom City Council Staff Report

<b>MEETING DATE:</b>	8/23/2022
<b>AGENDA SECTION:</b>	Consent Calendar
<b>SUBJECT:</b>	Re-Approval of July 12, 2022, Regular Meeting Minutes
<b>FROM:</b>	City Clerk's Department

### **RECOMMENDATION / CITY COUNCIL ACTION**

Staff recommends the City Council re-approve the July 12, 2022, regular meeting minutes.

### **BACKGROUND**

The City Council vote for item 3 on the July 12, 2022, City Council minutes was inadvertently omitted from the minutes. The minutes were approved at the July 26 meeting. Amending approved minutes requires re-approval from the City Council.

The vote has now been added, and the minutes are being submitted for re-approval.

### **ATTACHMENT**

July 12, 2022, regular meeting minutes

Submitted,

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Christa Freemantle, CITY CLERK

# City Council Regular Meeting

## MINUTES

Tuesday, July 12, 2022 6:30 PM

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Councilmember YK Chalamcherla participated via teleconference from the following location:

1755 Abbeyfeale Court  
Folsom, CA 95630

### **CALL TO ORDER**

The regular City Council meeting was called to order at 6:37 pm with Mayor Kerri Howell presiding.

### **ROLL CALL:**

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

Councilmembers Absent: None

Participating Staff: City Manager Elaine Andersen  
City Attorney Steven Wang  
City Clerk Christa Freemantle  
Landscaping and Lighting Manager Zach Perras  
CFO/Finance Director Stacey Tamagni

### **PLEDGE OF ALLEGIANCE**

The Pledge of Allegiance was recited.

### **AGENDA UPDATE**

City Attorney Steven Wang announced that there was revised staff report and resolution for item 8, revised staff report for item 11 and additional information for item 12.

### **BUSINESS FROM THE FLOOR:**

The following speakers addressed the City Council:

- Durriya Syed representing California Department of Insurance regarding their department and wildfires
- Loretta Hettinger regarding development patterns

**SCHEDULED PRESENTATIONS:**

1. Presentation from HART of Folsom (Homeless Assistance Resource Team) Regarding the Winter Shelter

HART Shelter Director Beverly Siess made a presentation and responded to questions from the City Council.

**CONSENT CALENDAR:**

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

2. Approval of June 28, 2022 Special and Regular Meeting Minutes
3. **pulled for comment**
4. Appointment of At-Large Member to the Folsom Landscaping and Lighting District Advisory Committee to Represent the Willow Springs District
5. Resolution No. 10883 - A Resolution Electing the Population and Inflation Factors and Establishing the Fiscal Year 2022-23 Appropriations Limit
6. Resolution No. 10886 - A Resolution Rescinding Resolution No. 10860 - A Resolution Authorizing the City Manager to Execute a Construction Agreement with Cooper Oates Air Conditioning for the Folsom City Hall Boiler and HVAC Replacement Design-Build Project
7. Resolution No. 10888 - A Resolution Acknowledging Receipt of Completed Annual State Mandated Fire Inspections

**Motion by Vice Mayor Rosario Rodriguez second by Councilmember Mike Kozlowski, to approve Consent Calendar Items 2 and 4-7.**

**Motion carried with the following roll call vote:**

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

**CONSENT CALENDAR ITEM PULLED FOR COMMENT:**

3. Appointment of Representatives to the Sacramento Central Groundwater Authority (SCGA) Governing Board

Councilmember YK Chalamcherla pulled this item to request future updates regarding the SCGA Board.

**Motion by Vice Mayor Rosario Rodriguez second by Councilmember Mike Kozlowski, to approve the appointment of representatives to the SCGA Governing Board.**

**Motion carried with the following roll call vote:**

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

**PUBLIC HEARING:**

8. Resolution No. 10887 - A Resolution Approving the Final Engineer's Report for the following Landscaping and Lighting Districts for Fiscal Year 2022-2023 American River Canyon North, American River Canyon North No. 2, American River Canyon North No. 3, Blue Ravine Oaks, Blue Ravine Oaks No. 2, Briggs Ranch, Broadstone, Broadstone No. 4, Broadstone Unit No. 3, Cobble Ridge, Cobble Hills Ridge II/Reflections II, Folsom Heights, Folsom Heights No. 2, Hannaford Cross, Lake Natoma Shores, Los Cerros, Natoma Station, Natoma Valley, Prairie Oaks Ranch, Prairie Oaks Ranch No. 2, Prospect Ridge, Sierra Estates, Silverbrook, Steeplechase, The Residences at American River Canyon, The Residences at American River Canyon II, Willow Creek Estates East, Willow Creek Estates East No. 2, Willow Creek Estates South, and Willow Springs

Landscaping and Lighting Manager Zach Perras made a presentation.

Mayor Kerri Howell stated that the staff report and resolution had been amended.

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

**Motion by Vice Mayor Rosario Rodriguez second by Councilmember Sarah Aquino, to approve Resolution No. 10887 as amended.**

**Motion carried with the following roll call vote:**

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

**CONVENE JOINT MEETING**

**JOINT CITY COUNCIL AGENDA**

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

**ROLL CALL:**

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

Council/Boardmembers Absent: None

Participating Staff: City Manager Elaine Andersen  
City Attorney Steven Wang  
City Clerk Christa Freemantle  
CFO/Finance Director Stacey Tamagni

**CONSENT CALENDAR:**

9. Approval of the April 12, 2022 Joint City Council and Folsom Ranch Financing Authority Meeting Minutes
10. Approval of the May 24, 2022 Joint City Council / Redevelopment Successor Agency / Public Financing Authority / Folsom South of 50 Parking Authority / Folsom Ranch Financing Authority Meeting Minutes

**Motion by Vice Chair Rosario Rodriguez second by Boardmember Mike Kozlowski, to approve Consent Calendar.**

**Motion carried with the following roll call vote:**

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

**PUBLIC HEARING:**

11. Folsom Ranch Financing Authority City of Folsom Community Facilities District No. 23 (Folsom Ranch) Improvement Area No. 3 Special Tax Revenue Bonds, Series 2022
  - i. Resolution No. 10884 - A Resolution of the City Council of the City of Folsom Authorizing the Issuance of the City of Folsom Community Facilities District No. 23 (Folsom Ranch) Improvement Area No. 3 Special Tax Bonds, Series 2022, the Execution of an Indenture Providing therefor, Authorizing the Execution of a Local Obligation

Purchase Contract, and Authorizing Necessary Actions and the Execution of Other Documents in Connection therewith

ii. Resolution No. 009-Folsom Ranch FA - A Resolution of the Governing Board of the Folsom Ranch Financing Authority Authorizing the Issuance, Sale and Delivery of Not to Exceed \$12,000,000 Aggregate Principal Amount of City of Folsom Community Facilities District No. 23 (Folsom Ranch) Improvement Area No. 3 Special Tax Revenue Bonds, Series 2022; Approving the Form and Substance of a Trust Agreement, Authorizing Modifications thereof and Execution and Delivery as Modified; Approving a Preliminary Official Statement, Authorizing Changes thereto and Execution and Delivery thereof and of an Official Statement to be Derived therefrom; Approving a Local Obligation Purchase Contract and a Bond Purchase Contract and Execution and Delivery of Each; and Authorizing Related Actions Necessary to Implement the Proposed Financing

CFO/Finance Director Stacey Tamagni made a presentation.

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

**Motion by Vice Chair Rosario Rodriguez second by Boardmember Mike Kozlowski, to approve Resolution No. 10884.**

**Motion carried with the following roll call vote:**

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

**Motion by Boardmember Mike Kozlowski, second by Vice Chair Rosario Rodriguez to approve Resolution No. 009-Folsom Ranch FA.**

**Motion carried with the following roll call vote:**

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

### **ADJOURNMENT**

There being no further business to come before the joint City Council / Redevelopment Successor Agency / Public Financing Authority / Folsom South of 50 Parking Authority / Folsom Ranch Financing Authority, the meeting was adjourned to the regular City Council meeting at 7:19 pm.

### **RECONVENE CITY COUNCIL MEETING**



**NEW BUSINESS:**

12. General Municipal Election – November 8, 2022

1. A. Resolution No. 10889 - A Resolution Authorizing the Submission of a Ballot Measure to the Qualified Voters of the City to Add a Transactions and Use Tax at the Rate of One-Half Percent (0.5%), Authorizing the Filing of Written Arguments Regarding the City’s Revenue Measure, and Directing the City Attorney to Prepare an Impartial Analysis for Said Measure; **or**

B. Resolution No. 10890 - A Resolution Authorizing the Submission of a Ballot Measure to the Qualified Voters of the City to Add a Transactions and Use Tax at the Rate of One Percent (1%), Authorizing the Filing of Written Arguments Regarding the City’s Revenue Measure, and Directing the City Attorney to Prepare an Impartial Analysis for Said Measure

2. A. Ordinance No. 1328 - An Ordinance of the People of the City of Folsom Imposing a One-Half Percent (0.5%) Transactions and Use Tax by Adding Chapter 3.140, “Folsom Essential City Services Maintenance and Investment Measure”, to the Folsom Municipal Code to be Administered by the California Department of Tax and Fee Administration **(Approve Submission to Voters); or**

B. Ordinance No. 1329 - An Ordinance of the People of the City of Folsom Imposing a One Percent (1%) Transactions and Use Tax by Adding Chapter 3.140, “Folsom Essential City Services Maintenance and Investment Measure”, to the Folsom Municipal Code to be Administered by the California Department of Tax and Fee Administration **(Approve Submission to Voters)**

City Manager Elaine Andersen introduced the item. City Attorney Steven Wang made a presentation and responded to questions from the City Council.

The City Council discussed the item and received clarification from CFO/Finance Director Stacey Tamagni and consultant Bonnie Moss.

The following speaker addressed the City Council:

- Loretta Hettinger

**Motion by Councilmember Mike Kozlowski second by Mayor Kerri Howell to approve Resolution No. 10889.**

Each of the City Councilmembers commented regarding the item.

**Motion failed with the following roll call vote:**

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

Councilmember Sarah Aquino suggested a citizen's committee be created to prepare for a 2024 sales tax measure. City Manager Elaine Andersen commented that the City's consultant suggested the City continue to tell their story of need. She further commented that the City Council will need to consider which services the City will no longer provide due to revenue shortfalls.

Consultant Bonnie Moss concurred with City Manager Elaine Andersen and reminded the City Council of the survey results and explained that she wanted to reenforce the idea of a more robust citizen engagement effort for 2024.

### **CITY MANAGER REPORTS:**

City Manager Elaine Andersen made announcements of upcoming events including the annual national night out, the new session of the Police Department's citizens academy and the 48 Natoma Art Gallery reception. She wished a happy birthday to Vice Mayor Rosario Rodriguez.

### **CITY COUNCIL COMMENTS:**

Councilmember YK Chalamcherla requested future agenda items regarding Bidwell Suites and an update of Public Works projects. He spoke of the sales tax measure item and thanked staff for helping him join the meeting remotely.

Councilmember Sarah Aquino thanked City Attorney Steven Wang for his military service and congratulated Police Lieutenant Zelaya on his promotion. She requested that the City Council consider rescinding the state of emergency that was put into place during the pandemic. Councilmembers concurred and City Manager Elaine Andersen said it would be brought to a future City Council meeting for discussion.

Councilmember Mike Kozlowski thanked the Chamber of Commerce and all the volunteers for the Folsom Pro Rodeo.

Vice Mayor Rosario Rodriguez congratulated the Choose Folsom Team for an outstanding rodeo. She spoke of her participation in the study mission to St. Louis and commented on a visit to the Toll Brothers Regency. She requested a future agenda item regarding strategic planning and wished City Manager Elaine Andersen an early happy birthday.

Mayor Kerri Howell encouraged everyone to drive safely. She commented on the Folsom Pro Rodeo and commended the Chamber of Commerce, all the volunteers and Vice Mayor Rosario Rodriguez for their work. She spoke of upcoming regional board meetings she will be attending and commended Environmental and Water Resources Director Marcus Yasutake on his tv news appearance.

### **ADJOURNMENT**

There being no further business to come before the Folsom City Council, Mayor Kerri Howell adjourned the meeting at 8:13 pm.

SUBMITTED BY:

\_\_\_\_\_  
Christa Freemantle, City Clerk

ATTEST:

\_\_\_\_\_  
Kerri Howell, Mayor

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# City Council Special Meeting

## MINUTES

Tuesday, July 26, 2022 3:00 PM

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### CALL TO ORDER

The special City Council meeting was called to order at 3:00 pm with Mayor Kerri Howell presiding.

### ROLL CALL:

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

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

Participating Staff: City Manager Elaine Andersen  
City Attorney Steven Wang  
City Clerk Christa Freemantle  
Interim Human Resources Director John Spittler  
Human Resources Manager Allison Garcia

### ADJOURNMENT TO CLOSED SESSION FOR THE FOLLOWING PURPOSES:

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

City Attorney Steve Wang advised that item 1 will be continued off calendar.

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

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

**RECONVENE**

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

**ADJOURNMENT**

The meeting was adjourned at 6:31 p.m.

SUBMITTED BY:

\_\_\_\_\_  
Christa Freemantle, City Clerk

ATTEST:

\_\_\_\_\_  
Kerri Howell, Mayor

# City Council Regular Meeting

## MINUTES

Tuesday, July 26, 2022 6:30 PM

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### CALL TO ORDER

The regular City Council meeting was called to order at 6:32 pm with Mayor Kerri Howell presiding.

### ROLL CALL:

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

Councilmembers Absent: None

Participating Staff: City Manager Elaine Andersen  
City Attorney Steven Wang  
City Clerk Christa Freemantle  
Parks and Recreation Director Lorraine Poggione  
Public Works Director Mark Rackovan  
CFO/Finance Director Stacey Tamagni  
Community Development Director Pam Johns  
Principal Planner Desmond Parrington

### PLEDGE OF ALLEGIANCE

The Pledge of Allegiance was recited.

### AGENDA UPDATE

Mayor Kerri Howell explained that Public Hearing item 8 would be taken before Scheduled Presentations to accommodate the consultants teleconferencing into the meeting.

City Attorney Steven Wang announced that there was a revised staff report for item 5 and additional information for item 9.

**BUSINESS FROM THE FLOOR:**

The following speaker addressed the City Council:

- Darren Sandusky regarding a gas station near his property easement

**Item taken out of order:**

**PUBLIC HEARING:**

8. Amendment to City of Folsom Community Facilities District No. 23 (Folsom Ranch) Improvement Area No. 6
  - i. Resolution No. 10893 - A Resolution of the City Council of the City of Folsom Calling a Special Mailed-Ballot Election Related to Change Proceedings for Improvement Area No. 6 within City of Folsom Community Facilities District No. 23 (Folsom Ranch)
  - ii. Resolution No. 10894 – A Resolution of Change of the City Council of the City of Folsom Relating to Improvement Area No. 6 within the City of Folsom Community Facilities District No. 23 (Folsom Ranch)
  - iii. Ordinance No. 1330 – An Uncodified Ordinance Levying a Special Tax for the Fiscal Year 2022-2023 and Following Fiscal Years Solely within and Relating to Improvement Area No. 6 within the City of Folsom Community Facilities District No. 23 (Folsom Ranch) (Introduction and First Reading)

CEO/Finance Director Stacey Tamagni made a presentation.

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

Mayor Kerri Howell asked if there was a majority protest for CFD No. 23. City Clerk Christa Freemantle confirmed that there was no majority protest. Mayor Howell stated that because there is no majority protest the City Council may consider the resolution.

**Motion by Councilmember Sarah Aquino second by Councilmember Mike Kozlowski, to approve Resolution No. 10893.**

**Motion carried with the following roll call vote:**

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

Mayor Kerri Howell asked the City Clerk to conduct the election. City Clerk Christa Freemantle stated she received the ballots, and the election is closed. She read the canvas results and explained that the votes are one hundred percent in favor of the measure.

**Motion by Vice Mayor Rosario Rodriguez second by Councilmember Sarah Aquino, to approve Resolution No. 10894.**



**Motion carried with the following roll call vote:**

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

**Motion by Councilmember Mike Kozlowski second by Vice Mayor Rosario Rodriguez, to introduce and hold first reading of Ordinance No. 1330.**

**Motion carried with the following roll call vote:**

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

**SCHEDULED PRESENTATIONS:**

1. Presentation from Folsom History (Formerly Folsom Historical Society) Representatives Regarding their Organization

Folsom History President Rita Mukherjee Hoffstadt made a presentation and responded to questions from the City Council.

2. Presentation of the Parks and Recreation Commission's Perspective 2022 Report

Parks and Recreation Director Lorraine Poggione introduced Parks and Recreation Commissioners Will Kempton, Brian Wallace and Marina Leight. The Commissioners made a presentation and responded to questions from the City Council.

3. Historic District Residential Permit Parking Pilot: Report Outcomes and Direction to Staff

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

The City Council directed staff to prepare an ordinance for their consideration to create a permanent residential permit parking program. They requested options to determine permit costs and the number of permits that would be issued per household.

The following speaker addressed the City Council:

- David Econome

**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.

- 4. Approval of July 12, 2022 Special and Regular Meeting Minutes
- 5. Resolution No. 10891 – A Resolution Authorizing the City Manager to Execute Amendment No. 1 to the Agreement (Contract No. 046-21 21-005) with Badger Meter, Inc. to Purchase Badger Cellular Endpoints for a Three Year Pilot Automated Metering Infrastructure Network for the City of Folsom Water Meter Division (**amended**)
- 6. Resolution No. 10892 – A Resolution Authorizing the City Manager to Execute Contract Amendment No. 5 Extending the Term for the Consultant and Professional Services Agreement with The Ferguson Group for Federal Legislative Advocacy Services (Contract No. 173-21 09-026)
- 7. **Pulled for comment**

**Motion by Councilmember Mike Kozlowski second by Vice Mayor Rosario Rodriguez, to approve Consent Calendar Items 4-6 including Resolution No. 10891 as amended.**

**Motion carried with the following roll call vote:**

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

**CONSENT CALENDAR ITEM PULLED FOR COMMENT:**

- 7. Resolution No. 10896 – A Resolution Rejecting All Proposals Submitted for the Folsom City Hall Boiler and HVAC Replacement Design-Build Project

Councilmember Sarah Aquino pulled the item to inquire about the bidding process. City Attorney Steven Wang responded and explained the process. Councilmember Sarah Aquino and Mayor Kerri Howell expressed concern with the current process and encouraged staff to improve it so that projects do not need to come before the City Council multiple times.

**Motion by Councilmember Sarah Aquino second by Mayor Kerri Howell, to approve Resolution No. 10896.**

**Motion carried with the following roll call vote:**

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

**Public Hearing item 8 was taken out of order after Business from the Floor**

**NEW BUSINESS**

9. Targeted Multi-Family and Mixed-Use Housing Study – Results and Recommendations

Principal Planner Desmond Parrington made a presentation and responded to questions from the City Council.

The City Council discussed aspects of the Housing Study and was supportive of staff's recommendations to increase density, use floor area ratio (FAR) for more intensive projects, adjust height limits, and use build-to lines instead of setbacks in the target areas. Target areas include the East Bidwell Corridor, the areas around the Glenn and Iron Point light rail stations, and the Folsom Plan Area Town Center area. Several councilmembers expressed concerns about allowing parking reductions in the East Bidwell Corridor but were more supportive if alternative parking options were required for those reductions. Mayor Kerri Howell wanted staff to use different development standards for the East Bidwell Corridor since that area is already developed compared to the Glenn Station site and the Folsom Town Area. The City Council directed staff to proceed with the technical and environmental analyses using the recommended changes and return to a future meeting in 6 to 12 months with the results.

**CITY MANAGER REPORTS:**

City Manager Elaine Andersen announced that the County approved funds for the Riley Street safety improvements project. She spoke of upcoming events including the annual National Night Out and Community Service Day.

**CITY COUNCIL COMMENTS:**

Vice Mayor Rosario Rodriguez commented that school will resume soon and wished everyone a joyful rest of the summer.

Councilmember YK Chalamcherla spoke of resident complaints about PG&E working late at night and water restriction notifications for residents.

Mayor Kerri Howell stated that things are going well at Regional Transit and Regional Sanitation. She reminded everyone that National Night Out is on August 2<sup>nd</sup>. She encouraged everyone to drive carefully.

**ADJOURNMENT**

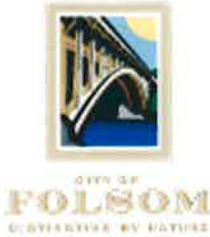
There being no further business to come before the Folsom City Council, Mayor Kerri Howell adjourned the meeting at 9:17 pm.

SUBMITTED BY:

\_\_\_\_\_  
Christa Freemantle, City Clerk

ATTEST:

\_\_\_\_\_  
Kerri Howell, Mayor



## Folsom City Council Staff Report

<b>MEETING DATE:</b>	8/23/2022
<b>AGENDA SECTION:</b>	Consent Calendar
<b>SUBJECT:</b>	Designation of Primary and Alternate Voting Delegates for the League of California Cities 2022 Annual Conference Business Meeting
<b>FROM:</b>	City Clerk's Department

### **RECOMMENDATION / CITY COUNCIL ACTION**

Staff recommends that the City Council designate Councilmember YK Chalamcherla and Councilmember Mike Kozlowski as the primary and alternate voting delegates for the League of California Cities 2022 Annual Conference business meeting.

### **BACKGROUND / ISSUE**

The League of California Cities 2022 Annual Conference is scheduled for September 7-9 in Long Beach. One aspect of the conference is the annual business meeting where Cal Cities membership takes action on conference resolutions that establish Cal Cities' policy. The League is requesting that the City Council designates a primary and alternate voting delegate who will be registered at the conference and who will be present at the annual business meeting.

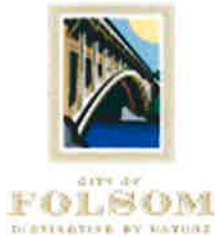
Councilmembers Chalamcherla and Kozlowski plan to attend the Annual Conference, and they are willing to serve as the City's primary and alternate designated representatives.

**POLICY/ RULE**

The League of California Cities bylaws state that any official of a city may, with the approval of the City Council, be named as the City's designated and alternate voting delegates to any League meeting.

Respectfully submitted,

Christa Freemantle, CMC  
City Clerk



# Folsom City Council Staff Report



<b>MEETING DATE:</b>	8/23/2022
<b>AGENDA SECTION:</b>	Consent Calendar
<b>SUBJECT:</b>	Amendment to City of Folsom Community Facilities District No. 23 (Folsom Ranch) Improvement Area No. 6  Ordinance No. 1330 – An Uncodified Ordinance Levying a Special Tax for the Fiscal Year 2022-2023 and Following Fiscal Years Solely within and Relating to Improvement Area No. 6 within the City of Folsom Community Facilities District No. 23 (Folsom Ranch) (Second Reading and Adoption)
<b>FROM:</b>	Finance Department

### RECOMMENDATION / CITY COUNCIL ACTION

It is recommended that the City Council conduct the second reading and move to adopt the following ordinance:

Ordinance No. 1330 – An Uncodified Ordinance Levying a Special Tax for the Fiscal Year 2022-2023 and Following Fiscal Years Solely within and Relating to Improvement Area No. 6 within the City of Folsom Community Facilities District No. 23 (Folsom Ranch) (Second Reading and Adoption)

### BACKGROUND / ISSUE

The Folsom Plan Area Specific Plan Public Facilities Financing Plan (“PFFP”), approved by the City Council on January 28, 2014 via Resolution 9298, is an \$877 million plan that describes the backbone infrastructure and facility requirements, presents a comprehensive financing strategy, and sets forth the estimated time horizon for the development of the Folsom Plan Area (“FPA”).

The City Council previously approved the Resolution of Formation (Resolution No. 10435) on May 26, 2020 to form Community Facilities District No. 23 (Folsom Ranch) (“CFD No. 23”),

designate Improvement Area No. 6, authorize a special tax to finance the acquisition and construction of certain public facilities and certain public services, authorize the issuance of debt to finance the public facilities, and establish the appropriations limit and maximum bonded indebtedness for Improvement Area No. 6.

The landowners within Improvement Area No. 6 have requested to amend the Rate and Method of Apportionment to adjust the maximum special tax rates based on the planned development of property within Improvement Area No. 6. The proposed development plan for Improvement Area No. 6 includes 9.46 acres of multi-family medium density, 9.26 acres of multi-family high density, and 11.71 acres of non-residential use.

On June 14, 2022 the City Council considered to amend the Rate and Method of Apportionment for Improvement Area No. 6 by passage of Resolution No. 10870.

A Public Hearing and landowner election was conducted July 26, 2022. At that time, the following resolutions were approved by the Council:

- Resolution No. 10893 – A Resolution of the City Council of the City of Folsom Calling a Special Mailed-Ballot Election Related to Change Proceedings for Improvement Area No. 6 within City of Folsom Community Facilities District No. 23 (Folsom Ranch)
- Resolution No. 10894 – A Resolution of Change of the City Council of the City of Folsom Relating to Improvement Area No. 6 within the City of Folsom Community Facilities District No. 23 (Folsom Ranch)

The results of the landowner election was 29 votes in favor of the ballot measure and zero opposed.

**POLICY / RULE**

Chapter 5 of the Folsom Plan Area Public Facilities Financing Plan authorizes the formation of CFDs to finance the construction, acquisition, and servicing of FPA backbone infrastructure and public facilities

Section 2.5.3 of the First Amended and Restated Tier 1 Development Agreement authorizes the formation of infrastructure CFDs

Resolution No. 9282 – A Resolution of the City Council of the City of Folsom Approving Goals and Policies for Community Facilities Districts

Mello-Roos Community Facilities Act of 1982

**ANALYSIS**

CFD No. 23 is structured as an extended-term CFD and will provide the necessary funding to help fund all or a portion of the project’s share of PFFP backbone infrastructure and facilities,



including related environmental mitigation obligations. The PFFP backbone infrastructure and facilities will be financed using both bond proceeds and PAYGO special tax revenues. The extended-term CFD structure is proposed to help to meet the challenge of high-cost infrastructure and facilities while also aligning the timing of future funding availability with the need for such funding.

The proposed amendment to the Rate and Method of Apportionment for Improvement Area No. 6 will remove the maximum facilities special tax rates from the multi-family high density land use and the non-residential land use. The maximum facilities special tax will be levied upon the multi-family medium land use only. There is no single-family detached property planned for development within Improvement Area No. 6.

The special tax revenue generated from taxable parcels within Improvement Area No. 6 will be comprised of a special tax to fund facilities and a special tax to fund services. The amended Fiscal Year 2021/22 maximum facilities special tax rates and maximum services special tax rates, for each land use category, are provided in the table below:

Land Use Category	FY 2021/22 Maximum Facilities Special Tax Rate	FY 2021/22 Maximum Services Special Tax Rate	Per
Single-Family Detached Property - SF/SFHD Zoning	\$0	\$0	Unit
Single-Family Detached Property - MLD Zoning	\$0	\$0	Unit
MMD Multi-Family Attached Property	\$30,600	\$310	Acre
MHD Multi-Family Attached Property	\$0	\$310	Acre
Non-Residential Property	\$0	\$0	Acre

The facilities special tax can be levied and collected through Fiscal Year 2079/80. Each fiscal year, commencing with Fiscal Year 2022/23, the maximum facilities special tax rate will be increased by 2% annually. The services special tax can be levied and collected in perpetuity for Improvement Area No. 6. Each fiscal year, commencing with Fiscal Year 2022/23, the maximum services special tax rate will be increased by the June annualized percentage change of the Consumer Price Index for all Urban Consumers, for the San Francisco-Oakland-San Jose area, not to exceed 4%.

Ordinance 1330 authorizes the special tax to be levied on CFD No. 23 Improvement Area 6 for Fiscal Year 2022/23 and all subsequent years, and was introduced on July 26, 2022. No changes have been made to the ordinance since the first reading.

**FINANCIAL IMPACT**

There is no direct General Fund impact on the City of Folsom. The Improvement Area No. 6 amendment and expenses are solely the responsibility of Improvement Area No. 6. The General Fund is not impacted by the Improvement Area No. 6 Amended Rate and Method of Apportionment.

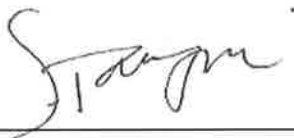
**ENVIRONMENTAL REVIEW**

An Initial Study and Mitigated Negative Declaration prepared for the Folsom Plan Area Backbone Infrastructure Project were previously prepared for, and adopted by the City Council on February 24, 2015, in accordance with the requirements of the California Environmental Quality Act. Pursuant to CEQA Guidelines section 15378(c), the term “project” does not mean each separate governmental approval for an approved activity which may be subject to several discretionary approvals by governmental agencies. Additionally, the creation of government funding mechanisms which do not involve any commitment to any specific project which may result in a potentially significant physical impact on the environment is not defined as a “project” under CEQA. CEQA Guidelines Section 15378(b)(4) and 15061(b)(3).

**ATTACHMENTS**

1. Ordinance No. 1330 – An Uncodified Ordinance Levying a Special Tax for the Fiscal Year 2022-2023 and Following Fiscal Years Solely within and Relating to Improvement Area No. 6 within the City of Folsom Community Facilities District No. 23 (Folsom Ranch) (Second Reading and Adoption)

Submitted,




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Stacey Tamagni  
Finance Director

**ORDINANCE NO. 1330****AN UNCODIFIED ORDINANCE LEVYING A SPECIAL TAX FOR THE FISCAL YEAR 2022-2023 AND FOLLOWING FISCAL YEARS SOLELY WITHIN AND RELATING TO IMPROVEMENT AREA NO. 6 WITHIN THE CITY OF FOLSOM COMMUNITY FACILITIES DISTRICT NO. 23 (FOLSOM RANCH)**

The City Council of the City of Folsom, State of California ordains as follows:

**SECTION 1 PURPOSE**

The City Council of the City of Folsom hereby finds, determines and declares based on the record before it that:

1. The City is authorized to establish a community facilities district pursuant to the terms of the Mello-Roos Community Facilities Act of 1982, Chapter 2.5 of Division 2 of Title 5 of the California Government Code, commencing with Section 53311 (the "Act"); and
2. Pursuant to Section 53350 of the Act, the City is authorized to designate improvement areas within the community facilities district; and
3. Pursuant to Government Code section 53340 and Resolution No. 10435, adopted by the City Council (the "City Council") of the City of Folsom (the "City") on May 26, 2020 (the "Resolution of Formation"), the City Council formed its Community Facilities District No. 23 (Folsom Ranch) (the "Community Facilities District") and a rate and method of apportionment of the special tax (as amended, the "Special Tax") for Improvement Area No. 6 established therein was approved by an election of the qualified electors within the Community Facilities District on such date; and
4. Pursuant to Resolution No. 10870, adopted by the City Council on June 14, 2022 (the "Resolution of Consideration") and Resolution No. 10894 adopted by the City Council on July 26, 2022 (the "Resolution of Change" and, collectively with the Resolution of Formation and the Resolution of Consideration, the "Resolutions"), the City Council approved an Amended Rate and Method of Apportionment for City of Folsom Community Facilities District No. 23 (Folsom Ranch) Improvement Area No. 6 (the "Amended Rate and Method"), which changes were approved by an by an election of the qualified electors within the Community Facilities District on such date; and
5. The Resolutions proposed the establishment of an appropriations limit for the Improvement Area (each an "Appropriations Limit"); and
6. The City Council desires to levy and impose the Special Tax and to take other related actions.

## SECTION 2

### **NOW, THEREFORE, THE CITY COUNCIL OF THE CITY OF FOLSOM RESOLVES:**

1. The recitals set forth in Section 1 are true and correct.
2. A special tax is hereby levied on all Taxable Property (as defined in the Amended Rate and Method) within Improvement Area No. 6 for the 2022-23 fiscal year and for all subsequent fiscal years in the amount of the maximum authorized tax, provided that this amount may be adjusted annually, subject to the maximum authorized special tax limit, by resolution of the City Council.
3. The Finance Director of the City of Folsom or designee thereof (the "CFD Administrator") is authorized and directed, to determine each year, without further action of the City Council, the Special Tax, to prepare the annual Special Tax roll in the amount of the Special Tax in accordance with the related exhibit and, without further action of the City Council, to provide all necessary and appropriate information to the Sacramento County Auditor-Controller's Office (the "County") in proper form, and in proper time, necessary to effect the correct and timely billing and collection of the Special Tax on the secured property tax roll of the County; provided, that as provided in the Resolutions and Section 53340 of the California Government Code, the City has reserved the right to utilize any method of collecting the Special Tax which it shall, from time to time, determine to be in the best interests of the City of Folsom (the "City"), including but not limited to, direct billing by the City to the property owners and supplemental billing.
4. The appropriate officers and agents of the City are authorized to make adjustments to the Special Tax roll prior to the final posting of the Special Tax to the County tax roll each fiscal year, as may be necessary to achieve a correct match of the Special Tax levy with the assessor's parcel numbers finally utilized by the County in sending out property tax bills.
5. The City agrees that, in the event the Special Tax for the Improvement Area is collected on the secured tax roll of the County, the County may deduct its reasonable and agreed charges for collecting the Special Tax from the amounts collected, prior to remitting the Special Tax collections to the City.
6. Taxpayers who have requested changes or corrections of the Special Tax pursuant to Section I of the Amended Rate and Method and who are not satisfied with the decision of the CFD Administrator (whether the CFD Administrator disagrees with the taxpayer or concludes that the City is not authorized to consider the change requested), may appeal to the City Council. The appeal must be in writing, fully explain the grounds of appeal and must be based solely on the correction of mistakes in the levy based upon the status of the property, and no other appeals will be allowed. The CFD Administrator shall schedule the appeal for consideration within a reasonable time at a City Council meeting.

**SECTION 3 SEVERABILITY**

If for any cause any portion of this ordinance is found to be invalid, or if the Special Tax is found inapplicable to any particular parcel by a court of competent jurisdiction, the balance of this ordinance, and the application of the Special Tax to the remaining parcels, shall not be affected.

**SECTION 4 EFFECTIVE DATE; EFFECT ON ORDINANCE NO. 1305**

This ordinance shall take effect and be in force as a tax measure thirty (30) days following its second reading and adoption at a meeting of the City Council; and before the expiration of twenty (20) days after its passage the same shall be published, with the names of the members voting for and against the same, at least once in a newspaper of general circulation published and circulated in the District.

Ordinance No. 1305 adopted by the City Council on June 9, 2020, shall be superseded, solely with respect to Improvement Area No. 6, to the extent it is inconsistent with this ordinance, upon the date that this ordinance takes effect, as described in the immediately preceding paragraph.

\* \* \*

This ordinance was introduced and the title thereof read at the regular meeting of the City Council on July 26, 2022 and the second reading occurred at the regular meeting of the City Council on August 23, 2022

On a motion by \_\_\_\_\_, second by \_\_\_\_\_, the foregoing ordinance was passed and adopted by the City Council of the City of Folsom, State of California, this 23<sup>rd</sup> day of August, 2022 by the following vote, to wit:

**AYES:** Councilmember(s):

**NOES:** Councilmembers(s):

**ABSENT:** Councilmembers(s):

**ABSTAIN:** Councilmembers(s):

\_\_\_\_\_  
Kerri M. Howell, MAYOR

ATTEST:

\_\_\_\_\_  
Christa Freemantle, CITY CLERK



# Folsom City Council Staff Report



<b>MEETING DATE:</b>	8/23/2022
<b>AGENDA SECTION:</b>	Consent Calendar
<b>SUBJECT:</b>	Resolution No. 10856 – A Resolution Authorizing the City Manager to Execute a Subdivision Improvement Agreement and Accept Offers of Dedication for the Mangini Ranch Phase 3 Village No. 1 Subdivision, and Approval of the Final Map for the Mangini Ranch Phase 3 Village No. 1 Subdivision
<b>FROM:</b>	Community Development Department

### RECOMMENDATION / CITY COUNCIL ACTION

Staff recommends that the City Council move to adopt:

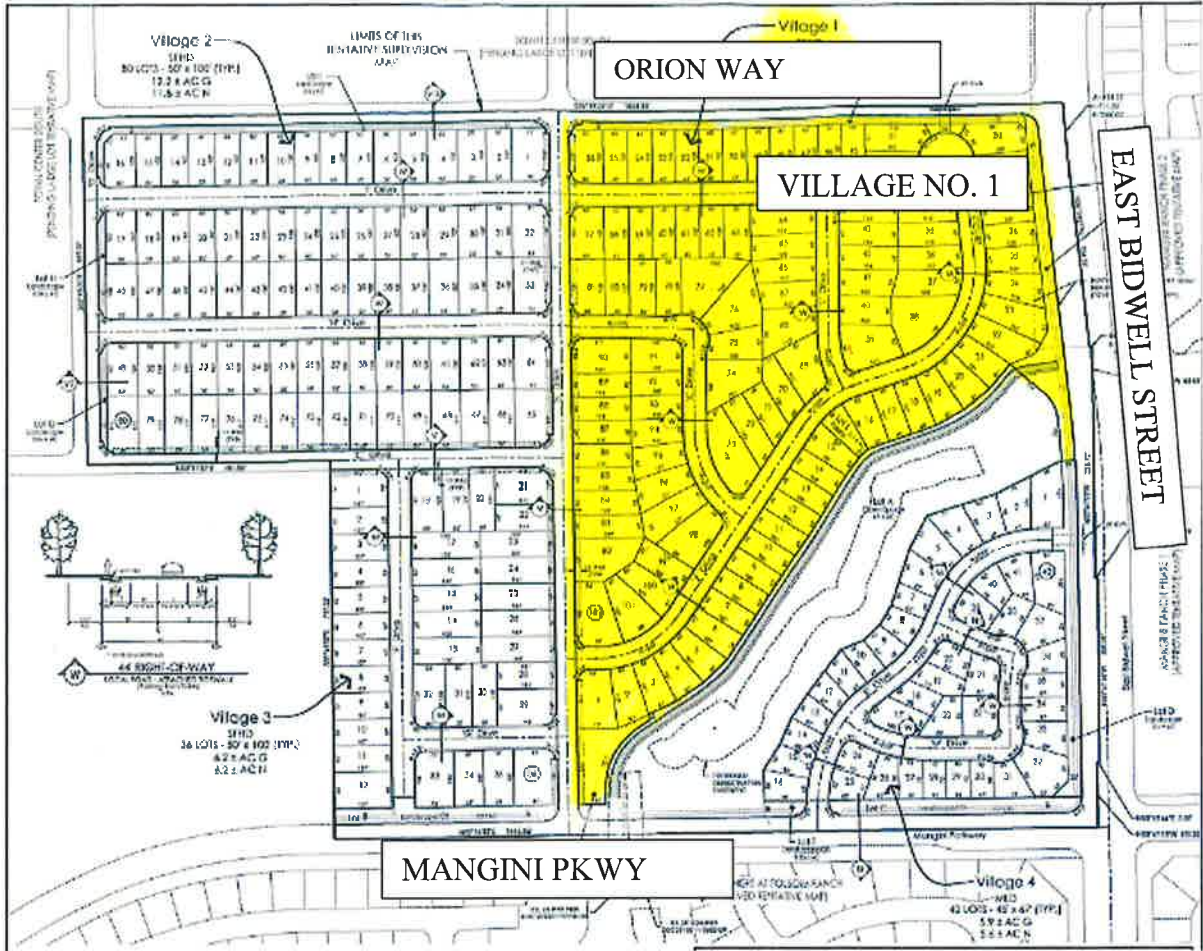
Resolution No. 10856 – A Resolution Authorizing the City Manager to Execute a Subdivision Improvement Agreement and Accept Offers of Dedication for the Mangini Ranch Phase 3 Village No. 1 Subdivision, and Approval of the Final Map for the Mangini Ranch Phase 3 Village No. 1 Subdivision.

### BACKGROUND / ISSUE

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

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





The Mangini Ranch Phase 3 Village No. 1 Subdivision is located on the west side of East Bidwell Street north of Mangini Parkway in the Folsom Plan Area (FPA) (see above).

**POLICY / RULE**

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

**ANALYSIS**

The Final Map and conditions of approval for the Mangini Ranch Phase 3 Village No. 1 Subdivision have been reviewed by the Community Development Department and other City departments. The Final Map has been found to be in substantial compliance with the approved Vesting Tentative Subdivision Map, and all conditions pertaining to the map have been satisfied.

Attached is a table which includes the conditions of approval for the Mangini Ranch Phase 3 Village No. 1 Vesting Tentative Subdivision Map. The tables include information concerning



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

### **ENVIRONMENTAL REVIEW**

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

### **ATTACHMENTS**

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

Submitted,



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PAM JOHNS  
Community Development Director

## **ATTACHMENT 1**

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

**RESOLUTION NO. 10856**

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**WHEREAS**, the Final Map for the Mangini Ranch Phase 3 Village No. 1 subdivision has been reviewed and approved by the City Engineer as complying with the approved or conditionally approved Vesting Tentative Subdivision Map for the subdivision; and

**WHEREAS**, the City Council has reviewed the Final Map for the Mangini Ranch Phase 3 Village No. 1 subdivision; and

**WHEREAS**, the City Council agrees to accept, subject to improvement, any and all offers of dedication as shown on the Final Map for the Mangini Ranch Phase 3 Village No. 1 subdivision.

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

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

**PASSED AND ADOPTED** this 23rd day of August 2022, by the following roll-call vote:

AYES: Councilmember(s)

NOES: Councilmember(s)

ABSENT: Councilmember(s)

ABSTAIN: Councilmember(s)

\_\_\_\_\_  
Kerri M. Howell, MAYOR

ATTEST:

\_\_\_\_\_  
Christa Freemantle, CITY CLERK

## **ATTACHMENT 2**

### **MANGINI RANCH PHASE 3 VILLAGE NO. 1 SUBDIVISION IMPROVEMENT AGREEMENT**

No Fee Document Pursuant to Government Code Section 6103.

RECORDING REQUESTED BY:

City of Folsom

WHEN RECORDED MAIL TO:

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

SPACE ABOVE THIS LINE RESERVED FOR RECORDER'S USE

CITY OF FOLSOM

SUBDIVISION IMPROVEMENT AGREEMENT

This Agreement is made and entered into this \_\_\_\_\_ day of \_\_\_\_\_, 2022, by and between the City of Folsom, hereinafter referred to as "City", and TCS Improvement Company, L.L.C., a California Limited Liability Company hereinafter referred to as "Subdivider".

RECITALS

- A. Subdivider has presented to the City a certain Final Map of a proposed subdivision of land located within the corporate limits of the City that has been prepared in accordance with the Subdivision Map Act of the State of California, the subdivision ordinances of the City, and the Tentative Subdivision Map, if any, of the subdivision previously approved by the City Council of the City.
- B. The proposed subdivision of land is commonly known and described as **Mangini Ranch Phase 3 Village. No. 1**, and is herein referred to as the "subdivision".
- C. Subdivider has requested approval of the Final Map prior to the construction and completion of the public improvements (as shown on the approved improvement plans and listed in Exhibit A), including, but not limited to streets, highways, public ways, sidewalks, curbs, gutters, bikeways, storm drainage facilities, sanitary sewer facilities, domestic water facilities, public utility facilities, landscaping, public lighting facilities, park or recreational improvements and appurtenances thereto, in or required by the Subdivision Map Act, the subdivision ordinances of the City, the Tentative Subdivision Map and development agreement, if any, approved by the City. The foregoing improvements, more specifically listed on Exhibit A attached hereto, are hereinafter referred to as "the required improvements".

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

NOW, THEREFORE, the parties agree as follows:

1. Performance of Work. Subdivider agrees to furnish, construct, and install at his own expense the required improvements as shown on the approved plans and specifications of the subdivision, a copy of which is on file in the Community Development Department, and is incorporated herein by reference, along with any changes or modifications as may be required by the City Engineer due to errors, omissions, changes in conditions, or changes in facilities as required by the City Engineer. The approved plans and specifications of the required improvements may be modified by the Subdivider as the development progresses, provided that any modification is approved in writing by the City Engineer. The total estimated cost of the required improvements, as shown on Exhibit A, is **SIX MILLION FORTY-TWO THOUSAND THREE HUNDRED TWENTY AND 00/100 DOLLARS (\$6,042,320.00).**
2. Work: Satisfaction of City Engineer. All of the work on the required improvements is to be done at the places, of the materials, and in the manner and at the grades, all as shown upon the approved plans and specifications and as required by the City's Improvement Standards and Standard Construction Specifications and any applicable City ordinances or state and federal laws, and to the satisfaction of the City Engineer.
3. Work: Time for Commencement and Performance. Work on the required improvements shall be completed by the Subdivider on or before twelve (12) months from the date of this Agreement. At least fifteen (15) calendar days prior to the commencement of such work, the Subdivider shall notify the City Engineer in writing of the date fixed by Subdivider for commencement of the work.
4. Time of Essence: Extension.
  - a. Time is of the essence of this Agreement. The date for completion of the work of construction may not be extended, except as provided in Section 16.36.110 of the Folsom Municipal Code.
5. Improvement Security. Concurrently with the execution of this Agreement, the Subdivider shall furnish the City:
  - a. Improvement security in the sum of **SIX MILLION FORTY-TWO THOUSAND THREE HUNDRED TWENTY AND 00/100 DOLLARS (\$6,042,320.00)**, which sum is equal to one hundred percent of the total estimated cost of constructing the required improvements and the cost of any other obligation to be performed by Subdivider under this Agreement, conditioned upon the faithful performance of this Agreement; and

- b. Separate improvement security in the sum of **SIX MILLION FORTY-TWO THOUSAND THREE HUNDRED TWENTY AND 00/100 DOLLARS (\$6,042,320.00)**, which sum is equal to one hundred percent of the estimated cost of constructing the required improvements, securing payment to the contractor, subcontractor and to persons furnishing labor, materials, or equipment to them for the construction of the required improvements.
  - c. The Subdivider shall deposit with the City **THREE THOUSAND AND NO/100 DOLLARS (\$3,000.00)** for the Final Map. The deposit may be used at the discretion of the City to correct deficiencies and conditions caused by the Subdivider, contractor, or subcontractors that may arise during or after the construction of the subdivision.
  - d. The estimated total cost of required improvements includes a ten percent (10%) construction cost contingency, the cost of the installation of survey monuments in the Subdivision to guarantee and secure the placement of such monuments as provided by Section 66496 of the Government Code of the State of California, and an estimated utility cost in addition to ensure installation of public utilities. In lieu of providing the estimate of total utility costs, the Subdivider may submit, in a form acceptable to the City Engineer, certification from the utility companies that adequate security has been deposited to ensure installation.
6. Plan Checking and Inspection Fees. The Subdivider shall pay to the City fees for the checking, filing, and processing of improvement plans and specifications, and for inspecting the construction of the required improvements in the amounts and at the times established by the City.
7. Indemnification and Hold Harmless. The Subdivider shall indemnify, protect, defend, save and hold the City harmless from any and all claims or causes of action for death or injury to persons, or damage to property resulting from intentional or negligent acts, errors, or omissions of Subdivider or Subdivider's officers, employees, volunteers, and agents during performance of this Agreement, or in connection with Subdivider's work, or from any violation of any federal, state, or municipal law or ordinance, to the extent caused, in whole or in part, by the willful misconduct, negligent acts, or omissions of Subdivider or its employees, subcontractors, or agents, or by the quality or character of Subdivider's work. It is understood that the duty of Subdivider to indemnify and hold harmless includes the duty to defend as set forth in Section 2778 of the California Civil Code. Acceptance by City of insurance certificates and endorsements required under this Agreement does not relieve Subdivider from liability under this indemnification and hold harmless clause. This indemnification and hold harmless clause shall apply to any damages or claims for damages whether or not such insurance policies shall have been determined to apply, and shall further survive the expiration or termination of this Agreement. By execution of this Agreement, Subdivider acknowledges and agrees to the provisions of this Section and that it is a material element of consideration. Subdivider shall, at his own cost and expense, defend any and all actions, suits, or legal proceedings that may be brought or instituted against the City, its officers and employees, on any such claim or demand, and pay or satisfy any judgement that may be rendered against the City in any such actions, suits or legal proceedings, or result



thereof.

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

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

- 1. Comprehensive General Liability: \$1,000,000 combined single limit per occurrence for bodily injury, personal injury and property damage.
- 2. Automobile Liability: \$1,000,000 combined single limit per accident for bodily injury, personal injury and property damage.
- 3. Worker’s Compensation and Employers Liability: Worker’s Compensation limits as required by the Labor Code of the State of California and Employers Liability limits of \$1,000,000 per accident.

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

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

1. General Liability and Automobile Liability Coverages

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



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

- C. Any failure to comply with reporting provisions of the policies shall not affect coverage provided to the City, its officers, officials, employees or volunteers.
- D. The Subdivider's insurance shall apply separately to each insured against whom claim is made or suit is brought, except with respect to the limits of the insurer's liability.

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

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

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

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

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

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

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

- 11. Repair or Reconstruction of Defective Work or Materials. If, within the Warranty Security Period or the applicable statute of limitations, whichever is longer, any improvement or part of any improvement furnished and/or installed or constructed by Subdivider or any of the work done under this Agreement fails to fulfill any of the requirements of the Agreement or the specifications referred to herein as determined by the City, Subdivider shall without delay and without any cost to the City, repair, replace, or reconstruct any defective or otherwise unsatisfactory part or parts of the required improvements. If the Subdivider fails to act promptly or in accordance with this requirement, or if the exigencies of the situation require repairs or replacements to be made before the Subdivider can be notified, then the City may, at its option, make the necessary repairs or replacements or perform the necessary work, and Subdivider shall pay to City the actual cost of such repairs plus fifteen percent (15%) within thirty (30) days of the date of billing for such work by City. The parties further understand and agree that the Warranty Security furnished pursuant to paragraph 10 of this Agreement shall guarantee and secure the faithful performance and payment of the provisions of this paragraph during the Warranty Security Period.
- 12. Subdivider Not Agent of City. Neither Subdivider nor any of Subdivider's agents or contractors are or shall be considered to be agents of City in connection with the performance of Subdivider's obligations under this Agreement.
- 13. Notice of Breach and Default. If Subdivider refuses or fails to prosecute the work, or any part thereof, with such diligence as will ensure its completion within the time specified, or any extension thereof, or fails to complete the work within such time, or if Subdivider should be adjudged a bankruptcy, or Subdivider should make a general assignment for the benefit of his creditors, or if a receiver should be appointed in the event of Subdivider's insolvency, or if Subdivider or any of Subdivider's contractors, subcontractors, agents or employees should violate any of the provisions of this Agreement and the City may, but is under no obligation to, serve written notice upon Subdivider and Subdivider's surety, if any, of breach of this Agreement, or of any portion thereof.
- 14. Breach of Agreement; Performance By Surety or City. In the event of any such notice, Subdivider's surety, if any, shall have the duty to take over and complete the work and the required improvements; provided, however, that if the surety within fifteen (15) days after the serving of such notice of breach upon it does not give the City written notice of its intention to take over the performance thereof within fifteen (15) days after notice to the City of such election, then the City may take over the work and prosecute the same to completion by contract, or by any other method the City may deem advisable, for the account and at the expense of the Subdivider, and the Subdivider's surety shall be liable to City for any excess costs of damages incurred by the City; and in such event, the City, without liability for so doing, may take possession of and utilize in completing the work, such materials, appliances, plant or other property belonging to Subdivider as may be on the site of the work and necessary therefor.

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

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

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

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

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

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

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

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

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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

- 16. Attorney's Fees. In the event any legal action is brought to enforce or interpret this Agreement, the prevailing party shall be entitled to an award of reasonable attorney's fees, in addition to any other relief to which he may be entitled.
- 17. Assignment. This Agreement shall bind and inure to the benefit of the assigns, successors in interest, heirs, executors, and administrators of the parties, and the parties agree that the City may cause a copy of this Agreement to be recorded in the Sacramento County Recorder's Office.

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

**SUBDIVIDER**

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

BY: \_\_\_\_\_

Print Name: \_\_\_\_\_

Title: \_\_\_\_\_

DATE \_\_\_\_\_

**CITY OF FOLSOM, a Municipal Corporation**

\_\_\_\_\_  
Elaine Andersen  
CITY MANAGER

DATE \_\_\_\_\_

ATTEST:

\_\_\_\_\_  
Christa Freemantle  
CITY CLERK

DATE \_\_\_\_\_

APPROVED AS TO CONTENT:

\_\_\_\_\_  
Pam Johns  
COMMUNITY DEVELOPMENT DIRECTOR

DATE \_\_\_\_\_

APPROVED AS TO FORM:

\_\_\_\_\_  
Steven Wang  
CITY ATTORNEY

DATE \_\_\_\_\_

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

5/2/2022



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

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

5/21/2022



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

Item No.	Quantity	Unit	Description	Unit Price	Total	% Complete	Cost to Complete
<b>Site Preparation &amp; Earthwork</b>							
1	22.4	AC	Clearing & Grubbing	\$ 200.00	\$ 4,480.00	100%	\$ -
2	22.4	AC	Erosion Control	\$ 1,000.00	\$ 22,400.00	100%	\$ -
Subtotal Grading & Site Prep					\$ 26,880.00		\$ -
<b>Sanitary Sewer System</b>							
1	3,325	LF	8" Sanitary Sewer, PVC SDR 26	\$ 70.00	\$ 232,750.00	0%	\$ 232,750.00
2	910	LF	6" Sanitary Sewer, PVC SDR 26	\$ 50.00	\$ 45,500.00	0%	\$ 45,500.00
3	20	EA	48" Standard Sanitary Sewer MH	\$ 4,500.00	\$ 90,000.00	0%	\$ 90,000.00
4	1	EA	Connection to Existing Sewer Main	\$ 500.00	\$ 500.00	0%	\$ 500.00
5	111	EA	4" Sanitary Sewer Service	\$ 1,000.00	\$ 111,000.00	0%	\$ 111,000.00
Subtotal Sanitary Sewer					\$ 479,750.00		\$ 479,750.00
<b>Storm Drain System</b>							
1	3,017	LF	12" Storm Drain, RCP CL III	\$ 45.00	\$ 135,765.00	0%	\$ 135,765.00
2	363	LF	15" Storm Drain, RCP CL III	\$ 55.00	\$ 19,965.00	0%	\$ 19,965.00
3	529	LF	18" Storm Drain, RCP CL III	\$ 60.00	\$ 31,740.00	0%	\$ 31,740.00
4	522	LF	24" Storm Drain, RCP CL III	\$ 65.00	\$ 33,930.00	0%	\$ 33,930.00
5	675	LF	30" Storm Drain, RCP CL III	\$ 70.00	\$ 47,250.00	0%	\$ 47,250.00
6	145	LF	36" Storm Drain, RCP CL III	\$ 80.00	\$ 11,600.00	0%	\$ 11,600.00
7	196	LF	42" Storm Drain, RCP CL III	\$ 90.00	\$ 12,240.00	0%	\$ 12,240.00
8	28	EA	48" Standard Storm Drain Manhole	\$ 5,000.00	\$ 140,000.00	0%	\$ 140,000.00
9	7	EA	60" Standard Storm Drain Manhole	\$ 7,000.00	\$ 49,000.00	0%	\$ 49,000.00
10	5	EA	72" Standard Storm Drain Manhole	\$ 9,000.00	\$ 45,000.00	0%	\$ 45,000.00
11	2	EA	Type 'F' Drainage Inlet	\$ 2,000.00	\$ 4,000.00	0%	\$ 4,000.00
12	38	EA	Modified Type 'B' Drainage Inlet	\$ 3,500.00	\$ 133,000.00	0%	\$ 133,000.00
13	13	EA	Type GOL-7 (On Grade) Drainage Inlet	\$ 4,500.00	\$ 58,500.00	0%	\$ 58,500.00
14	1	EA	Connect to Existing Storm Drain Main	\$ 500.00	\$ 500.00	0%	\$ 500.00
Subtotal Storm Drain					\$ 722,490.00		\$ 722,490.00
<b>Potable Water Distribution System</b>							
1	3,248	LF	8" Water Main, PVC C900 CL 200	\$ 55.00	\$ 178,640.00	0%	\$ 178,640.00
2	14	EA	8" Gate Valve	\$ 2,000.00	\$ 28,000.00	0%	\$ 28,000.00
3	1	EA	Remove 4" Blow-Off Valve & Connect	\$ 500.00	\$ 500.00	0%	\$ 500.00
4	12	EA	Fire Hydrant Assembly (6" Lead & Appurtenances)	\$ 5,000.00	\$ 60,000.00	0%	\$ 60,000.00
5	111	EA	1" Water Service	\$ 1,000.00	\$ 111,000.00	0%	\$ 111,000.00
6	2	EA	2" Air & Vacuum Release Valve	\$ 3,500.00	\$ 7,000.00	0%	\$ 7,000.00
7	1	EA	Water Sampling Station	\$ 500.00	\$ 500.00	0%	\$ 500.00
8	6	EA	4" Blow-Off Valve & Box	\$ 2,500.00	\$ 15,000.00	0%	\$ 15,000.00
9	20	EA	12" Butterfly Valve	\$ 2,500.00	\$ 50,000.00	0%	\$ 50,000.00
10	2,365	LF	12" Water Main, PVC C900 CL 200	\$ 70.00	\$ 165,550.00	0%	\$ 165,550.00
Subtotal Potable Water					\$ 616,190.00		\$ 616,190.00
<b>Non-Potable Water Distribution System</b>							
1	48	LF	12" Non- Water Main, PVC C900 CL 200	\$ 55.00	\$ 2,640.00	0%	\$ 2,640.00
Subtotal Non-Potable Water					\$ 2,640.00		\$ 2,640.00





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

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



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

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

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



BOND # \_\_\_\_\_  
PREMIUM: \_\_\_\_\_

PERFORMANCE BOND  
for  
**Subdivision Improvement Agreement**

**WHEREAS**, The City Council of the City of Folsom, a Municipal Corporation in the State of California, and **TCS Improvement Company, L.L.C., a California Limited Liability Company**, (hereinafter designated as “Principal”) have entered into an agreement where by principal agrees to install and complete certain designated public improvements, which said agreement, dated \_\_\_\_\_ 2022, and identified as the **Mangini Ranch Phase 3 Village No. 1 Subdivision Improvement Agreement** is hereby referred to and made a part hereof; and,

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

**NOW THEREFORE**, We, the principal, and \_\_\_\_\_, as surety, are held and firmly bound unto the City of Folsom, hereinafter referred to as the City; in the penal sum of **SIX MILLION FORTY-TWO THOUSAND THREE HUNDRED TWENTY AND 00/100 DOLLARS (\$6,042,320.00)**, lawful money of the United States, for the payment of which sum well and truly to be made, we bind ourselves, our heirs, successors, executors, and administrators, jointly and severally firmly by these presents.

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

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

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

IN WITNESS WHEREOF, this instrument has been duly executed by the principal and surety above named, on \_\_\_\_\_, 2022.

BY \_\_\_\_\_  
(PRINCIPAL)

BY \_\_\_\_\_  
(PRINCIPAL)

BY \_\_\_\_\_  
(SURETY)

\_\_\_\_\_  
(ADDRESS)

\_\_\_\_\_  
(CITY, STATE, ZIP)

\_\_\_\_\_  
(TELEPHONE)

APPROVED AS TO FORM

\_\_\_\_\_  
CITY ATTORNEY

BOND # \_\_\_\_\_  
PREMIUM: \_\_\_\_\_

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

WHEREAS, The City Council of the City of Folsom, a Municipal Corporation of the State of California, and **TCS Improvement Company, L.L.C., a Delaware Limited Liability Company** (hereinafter designated as “Principal”), have entered into an agreement whereby principal agrees to install and complete certain designated public improvements, which said agreement, dated \_\_\_\_\_ 2022, and identified as the **Mangini Ranch Phase 3 Village No. 1 Subdivision Improvement Agreement** is hereby referred to and made a part hereof; and,

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

NOW THEREFORE, said principal and the undersigned as corporate surety, are held firmly bound unto the City of Folsom and all contractors, subcontractors, laborers, materialmen and other persons employed in the performance of the aforesaid agreement and referred to in the aforesaid Code of Civil Procedure, in the sum of **SIX MILLION FORTY-TWO THOUSAND THREE HUNDRED TWENTY AND 00/100 DOLLARS (\$6,042,320.00)** for materials furnished or labor thereon of any kind, or for amounts due under the Unemployment Insurance Act with respect to such work or labor, that said surety will pay the same in an amount not exceeding the amount hereinabove set forth, and also in case suit is brought upon this bond, will pay, in addition to the face amount thereof, cost and reasonable expenses and fees, including reasonable attorney’s fees, incurred by City in successfully enforcing such obligation, to be awarded and fixed by the court, and to be taxed as costs and to be included in the judgment therein rendered.

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

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

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

IN WITNESS WHEREOF, this instrument has been duly executed by the principal and surety above named, on \_\_\_\_\_, 2022.

BY \_\_\_\_\_  
(PRINCIPAL)

BY \_\_\_\_\_  
(PRINCIPAL)

BY \_\_\_\_\_  
(SURETY)

\_\_\_\_\_  
(ADDRESS)

\_\_\_\_\_  
(CITY, STATE, ZIP)

\_\_\_\_\_  
(TELEPHONE)

APPROVED AS TO FORM

\_\_\_\_\_  
CITY ATTORNEY

# **ATTACHMENT 3**

## **MANGINI RANCH PHASE 3 VILLAGE NO. 1 FINAL MAP**

**OWNER'S STATEMENT**

THE UNDERSIGNED DOES HEREBY STATE THAT WE ARE THE ONLY PARTIES HAVING ANY RECORD TITLE INTEREST IN THE REAL PROPERTY INCLUDED WITHIN THE BOUNDARIES OF THIS FINAL MAP OF "MANGINI RANCH PHASE 3 VILLAGE 1" AND THE CONSENT FROM NO OTHER PERSON IS NECESSARY, AND WE CONSENT TO THE PREPARATION AND RECORDATION OF THIS FINAL MAP AND DO HEREBY DEDICATE AS PUBLIC RIGHTS OF WAY, AND AS PUBLIC UTILITY EASEMENTS, EAST BIDWELL STREET, MANGINI PARKWAY, DISCOVERY DRIVE, ORION WAY, APOLLO DRIVE, MASCON DRIVE, ARTEMIS DRIVE AND APOLLO COURT.

WE DO HEREBY DEDICATE FOR SPECIFIC PURPOSES THE FOLLOWING:

1. A PUBLIC EASEMENT FOR THE INSTALLATION AND MAINTENANCE OF DRAIN, GAS, SEWER AND WATER PIPES, AND FOR UNDERGROUND WIRES AND CONDUITS FOR ELECTRICAL, TELEVISION AND COMMUNICATIONS SERVICES, TOGETHER WITH ANY AND ALL APPURTENANCES PERTAINING THERETO ON, OVER, UNDER AND ACROSS THOSE STRIPS OF LAND SHOWN HEREON AND DESIGNATED "PUBLIC UTILITY EASEMENT" (P.U.E.).
2. A PUBLIC EASEMENT FOR PEDESTRIAN ACCESS ON, OVER AND ACROSS THOSE STRIPS OF LAND SHOWN HEREON AND DESIGNATED "PEDESTRIAN ACCESS EASEMENT" (P.A.E.).
3. A PUBLIC EASEMENT AND RIGHT OF WAY FOR THE INSTALLATION, REPAIR, REMOVAL OR REPLACEMENT OF LANDSCAPING TOGETHER WITH ANY AND ALL APPURTENANCES PERTAINING THERETO ON, OVER, UNDER, ACROSS AND ABOVE THOSE STRIPS OF LANDS SHOWN HEREON AND DESIGNATED "LANDSCAPE EASEMENT" (L.E.).
4. AN EASEMENT FOR INGRESS AND EGRESS FOR SUPPORT AND USE BY LAW ENFORCEMENT, FIRE PROTECTION, WELFARE AND OTHER PUBLIC AGENCIES, THEIR VEHICLES AND PERSONNEL OVER A PORTION OF LOT J SHOWN HEREON AND DESIGNATED "EMERGENCY VEHICLE ACCESS EASEMENT" (E.V.A.).
5. PUBLIC EASEMENT FOR CONSTRUCTION AND MAINTAINING CENTRALIZED MAIL DELIVERY BOXES, PEDESTALS AND SLABS, TOGETHER WITH ANY AND ALL APPURTENANCES THERETO INCLUDING PEDESTRIAN ACCESS FOR DELIVERY AND RECEIPT OF MAIL ON, OVER, AND ACROSS STRIPS OF LAND FIVE (5) FEET IN WIDTH CONTIGUOUS TO ALL RIGHTS OF WAY.

TCS IMPROVEMENT COMPANY, LLC  
A CALIFORNIA LIMITED LIABILITY COMPANY

BY: \_\_\_\_\_  
NAME: WILLIAM B. BUNCE  
TITLE: PRESIDENT

**NOTARY'S ACKNOWLEDGMENT**

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

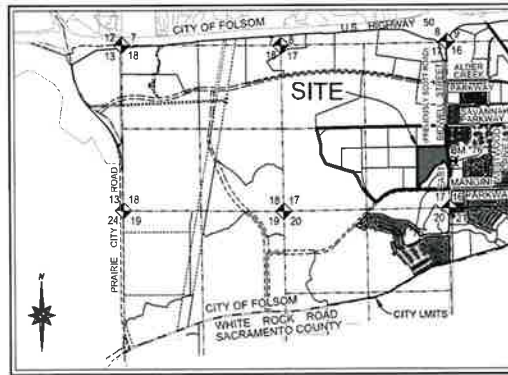
STATE OF CALIFORNIA  
COUNTY OF \_\_\_\_\_  
ON \_\_\_\_\_ BEFORE ME, \_\_\_\_\_, A NOTARY PUBLIC

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

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

WITNESS MY HAND AND OFFICIAL SEAL.

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



**VICINITY MAP**  
N.T.S.

**NAVD88 BENCHMARK-CITY OF FOLSOM**

BENCHMARK "76" ELEVATION = 391.25 NAVD88

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

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

**SURVEYOR'S STATEMENT**

THIS MAP WAS PREPARED BY ME OR UNDER MY DIRECTION AND IS BASED UPON A FIELD SURVEY IN CONFORMANCE WITH THE REQUIREMENTS OF THE SUBDIVISION MAP ACT AND LOCAL ORDINANCE AT THE REQUEST OF FOLSOM REAL ESTATE SOUTH, LLC, A DELAWARE LIMITED LIABILITY COMPANY AND TCS IMPROVEMENT COMPANY, LLC, A DELAWARE LIMITED LIABILITY COMPANY IN JANUARY 2021. I HEREBY STATE THAT THIS FINAL MAP SUBSTANTIALLY CONFORMS TO THE CONDITIONALLY APPROVED TENTATIVE MAP, THAT THE MONUMENTS WILL BE OF THE CHARACTER AND WILL OCCUPY THE POSITIONS AS INDICATED AND WILL BE SET BY DECEMBER 31, 2024; AND THAT SAID MONUMENTS WILL BE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED.

MACKAY & SOMPS CIVIL ENGINEERS, INC.



**Preliminary**  
FOR REVIEW PURPOSES ONLY  
08/05/2022

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

DATE: \_\_\_\_\_

**CITY ENGINEER'S STATEMENT**

I HEREBY STATE THAT I HAVE EXAMINED THIS FINAL MAP OF "MANGINI RANCH PHASE 3 VILLAGE 1" AND FIND IT TO BE SUBSTANTIALLY THE SAME AS THE TENTATIVE MAP APPROVED BY THE CITY COUNCIL OF THE CITY OF FOLSOM, AND THAT ALL PROVISIONS OF THE SUBDIVISION MAP ACT AND ALL APPLICABLE CITY ORDINANCES HAVE BEEN COMPLIED WITH.

STEVEN R. KRAHN, RCE 49291  
CITY ENGINEER  
CITY OF FOLSOM  
LICENSE EXPIRES: 02/30/2022

DATE: \_\_\_\_\_

**CITY SURVEYOR'S STATEMENT**

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

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

DATE: \_\_\_\_\_

**CITY CLERK'S STATEMENT**

I HEREBY STATE THAT THE CITY COUNCIL OF THE CITY OF FOLSOM HAS APPROVED THIS FINAL MAP OF "MANGINI RANCH PHASE 3 VILLAGE 1", AND HAS ACCEPTED, ON BEHALF OF THE PUBLIC, SUBJECT TO IMPROVEMENTS, ALL RIGHTS OF WAY AND EASEMENTS OFFERED HEREON FOR DEDICATION IN ACCORDANCE WITH THE TERMS OF THAT OFFER AND HAS APPROVED THE ABANDONMENT OF THE EASEMENTS LISTED HEREON.

CHRISTA FREEMANTLE  
CITY CLERK

DATE: \_\_\_\_\_

**RECORDER'S STATEMENT**

FILED THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2022, AT \_\_\_\_\_ IN BOOK \_\_\_\_\_ OF MAPS, AT PAGE \_\_\_\_\_ AT THE REQUEST OF MACKAY & SOMPS CIVIL ENGINEERS, INC. TITLE TO THE LAND INCLUDED IN THIS FINAL MAP BEING VESTED AS PER CERTIFICATE NO. \_\_\_\_\_ ON FILE IN THIS OFFICE.

DOCUMENT NO.: \_\_\_\_\_

DONNA ALLRED  
SACRAMENTO COUNTY RECORDER  
STATE OF CALIFORNIA

BY: \_\_\_\_\_ DEPUTY  
FEE: \$ \_\_\_\_\_

(PN 20-254)

**MANGINI RANCH  
PHASE 3 VILLAGE 1**

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

CITY OF FOLSOM • SACRAMENTO COUNTY • CALIFORNIA



MAY 2022

SHEET 1 OF 7

SEE SHEET 2 FOR BENEFICIARY'S STATEMENT AND ACKNOWLEDGEMENT

**BENEFICIARY'S STATEMENT**

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

NAME: \_\_\_\_\_ DATE: \_\_\_\_\_  
 TITLE: \_\_\_\_\_

NAME: \_\_\_\_\_ DATE: \_\_\_\_\_  
 TITLE: \_\_\_\_\_

**NOTARY'S ACKNOWLEDGMENT**

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

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

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

- ALL CURVE DIMENSIONS ARE RADIUS, ARC LENGTH AND DELTA. ALL DISTANCES SHOWN ARE GROUND DISTANCES AND IN FEET AND DECIMALS THEREOF. DUE TO ROUNDING THE SUM OF INDIVIDUAL DIMENSIONS MAY NOT EQUAL THE OVERALL DIMENSION.
- THIS FINAL MAP CONTAINS 19.106± ACRES OF LAND GROSS CONSISTING OF 102 RESIDENTIAL LOTS AND 4 LETTERED LOTS.
- A GEOTECHNICAL ENGINEERING STUDY REPORT WAS PREPARED BY YOUNGDAHL CONSULTING GROUP, INC DATED DECEMBER 16, 2020 PROJECT NO. E17053.088.
- ALL FRONT LOT CORNERS WILL BE SET WITH A 1" DIAMETER BRASS DISC STAMPED "LS 9265" IN THE SIDEWALK WITH A 1.00 FOOT OFFSET ON THE SIDE PROPERTY LINE EXTENDED (SEE DETAIL THIS SHEET), UNLESS SHOWN OTHERWISE.
- REAR CORNERS WILL BE SET AS FOLLOWS (UNLESS SHOWN OTHERWISE)
  - FOR LOTS 1-20, 23-30, LOT L, 35-43, 57-60, 63-67, 71-73, 76-77, 78-82, 87-94, AND 99-102 AND COMMON LINES OF 2021, 2223, 4344, 7071774, 8384/9687, WILL BE SET WITH A 5/8" REBAR AND PLASTIC CAP STAMPED "LS 9265".
  - FOR LOTS 46-55, 61-62 AND COMMON LINES OF 3132, 3233, 4546, 5556, 6061, 6263, 6768, 6970, 7778, 8485, 8586, 8687, 9495, 9596, 9798, WILL BE SET WITH A 4.00 FOOT OFFSET ON THE SIDE LOT LINE WITH A 5/8" REBAR AND PLASTIC CAP STAMPED "LS 9265" (SEE DETAIL THIS SHEET).
  - FOR COMMON LINES OF LOTS 2122, 30/LOT F/LOT J, 31/LOT J, 3145, 3345, 3444, 68/7074/75, 7576, 82/83/97/99, WHICH FALL WITHIN A MASONRY SOUND/RETAINING WALL, WILL BE SET WITH A 3/4" BRASS TAG STAMPED "LS 9265" ON THE FACE OF WALL 2.00 FOOT ABOVE GROUND OR ON TOP OF THE WALL.
- PROPERTY SUBJECT TO SCHOOL FACILITIES IMPROVEMENT DISTRICT NO. 3 PER 20060707 O.R. 0662.
- PROPERTY SUBJECT TO COMMUNITY FACILITIES DISTRICT 2013-1 (WATER FACILITIES AND SUPPLY) PER 20131230 O.R. 0311.
- PROPERTY SUBJECT TO COMMUNITY FACILITIES DISTRICT NO. 17 (WILLOW HILL PIPELINE) PER 20150224 O.R. 0424 AND 20150325 O.R. 0353.
- PROPERTY SUBJECT TO COMMUNITY FACILITIES DISTRICT NO. 18 (FOLSOM PLAN AREA - WIDE IMPROVEMENTS AND SERVICES) PER 20151030 O.R. 0243 AND DN 20181160465.
- PROPERTY SUBJECT TO COMMUNITY FACILITIES DISTRICT NO. 23 (FOLSOM RANCH) IMPROVEMENT AREA NO. 4 PER DN 202006081612.
- PROPERTY SUBJECT TO THE TERMS AND PROVISIONS CONTAINED IN THOSE DOCUMENTS ENTITLED "TIER 1 DEVELOPMENT AGREEMENT" PER 20110803 O.R. 0422; "ASSIGNMENT AND ASSUMPTION AGREEMENT RELATIVE TO THE FOLSOM SOUTH SPECIFIC PLAN TIER 1 DEVELOPMENT AGREEMENT" PER 20121012 O.R. 1353, 1357 AND DOCUMENTS DECLARING MODIFICATIONS THEREOF PER 20140715 O.R. 344, 426 AND PER 20160129 O.R. 0380, 381, 382; "PARTIAL ASSIGNMENT AND ASSUMPTION AGREEMENT RELATIVE TO THE FOLSOM SOUTH SPECIFIC PLAN AMENDED AND RESTATED TIER 1 DEVELOPMENT AGREEMENT" PER 20170417 O.R. 0650, DN 202110151261, AND DN 202110180838.
- PROPERTY SUBJECT TO "WATER SUPPLY AND FACILITIES FINANCING PLAN AND AGREEMENT BETWEEN THE CITY OF FOLSOM AND CERTAIN LANDOWNERS IN THE FOLSOM PLAN AREA" PER 20130124 O.R. 1382, AMENDED JUNE 3, 2014 PER 20140603 O.R. 0959, AMENDED JUNE 3, 2014 PER 20140603 O.R. 960.
- PROPERTY SUBJECT TO PERPETUAL, NONEXCLUSIVE EASEMENT FOR AVIGATION AND INCIDENTAL PURPOSES IN FAVOR OF COUNTY OF SACRAMENTO AND CITY OF FOLSOM PER 20140715 O.R. 0380 AND 0427.
- LOTS F, J, K AND L AS SHOWN PER THIS MAP ARE TO BE DEEDED TO THE CITY OF FOLSOM EITHER CONCURRENT OR FOLLOWING THE RECORDATION OF THIS MAP BY SEPARATE DOCUMENT.
- PROPERTY SUBJECT TO ANY IMPLIED RIGHTS THAT MAY EXIST FOR ALDER CREEK AND OTHER UNNAMED WATER COURSES OVER THOSE PORTIONS OF SAID LAND THAT LIE WITHIN THE LINES OF ANY CREEK AND TO ANY CHANGES IN THE BOUNDARY LINE OF SAID CREEK AND WATER COURSES AS THEY NOW EXIST BY NATURAL CAUSES AS DISCLOSED ON ASSESSOR PLAT BOOK 72, PAGE 6.
- PROPERTY SUBJECT TO THE COVENANTS, CONDITIONS, RESTRICTIONS AND AGREEMENTS AS DESCRIBED IN THAT CERTAIN GRANT DEED 20020912 O.R. 0282 AND RE-RECORDED IN THAT CERTAIN GRANT DEED 20070509 O.R. 0525.
- FOUND SECTION AND QUARTER CORNERS SHOWN AND DESTROYED BY CONSTRUCTION WILL BE REPLACED AFTER IMPROVEMENTS ARE COMPLETED.
- PROPERTY WILL BE SUBJECT TO THE COVENANTS, CONDITIONS, AND RESTRICTIONS TO BE RECORDED BY SEPARATE DOCUMENT AT A LATER DATE.
- THE EASEMENTS & IRREVOCABLE OFFERS OF DEDICATION LISTED BELOW, NOT SHOWN HEREON, ARE HEREBY ABANDONED PER SECTION 86434(G) OF THE GOVERNMENT CODE.
  - THOSE PORTIONS OF ORION WAY, DISCOVERY WAY, MANGINI PARKWAY AND EAST BIDWELL STREET RIGHTS OF WAY LYING WITHIN LOT 1 AS SHOWN AND DEPICTED IN 432 B.M. 2 AND NOT SHOWN HEREON. (NEW RIGHT OF WAY DEDICATED WITH THIS MAP)
  - THE P.A.E. LYING WITHIN LOT 1 AS SHOWN AND DEPICTED IN 432 B.M. 2 AND NOT SHOWN HEREON. (NEW P.U.E., P.A.E. AND L.E. DEDICATED WITH THIS MAP)
  - THE P.U.E. LYING WITHIN LOT 1 AS SHOWN AND DEPICTED IN 432 B.M. 2 AND NOT SHOWN HEREON. (NEW RIGHT OF WAY DEDICATED WITH THIS MAP)

**BASIS OF BEARINGS**

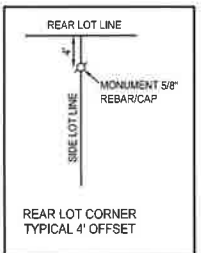
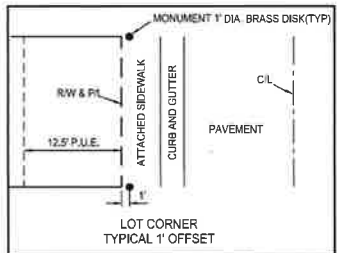
THE BASIS OF BEARINGS FOR THIS MAP IS THE EAST LINE OF THE SOUTH EAST QUARTER OF SECTION 17, TOWNSHIP 9 NORTH, RANGE 8 EAST, MOUNT DIABLO MERIDIAN AS SHOWN HEREON AND ON THE PARCEL MAP FILED FOR RECORD ON DECEMBER 31, 2015 IN BOOK 224 OF MAPS, AT PAGE 14, SACRAMENTO COUNTY RECORDS AND HAVING A BEARING OF NORTH 00°41'16" WEST DETERMINED FROM THE MONUMENTS SHOWN AS FOUND.

**LEGEND**

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

**REFERENCES**

- 432 B.M. 2
- 412 B.M. 7



(PN 20-254)  
**MANGINI RANCH**  
**PHASE 3 VILLAGE 1**  
 A SUBDIVISION OF LOT 1 OF THAT CERTAIN FINAL MAP TITLED "MANGINI RANCH PHASE 3 LARGE LOT" FILED FOR RECORD OCTOBER 8, 2021 IN BOOK 432 OF MAPS, AT PAGE 2, SACRAMENTO COUNTY RECORDS, BEING A PORTION OF SECTION 17, TOWNSHIP 9 NORTH, RANGE 8 EAST, MOUNT DIABLO MERIDIAN  
 CITY OF FOLSOM • SACRAMENTO COUNTY • CALIFORNIA  
**Mackay & Somp** MAY 2022  
 ENGINEERS PLANNERS SURVEYORS  
 1033 Creekside Ridge Drive Suite 150 Roseville, CA 95747 916/774-1159  
**SHEET 2 OF 7**



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

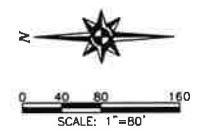
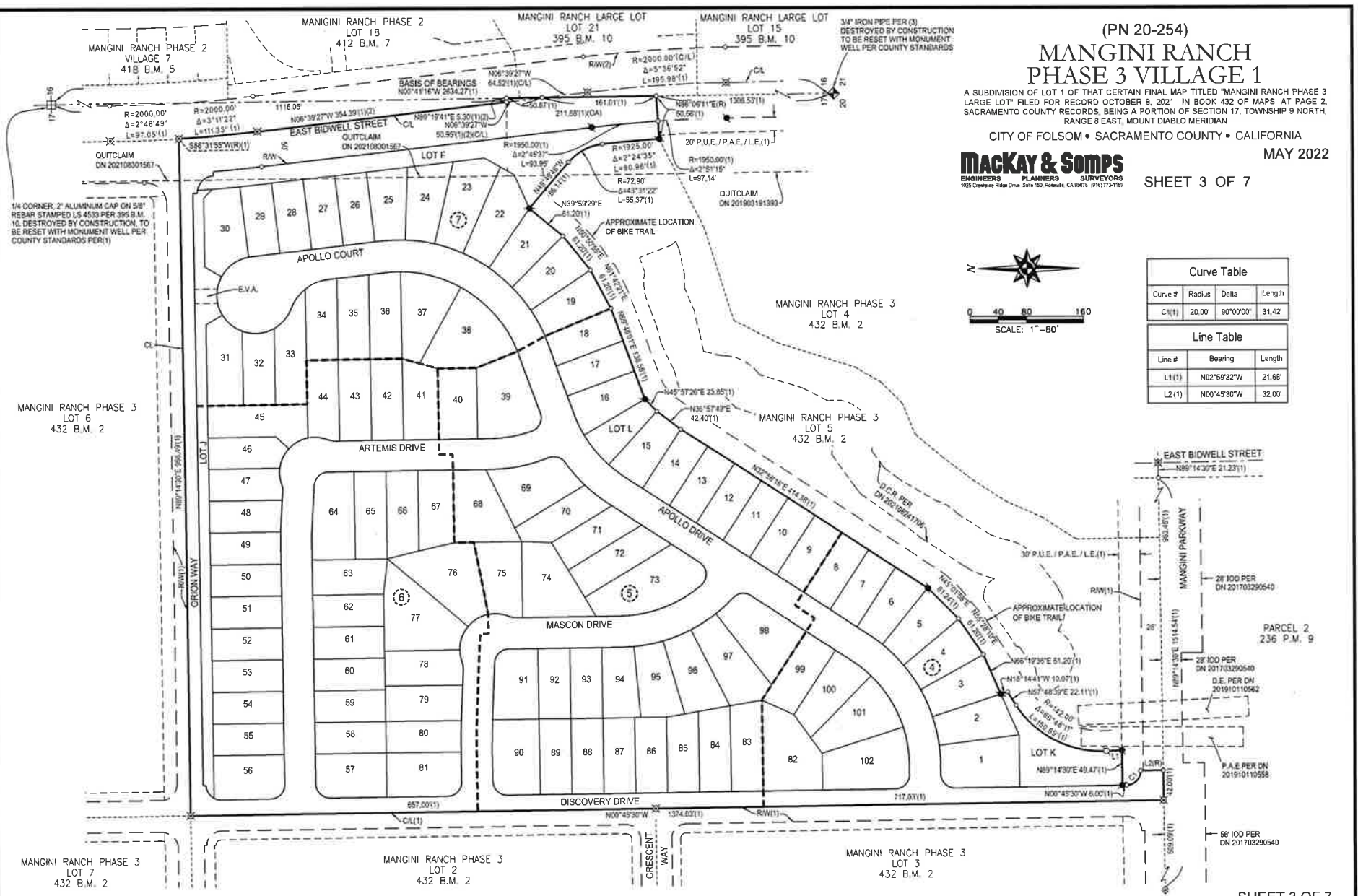
A SUBDIVISION OF LOT 1 OF THAT CERTAIN FINAL MAP TITLED "MANGINI RANCH PHASE 3 LARGE LOT" FILED FOR RECORD OCTOBER 8, 2021 IN BOOK 432 OF MAPS, AT PAGE 2, SACRAMENTO COUNTY RECORDS, BEING A PORTION OF SECTION 17, TOWNSHIP 9 NORTH, RANGE 8 EAST, MOUNT DIABLO MERIDIAN

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**MACKAY & Soms**  
 ENGINEERS PLANNERS SURVEYORS  
 1025 Oakridge Ridge Drive, Suite 150, Roseville, CA 95678 (916) 775-1199

MAY 2022

SHEET 3 OF 7

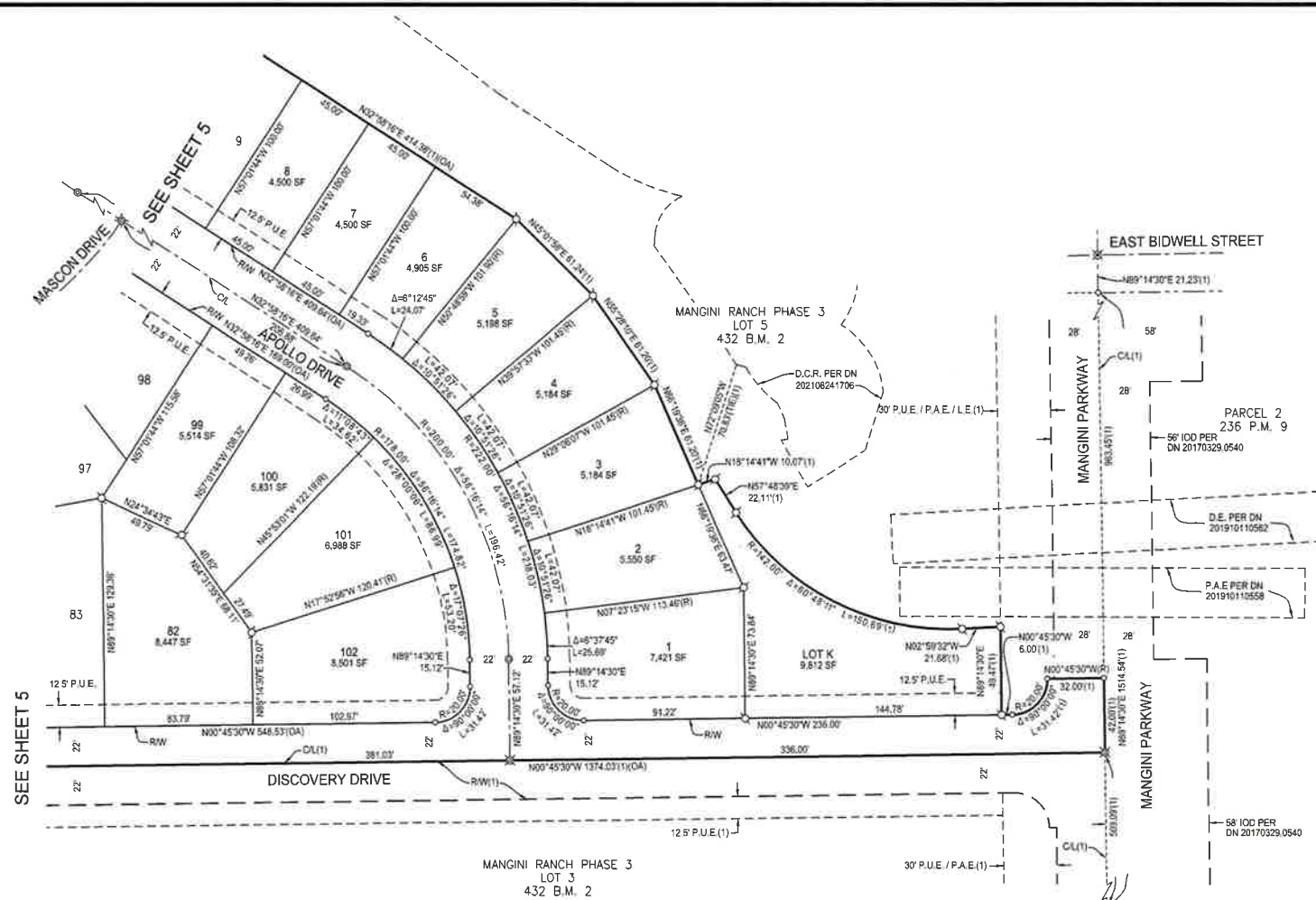


Curve Table		
Curve #	Radius	Delta
C(1)	20.00'	90°00'00"
Line Table		
Line #	Bearing	Length
L1(1)	N02°59'32"W	21.68'
L2(1)	N00°45'30"W	32.00'

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

SHEET 3 OF 7





SEE SHEET 5

SEE SHEET 5

(PN 20-254)

### MANGINI RANCH PHASE 3 VILLAGE 1

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

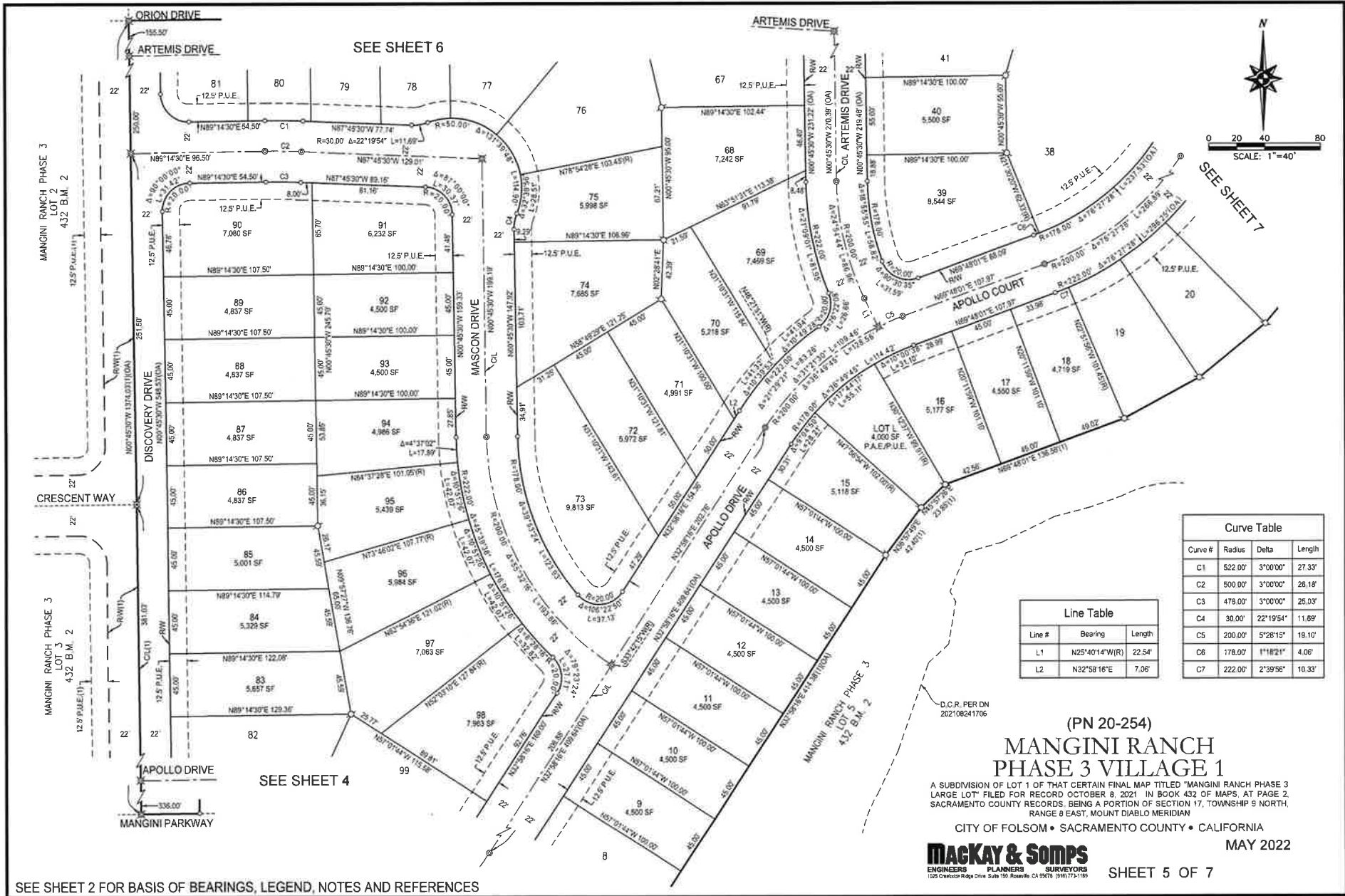
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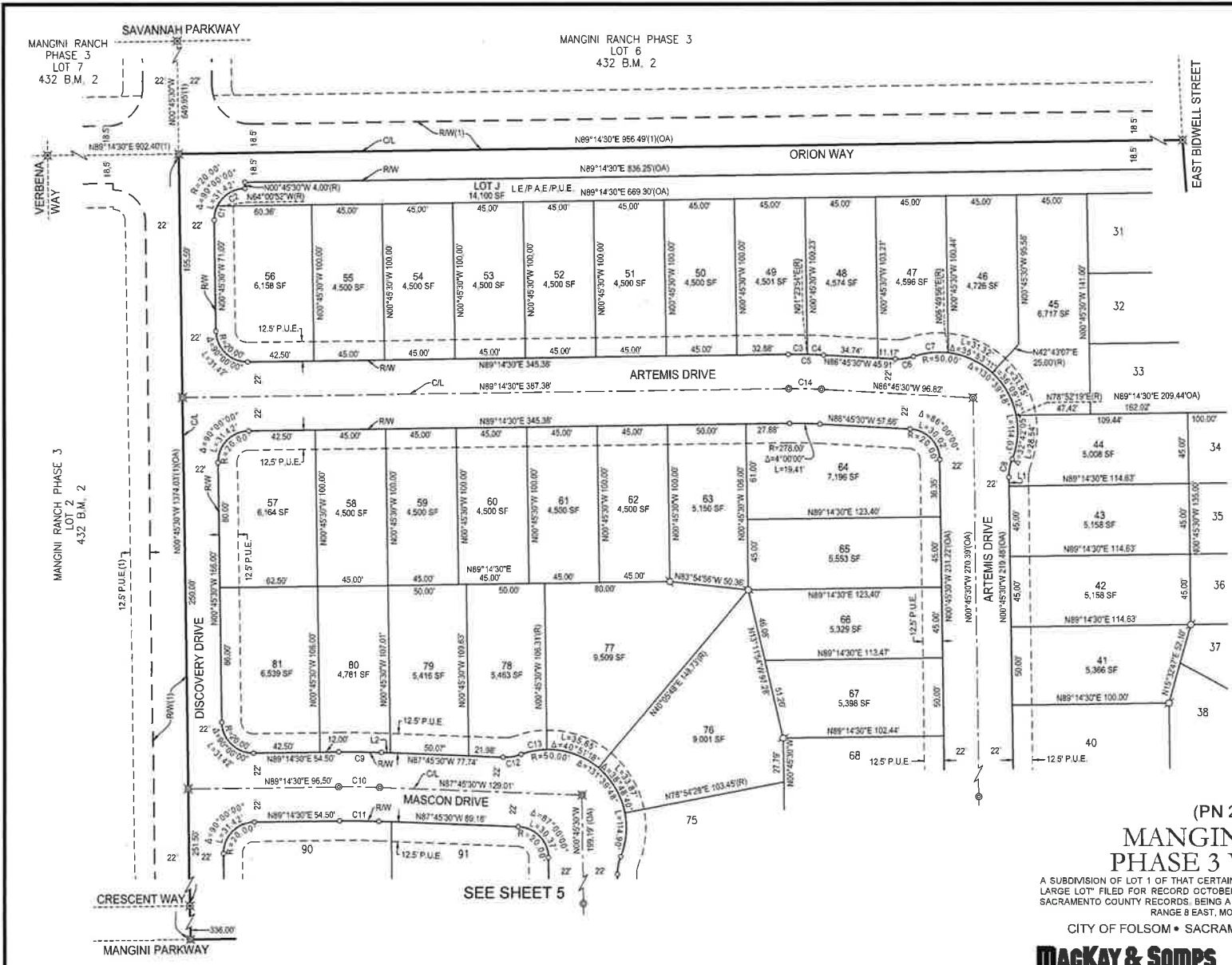
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MAY 2022

SHEET 4 OF 7

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

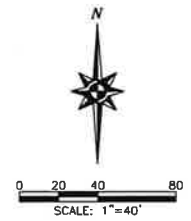




Curve Table			
Curve #	Radius	Delta	Length
C1	20.00'	26°44'37"	9.34'
C2	20.00'	63°15'23"	22.08'
C3	322.00'	2°09'23"	12.12'
C4	322.00'	1°50'37"	10.36'
C5	322.00'	4°00'00"	22.48'
C6	30.00'	22°19'54"	11.69'
C7	50.00'	25°55'20"	22.62'
C8	30.00'	22°19'54"	11.69'
C9	522.00'	3°00'00"	27.33'
C10	500.00'	3°00'00"	26.18'
C11	478.00'	3°00'00"	25.03'
C12	30.00'	22°19'54"	11.69'
C13	50.00'	19°19'54"	18.67'
C14	300.00'	4°00'00"	20.94'

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

SEE SHEET 7



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

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

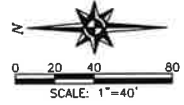
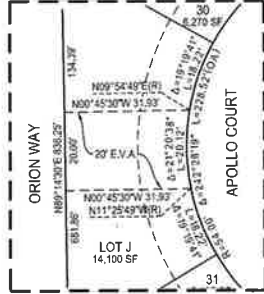
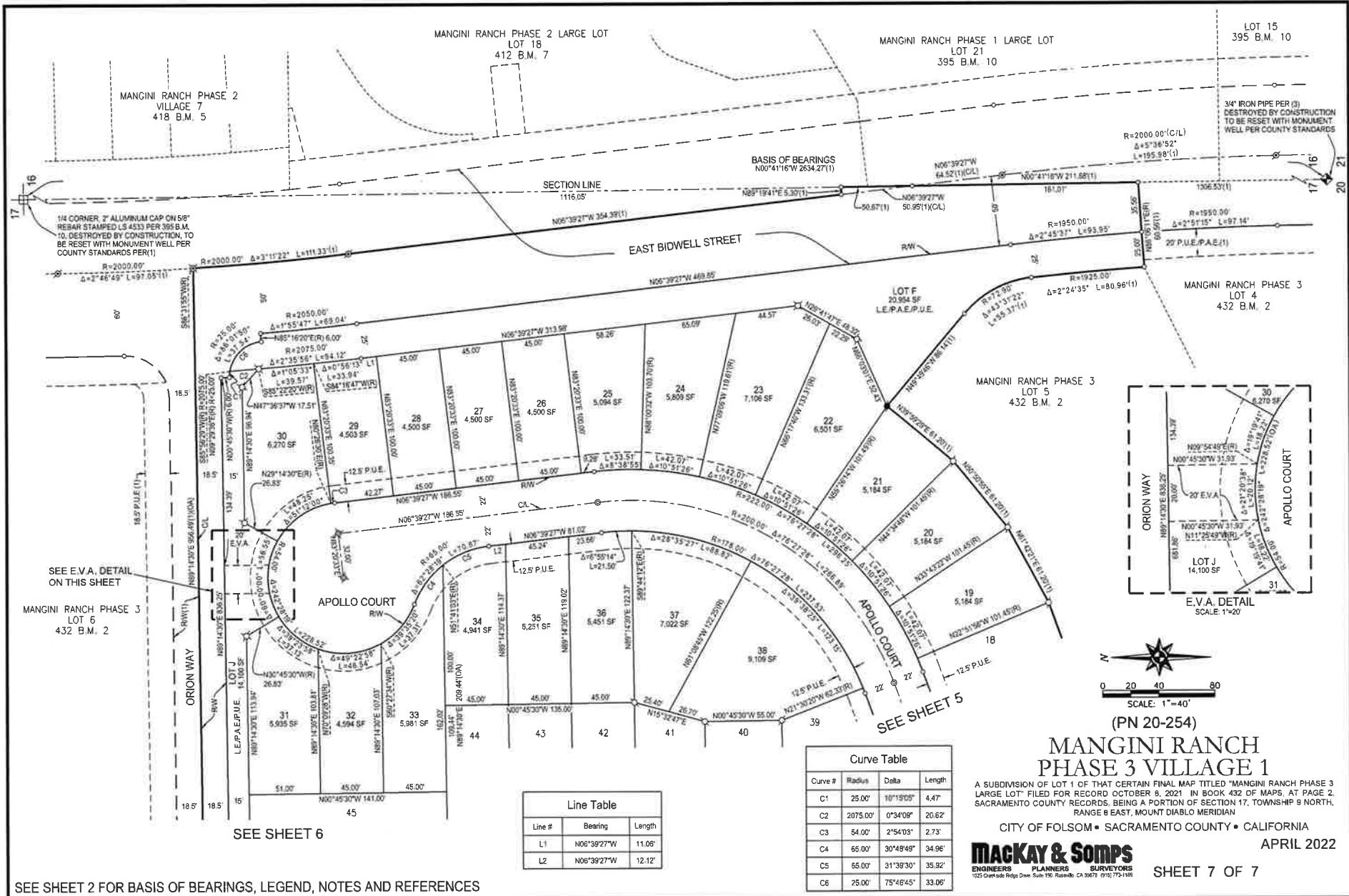
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 MAY 2022

**Mackay & Soms**  
 ENGINEERS PLANNERS SURVEYORS  
 1225 Crocker-Rope Drive, Suite 150, Roseville, CA 95757 (916) 773-1199

SHEET 6 OF 7

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





**MANGINI RANCH PHASE 3 VILLAGE 1**

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

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ENGINEERS PLANNERS SURVEYORS  
1025 Grant-Ridge Drive, Suite 100, Roseville, CA 95678 (916) 773-1188

APRIL 2022

SHEET 7 OF 7

Line Table

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

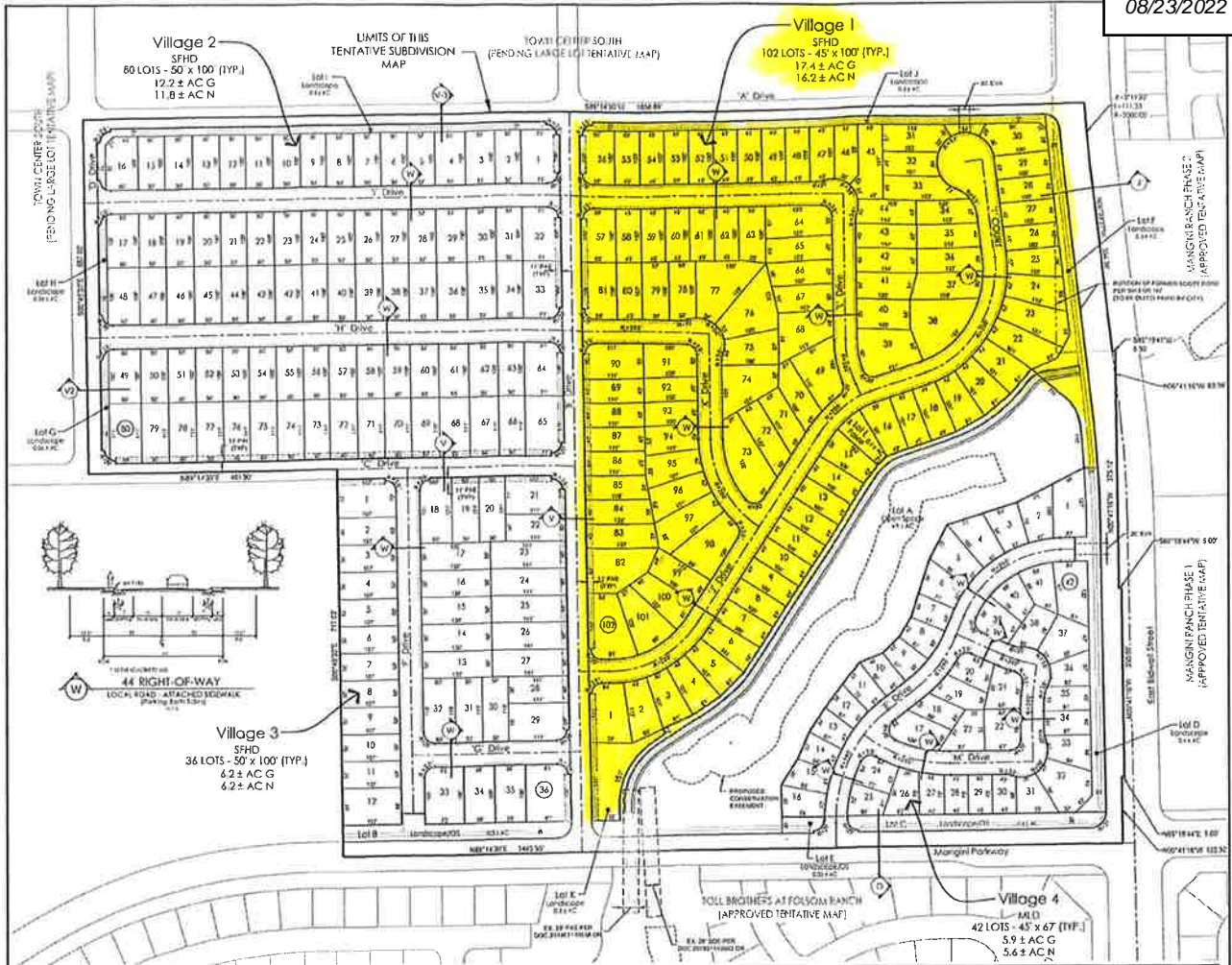
Curve Table

Curve #	Radius	Delta	Length
C1	25.00'	10°19'05"	4.47'
C2	2075.00'	0°34'09"	20.62'
C3	54.00'	2°54'03"	2.73'
C4	65.00'	30°48'49"	34.96'
C5	65.00'	31°39'30"	35.92'
C6	25.00'	75°46'45"	33.06'

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

# **ATTACHMENT 4**

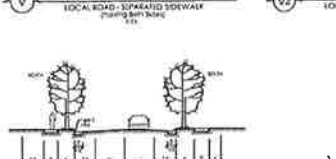
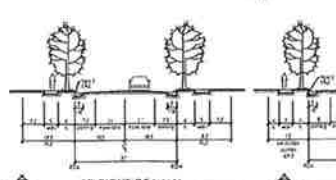
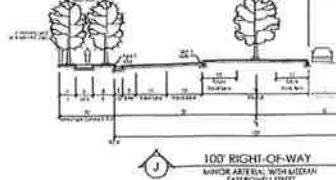
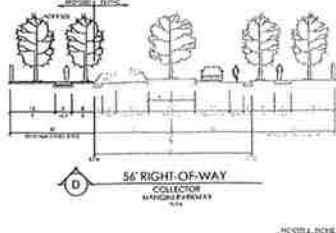
## **MANGINI RANCH PHASE 3 VILLAGE NO. 1 VESTING TENTATIVE SUBDIVISION MAP**



**TENTATIVE MAP NOTES**

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

- Lot dimensions and acreages are approximate and subject to change.
- Typical lot size is measured from back of sidewalk. On irregular shaped lots lot size is measured at setback(s).
- Setbacks and lot areas may be adjusted at the time of the Final Map(s) provided the additional lots are created, subject to the approval of the City of Folsom. Flexibility in lot configuration as shown herein is allowed provided the new configuration is in compliance with the approved Specific Plan, subject to the approval of the City of Folsom.
- The Final Mapping and subsequent development of lots may be phased. Phasing is to be consistent with the Development Agreement.
- Lot numbering is for informational purposes only and does not indicate phasing order of development. Ultimate development phasing shall be orderly and will be determined at Final Map and/or Improvement plan stage.
- Pursuant to Government Code Section 66459.2, the subdivision map for multiple Final Maps based upon this Tentative Map. The filing of a Final Map on a portion of the Tentative Map shall not invalidate any part of this Tentative Map.
- Pursuant to California Government Code Section 66459.22, the land shown herein may be merged and re-subdivided without restriction to acreage and may constitute abandonment of portions of the existing public streets and public easements, subject to the approval of the City of Folsom.
- Street names shown herein are for informational purposes only. A street name list will be approved with the Tentative Map; final street names and locations will be determined at the time of Final Map and Improvement Plan preparation.
- Additional easements to accommodate new public utility improvements, access required for lot developers, or other similar mapping requirements needed to accomplish the final design may be added prior to each Final Map based on this Tentative Map.
- A 12.5' public utility easement will be located adjacent to all rights-of-way except as shown herein and approved by the City Engineer.
- The entire property contained within this Tentative Subdivision Map is covered by an Easement Agreement to the benefit of the City of Folsom and County of Sacramento recorded August 28, 2014 in Book 20140826 at page 0576. Official Records of Sacramento County.
- This map is compliant with the Folsom Plan Area Specific Plan development standards.



**Land Use Summary**

Village #	GP Designation	SP/Zoning Designation	Land Use / Lot Size	Acre Gross	Acre Net	Dwelling Units	Net Density
1	SP-01	SP-MH-FD	Single Family High Density Residential / 45' x 100'	17.4	16.2	152	8.8
2	SP-01	SP-MH-FD	Single Family High Density Residential / 50' x 100'	12.2	11.9	80	6.8
3	SP-01	SP-MH-FD	Single Family High Density Residential / 50' x 100'	5.2	5.2	36	6.9
4	M-LD	SP-MH-FD	Multi-Family Low Density Residential / 45' x 67'	5.9	5.9	42	7.1
	OS	SP-OS	Open Space (Measure W)	4.9	4.9		
A	OS	SP-OS	Open Space Landscape Center (Measure W)	0.3	0.3		
B	OS	SP-OS	Open Space Landscape Center (Measure W)	0.3	0.3		
C	OS	SP-OS	Open Space Landscape Center (Measure W)	0.3	0.3		
D	OS	SP-OS	Open Space Landscape Center (Measure W)	0.1	0.1		
E	OS	SP-OS	Open Space Landscape Center (Measure W)	0.1	0.1		
F	OS	SP-OS	Open Space Landscape Center (Measure W)	0.1	0.1		
Landscape (MHS)	SP-01	SP-MH-FD	Landscape	0.0	0.0		
ROW	M-LD	SP-MH-FD	Major Roadway	0.0	0.0		
<b>Total</b>				<b>52.2</b>	<b>50.2</b>	<b>290</b>	

**TENTATIVE MAP INFORMATION**

**OWNER / APPLICANT:** MCS Improvement Company, LLC  
 1001 Scott Road LLC  
 4300 Town Center Blvd, Suite 100  
 El Dorado Hills, CA 95761

**ENGINEER:** Mackay & Somp's Civil Engineers, Inc.  
 1003 Crows Ridge Drive, Suite 150  
 Roseville, CA 95767  
 916-773-1189

**ADJACENT PARCEL NUMBERS:** 073006706 & 073006007

**NET AREA:** 52.2 AC.

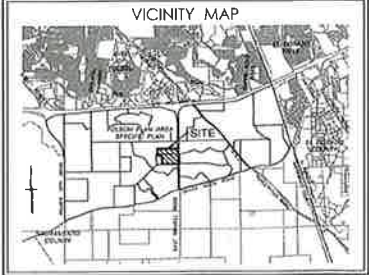
**EXISTING ZONING:** A portion of the Folsom Plan Area Specific Plan

**NUMBER OF LOTS/PARCELS:** 292 TOTAL LOTS  
 216 SFHD Lots  
 42 MLD Lots  
 1 Open Space Lot  
 3 Open Space Landscape Lot  
 7 Landscape Lot  
 1 Fanco Lot

**SERVICE PROVIDERS:**  
 Parks & Recreation: City of Folsom  
 Police & Fire Protection: City of Folsom  
 Sanitary Sewer: City of Folsom  
 Domestic Water: City of Folsom  
 Storm Drainage: City of Folsom  
 Electricity: PG&E  
 Gas: PG&E  
 Cable: Comcast  
 School: Folsom-Citrus Unified School District

**BENCHMARK**

Benchmark "78"  
 ELEVATION: 244.15' NAVD 83  
 BEARS DUE STAMPED "CITY OF FOLSOM 78" ON THE NORTHERLY CORNER OF A CONCRETE BRIDGE ABUTMENT ON THE NORTHEASTLY SIDE OF ANDER CREEK (LOCAL ROAD) OF THE S APPROXIMATELY 3000 FEET WEST OF E. BOWTIE STREET AND 2300 FEET DUE NORTH OF WHITE ROCK ROAD.  
 APPROXIMATE LATITUDE: 38°37'31.41" N LONGITUDE: W121°07'29.30"  
 THE BASIS FOR ELEVATIONS WERE RUN FROM COUNTY BENCHMARK W118 1009 STAMPED "R-83" FEBRUARY 2014 BY MACKAY & SOMPS CIVIL ENGINEERS, INC.



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

## **ATTACHMENT 5**

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



<b>+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254) NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS</b>						
No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
1.		<b>Large Lot Vesting Tentative Subdivision Map</b> Approval of the Small Lot Vesting Tentative Subdivision Map is subject to the approval of the Proposed Large Lot Vesting Tentative Subdivision Map, dated May 10, 2021.	I	CD (P)(E)	The Mangini Ranch Phase 3 Large Lot Final Map was approved by the City Council on September 14, 2021.	Yes
2.		<b>Design Review</b> At the time specific development is proposed the Applicant shall apply for Design Review.	OG	CD (P)(E)	The future homebuilders in this subdivision have not yet submitted an application for design review approval to the City. Design review will be approved by the Community Development Department and the Planning Commission prior to building permit issuance.	Condition will be satisfied prior to issuance of a building permit.
3.		<b>Final Development Plans</b> The Owner/Applicant shall submit final site development plans to the Community Development Department that shall substantially conform to the exhibits referenced below:  <ol style="list-style-type: none"> <li>1. Small Lot Vesting Tentative Subdivision Map, dated May 10, 2021.</li> <li>2. Preliminary Grading and Drainage Plan, dated May 10, 2021.</li> <li>3. Preliminary Utility Plan, dated May 10, 2021.</li> <li>4. Access and Circulation Analysis, dated April 28, 2021.</li> <li>5. Environmental Noise Analysis, dated May 10, 2021.</li> </ol> The Small Lot Vesting Tentative Subdivision Maps are approved for the development of a 260-unit single-family residential subdivision (Mangini Ranch Phase 3 Subdivision). Implementation of the Project shall be consistent with the above referenced items and these conditions of approval.	G, I, M, B	CD (P) E	The Community Development Department has reviewed and approved the improvement plans and the final map for the project. The approved improvement plans are in substantial compliance with the preliminary grading and drainage plans, the preliminary site and utility plans, offsite infrastructure exhibit, the preliminary landscape plans and the community design guidelines.  The final map for this subdivision is in substantial compliance with the approved Vesting Tentative Subdivision Map.	Yes
4.		<b>Plan Submittal</b> 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,	G, I	CD (E)	Improvement plans for East Bidwell Street, Mangini Parkway, and this subdivision have been reviewed approved by the City. Landscape plans for East Bidwell	Yes

<b>+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254) NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS</b>						
No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		policies, standards and other requirements of the City of Folsom.			Street and Mangini Parkway have also been reviewed and approved by the City.	
5.		<b>Validity</b> This approval of the Small Lot Vesting Tentative Subdivision Map shall be valid for a period of twenty-four (24) months pursuant to Section 16.16.110A of the Folsom Municipal Code and the Subdivision Map Act. The term of the approved Inclusionary Housing Agreement shall track the term of the Small Lot Vesting Tentative Subdivision Map, as may be extended from time to time pursuant to Section 16.16.110.A and 16.16.120 of the Folsom Municipal Code and the Subdivision Map Act.	M	CD (P)	The small-lot vesting tentative subdivision map for the subdivision was approved by the City Council on June 22, 2021.	Yes
6.		<b>FMC Compliance</b> The Small Lot Final Map shall comply with the Folsom Municipal Code and the Subdivision Map Act.	I	CD (E)	The small-lot vesting tentative subdivision map for the subdivision is in compliance with the Folsom Municipal Code and the State Subdivision Map Act.	Yes
7.		<b>Development Rights</b> The approval of this Small Lot Vesting Tentative Subdivision Map conveys the right to develop. As noted in these conditions of approval for the Small Lot Vesting Tentative Subdivision Map, the City has identified improvements necessary to develop the subject parcels. These improvements include on and off-site roadways, water, sewer, storm drainage, landscaping, sound walls, and other improvements.	OG	CD (P)(E)(B) PW, PR, FD, PD	The Community Development Department has reviewed and approved the improvement plans for both the required on-site and off-site improvements and landscape plans.	Yes
8.		<b>Public Right of Way Dedication</b> As provided for in the First Amended and Restated Development Agreement (ARDA) and the Amendments No. 1 and 2 thereto, and any approved amendments thereafter, the Owner/Applicant shall dedicate all public rights-of-way and corresponding public utility easements such that public access is provided to each and every lot within the Mangini Ranch Phase 3 Subdivision Project as shown on the Small Lot	M	CD (E)(P)	The final map for the Village No. 1 subdivision includes all required public right-of-way and public utility easements necessary to serve all 102 lots in the subdivision. The public right-of-way and public utility easements are shown on the final map.	Yes

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

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		Vesting Tentative Subdivision Map (Lots 1-118).				
9.		<p><b>Street Names</b> The Applicant shall select street names from the City's approved list or subsequently approved by the Planning Commission and shall be used for the small lot final map.</p>	M	CD (E)(P)	The required street names are shown on the final map for the subdivision and have been approved by the Planning Commission.	Yes
10.		<p><b>Indemnity for City</b> 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"> <li>• The City bears its own attorney's fees and costs; and</li> <li>• The City defends the claim, action or proceeding in good faith.</li> </ul> <p>The Owner/Applicant shall not be required to pay or perform any settlement of such claim, action or proceeding</p>	OG	CD (P)(E)(B) PW, PR, FD, PD	The City standard subdivision improvement agreement includes language that satisfies this condition. The subdivision improvement agreement will be executed by the City Manager upon approval by the City Council.	Yes

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

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		unless the settlement is approved by the Owner/Applicant. The Owner/Applicant's obligations under this condition shall apply regardless of whether a Final Map is ultimately recorded with respect to this Project.				
11.		<b>Small Lot Vesting Tentative Subdivision Map</b> The Small Lot Vesting Tentative Subdivision map is expressly conditioned upon compliance with all environmental mitigation measures identified in the Folsom Plan Area Specific Plan EIR/EIS as amended by the Revised Proposed Water Supply Facility Alternative (November 2012), the Folsom South of U.S. Highway 50 Backbone Infrastructure Mitigated Negative Declaration (December 2014), and the Westland Eagle Specific Plan Amendment (September 2015).	OG	CD	The owner/applicant has complied with all applicable mitigation measures from the FPASP FEIR/EIS and other noted approved environmental documents prior to the issuance of a grading permit. Additionally, construction inspection and monitoring was conducted throughout construction by the City and/or its Consultants.	Yes
12.		<b>ARDA and Amendments</b> The Owner/Applicant shall comply with all provisions of Amendments No. 1 and 2 to the First Amended and Restated Tier 1 Development Agreement and any approved amendments thereafter by and between the City and the Owner/Applicant of the Project.	M	CD (E)	The Community Development Department has reviewed the subdivision and verified that it is in compliance with Amendment No. 1 and No. 2 to the First Amended and Restated Tier 1 Development Agreement.	Yes
13.	✓	<b>Mitigation Monitoring</b> The Owner/Applicant shall participate in a mitigation monitoring and reporting program pursuant to City Council Resolution No. 2634 and Public Resources Code 21081.6. The mitigation monitoring and reporting measures identified in the Folsom Plan Area Specific Plan FEIR/EIS have been incorporated into these conditions of approval in order to mitigate or avoid significant effects on the environment. These mitigation monitoring and reporting measures are identified in the mitigation measure column. Applicant shall fund on a Time and Materials basis all mitigation monitoring (e.g., staff and consultant time).	OG	CD (P)	The owner/applicant has funded and participated in a MMRP reporting program performed by the City's consultant (Helix) and/or City staff.	Yes
14.		The Owner/Applicant acknowledges that the State adopted amendments to Section 65850 of the California Government Code (specifically Section 65850(9)), effective January 1,	OG	CD (P)	The Landowner has acknowledged this requirement and has confirmed that there is currently no plan to	Yes

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

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		2018, to allow for the implementation of inclusionary housing requirements in residential rental units, upon adoption of an ordinance by the City. The Landowner is not currently contemplating any residential rental Projects within the Subject Property; however, in the event the City amends its Inclusionary Housing Ordinance with respect to rental housing pursuant to Section 65850(9), Landowner (or successor in interest) agrees that the Subject Property shall be subject to said City Ordinance, as amended, should any residential rental Project be proposed within the Subject Property.			include any residential rental property within the subdivision.	
<b>POLICE/SECURITY REQUIREMENT</b>						
15.		The Owner/Applicant shall consult with the Police Department in order to incorporate all reasonable crime prevention measures. The following security/safety measures shall be considered: <ul style="list-style-type: none"> <li>• 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.</li> <li>• Security measures for the safety of all construction equipment and unit appliances.</li> <li>• Landscaping shall not cover exterior doors or windows, block line-of-sight at intersections or screen overhead lighting.</li> </ul>	G, I, B	PD	The owner/applicant provided onsite security during construction and has incorporated line of sight guidelines into landscaping plans at intersections which have been reviewed and approved by the City.	Yes



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

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
<b>DEVELOPMENT COSTS AND FEE REQUIREMENTS</b>						
16.		<p><b>Taxes and Fees</b> The Owner/Applicant shall pay all applicable taxes, fees and charges for the Project at the rate and amount required by the Public Facilities Financing Plan and Amendments No. 1 and No. 2 to the Amended and Restated Tier 1 Development Agreement.</p>	M	CD (P)(E)	The owner/applicant has paid all current taxes and fees associated with this subdivision.	Yes
17.		<p><b>Assessments</b> If applicable, the Owner/Applicant shall pay off any existing assessments against the property, or file necessary segregation request and pay applicable fees.</p>	M	CD (E)	The owner/applicant has paid all taxes and fees associated with this subdivision and filed a tax segregation request for applicable taxes.	Yes
18.		<p><b>FPASP Development Impact Fees</b> The Owner/Applicant shall be subject to all Folsom Plan Area Specific Plan Area development impact fees in place at the time of approval or subsequently adopted consistent with the Public Facilities Financing Plan (PFFP), Development Agreement and amendments thereto, unless exempt by previous agreement. The Owner/Applicant shall be subject to all applicable Folsom Plan Area plan-wide development impact fees in effect at such time that a building permit is issued. These fees may include, but are not limited to, the Folsom Plan Area Specific Plan Fee, Specific Plan Infrastructure Fee (SPIF), Solid Waste Fee, Corporation Yard Fee, Transportation Management Fee, Transit Fee, Highway 50 Interchange Fee, General Park Equipment Fee, Housing Trust Fee, etc.</p> <p>Any protest to such for all fees, dedications, reservations or other exactions imposed on this Project will begin on the date of final approval (July 1, 2020), or otherwise shall be governed by the terms of Amendments No. 1 and 2 to ARDA. The fees shall be calculated at the fee rate set forth in the PFFP and the ARDA.</p>	B	CD (P), PW, PK	The Owner/Applicant shall pay all required City fees and Plan Area wide fees prior to issuance of building permits.	Condition will be satisfied prior to issuance of a building permit.

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

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
19.		<p><b>Legal Counsel</b> The City, at its sole discretion, may utilize the services of outside legal counsel to assist in the implementation of this Project, including, but not limited to, drafting, reviewing and/or revising agreements and/or other documentation for the Project. If the City utilizes the services of such outside legal counsel, the City shall provide notice to the Owner/Applicant of the outside counsel selected, the scope of work and hourly rates, and the Owner/Applicant shall reimburse the City for all outside legal fees and costs incurred and documented by the City for such services. The Owner/Applicant may be required, at the sole discretion of the City Attorney, to submit a deposit to the City for these services prior to initiation of the services. The Owner/Applicant shall be responsible for reimbursement to the City for the services regardless of whether a deposit is required.</p>	OG	CD (P)(E)	The City has not yet utilized any outside services for any type of legal issues for this subdivision. If at any time during the development of this subdivision, any outside legal services were necessary, the owner/applicant would be required to comply with this condition.	Yes
20.		<p><b>Consultant Services</b> 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
<b>GRADING PERMIT REQUIREMENTS</b>						
21		<p><b>Mine Shaft Remediation</b> The Owner/Applicant shall locate and remediate all antiquated mine shafts, drifts, open cuts, tunnels, and water conveyance or impoundment structures existing on the Project site, with specific recommendations for the sealing,</p>	G	CD (E)	During the course of grading and construction for this subdivision no mine shafts or tunnels were located or discovered.	Yes



<b>+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254) NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS</b>						
No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		filling, or removal of each that meet all applicable health, safety and engineering standards. Recommendations shall be prepared by an appropriately licensed engineer or geologist. All remedial plans shall be reviewed and approved by the City prior to approval of grading plans.				
22.		<p><b>Prepare Traffic Control Plan.</b> 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"> <li>• Maintaining the maximum amount of travel lane capacity during non-construction periods, possible, and advanced notice to drivers through the provision of construction signage.</li> <li>• Maintaining alternate one-way traffic flow past the lay down area and site access when feasible.</li> <li>• 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).</li> <li>• 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.</li> </ul> <p>A phone number and City contact for inquiries about the schedule of the construction throughout the construction period. This information will be posted in a local newspaper, via the City's web site, or at City Hall and will be updated on a monthly basis.</p>	G	CD (E)	The required Traffic Control Plans in this condition are no longer applicable. This condition was added to the project since the original concept for water supply contemplated extending a large diameter water main from the Sacramento River to the FPA. In lieu of the water supply being extended through the various jurisdictions noted in this condition, the water supply provided to the FPA comes from conservation efforts by the City to provide the needed water supply for the FPA. The new water supply proposal was validated in 2014.	Yes
23.		<p><b>State and Federal Permits</b> The Owner/Applicant shall obtain all required State and Federal permits and provide evidence that said permits have</p>	G, I	CD (P)(E)	The owner/applicant has obtained all required State and Federal permits and copies are available from the Community Development	Yes

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

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		been obtained, or that the permit is not required, subject to staff review prior to approval of any grading or improvement plan.			Department.	
24.		<b><i>Landslide /Slope Failure</i></b> 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
<b>IMPROVEMENT PLAN REQUIREMENTS</b>						
25.		<b><i>Improvement Plans</i></b> The improvement plans for the required public and private subdivision improvements necessary to serve any and all phases of development shall be reviewed and approved by the Community Development Department prior to approval of a Final Map.	M	CD (E)	The owner/applicant submitted improvement plans for all infrastructure improvements required to serve this subdivision. The City Engineer has reviewed and approved all required improvement plans to serve this subdivision. Copies of the improvement plans are available from the Community Development Department.	Yes
26.		<b><i>Standard Construction Specifications and Details</i></b> Public and private improvements, including roadways, curbs, gutters, sidewalks, bicycle lanes and trails, streetlights, underground infrastructure and all other improvements shall be provided in accordance with the latest edition of the City of Folsom <u><i>Standard Construction Specifications and Details</i></u> and the <u><i>Design and Procedures Manual and Improvement Standards</i></u> .	I	CD (P)(E)	The owner/applicant submitted improvement plans in accordance with the City's Standard Specifications.	Yes
27.		<b><i>Water and Sewer Infrastructure</i></b> All City-owned water and sewer infrastructure shall be placed within the street right of way. In the event that a			The owner/applicant has installed all sewer and water infrastructure within the street right of way. The	Yes

+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254) NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS						
No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>City-maintained public water or sewer main needs to be placed in an area other than the public right of way, such as through an open space corridor, landscaped area, etc., the following criteria shall be met;</p> <ul style="list-style-type: none"> <li>The Owner/Applicant shall provide public sewer and water main easements.</li> <li>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.</li> </ul> <p>In no case shall a City-maintained public water or public sewer line be placed on private residential property.</p>	I	CD (E)	outfall sewer line has been installed within easements or planned right of way within future streets.	
28.		<p><b><i>SMUD Requirements</i></b></p> <ol style="list-style-type: none"> <li><del>Structural setbacks less than 14 feet shall require the Applicant to conduct a pre-engineering meeting with all utilities to ensure property clearances are maintained.</del></li> <li><del>Any necessary future SMUD facilities located on the Applicant's property shall require a dedicated SMUD easement. This will be determined prior to SMUD performing work on the Applicant's property.</del></li> <li><del>In the event the Applicant requires the relocation or removal of existing SMUD facilities on or adjacent to the subject property, the Applicant shall coordinate with SMUD. The Applicant shall be responsible for the cost of relocation or removal.</del></li> <li><del>SMUD reserves the right to use any portion of its easements on or adjacent to the subject property that it reasonably needs and shall not be responsible for any damages to the developed property within said easement that unreasonably interferes with those needs.</del></li> </ol>			Condition of approval was deleted by unanimous vote of the City Planning Commission on 5-19-2021.	

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NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY  
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p><del>5. The Applicant shall not place any building foundations within 5 feet of any SMUD trench to maintain adequate trench integrity. The Applicant shall verify specific clearance requirements for other utilities (e.g., Gas, Telephone, etc.).</del></p> <p><del>6. In the event the City requires an Irrevocable Offer of Dedication (IOD) for future roadway improvements, the Applicant shall dedicate a 12.5-foot public utility easement (PUE) for overhead and/or underground facilities and appurtenances adjacent to the City's IOD.</del></p> <p><del>7. The Applicant shall comply with SMUD siting requirements (e.g., panel size/location, clearances from SMUD equipment, transformer location, service conductors).</del></p> <p><b>Modified by the Planning Commission on 5-19-21</b></p>				
29.		<p><b>Lighting Plan</b> 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"> <li>• Shield or screen lighting fixtures to direct the light downward and prevent light spill on adjacent properties;</li> <li>• 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;</li> <li>• For public lighting in residential neighborhoods, prohibit the use of light fixtures that are of unusually high intensity or that blink or flash;</li> <li>• 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</li> </ul>	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

<b>+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254) NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS</b>						
No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		screened lighting, and appropriate signage in the office/commercial areas to prevent light and glare from adversely affecting motorists on nearby roadways; and Design exterior on-site lighting as an integral part of the building and landscaping design in the Specific Plan Area. Lighting fixtures shall be architecturally consistent with the overall site design. Lights used on signage should be directed to light only the sign face with no off-site glare.				
30.		<b>Utility Coordination</b> The Owner/Applicant shall coordinate the planning, development and completion of this Project with the various utility agencies (i.e., SMUD, PG&E, etc.). The Owner/Applicant shall provide the City with written confirmation of public utility service prior to approval of the final map.	M	CD (P)(E)	The owner/applicant has coordinated with the various utility agencies.	Yes
31.		<b>Replacing Hazardous Facilities</b> The Owner/Applicant shall be responsible for replacing any and all damaged or hazardous public sidewalk, curb and gutter, and/or bicycle trail facilities along the site frontage and/or boundaries, including pre-existing conditions and construction damage, to the satisfaction of the Community Development Department.	I, OG	CD (E)	The owner/applicant has reconstructed a portion of Mangini Parkway to the satisfaction of the Community Development Department. There is a general note on the approved improvements plans requiring compliance with this condition.	Yes
32.		<b>Future Utility Lines</b> All future utility lines lower than 69 KV that are to be built within the Project shall be placed underground within and along the perimeter of the Project at the developer's cost. The Owner/Applicant shall dedicate to SMUD all necessary underground easements for the electrical facilities that will be necessary to service development of the Project.	M	CD (E)	All proposed utility service to the lots in this subdivision have been placed underground	Yes
33.		<b>Water Meter Fixed Network System</b> The Owner Owner/Applicant shall pay for, furnish and install all infrastructure associated with the water meter fixed	I	CD (E), EWR	The Owner/applicant has completed the infrastructure allowing for the water meter fixed network system.	Yes



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

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

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

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		<p>materials may be acceptable but should be reviewed by an acoustical consultant prior to use.</p> <ul style="list-style-type: none"> <li>○ To ensure compliance with the General Plan 45 dB DNL interior noise level standard with a factor of safety, it is recommended that all upper-floor bedroom window assemblies of residences constructed on the lots identified on Figure 2 from which the adjacent roadways would be visible be upgraded to a minimum STC rating of 32.</li> </ul> <p>Air conditioning shall be provided for all residences that back up to East Bidwell Street, Road A and Mangini Parkway (Village 1 lots 21-30, Village 3 lots 12 ad 33-36, and Village 4 lots 1 and 24 -42), of the development so that windows can be kept closed at the occupant's discretion to control interior noise. These conclusions are based on the traffic assumptions cited in Appendix B, the project site plans and grading plans (dated May 10, 2021), and on noise reduction data for standard construction.</p>				
37.		<p><b>Master Plan Updates</b> The Owner/Applicant shall provide sanitary sewer, water and storm drainage improvements with corresponding easements, as necessary, in accordance with these studies and the latest edition of the City of Folsom <u>Standard Construction Specifications and Details, and the Design and Procedures Manual and Improvement Standards.</u></p> <p>The storm drainage design shall provide for no net increase in run-off under post-development conditions.</p>	G, I	CD(E), EWR, PW	The Owner/applicant has provided updated Master Plans for approval prior to the issuance of a grading permit. Copies of the Master Plans are available from the Community Development Department. The storm drainage system for the subdivision provides for no net increase in run-off under post development conditions.	Yes
38.		<p><b>Best Management Practices</b> The storm drain improvement plans shall provide for "Best Management Practices" that meet the requirements of the water quality standards of the City's National Pollutant</p>			The Owner/applicant has received a NPDES permit from the State Regional Water Quality Control Board (SRWQCB). The NDES Permit requires the implementation	Yes



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NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY  
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

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		<p>Discharge Elimination System Permit issued by the State Regional Water Quality Control Board.</p> <p>In addition to compliance with City ordinances, the Owner/Applicant shall prepare a Stormwater Pollution Prevention Plan (SWPPP) and implement Best Management Practices (BMPs) that comply with the General Construction Stormwater Permit from the Central Valley RWQCB, to reduce water quality effects during construction. Detailed information about the SWPPP and BMPs are provided in Chapter 3A.9, "Hydrology and Water Quality."</p>	G, I	CD (E)	of BMP's, monitoring and reporting for stormwater runoff. The NPDES Permit includes a Storm Water Pollution Prevention Plan (SWPPP), which outlines monitoring standards, frequency and baseline modeling. The Owner/applicant has submitted monthly reports to the City and SRWQCB.	
39.		<p><b>Litter Control</b></p> <p>During Construction, the Owner/Applicant shall be responsible for litter control and sweeping of all paved surfaces in accordance with City standards. All on-site storm drains shall be cleaned immediately before the official start of the rainy season (October 15).</p>	OG	CD (E)	The owner/applicant has complied with this provision and completed periodic on-site cleaning and sweeping of the project site.	Yes
<b>FIRE DEPT REQUIREMENTS</b>						
40.		<p><b>All-Weather Access and Fire Hydrants</b></p> <p>The Owner/Applicant shall provide all-weather access and fire hydrants before combustible materials are allowed on any Project site or other approved alternative method as approved by the Fire Department. All-weather emergency access roads and fire hydrants (tested and flushed) shall be provided before combustible material or vertical construction is allowed on any Project site or other approved alternative method as approved by the Fire Department. (All-weather access is defined as six inches of compacted aggregate base from May 1 to September 30 and two inches asphalt concrete over six inches aggregate base from October 1 to April 30). The buildings shall have illuminated addresses visible from the street or drive fronting the property. Size and location of address identification shall be reviewed and approved by the Fire Department.</p>	G, I, M, B	CD (P), FD	The owner/applicant has designed and received approval for all weather access improvements and fire hydrants for this subdivision. Permits for vertical construction will not be issued prior to these improvements being completed.	Yes

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NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY  
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

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		<ul style="list-style-type: none"> <li>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.</li> <li>All public streets shall meet City of Folsom Street Standards.</li> <li>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).</li> <li>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</li> </ul> <p>The first Fire Station planned for the Folsom Plan Area may be required to be completed and operational at the time that the threshold of 1,500 occupied homes within the Folsom Plan Area is met.</p>				

**LANDSCAPE/TREE PRESERVATION REQUIREMENTS**

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

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p><b><u>(Open Space).</u></b>  <b>4. <u>Lot L shall be landscaped, and a pedestrian connection provided from "J" Drive to the Class 1 Trail in Lot A to the satisfaction of the Community Development Department.</u></b></p> <p><i>Modified by the Planning Commission on 5-19-21</i></p>			landscaping required for Lot J that provides a connection to the Class 1 Trail in Lot A.	
<b>MAP REQUIREMENTS</b>						
42.		<p><b><i>Subdivision Improvement Agreement</i></b>            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>			The required subdivision improvement agreement is included as part of the City staff report accompanying the final map for City Council approval. The resolution approving the final map for this subdivision includes a statement authorizing the City Manager to execute the subdivision improvement agreement for the subdivision along with approval of the final map.	Yes
43.		<p><b><i>Inclusionary Housing Plan</i></b>            Inclusionary Housing Plan shall be approved by the City Council. The Inclusionary Housing Agreement, which will be approved by the City Attorney, shall be executed prior to recordation of the Final Map for the Mangini Ranch Phase 3 Subdivision Project.</p>			The owner/applicant has executed an Inclusionary Housing Agreement with the City. The agreement allows the owner/applicant to provide an in-lieu fee assigned to each building permit in the subdivision. The in-lieu housing fee will be paid at the time of building permit issuance	Yes
44.		<p><b><i>Department of Real Estate Public Report</i></b>            The Owner/Applicant shall disclose to the homebuyers in the Department of Real Estate Public Report and/or the CC&amp;R's the following items:</p> <p>1) Future public schools are located in proximity to the proposed subdivision, and that the public parks may</p>			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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NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY  
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

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		<p>include facilities (basketball courts, a baseball field, softball fields, soccer fields, and playground equipment) that may generate noise impacts during various times, including but not limited to evening and nighttime hours. The Owner/Applicant shall also disclose that the existing public parks include nighttime sports lighting that may generate lighting impacts during evening and nighttime hours.</p> <p><del>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.</del></p> <p>3) The soil in the subdivision may contain naturally occurring asbestos and naturally occurring arsenic.</p> <p>4) The collecting, digging, or removal of any stone, artifact, or other prehistoric or historic object located in public or open space areas, and the disturbance of any archaeological site or historic property, is prohibited.</p> <p>5) The Project site is located close to the Mather Airport flight path and overflight noise may be present at various times.</p> <p>6) That all properties located within one mile of an on- or off-site area zoned or used for agricultural use (including livestock grazing) shall be accompanied by written disclosure from the transferor, in a form approved by the City of Folsom, advising any transferee of the potential adverse odor impacts from surrounding agricultural operations, which</p>				

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SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

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		<p>disclosure shall direct the transferee to contact the County of Sacramento concerning any such property within the County zoned for agricultural uses within one mile of the subject property being transferred.</p> <p><b>Modified by the Planning Commission on 5-19-21</b></p>				
45.		<p><b>Public Utility Easements</b> The Owner/Applicant shall dedicate public utility easements for underground facilities on properties adjacent to the public and private streets. A minimum of twelve and one-half-foot (12.5') wide Public Utility Easements for underground facilities (i.e., SMUD, Pacific Gas and Electric, cable television, telephone) shall be dedicated adjacent to all public and private street rights-of-way. The Owner/Applicant shall dedicate additional width to accommodate extraordinary facilities as determined by the City. The width of the public utility easements adjacent to public and private right of way may be reduced with prior approval from public utility companies.</p>	M	CD (E)	The owner/applicant has dedicated a 12.5' PUE along all roadway utility corridors as well as internal streets within the subdivision. The public utility easements are shown on the final map.	Yes
46.		<p><b>Backbone Infrastructure</b> As provided for in the ARDA and the Amendment No. 1 thereto, the Owner/Applicant shall provide fully executed grant deeds, legal descriptions, and plats for all necessary Infrastructure to serve the Project, including but not limited to lands, public rights of way, public utility easements, public water main easements, public sewer easements, irrevocable offers of dedication and temporary construction easements. All required easements as listed necessary for the Infrastructure shall be reviewed and approved by the City and recorded with the Sacramento County Recorder pursuant to the timing requirements set forth in Section 3.8 of the ARDA, and any amendments thereto.</p>	M	CD (E)	The owner/applicant provided all necessary public utility easements, grant deeds, offers of dedication or temporary construction easements required to build all of the required Backbone Infrastructure needed to serve the subdivision. These were recorded with Sacramento County Recorder by separate instrument.	Yes



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

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
47.		<b><i>New Permanent Benchmarks</i></b> The Owner/Applicant shall provide and establish new permanent benchmarks on the (NAVD 88) datum in various locations within the subdivision or at any other locations in the vicinity of the Project/subdivision as directed by the City Engineer. The type and specifications for the permanent benchmarks shall be provided by the City. The new benchmarks shall be placed by the Owner/Applicant within 6 months from the date of approval of the vesting tentative subdivision map.	M	CD (E)	The owner/applicant has installed new benchmarks per the direction of the City Engineer and the new benchmarks have been placed in compliance with this condition of approval.	Yes
48.		<b><i>Centralized Mail Delivery Units</i></b> All Final Maps shall show easements or other mapped provisions for the placement of centralized mail delivery units. The Owner/Applicant shall provide a concrete base for the placement of any centralized mail delivery unit. Specifications and location of such base shall be determined pursuant to the applicable requirements of the U. S. Postal Service and the City of Folsom Community Development Department, with due consideration for street light location, traffic safety, security, and consumer convenience.	M	CD (E)	The final map this subdivision includes the required easement for the placement of centralized mail delivery units. The USPS will provide the owner/applicant with the location of the mail delivery unit and will provide a concrete pad for the placement is the specified location in the subdivision.	Yes
49.		<b><i>Recorded Final Map</i></b> 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.	Yes
50.		<b><i>Recorded Final Map</i></b> 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	Yes

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

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
					permit issuance in the subdivision.	
51.		<p><b><i>Credit Reimbursement Agreement</i></b> Prior to the recordation of the first Small-Lot Final Map, the Owner/Applicant and City shall enter into a credit and reimbursement agreement for constructed improvements that are included in the Folsom Plan Area’s Public Facilities Financing Plan.</p>	M	CD (E)	<p>The owner/applicant has executed all of the required Specific Plan Infrastructure Fee Credit/Reimbursement Agreements for the subdivision. The executed agreements are on file with the Community Development Department.</p>	Yes
<b>TRAFFIC/ACCESS/CIRCULATION/PARKING REQUIREMENTS</b>						
52.		<p>The following conditions of approval are related to roadway and traffic related improvements for the Mangini Phase 3 Subdivision Project:</p>				
		<ul style="list-style-type: none"> <li>• The Project shall construct two-way vehicle circulation along the surrounding roadways, namely the Northern Connector Road (A Drive), D Drive, and C Drive (see Exhibit 1 of Traffic and Circulation Analysis dated April 28, 2021). The Project shall provide these two-way roadway facilities to allow for adequate circulation directly related to the Project.</li> <li>• The access on the north end of E Drive at East Bidwell Street shall be an emergency vehicle access (EVA). Turn movements at E Drive at East Bidwell Street shall be restricted to right-turns in and out of Village 4 at East Bidwell Street.</li> <li>• A full access, side street stop-controlled intersection shall be constructed at E Drive and Mangini Parkway.</li> </ul>	B	CD, E, PW, FD	<p>The Community Development Department has reviewed and approved the improvement plans for the construction of the subdivision. The approved plans include the required off-site improvements including, the emergency vehicle access, the intersection improvements and turn lanes and tapers and the street and frontage improvements on East Bidwell Street and Mangini Parkway. These improvements are being constructed concurrently with this subdivision.</p>	Yes



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

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		<ul style="list-style-type: none"> <li>• The northbound East Bidwell Street left-turn to the Northern Connector Road shall be constructed with at least 315-foot (255-foot deceleration plus 60-foot bay taper).</li> <li>• A southbound deceleration taper/flare or lane (subject to City specification) shall be constructed at the East Bidwell Street intersection with the Northern Connector Road.</li> <li>• The B Drive intersection with the Northern Connector Road is anticipated to operate adequately with side street stop controlled and without dedicated turn pockets. Adequate sight distance shall be provided and maintained.</li> <li>• <u>The E and B Drive intersections with Mangini Parkway shall be full access and provide left turn pockets to the satisfaction of the Community Development Department where applicable.</u></li> </ul> <p><i>Modified by the Planning Commission on 5-19-21</i></p>				
<b>ARCHITECTURE/SITE DESIGN REQUIREMENTS</b>						
53.		<p><b><i>Trash/Recycling Containers and Air Conditioner Screening</i></b> Trash, recycling, and yard waste containers shall be placed behind the side yard fence so that they are not visible from the public right-of-way to the satisfaction of the Community Development Department. In addition, air conditioning units shall also be placed behind the side yard fence or located in the rear yard so that they are not visible from the</p>	OG	CD (P) (E)	The Community Development Department will review and approve all site and building plans in the subdivision to verify compliance with this condition prior to building permit issuance on all lots in the subdivision.	Yes

<b>+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254) NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS</b>						
No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		public right-of-way to the satisfaction of the Community Development Department.				
<b>MITIGATION MEASURES</b>						
54.		<b><i>Mangini Phase 3 Subdivision Mitigation Monitoring Reporting Program (MMRP)</i></b> . The conditions of approval below (numbered 55-1 to 55-89) implement the applicable mitigation measures from the FPASP (May 2011) MMRP, as amended by the Revised Proposed Water Supply Facility Alternative (November 2012), the Folsom South of U.S. Highway 50 Backbone Infrastructure Mitigated Negative Declaration (December 2014), and the Westland Eagle Specific Plan Amendment (September 2015).				
<b>AESTHETICS</b>						
55-1	<b>3A.1-4 (FPASP EIR/EIS)</b>	<p><b><i>Screen Construction Staging Areas.</i></b></p> <p>The Project Applicant(s) for any discretionary development application shall locate staging and material storage areas as far away from sensitive biological resources and sensitive land uses (e.g., residential areas, schools, parks) as feasible. Staging and material storage areas shall be approved by the appropriate agency (identified below) before the approval of grading plans for all Project phases and shall be screened from adjacent occupied land uses in earlier development phases to the maximum extent practicable. Screens may include, but are not limited to, the use of such visual barriers such as berms or fences. The screen design shall be approved by the appropriate agency to further reduce visual effects to the extent possible.</p> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries shall be developed by the Project Applicant(s) of each applicable Project phase in consultation with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, and Caltrans) to reduce to the extent feasible the visual effects of construction activities on adjacent Project land uses that have already been developed.</p>	Before approval of grading plans and during construction for all Project phases.	City of Folsom Community Development Department.	The construction staging area does not require screening due to distance from existing residences (>1000 feet).	Yes

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

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

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NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY  
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>colored paint and roofing materials), shielded or screened lighting, and appropriate signage in the office/commercial areas to prevent light and glare from adversely affecting motorists on nearby roadways.</p> <ul style="list-style-type: none"> <li>▶ 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.</li> <li>▶ Lighting of off-site facilities within the City of Folsom shall be consistent with the City’s General Plan standards.</li> <li>▶ Lighting of the off-site detention basin shall be consistent with Sacramento County General Plan standards.</li> </ul> <p>A lighting plan for all on- and off-site elements within each agency’s jurisdictional boundaries (specified below) shall be submitted to the relevant jurisdictional agency for review and approval, which shall include the above elements. The lighting plan may be submitted concurrently with other improvement plans and shall be submitted before the installation of any lighting or the approval of building permits for each phase. The Project Applicant(s) for any discretionary development application shall implement the approved lighting plan.</p> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the Project Applicant(s) of each applicable Project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties).</p>				
<b>AIR QUALITY</b>						
55-3	<b>3A.2-1a (FPASP EIR/EIS)</b>	<p><b><i>Implement Measures to Control Air Pollutant Emissions Generated by Construction of On-Site Elements.</i></b></p> <p>To reduce short-term construction emissions, the Project Applicant(s) for any discretionary development application</p>	Before the approval of all grading plans by the	City of Folsom Community Development Department	The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance	Yes

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

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		<p>shall require their contractors to implement SMAQMD's list of Basic Construction Emission Control Practices, Enhanced Fugitive PM Dust Control Practices, and Enhanced Exhaust Control Practices (list below) in effect at the time individual portions of the site undergo construction. In addition to SMAQMD-recommended measures, construction operations shall comply with all applicable SMAQMD rules and regulations.</p> <p><b>Basic Construction Emission Control Practices</b></p> <ul style="list-style-type: none"> <li>▶ 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.</li> <li>▶ 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.</li> <li>▶ 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.</li> <li>▶ Limit vehicle speeds on unpaved roads to 15 miles per hour (mph).</li> <li>▶ 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.</li> <li>▶ 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.</li> </ul>	<p>City and throughout Project construction, where applicable, for all Project phases.</p>		<p>with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in Spring of 2021. Compliance table is on file with the City.</p>	

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

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		<ul style="list-style-type: none"> <li>▶ 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.</li> </ul> <p><b><i>Enhanced Fugitive PM Dust Control Practices – Soil Disturbance Areas</i></b></p> <ul style="list-style-type: none"> <li>▶ Water exposed soil with adequate frequency for continued moist soil. However, do not overwater to the extent that sediment flows off the site.</li> <li>▶ Suspend excavation, grading, and/or demolition activity when wind speeds exceed 20 mph.</li> <li>▶ Plant vegetative ground cover (fast-germinating native grass seed) in disturbed areas as soon as possible. Water appropriately until vegetation is established.</li> </ul> <p><b><i>Enhanced Fugitive PM Dust Control Practices – Unpaved Roads</i></b></p> <ul style="list-style-type: none"> <li>▶ Install wheel washers for all exiting trucks or wash off all trucks and equipment leaving the site.</li> <li>▶ 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.</li> <li>▶ 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.</li> </ul>				



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NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY  
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

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		<p><b><i>Enhanced Exhaust Control Practices</i></b></p> <p>▶ The Project shall provide a plan, for approval by the City of Folsom Community Development Department and SMAQMD, demonstrating that the heavy-duty (50 horsepower [hp] or more) off-road vehicles to be used in the construction Project, including owned, leased, and subcontractor vehicles, will achieve a Project wide fleet-average 20% NOX reduction and 45% particulate reduction compared to the most current California Air Resources Board (ARB) fleet average that exists at the time of construction. Acceptable options for reducing emissions may include use of late-model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or other options as they become available. The Project Applicant(s) of each Project phase or its representative shall submit to the City of Folsom Community Development Department and SMAQMD a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 hp, that would be used an aggregate of 40 or more hours during any portion of the construction Project. The inventory shall include the horsepower rating, engine production year, and Projected hours of use for each piece of equipment. The inventory shall be updated and submitted monthly throughout the duration of the Project, except that an inventory shall not be required for any 30-day period in which no construction activity occurs. At least 48 hours prior to the use of heavy-duty off-road equipment, the Project representative shall provide SMAQMD with the anticipated construction timeline including start date, and name and phone number of the Project manager and on-site foreman. SMAQMD’s Construction Mitigation Calculator can be used to identify an equipment fleet that achieves this reduction (SMAQMD 2007a). The Project shall ensure that emissions from all off-road diesel-powered equipment used on the SPA do not</p>				

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NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY  
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

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		<p>exceed 40% opacity for more than three minutes in any one hour. Any equipment found to exceed 40 percent opacity (or Ringelmann 2.0) shall be repaired immediately, and the City and SMAQMD shall be notified within 48 hours of identification of noncompliant equipment. A visual survey of all in-operation equipment shall be made at least weekly, and a monthly summary of the visual survey results shall be submitted throughout the duration of the Project, except that the monthly summary shall not be required for any 30-day period in which no construction activity occurs. The monthly summary shall include the quantity and type of vehicles surveyed as well as the dates of each survey. SMAQMD staff and/or other officials may conduct periodic site inspections to determine compliance. Nothing in this mitigation measure shall supersede other SMAQMD or state rules or regulations.</p> <p>If at the time of construction, SMAQMD has adopted a regulation or new guidance applicable to construction emissions, compliance with the regulation or new guidance may completely or partially replace this mitigation if it is equal to or more effective than the mitigation contained herein, and if SMAQMD so permits.</p>				
55-4	<b>3A.2-1b (FPASP EIR/EIS)</b>	<p><b><i>Pay Off-site Mitigation Fee to SMAQMD to Off-Set NOX Emissions Generated by Construction of On-Site Elements.</i></b></p> <p>Implementation of the Project or the other four other action alternatives would result in construction-generated NOX emissions that exceed the SMAQMD threshold of significance, even after implementation of the SMAQMD Enhanced Exhaust Control Practices (listed in Mitigation Measure 3A.2-1a). Additionally, Mitigation Measure 3A.4-1 (Implement Additional Measures to Control Construction-Generated GHG Emissions, pages 3A.4-14 to 15) has the potential to both reduce and increase NOX emissions, depending on the types of alternative fuels and engine types employed. Therefore, the Project Applicant(s) shall pay SMAQMD an off-site mitigation fee for implementation of</p>	Before the approval of all grading plans by the City and throughout Project construction for all Project phases.	The City of Folsom Community Development Department shall not grant any grading permits to the respective Project Applicant(s)	The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in Spring of 2021. Compliance table is on file with the City.	Yes

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NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY  
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

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		<p>any of the five action alternatives for the purpose of reducing NOX emissions to a less-than-significant level (i.e., less than 85 lb/day). All NOX emission reductions and increases associated with GHG mitigation shall be added to or subtracted from the amount above the construction threshold to determine off-site mitigation fees, when possible. The specific fee amounts shall be calculated when the daily construction emissions can be more accurately determined: that is, if the City/USACE select and certify the EIR/EIS and approves the Proposed Project or one of the other four other action alternatives, the City and the Applicants must establish the phasing by which development would occur, and the Applicants must develop a detailed construction schedule. Calculation of fees associated with each Project development phase shall be conducted by the Project Applicant(s) in consultation with SMAQMD staff before the approval of grading plans by the City. The Project Applicant(s) for any particular discretionary development application shall pay into SMAQMD's off-site construction mitigation fund to further mitigate construction generated emissions of NOX that exceed SMAQMD's daily emission threshold of 85 lb/day. The calculation of daily NOX emissions shall be based on the cost rate established by SMAQMD at the time the calculation and payment are made. At the time of writing this EIR/EIS the cost rate is \$16,000 to reduce 1 ton of NOX plus a 5% administrative fee (SMAQMD 2008c). The determination of the final mitigation fee shall be conducted in coordination with SMAQMD before any ground disturbance occurs for any Project phase.</p>		<p>until the respective Project Applicant(s) have paid the appropriate off-site mitigation fee to SMAQMD.</p>		
55-5	<b>3A.2-1c (FPASP EIR/EIS)</b>	<p>Analyze and Disclose Projected PM10 Emission Concentrations at Nearby Sensitive Receptors Resulting from Construction of On-Site Elements. Prior to construction of each discretionary development entitlement of on-site land uses, the Project Applicant shall perform a Project-level CEQA analysis (e.g., supporting documentation for an exemption, negative declaration, or Project-specific EIR) that includes detailed dispersion modeling of construction-generated PM10 to disclose what PM10 concentrations would be at nearby sensitive receptors. The dispersion</p>	<p>Before the approval of all grading plans by the City.</p>	<p>City of Folsom Community Development Department</p>	<p>The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in Spring of 2021. Compliance table is on file with the</p>	<p>Yes</p>

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NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY  
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

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		modeling shall be performed in accordance with applicable SMAQMD guidance that is in place at the time the analysis is performed. At the time of writing this EIR/EIS, SMAQMD's most current and most detailed guidance for addressing construction generated PM10 emissions is found in its Guide to Air Quality Assessment in Sacramento County (SMAQMD 2009a). The Project-level analysis shall incorporate detailed parameters of the construction equipment and activities, including the year during which construction would be performed, as well as the proximity of potentially affected receptors, including receptors proposed by the Project that exist at the time the construction activity would occur.			City.	
55-6	<b>3A.2-2 (FPASP EIR/EIS)</b>	<p><b><i>Implement All Measures Prescribed by the Air Quality Mitigation Plan to Reduce Operational Air Pollutant Emissions.</i></b></p> <p>To reduce operational emissions, the Project Applicant(s) for any particular discretionary development application shall implement all measures prescribed in the SMAQMD-approved Folsom Plan Area Specific Plan Air Quality Mitigation Plan (AQMP) (Torrence Planning 2008), a copy of which is included in Appendix C2. The AQMP is intended to improve mobility, reduce vehicle miles traveled, and improve air quality as required by AB 32 and SB 375. The AQMP includes, among others, measures designed to provide bicycle parking at commercial land uses, an integrated pedestrian/bicycle path network, transit stops with shelters, a prohibition against the use the wood-burning fireplaces, energy star roofing materials, electric lawnmowers provided to Homeowners at no charge, and on-site transportation alternatives to passenger vehicles (including light rail) that provide connectivity with other local and regional alternative transportation networks.</p>	Before issuance of subdivision maps or improvement plans.	City of Folsom Community Development Department	The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in Spring of 2021. Compliance table is on file with the City.	Yes
55-7	<b>3A.2-4a (FPASP EIR/EIS)</b>	<p><b><i>Develop and Implement a Plan to Reduce Exposure of Sensitive Receptors to Construction-Generated Toxic Air Contaminant Emissions.</i></b></p> <p>The Project Applicant(s) for any particular discretionary development application shall develop a plan to reduce the exposure of sensitive receptors to TACs generated by Project</p>	Before the approval of all grading plans by the City and	City of Folsom Community Development Department	The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to	Yes

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

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>construction activity associated with buildout of the selected alternative. Each plan shall be developed by the Project Applicant(s) in consultation with SMAQMD. The plan shall be submitted to the City for review and approval before the approval of any grading plans.</p> <p>The plan may include such measures as scheduling activities when the residences are the least likely to be occupied, requiring equipment to be shut off when not in use, and prohibiting heavy trucks from idling. Applicable measures shall be included in all Project plans and specifications for all Project phases.</p> <p>The implementation and enforcement of all measures identified in each plan shall be funded by the Project Applicant(s) for the respective phase of development.</p>	<p>throughout Project construction , where applicable, for all Project phases.</p>		<p>commencement of grading and construction in Spring of 2021. Compliance table is on file with the City.</p>	
55-8	<b>3A.2-6 (FPASP EIR/EIS)</b>	<p><b><i>Implement Measures to Control Exposure of Sensitive Receptors to Operational Odorous Emissions.</i></b></p> <p>The Project Applicant(s) for any discretionary development application shall implement the following measure:</p> <p>The deeds to all properties located within the plan area that are within one mile of an on- or off-site area zoned or used for agricultural use (including livestock grazing) shall be accompanied by a written disclosure from the transferor, in a form approved by the City of Folsom, advising any transferee of the potential adverse odor impacts from surrounding agricultural operations, which disclosure shall direct the transferee to contact the County of Sacramento concerning any such property within the County zoned for agricultural uses within one mile of the subject property being transferred.</p>	<p>Before the approval of building permits by the City and throughout Project construction , where applicable, for all Project phases.</p>	<p>City of Folsom Community Development Department</p>	<p>The Community Development Department will verify that the owner/applicant provided the required disclosure prior to issuance of a building permit.</p>	<p>Condition will be satisfied prior to issuance of a building permit.</p>



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

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
<b>BIOLOGICAL RESOURCES</b>						
55-9	3A.3-1a (FPASP EIR/EIS)	<p><b><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></b></p> <p>To minimize indirect effects on water quality and wetland hydrology, the Project Applicant(s) for any discretionary development application shall include stormwater drainage plans and erosion and sediment control plans in their improvement plans and shall submit these plans to the City Public Works Department for review and approval. For off-site elements within Sacramento County or El Dorado County jurisdiction (e.g., off-site detention basin and off-site roadway connections to El Dorado Hills), plans shall be submitted to the appropriate county planning department. Before approval of these improvement plans, the Project Applicant(s) for any particular discretionary development application shall obtain a NPDES MS4 Municipal Stormwater Permit and Grading Permit, comply with the City’s Grading Ordinance and County drainage and stormwater quality standards, and commit to implementing all measures in their drainage plans and erosion and sediment control plans to avoid and minimize erosion and runoff into Alder Creek and all wetlands and other waters that would remain on-site. Detailed information about stormwater runoff standards and relevant City and County regulation is provided in Chapter 3A.9, “Hydrology and Water Quality.”</p> <p>The Project Applicant(s) for any discretionary development entitlement shall implement stormwater quality treatment controls consistent with the Stormwater Quality Design Manual for Sacramento and South Placer Regions in effect at the time the application is submitted. Appropriate runoff controls such as berms, storm gates, off-stream detention basins, overflow collection areas, filtration systems, and sediment traps shall be implemented to control siltation and the potential discharge of pollutants. Development plans shall incorporate Low Impact Development (LID) features,</p>			<p>The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in Spring of 2021. Compliance table is on file with the City.</p> <p>There are no off-site elements outside the City limits for this subdivision.</p>	Yes



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

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>such as pervious strips, permeable pavements, bioretention ponds, vegetated swales, disconnected rain gutter downspouts, and rain gardens, where appropriate. Use of LID features is recommended by the EPA to minimize impacts on water quality, hydrology, and stream geomorphology and is specified as a method for protecting water quality in the proposed specific plan. In addition, free spanning bridge systems shall be used for all roadway crossings over wetlands and other waters that are retained in the on-site open space. These bridge systems would maintain the natural and restored channels of creeks, including the associated wetlands, and would be designed with sufficient span width and depth to provide for wildlife movement along the creek corridors even during high-flow or flood events, as specified in the 404 permit.</p> <p>In addition to compliance with City ordinances, the Project Applicant(s) for any particular discretionary development application shall prepare a Stormwater Pollution Prevention Plan (SWPPP) and implement Best Management Practices (BMPs) that comply with the General Construction Stormwater Permit from the Central Valley RWQCB, to reduce water quality effects during construction. Detailed information about the SWPPP and BMPs are provided in Chapter 3A.9, "Hydrology and Water Quality."</p> <p>Each Project development shall result in no net change to peak flows into Alder Creek and associated tributaries, or to Buffalo Creek, Carson Creek, and Coyote Creek. The Project Applicant(s) shall establish a baseline of conditions for drainage on-site. The baseline-flow conditions shall be established for 2-, 5-, and 100-year storm events. These baseline conditions shall be used to develop monitoring standards for the stormwater system on the SPA. The baseline conditions, monitoring standards, and a monitoring program shall be submitted to USACE and the City for their approval. Water quality and detention basins shall be designed and constructed to ensure that the performance standards, which are described in Chapter 3A.9, "Hydrology and Water Quality," are met and shall be designed as off-</p>				

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

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>stream detention basins. Discharge sites into Alder Creek and associated tributaries, as well as tributaries to Carson Creek, Coyote Creek, and Buffalo Creek, shall be monitored to ensure that pre-Project conditions are being met. Corrective measures shall be implemented, as necessary. The mitigation measures will be satisfied when the monitoring standards are met for 5 consecutive years without undertaking corrective measures to meet the performance standard.</p> <p>See FEIR/FEIS Appendix S showing that the detention basin in the northeast corner of the SPA has been moved off stream.</p> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the Project Applicant(s) of each applicable Project phase in consultation with the affected oversight agency(ies) (i.e., El Dorado County for the roadway connections, Sacramento County for the detention basin west of Prairie City Road, and Caltrans for the U.S. 50 interchange improvements) such that the performance standards described in Chapter 3A.9, "Hydrology and Water Quality," are met.</p>				
55-10	<b>3A.3-2a (FPASP EIR/EIS)</b>	<p><b><i>Avoid Direct Loss of Swainson's Hawk and Other Raptor Nests.</i></b></p> <p>To mitigate impacts on Swainson's hawk and other raptors (including burrowing owl), the Project Applicant(s) of all Project phases shall retain a qualified biologist to conduct preconstruction surveys and to identify active nests on and within 0.5 mile of the Project and active burrows on the Project site. The surveys shall be conducted before the approval of grading and/or improvement plans (as applicable) and no less than 14 days and no more than 30 days before the beginning of construction for all Project phases. To the extent feasible, guidelines provided in Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in the Central Valley (Swainson's Hawk Technical Advisory Committee 2000) shall be followed for surveys for Swainson's hawk. If no nests are found, no further mitigation is required.</p>	Before the approval of grading and improvement plans, before any ground disturbing activities, and during project construction as applicable for all	City of Folsom CDD CDFW	The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in Spring of 2021. Compliance table is on file with the City.	Yes

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

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>If active nests are found, impacts on nesting Swainson’s hawks and other raptors shall be avoided by establishing appropriate buffers around the nests. No Project activity shall commence within the buffer area until the young have fledged, the nest is no longer active, or until a qualified biologist has determined in consultation with DFG that reducing the buffer would not result in nest abandonment. DFG guidelines recommend implementation of 0.25- or 0.5-mile-wide buffers, but the size of the buffer may be adjusted if a qualified biologist and the City, in consultation with DFG, determine that such an adjustment would not be likely to adversely affect the nest. Monitoring of the nest by a qualified biologist during and after construction activities will be required if the activity has potential to adversely affect the nest.</p> <p>If active burrows are found, a mitigation plan shall be submitted to the City for review and approval before any ground-disturbing activities.</p> <p>The City shall consult with DFG. The mitigation plan may consist of installation of one-way doors on all burrows to allow owls to exit, but not reenter, and construction of artificial burrows within the Project vicinity, as needed; however, burrow owl exclusions may only be used if a qualified biologist verifies that the burrow does not contain eggs or dependent young. If active burrows contain eggs and/or young, no construction shall occur within 50 feet of the burrow until young have fledged. Once it is confirmed that there are no owls inside burrows, these burrows may be collapsed.</p> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be developed by the Project Applicant(s) of each applicable Project phase in consultation with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans), such that the performance criteria set forth in DFG’s guidelines are determined to be met.</p>	<p>project phases</p>			

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NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY  
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

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<b>GEOLOGY AND SOILS</b>						
55-11	<b>3A.7-1a (FPASP EIR/EIS)</b>	<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"> <li>▶ Site preparation;</li> <li>▶ Soil bearing capacity;</li> <li>▶ Appropriate sources and types of fill;</li> <li>▶ Potential need for soil amendments;</li> <li>▶ Road, pavement, and parking areas;</li> <li>▶ Structural foundations, including retaining-wall design;</li> <li>▶ Grading practices;</li> <li>▶ Soil corrosion of concrete and steel;</li> <li>▶ Erosion/winterization;</li> <li>▶ Seismic ground shaking;</li> <li>▶ Liquefaction; and</li> <li>▶ Expansive/unstable soils.</li> </ul> <p>In addition to the recommendations for the conditions listed above, the geotechnical investigation shall include subsurface testing of soil and groundwater conditions and shall determine appropriate foundation designs that are consistent with the version of the CBC that is applicable at the time building and grading permits are applied for. All recommendations contained in the final geotechnical engineering report shall be implemented by the Project Applicant(s) of each Project phase. Special</p>	Before issuance of building permits and ground-disturbing activities.	City of Folsom CDD	Owner/applicant has provided Geotechnical Report to the City. The Geotechnical report for the subdivision is on file with the City.	Yes

<b>+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254) NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS</b>						
No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		recommendations contained in the geotechnical engineering report shall be noted on the grading plans and implemented as appropriate before construction begins. Design and construction of all new Project development shall be in accordance with the CBC. The Project Applicant(s) shall provide for engineering inspection and certification that earthwork has been performed in conformity with recommendations contained in the geotechnical report.				
55-12	<b>3A.7-1b (FPASP EIR/EIS)</b>	<b><i>Monitor Earthwork during Earthmoving Activities.</i></b> All earthworks shall be monitored by a qualified geotechnical or soils engineer retained by the Project Applicant(s) of each Project phase. The geotechnical or soils engineer shall provide oversight during all excavation, placement of fill, and disposal of materials removed from and deposited on both on- and off-site construction areas. Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the Project Applicant(s) of each applicable Project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans).	Before issuance of building permits and ground-disturbing activities.	City of Folsom CDD	Compliance with this condition has been monitored through construction inspection by the City.	Yes
55-13	<b>3A.7-3 (FPASP EIR/EIS)</b>	<b><i>Prepare and Implement the Appropriate Grading and Erosion Control Plan.</i></b> Before grading permits are issued, the Project Applicant(s) of each Project phase that would be located within the City of Folsom shall retain a California Registered Civil Engineer to prepare a grading and erosion control plan. The grading and erosion control plan shall be submitted to the City Public Works Department before issuance of grading permits for all new development. The plan shall be consistent with the City's Grading Ordinance, the City's Hillside Development Guidelines, and the state's NPDES permit, and shall include the site-specific grading associated with development for all Project phases. The plans referenced above shall include the location, implementation schedule, and maintenance schedule of all erosion and sediment control measures, a description of measures designed to control dust and stabilize the	Before the start of construction activities.	City of Folsom CDD	Compliance with this condition has been monitored through construction inspection by the City.	Yes



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

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>construction-site road and entrance, and a description of the location and methods of storage and disposal of construction materials. Erosion and sediment control measures could include the use of detention basins, berms, swales, wattles, and silt fencing, and covering or watering of stockpiled soils to reduce wind erosion. Stabilization on steep slopes could include construction of retaining walls and 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>				
55-14	<b>3A.7-5 (FPASP EIR/EIS)</b>	<p><b><i>Divert Seasonal Water Flows Away from Building Foundations.</i></b></p> <p>The Project Applicant(s) of all Project phases shall either install subdrains (which typically consist of perforated pipe and gravel, surrounded by nonwoven geotextile fabric), or take such other actions as recommended by the geotechnical or civil engineer for the Project that would serve to divert seasonal flows caused by surface infiltration, water seepage, and perched water during the winter months away from building foundations.</p>	Before and during earthmoving activities.	City of Folsom CDD	The Community Development Department has reviewed and approved all improvement plans in the subdivision to verify compliance with mitigation measure.	Yes
55-15	<b>3A.7-10 (FPASP EIR/EIS)</b>	<p><b><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></b></p>	During earthmoving activities in the Ione and	City of Folsom CDD	The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to	Yes



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

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		<p>To minimize potential adverse impacts on previously unknown potentially unique, scientifically important paleontological resources, the Project Applicant(s) of all Project phases where construction would occur in the lone and Mehrten Formations shall do the following:</p> <ul style="list-style-type: none"> <li>▶ Before the start of any earthmoving activities for any Project phase in the lone or Mehrten Formations, the Project Applicant(s) shall retain a qualified paleontologist or archaeologist to train all construction personnel involved with earthmoving activities, including the site superintendent, regarding the possibility of encountering fossils, the appearance, and types of fossils likely to be seen during construction, and proper notification procedures should fossils be encountered.</li> <li>▶ 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.</li> </ul> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the Project Applicant(s) of each applicable Project phase with the affected oversight agency(ies) (i.e., Sacramento County).</p>	<p>Mehrten Formations.</p>		<p>commencement of grading and construction in Spring of 2021. Compliance table is on file with the City.</p> <p>No human remains or paleontological resources have been encountered in the subdivision during grading and construction.</p>	

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

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<b>GREENHOUSE GAS EMISSIONS AND CLIMATE CHANGE</b>						
55-16	<b>3A.4-1 (FPASP EIR/EIS)</b>	<p><b><i>Implement Additional Measures to Control Construction-Generated GHG Emissions.</i></b></p> <p>To further reduce construction generated GHG emissions, the Project Applicant(s) any particular discretionary development application shall implement all feasible measures for reducing GHG emissions associated with construction that are recommended by SMAQMD at the time individual portions of the site undergo construction. Such measures may reduce GHG exhaust emissions from the use of on-site equipment, worker commute trips, and truck trips carrying materials and equipment to and from the SPA, as well as GHG emissions embodied in the materials selected for construction (e.g., concrete). Other measures may pertain to the materials used in construction. Prior to releasing each request for bid to contractors for the construction of each discretionary development entitlement, the Project Applicant(s) shall obtain the most current list of GHG reduction measures that are recommended by SMAQMD and stipulate that these measures be implemented in the respective request for bid as well as the subsequent construction contract with the selected primary contractor. The Project Applicant(s) for any particular discretionary development application may submit to the City and SMAQMD a report that substantiates why specific measures are considered infeasible for construction of that particular development phase and/or at that point in time. The report, including the substantiation for not implementing particular GHG reduction measures, shall be approved by the City, in consultation with SMAQMD prior to the release of a request for bid by the Project Applicant(s) for seeking a primary contractor to manage the construction of each development Project. By requiring that the list of feasible measures be established prior to the selection of a primary contractor, this measure requires that the ability of a contractor to effectively implement the selected GHG reduction measures be inherent to the selection process.</p>	Before the start of construction activities.	City of Folsom CDD	The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in Spring of 2021. Compliance table is on file with the City.	Yes

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NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY  
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

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		<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"> <li>▶ Improve fuel efficiency from construction equipment: <ul style="list-style-type: none"> <li>▪ reduce unnecessary idling (modify work practices, install auxiliary power for driver comfort);</li> <li>▪ perform equipment maintenance (inspections, detect failures early, corrections);</li> <li>▪ train equipment operators in proper use of equipment;</li> <li>▪ use the proper size of equipment for the job; and</li> <li>▪ use equipment with new technologies (repowered engines, electric drive trains).</li> </ul> </li> <li>▶ Use alternative fuels for electricity generators and welders at construction sites such as propane or solar or use electrical power.</li> <li>▶ 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).</li> <li>▶ Encourage and provide carpools, shuttle vans, transit passes and/or secure bicycle parking for construction worker commutes.</li> <li>▶ 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.</li> <li>▶ Recycle or salvage non-hazardous construction and demolition debris (goal of at least 75% by weight).</li> </ul>				

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SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

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		<ul style="list-style-type: none"> <li>▶ 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).</li> <li>▶ Minimize the amount of concrete used for paved surfaces or use a low carbon concrete option.</li> <li>▶ Produce concrete on-site if determined to be less emissive than transporting ready mix.</li> <li>▶ 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).</li> <li>▶ 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.</li> </ul> <p>In addition to SMAQMD-recommended measures, construction activity shall comply with all applicable rules and regulations established by SMAQMD and ARB.</p>				
55-17	<b>3A.8-2 (FPASP EIR/EIS)</b>	<p><b><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></b></p> <p>The Project Applicant(s) for any discretionary development application shall conduct Phase I Environmental Site Assessments (where an Phase I has not been conducted), and if necessary, Phase II Environmental Site Assessments, and/or other appropriate testing for all areas of the SPA and include, as necessary, analysis of soil and/or groundwater samples for the potential contamination sites that have not yet been covered by previous investigations (as shown in Exhibit 3A.8-1) before construction activities begin in those areas. Recommendations in the Phase I and II Environmental Site Assessments to address any contamination that is found</p>	Before the start of construction activities.	City of Folsom CDD	<p>The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in Spring of 2021. Compliance table is on file with the City.</p> <p>No hazardous and/or contaminated soil or groundwater has been discovered in the subdivision.</p>	Yes

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

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



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

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>► Obtain an assessment conducted by PG&amp;E and SMUD pertaining to the contents of any existing pole-mounted transformers located in the SPA. The assessment shall determine whether existing on-site electrical transformers contain PCBs and whether there are any records of spills from such equipment. If equipment containing PCB is identified, the maintenance and/or disposal of the transformer shall be subject to the regulations of the Toxic Substances Control Act under the authority of the Sacramento County Environmental Health Department.</p> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the Project Applicant(s) of each applicable Project phase with the affected oversight agency(ies) (i.e., Sacramento County).</p>				
<b>HYDROLOGY AND WATER QUALITY</b>						
55-18	<b>3A.9-1 (FPASP EIR/EIS)</b>	<p><b><i>Acquire Appropriate Regulatory Permits and Prepare and Implement SWPPP and BMPs.</i></b></p> <p>Prior to the issuance of grading permits, the Project Applicant(s) of all Projects disturbing one or more acres (including phased construction of smaller areas which are part of a larger Project) shall obtain coverage under the SWRCB's NPDES stormwater permit for general construction activity (Order 2009-0009-DWQ), including preparation and submittal of a Project-specific SWPPP at the time the NOI is filed. The Project Applicant(s) shall also prepare and submit any other necessary erosion and sediment control and engineering plans and specifications for pollution prevention and control to Sacramento County, City of Folsom, El Dorado County (for the off-site roadways into El Dorado Hills under the Proposed Project Alternative). The SWPPP and other appropriate plans shall identify and specify:</p> <p>► The use of an effective combination of robust erosion and sediment control BMPs and construction techniques accepted by the local jurisdictions for use in the Project area at the time of construction, that shall reduce the potential</p>	Before the start of construction activities.	City of Folsom CDD	The owner/applicant has been issued a WDID # and has submitted a SWPPP approved by the RWQCB. SWPPP is on file at the City.	Yes



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

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>for runoff and the release, mobilization, and exposure of pollutants, including legacy sources of mercury from Project-related construction sites. These may include but would not be limited to temporary erosion control and soil stabilization measures, sedimentation ponds, inlet protection, perforated riser pipes, check dams, and silt fences</p> <ul style="list-style-type: none"> <li>▶ The implementation of approved local plans, non-stormwater management controls, permanent post-construction BMPs, and inspection and maintenance responsibilities.</li> <li>▶ 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;</li> <li>▶ 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;</li> <li>▶ 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</li> <li>▶ The appropriate personnel responsible for supervisory duties related to implementation of the SWPPP.</li> <li>▶ 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.</li> <li>▶ 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</li> </ul>				

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

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>construction. These measures may include silt fences, staked straw bales or wattles, sediment/silt basins and traps, geofabric, sandbag dikes, and temporary vegetation.</p> <ul style="list-style-type: none"> <li>▶ Establishing permanent vegetative cover to reduce erosion in areas disturbed by construction by slowing runoff velocities, trapping sediment, and enhancing filtration and transpiration.</li> <li>▶ 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.</li> </ul> <p>A copy of the approved SWPPP shall be maintained and available at all times on the construction site.</p> <p>For those areas that would be disturbed as part of the U.S. 50 interchange improvements, Caltrans shall coordinate with the development and implementation of the overall Project SWPPP or develop and implement its own SWPPP specific to the interchange improvements, to ensure that water quality degradation would be avoided or minimized to the maximum extent practicable.</p> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the Project Applicant(s) of each applicable Project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans).</p>				
55-19	<b>3A.9-2 (FPASP EIR/EIS)</b>	<p><b><i>Prepare and Submit Final Drainage Plans and Implement Requirements Contained in Those Plans.</i></b></p> <p>Before the approval of grading plans and building permits, the Project Applicant(s) of all Project phases shall submit final drainage plans to the City, and to El Dorado County for the off-site roadway connections into El Dorado Hills, demonstrating that off-site upstream runoff would be</p>	Before the start of construction activities.	City of Folsom CDD.	The City has reviewed and approved the storm drain plans for this subdivision. The storm drain improvements are in compliance with the approved Folsom Plan Storm Drain Master Plan approved by the City.	Yes

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

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

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)  
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY  
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No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>origination (these may include, but are not limited to: surface swales; replacement of conventional impervious surfaces with pervious surfaces [e.g., porous pavement]; impervious surfaces disconnection; and trees planted to intercept stormwater);</p> <ul style="list-style-type: none"> <li>• Enlarged detention basins to minimize flow changes and changes to flow duration characteristics;</li> <li>• 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;</li> <li>• Minimize slope differences between any stormwater or detention facility outfall channel with the existing receiving channel gradient to reduce flow velocity; and</li> <li>• 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.</li> </ul> <p>The final drainage plan shall demonstrate to the satisfaction of the City of Folsom Community Development and Public Works Departments and El Dorado County Department of Transportation that 100-year (0.01 AEP) flood flows would be appropriately channeled and contained, such that the risk to people or damage to structures within or down gradient of the SPA would not occur, and that hydromodification would not be increased from pre-development levels such that existing stream geomorphology would be changed (the range of conditions should be calculated for each receiving water if feasible, or a conservative estimate should be used, e.g., an Ep of 1 ±10% or other as approved by the</p>				

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

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>Sacramento Stormwater Quality Partnership and/or City of Folsom Public Works Department).</p> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the Project Applicant(s) of each applicable Project phase with El Dorado County.</p>				
55-20	<b>3A.9-3 (FPASP EIR/EIS)</b>	<p><b><i>Develop and Implement a BMP and Water Quality Maintenance Plan.</i></b> 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"> <li>▶ A quantitative hydrologic and water quality analysis of proposed conditions incorporating the proposed drainage design features.</li> <li>▶ 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).</li> <li>▶ 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</li> </ul>	Before the start of construction activities.	City of Folsom CDD	The owner/applicant has been issued a WDID # and has submitted a SWPPP approved by the RWQCB. SWPPP is on file at the City.	Yes

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

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		<p>of spills and illegal dumping, and effective management of public trash collection areas.</p> <ul style="list-style-type: none"> <li>▶ 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.</li> <li>▶ 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"> <li>• Surface swales;</li> <li>• Replacement of conventional impervious surfaces with pervious surfaces (e.g., porous pavement);</li> <li>• Impervious surfaces disconnection; and</li> <li>• Trees planted to intercept stormwater.</li> </ul> </li> </ul> <p>New stormwater facilities shall be placed along the natural drainage courses within the SPA to the extent practicable so as to mimic the natural drainage patterns. The reduction in runoff as a result of the LID configurations shall be quantified based on the runoff reduction credit system methodology described in "Stormwater Quality Design Manual for the Sacramento and South Placer Regions, Chapter 5 and Appendix D4" (SSQP 2007b) and proposed detention basins and other water quality BMPs shall be sized to handle these runoff volumes.</p> <p>For those areas that would be disturbed as part of the U.S. 50 interchange improvements, it is anticipated that Caltrans would coordinate with the development and implementation of the overall Project SWPPP or develop and implement its own SWPPP specific to the interchange improvements, to ensure that water quality degradation would be avoided or minimized to the maximum extent practicable.</p> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by</p>				



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

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		the Project Applicant(s) of each applicable Project phase with El Dorado County and Caltrans.				
<b>NOISE AND VIBRATION</b>						
55-21	<b>3A.11-1 (FPASP EIR/EIS)</b>	<p><b><i>Implement Noise-Reducing Construction Practices, Prepare and Implement a Noise Control Plan, and Monitor and Record Construction Noise near Sensitive Receptors.</i></b></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"> <li>▶ 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.</li> <li>▶ All construction equipment and equipment staging areas shall be located as far as possible from nearby noise-sensitive land uses.</li> <li>▶ 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.</li> <li>▶ All motorized construction equipment shall be shut down when not in use to prevent idling.</li> </ul>	Before the start of construction activities.	City of Folsom CDD.	The owner/applicant has implemented noise reducing construction practices included as part of the required Noise Control Plan. Compliance with these requirements has been monitored through construction inspection.	Yes

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

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		<ul style="list-style-type: none"> <li>▶ Individual operations and techniques shall be replaced with quieter procedures (e.g., using welding instead of riveting, mixing concrete offsite instead of on-site).</li> <li>▶ 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.</li> <li>▶ 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.</li> <li>▶ 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).</li> <li>▶ 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.</li> </ul>				

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

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		<p>► The primary contractor shall prepare and implement a construction noise management plan. This plan shall identify specific measures to ensure compliance with the noise control measures specified above. The noise control plan shall be submitted to the City of Folsom before any noise-generating construction activity begins. Construction shall not commence until the construction noise management plan is approved by the City of Folsom. Mitigation for the two off-site roadway connections into El Dorado County must be coordinated by the Project Applicant(s) of the applicable Project phase with El Dorado County, since the roadway extensions are outside of the City of Folsom's jurisdictional boundaries.</p>				
<b>PUBLIC SERVICES</b>						
55-22	<b>3A.14-1 (FPASP EIR/EIS)</b>	<p><b><i>Prepare and Implement a Construction Traffic Control Plan.</i></b> The Project Applicant(s) of all Project phases shall prepare and implement traffic control plans for construction activities that may affect road rights-of-way. The traffic control plans must follow any applicable standards of the agency responsible for the affected roadway and must be approved and signed by a professional engineer. Measures typically used in traffic control plans include advertising of planned lane closures, warning signage, a flag person to direct traffic flows when needed, and methods to ensure continued access by emergency vehicles. During Project construction, access to existing land uses shall be maintained at all times, with detours used as necessary during road closures. Traffic control plans shall be submitted to the appropriate City or County department or the California Department of Transportation (Caltrans) for review and approval before the approval of all Project plans or permits, for all Project phases where implementation may cause impacts on traffic.  Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by</p>	Before the approval of all relevant plans and/or permits and during construction of all project phases.	City of Folsom CDD	<p>The Community Development Department has reviewed and approved all traffic control plans required for the construction of both off-site and on-site improvements for this subdivision to verify compliance with City ordinances and to minimize delays to the travelling public.</p> <p>There are no off-site elements outside the City limits for this subdivision.</p>	Yes

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

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		the Project Applicant(s) of each applicable Project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties and Caltrans).				
55-23	<b>3A.14-2 (FPASP EIR/EIS)</b>	<p><b><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></b></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> <ol style="list-style-type: none"> <li>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.</li> </ol> <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> <ol style="list-style-type: none"> <li>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.</li> </ol> <p>In addition to the above measures, the Project Applicant(s) of all Project phases shall incorporate the provisions described below for the portion of the SPA within the EDHFD</p>	Before issuance of building permits and issuance of occupancy permits or final inspections for all project phases.	City of Folsom Fire Department, City of Folsom CDD	The City Fire Department has reviewed and approved all proposed improvements for the subdivision. The City FD will verify adequate fire flow prior to building permit issuance in the subdivision.	Condition will be satisfied prior to issuance of a building permit

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

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		<p>service area, if it is determined through City/El Dorado County negotiations that EDHFD would serve the 178-acre portion of the SPA.</p> <p>3. Incorporate into Project designs applicable requirements based on the EDHFD fire prevention standards. For commercial development, improvement plans showing roadways, land splits, buildings, fire sprinkler systems, fire alarm systems, and other commercial building improvements shall be submitted to the EDHFD for review and approval. For residential development, improvement plans showing property lines and adjacent streets or roads; total acreage or square footage of the parcel; the footprint of all structures; driveway plan views describing width, length, turnouts, turnarounds, radiuses, and surfaces; and driveway profile views showing the percent grade from the access road to the structure and vertical clearance shall be submitted to the EDHFD for review and approval.</p> <p>4. Submit a Fire Prevention Plan Checklist to the EDHFD for review and approval before the issuance of building permits. In addition, residential development requiring automation fire sprinklers shall submit sprinkler design sheet(s) and hydraulic calculations from a California State Licensed C-16 Contractor.</p> <p>The City shall not authorize the occupancy of any structures until the Project Applicant(s) have obtained a Certificate of Occupancy from the City of Folsom Community Development Department verifying that all fire prevention items have been addressed on-site to the satisfaction of the City of Folsom Fire Department and/or the EDHFD for the 178-acre area of the SPA within the EDHFD service area.</p>				
55-24	<b>3A.14-3 (FPASP EIR/EIS)</b>	<p><b><i>Incorporate Fire Flow Requirements into Project Designs.</i></b></p> <p>The Project Applicant(s) of all Project phases shall incorporate into their Project designs fire flow requirements based on the California Fire Code, Folsom Fire Code, and/or EDHFD for those areas of the SPA within the EDHFD service</p>	Before issuance of building permits and issuance of occupancy	City of Folsom Fire Department, City of Folsom CDD	The City Fire Department has reviewed and approved all proposed improvements for the subdivision. The City FD will verify adequate fire flow prior to building permit issuance in the subdivision.	Yes



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NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY  
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		area and shall verify to City of Folsom Fire Department that adequate water flow is available, prior to approval of improvement plans and issuance of occupancy permits or final inspections for all Project phases.	permits or final inspections for all project phases.			
<b>TRAFFIC AND TRANSPORTATION</b>						
55-25	<b>3A.15-1a</b> (FPASP EIR/EIS)	<b><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></b> To ensure that the Folsom Boulevard/Blue Ravine Road intersection operates at an acceptable LOS, the eastbound approach must be reconfigured to consist of two left-turn lanes, one through lane, and one right-turn lane. The Applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by Applicant, to reduce the impacts to the Folsom Boulevard/Blue Ravine Road intersection (Intersection 1).	A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the improvement should be implemented and when fair share funding should be paid.	City of Folsom CDD	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
55-26	<b>3A.15-1b</b> (FPASP EIR/EIS)	<b><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></b> To ensure that the Sibley Street/Blue Ravine Road intersection operates at an acceptable LOS, the northbound approach must be reconfigured to consist of two left-turn lanes, two through lanes, and one right-turn lane. The Applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by	A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the	City of Folsom CDD	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	



<b>+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254) NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS</b>						
No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		Applicant, to reduce the impacts to the Sibley Street/Blue Ravine Road intersection (Intersection 2).	improvement should be implemented.			
55-27	<b>3A.15-1c (FPASP EIR/EIS)</b>	<b><i>The Applicant Shall Fund and Construct Improvements to the Scott Road (West)/White Rock Road Intersection (Intersection 28).</i></b> To ensure that the Scott Road (West)/White Rock Road intersection operates at an acceptable LOS, a traffic signal must be installed.	A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the improvement should be implemented.	City of Folsom CDD	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit
55-28	<b>3A.15-1e (FPASP EIR/EIS)</b>	<b><i>Fund and Construct Improvements to the Hillside Drive/Easton Valley Parkway Intersection (Intersection 41).</i></b> To ensure that the Hillside Drive/Easton Valley Parkway intersection operates at an acceptable LOS, the eastbound approach must be reconfigured to consist of one dedicated left turn lane and two through lanes, and the westbound approach must be reconfigured to consist of two through lanes and one dedicated right-turn lane. The Applicant shall fund and construct these improvements.	A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the improvement should be implemented.	City of Folsom CDD	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit
55-29	<b>3A.15-1f</b>	<b><i>Fund and Construct Improvements to the Oak Avenue Parkway/Middle Road Intersection (Intersection 44).</i></b>	A phasing analysis shall be	City of Folsom CDD	This subdivision will pay its fair share of the following improvements with the payment of	Condition will be satisfied prior

<b>+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254) NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS</b>						
No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
	(FPASP EIR/EIS)	To ensure that the Oak Avenue Parkway/Middle Road intersection operates at an acceptable LOS, control all movements with a stop sign. The Applicant shall fund and construct these improvements.	performed prior to approval of the first subdivision map to determine when the improvement should be implemented.		Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	to issuance of a building permit
55-30	3A.15-1h (FPASP EIR/EIS)	<b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts to the Hazel Avenue/Folsom Boulevard Intersection (Sacramento County Intersection 2).</i></b> To ensure that the Hazel Avenue/Folsom Boulevard intersection operates at an acceptable LOS, this intersection must be grade separated including "jug handle" ramps. No at grade improvement is feasible. Grade separating and extended (south) Hazel Avenue with improvements to the U.S. 50/Hazel Avenue interchange is a mitigation measure for the approved Easton-Glenbrough Specific Plan development Project. The Applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Hazel Avenue/Folsom Boulevard intersection (Sacramento County Intersection 2).	A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the improvement should be implemented.	Sacramento County Public Works Department and Caltrans	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit
55-31	3A.15-1i (FPASP EIR/EIS)	<b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the Grant Line Road/White Rock Road Intersection and to White Rock Road widening between the Rancho Cordova City limit to Prairie City Road (Sacramento County Intersection 3).</i></b> Improvements must be made to ensure that the Grant Line Road/White Rock Road intersection operates at an acceptable LOS. The currently County proposed White Rock Road widening Project will widen and realign White Rock	Before project build out. Design of the White Rock Road widening to four lanes, from Grant Line Road	Sacramento County Public Works Department	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit

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

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>Road from the Rancho Cordova City limit to the El Dorado County line (this analysis assumes that the Proposed Project and build alternatives will widen White Rock Road to five lanes from Prairie City road to the El Dorado County Line). This widening includes improvements to the Grant Line Road intersection and realigning White Rock Road to be the through movement. The improvements include two eastbound through lanes, one eastbound right turn lane, two northbound left turn lanes, two northbound right turn lanes, two westbound left turn lanes and two westbound through lanes. This improvement also includes the signalization of the White Rock Road and Grant Line Road intersection. With implementation of this improvement, the intersection would operate at an acceptable LOS A. The Applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Grant Line Road/White Rock Road intersection (Sacramento County Intersection 3).</p>	<p>to Prairie City Road, with Intersection improvements has begun, and because this widening project is environmentally cleared and fully funded, it's construction is expected to be complete before the first phase of the Proposed Project or alternative is built.</p>			
55-32	<p><b>3A.15-1j (FPASP EIR/EIS)</b></p>	<p><b><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></b> To ensure that Hazel Avenue operates at an acceptable LOS between Curragh Downs Drive and Gold Country Boulevard, Hazel Avenue must be widened to six lanes. This improvement is part of the County adopted Hazel Avenue widening Project.</p>	<p>Before project build out. Construction of phase two of the Hazel Avenue widening, from Madison Avenue to</p>	<p>Sacramento County Public Works Department</p>	<p>This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.</p>	<p>Condition will be satisfied prior to issuance of a building permit.</p>

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

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
			<p>Curragh Downs Drive, is expected to be completed by year 2013, before the first phase of the Proposed Project or alternative is complete.                      The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Hazel Avenue between Madison</p>			

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

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
			Avenue and Curragh Downs Drive (Sacramento County Roadway Segment 10).			
55-33	<b>3A.15-1l (FPASP EIR/EIS)</b>	<p><b><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></b></p> <p>To ensure that the White Rock Road/Windfield Way intersection operates at an acceptable LOS, the intersection must be signalized, and separate northbound left and right turn lanes must be striped. The Applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the White Rock Road/Windfield Way intersection (El Dorado County Intersection 3).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	El Dorado County Department of Transportation	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
55-34	<b>3A.15-1o (FPASP EIR/EIS)</b>	<p><b><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></b></p> <p>Congestion on eastbound U.S. 50 is causing vehicles to use Folsom Boulevard as an alternate parallel route until they reach U.S. 50, where they must get back on the freeway due to the lack of a parallel route. It is preferred to alleviate the</p>	Before project build out. A phasing analysis should be performed prior to	City of Folsom CDD and Sacramento County Department of	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this	Condition will be satisfied prior to issuance of a building permit.



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

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		congestion on U.S. 50 than to upgrade the intersection at the end of this reliever route. The Applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Folsom Boulevard/U.S. 50 Eastbound Ramps intersection (Caltrans Intersection 4). To ensure that the Folsom Boulevard/U.S. 50 eastbound ramps intersection operates at an acceptable LOS, auxiliary lanes should be added to eastbound U.S. 50 from Hazel Avenue to east of Folsom Boulevard. This was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project.	approval of the first subdivision map to determine during which project phase the improvement should be built	Transportation	subdivision.	
55-35	<b>3A.15-1p (FPASP EIR/EIS)</b>	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the Grant Line Road/ State Route 16 Intersection (Caltrans Intersection 12).</i></b></p> <p>To ensure that the Grant Line Road/State Route 16 intersection operates at an acceptable LOS, the northbound and southbound approaches must be reconfigured to consist of one left-turn lane and one shared through/right-turn lane. Protected left-turn signal phasing must be provided on the northbound and southbound approaches. Improvements to the Grant Line Road/State Route 16 intersection are contained within the County Development Fee Program and are scheduled for Measure A funding.</p> <p>Improvements to this intersection must be implemented by Caltrans, Sacramento County, and the City of Rancho Cordova.</p> <p>The Applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Grant Line Road/State Route 16 intersection (Caltrans Intersection 12).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built	Sacramento County Department of Transportation and the City of Rancho Cordova Department of Public Works	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
55-36	<b>3A.15-1q (FPASP EIR/EIS)</b>	<p><b><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></b></p> <p>To ensure that Eastbound U.S. 50 operates at an acceptable LOS between Zinfandel Drive and Sunrise Boulevard, a bus-</p>	Before project build out. Construction of the	Caltrans	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees	Condition will be satisfied prior to issuance of a building



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

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		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).	Sacramento 50 Bus-Carpool Lane and Community Enhancements Project is expected to be completed by year 2013, before the first phase of the Proposed Project or alternative is complete. Construction of the Sacramento 50 Bus-Carpool Lane and Community Enhancements Project has started since the writing of the Draft EIS/EIR.		and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	permit.
55-37	<b>3A.15-1r (FPASP EIR/EIS)</b>	<b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 between Hazel Avenue and Folsom Boulevard (Freeway Segment 3).</i></b> 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	Before project build out. A phasing analysis should be	City of Folsom CDD and Sacramento County Department	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide	Condition will be satisfied prior to issuance of a building permit.

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

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This improvement is included in the proposed 50 Corridor Mobility Fee Program. The Applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Eastbound U.S. 50 between Hazel Avenue and Folsom Boulevard (Freeway Segment 3).	performed to determine during which project phase the improvement should be built.	of Transportation	Transportation fees collected prior to building permit issuance in this subdivision.	
55-38	<b>3A.15-1s (FPASP EIR/EIS)</b>	<b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 between Folsom Boulevard and Prairie City Road (Freeway Segment 4).</i></b> To ensure that Eastbound U.S. 50 operates at an acceptable LOS between Folsom Boulevard and Prairie City Road, an auxiliary lane must be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This improvement is included in the proposed 50 Corridor Mobility Fee Program. The Applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by Applicant, to reduce the impacts to Eastbound U.S. 50 between Folsom Boulevard and Prairie City Road (Freeway Segment 4).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom CDD and Sacramento County Department of Transportation	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
55-39	<b>3A.15-1u (FPASP EIR/EIS)</b>	<b><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></b> To ensure that Westbound U.S. 50 operates at an acceptable LOS between Prairie City Road and Folsom Boulevard, an auxiliary lane must be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This improvement is	Before project build out. A phasing analysis should be performed prior to	City of Folsom CDD and Sacramento County Department of	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this	Condition will be satisfied prior to issuance of a building permit.

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

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		included in the proposed 50 Corridor Mobility Fee Program. The Applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by Applicant, to reduce the impacts to Westbound U.S. 50 between Prairie City Road and Folsom Boulevard (Freeway Segment 16).	approval of the first subdivision map to determine during which project phase the improvement should be built.	Transportation	subdivision.	
55-40	<b>3A.15-1v (FPASP EIR/EIS)</b>	<b><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></b> To ensure that Westbound U.S. 50 operates at an acceptable LOS between Hazel Avenue and Sunrise Boulevard, an auxiliary lane must be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project and included in the proposed Rancho Cordova Parkway interchange Project. Improvements to this freeway segment must be implemented by Caltrans. The Applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Westbound U.S. 50 between Hazel Avenue and Sunrise Boulevard (Freeway Segment 18).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Rancho Cordova Department of Public Works and Sacramento County Department of Transportation	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
55-41	<b>3A.15-1w (FPASP EIR/EIS)</b>	<b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Folsom Boulevard Ramp Merge (Freeway Merge 4).</i></b> To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Folsom Boulevard merge, an auxiliary lane from	Before project build out. A phasing analysis	City of Folsom CDD and Sacramento County	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees	Condition will be satisfied prior to issuance of a building

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

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		the Folsom Boulevard merge to the Prairie City Road diverge must be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This improvement is included in the proposed 50 Corridor Mobility Fee Program. The Applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the U.S. 50 Eastbound/Folsom Boulevard Ramp Merge (Freeway Merge 4).	should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built	Department of Transportation	and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	permit.
55-42	<b>3A.15-1x (FPASP EIR/EIS)</b>	<b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Prairie City Road Diverge (Freeway Diverge 5).</i></b> To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Prairie City Road off-ramp diverge, an auxiliary lane from the Folsom Boulevard merge must be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The Applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by Applicant, to reduce the impacts to the U.S. 50 Eastbound/Prairie City Road diverge (Freeway Diverge 5).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom CDD and Sacramento County Department of Transportation	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit

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

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
55-43	<b>3A.15-1y (FPASP EIR/EIS)</b>	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Prairie City Road Direct Merge (Freeway Merge 6).</i></b></p> <p>To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Prairie City Road onramp direct merge, an auxiliary lane to the East Bidwell Street – Scott Road diverge must be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The Applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by Applicant, to reduce the impacts to the U.S. 50 Eastbound/Prairie City Road direct merge (Freeway Merge 6).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom CDD	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
55-44	<b>3A.15-1z (FPASP EIR/EIS)</b>	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Prairie City Road Flyover On-Ramp to Oak Avenue Parkway Off-Ramp Weave (Freeway Weave 8).</i></b></p> <p>To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Prairie City Road flyover on-ramp to Oak Avenue Parkway off-ramp weave, an improvement acceptable to Caltrans should be implemented to eliminate the unacceptable weaving conditions. Such an improvement may involve a “braided ramp”.</p> <p>The Applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by Applicant, to reduce the impacts to the U.S. 50 Eastbound / Prairie City Road flyover on-ramp to Oak Avenue Parkway off-ramp weave (Freeway Weave 8).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the	City of Folsom CDD	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.



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

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
			improvement should be built.			
55-45	<b>3A.15-1aa (FPASP EIR/EIS)</b>	<p><b><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></b></p> <p>To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Oak Avenue Parkway loop merge, an auxiliary lane to the East Bidwell Street – Scott Road diverge must be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The Applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by Applicant, to reduce the impacts to the U.S. 50 Eastbound/Oak Avenue Parkway loop merge (Freeway Merge 9).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom CDD	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
55-46	<b>3A.15-1dd (FPASP EIR/EIS)</b>	<p><b><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></b></p> <p>To ensure that Westbound U.S. 50 operates at an acceptable LOS, the northbound Empire Ranch Road loop on ramp should start the westbound auxiliary lane that ends at the East Bidwell Street – Scott Road off ramp. The slip on ramp from southbound Empire Ranch Road would merge into this extended auxiliary lane. Improvements to this freeway segment must be implemented by Caltrans. The Applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by Applicant, to reduce the impacts to the U.S. 50</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during	City of Folsom CDD	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.



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

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		Westbound/Empire Ranch Road loop ramp merge (Freeway Merge 23).	which project phase the improvement should be built.			
55-47	<b>3A.15-1ee (FPASP EIR/EIS)</b>	<b><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></b> To ensure that Westbound U.S. 50 operates at an acceptable LOS, the northbound Oak Avenue Parkway loop on ramp should start the westbound auxiliary lane that ends at the Prairie City Road off ramp. The slip-on ramp from southbound Oak Avenue Parkway would merge into this extended auxiliary lane. Improvements to this freeway segment must be implemented by Caltrans. The Applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by Applicant, to reduce the impacts to the U.S. 50 Westbound/Oak Avenue Parkway loop ramp merge (Freeway Merge 29).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom CDD	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
55-48	<b>3A.15-1ff (FPASP EIR/EIS)</b>	<b><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></b> 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	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision	City of Folsom CDD and Sacramento County Department of Transportation	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.

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

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		Applicant, to reduce the impacts to the U.S. 50 Westbound/Prairie City Road Loop Ramp Merge (Freeway Merge 32).	map to determine during which project phase the improvement should be built.			
55-49	<b>3A.15-1gg</b> (FPASP EIR/EIS)	<p><b><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></b></p> <p>To ensure that Westbound U.S. 50 operates at an acceptable LOS at the Prairie City Road direct ramp merge, an auxiliary lane to the Folsom Boulevard off ramp diverge must be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The Applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by Applicant, to reduce the impacts to the U.S. 50 Westbound/Prairie City Road direct ramp merge (Freeway Merge 33).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom CDD and Sacramento County Department of Transportation	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
55-50	<b>3A.15-1hh</b> (FPASP EIR/EIS)	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Folsom Boulevard Diverge (Freeway Diverge 34).</i></b></p> <p>To ensure that Westbound U.S. 50 operates at an acceptable LOS at the Folsom Boulevard Diverge, an auxiliary lane from the Prairie City Road loop ramp merge must be constructed. Improvements to this freeway segment must be implemented by Caltrans. This auxiliary lane improvement is</p>	Before project build out. A phasing analysis should be performed prior to	City of Folsom CDD and Sacramento County Department of	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this	Condition will be satisfied prior to issuance of a building permit.

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

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		included in the proposed 50 Corridor Mobility Fee Program. The Applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by Applicant, to reduce the impacts to the U.S. 50 Eastbound / Folsom Boulevard diverge (Freeway Diverge 34).	approval of the first subdivision map to determine during which project phase the improvement should be built.	Transportation	subdivision.	
55-51	<b>3A.15-1ii (FPASP EIR/EIS)</b>	<b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Hazel Avenue Direct Ramp Merge (Freeway Merge 38).</i></b> To ensure that Westbound U.S. 50 operates at an acceptable LOS at the Hazel Avenue direct ramp merge, an auxiliary lane to the Sunrise Boulevard off ramp diverge must be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The Applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the U.S. 50 Westbound/Hazel Avenue direct ramp merge (Freeway Merge 38).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation and City of Rancho Cordova Department of Public Works	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
55-52	<b>3A.15-2a (FPASP EIR/EIS)</b>	<b><i>Develop Commercial Support Services and Mixed-use Development Concurrent with Housing Development and Develop and Provide Options for Alternative Transportation Modes.</i></b>	Before approval of improvement plans for all project	City of Folsom CDD	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees	Condition will be satisfied prior to issuance of a building

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

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>The Project Applicant(s) for any particular discretionary development application including commercial or mixed-use development along with residential uses shall develop commercial and mixed-use development concurrent with housing development, to the extent feasible in light of market realities and other considerations, to internalize vehicle trips. Pedestrian and bicycle facilities shall be implemented to the satisfaction of the City Public Works Department. To further minimize impacts from the increased demand on area roadways and intersections, the Project Applicant(s) for any particular discretionary development application involving schools or commercial centers shall develop and implement safe and secure bicycle parking to promote alternative transportation uses and reduce the volume of single-occupancy vehicles using area roadways and intersections. The Project Applicant(s) for any particular discretionary development application shall participate in capital improvements and operating funds for transit service to increase the percent of travel by transit. The Project's fair-share participation and the associated timing of the improvements and service shall be identified in the Project conditions of approval and/or the Project's development agreement. Improvements and service shall be coordinated, as necessary, with Folsom Stage Lines and Sacramento RT.</p>	<p>phases any particular discretionary development application that includes residential and commercial or mixed-use development. As a condition of project approval and/or as a condition of the development agreement for all project phases.</p>		<p>and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.</p>	<p>permit.</p>
55-53	<p><b>3A.15-2b (FPASP EIR/EIS)</b></p>	<p><b><i>Participate in the City's Transportation System Management Fee Program.</i></b> The Project Applicant(s) for any particular discretionary development application shall pay an appropriate amount into the City's existing Transportation System Management Fee Program to reduce the number of single-occupant automobile travel on area roadways and intersections.</p>	<p>Concurrent with construction for all project phases.</p>	<p>City of Folsom CDD</p>	<p>This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.</p>	<p>Condition will be satisfied prior to issuance of a building permit.</p>
55-54	<p><b>3A.15-2c (FPASP EIR/EIS)</b></p>	<p><b><i>Participate with the 50 Corridor Transportation Management Association.</i></b></p>	<p>Concurrent with construction</p>	<p>City of Folsom CDD</p>	<p>This subdivision will pay its fair share of the following improvements with the payment of</p>	<p>Condition will be satisfied prior</p>



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

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		The Project Applicant(s) for any particular discretionary development application shall join and participate with the 50 Corridor Transportation Management Association to reduce the number of single-occupant automobile travel on area roadways and intersections.	for all project phases.		Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	to issuance of a building permit.
55-55	<b>3A.15-3 (FPASP EIR/EIS)</b>	<b><i>Pay Full Cost of Identified Improvements that Are Not Funded by the City's Fee Program.</i></b> In accordance with Measure W, the Project Applicant(s) for any particular discretionary development application shall provide fair-share contributions to the City's transportation impact fee program to fully fund improvements only required because of the Specific Plan.	As a condition of project approval and/or as a condition of the development agreement for all project phases.	City of Folsom CDD	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
55-56	<b>3A.15-4a (FPASP EIR/EIS)</b>	<b><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></b> To ensure that the Sibley Street/Blue Ravine Road intersection operates at a LOS D with less than the Cumulative No Project delay, the northbound approach must be reconfigured to consist of two left-turn lane, two through lanes, and one dedicated right-turn lane. The Applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by Applicant, to reduce the impacts to the Sibley Street/Blue Ravine Road intersection (Folsom Intersection 2).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement	City of Folsom CDD	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.

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

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
			t should be built			
55-57	3A.15-4b (FPASP EIR/EIS)	<p><b><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></b></p> <p>To ensure that the Oak Avenue Parkway/East Bidwell Street intersection operates at an acceptable LOS, the eastbound (East Bidwell Street) approach must be reconfigured to consist of two left-turn lanes, four through lanes and a right-turn lane, and the westbound (East Bidwell Street) approach must be reconfigured to consist of two left turn lanes, four through lanes, and a right-turn lane. It is against the City of Folsom policy to have eight lane roads because of the impacts to non-motorized traffic and adjacent development; therefore, this improvement is infeasible.</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom CDD	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
55-58	3A.15-4c (FPASP EIR/EIS)	<p><b><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></b></p> <p>To ensure that the East Bidwell Street/College Street intersection operates at acceptable LOS C or better, the westbound approach must be reconfigured to consist of one left-turn lane, one left-through lane, and two dedicated right-turn lanes. The Applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by Applicant, to reduce the impacts to the East Bidwell Street/Nesmith Court intersection (Folsom Intersection 7).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which	City of Folsom CDD	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.



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

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
			project phase the improvement should be built			
55-59	<b>3A.15-4d (FPASP EIR/EIS)</b>	<p><b><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></b></p> <p>To ensure that the East Bidwell Street /Iron Point Road intersection operates at an acceptable LOS, the northbound approach must be reconfigured to consist of two left-turn lanes, four through lanes and a right-turn lane, and the southbound approach must be reconfigured to consist of two left-turn lanes, four through lanes and a right-turn lane. It is against the City of Folsom policy to have eight lane roads because of the impacts to non-motorized traffic and adjacent development; therefore, this improvement is infeasible.</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom CDD	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
55-60	<b>3A.15-4e (FPASP EIR/EIS)</b>	<p><b><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></b></p> <p>To improve LOS at the Serpa Way/ Iron Point Road intersection, the northbound approaches must be restriped to consist of one left-turn lane, one shared left-through lanes, and one right-turn lane. The Applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by Applicant, to reduce the impacts to the Serpa Way/Iron Point Road Intersection (Folsom Intersection 23).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to	City of Folsom CDD	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.

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

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
			determine during which project phase the improvement should be built			
55-61	<b>3A.15-4f (FPASP EIR/EIS)</b>	<p><b><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></b></p> <p>To ensure that the Empire Ranch Road / Iron Point Road intersection operates at a LOS D or better, all of the following improvements are required: The eastbound approach must be reconfigured to consist of one left-turn lane, two through lanes, and a right-turn lane. The westbound approach must be reconfigured to consist of two left-turn lanes, one through lane, and a through-right lane. The northbound approach must be reconfigured to consist of two left-turn lanes, three through lanes, and a right-turn lane. The southbound approach must be reconfigured to consist of two left-turn lanes, three through lanes, and a right-turn lane. The Applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by Applicant, to reduce the impacts to the Empire Ranch Road / Iron Point Road Intersection Before Project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which Project phase the improvement should be built. (Folsom Intersection 24).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom CDD	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
55-62	<b>3A.15-4g (FPASP EIR/EIS)</b>	<p><b><i>The Applicant Shall Fund and Construct Improvements to the Oak Avenue Parkway/Easton Valley Parkway Intersection (Folsom Intersection 33).</i></b></p> <p>To ensure that the Oak Avenue Parkway/Easton Valley Parkway intersection operates at an acceptable LOS the southbound approach must be reconfigured to consist of two left-turn lanes, two through lanes, and two right-turn</p>	Before project build out. A phasing analysis should be performed	City of Folsom CDD	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior	Condition will be satisfied prior to issuance of a building permit.

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

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		lanes. The Applicant shall fund and construct these improvements.	prior to approval of the first subdivision map to determine during which project phase the improvement should be built.		to building permit issuance in this subdivision.	
55-63	<b>3A.15-4i (FPASP EIR/EIS)</b>	<p><b><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></b></p> <p>To ensure that the Grant Line Road/White Rock Road intersection operates at an acceptable LOS E or better this intersection should be replaced by some type of grade separated intersection or interchange. Improvements to this intersection are identified in the Sacramento County's Proposed General Plan. Implementation of these improvements would assist in reducing traffic impacts on this intersection by providing acceptable operation. Intersection improvements must be implemented by Sacramento County. The Applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Grant Line Road/White Rock Road Intersection (Sacramento County Intersection 3).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built	Sacramento County Department of Transportation.	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
55-64	<b>3A.15-4j (FPASP EIR/EIS)</b>	<p><b><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></b></p>	Before project build out. A phasing	Sacramento County Department of	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees	Condition will be satisfied prior to issuance of

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

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>To improve operation on Grant Line Road between White Rock Road and Kiefer Boulevard, this roadway segment must be widened to six lanes. This improvement is proposed in the Sacramento County and the City of Rancho Cordova General Plans; however, it is not in the 2035 MTP. Improvements to this roadway segment must be implemented by Sacramento County and the City of Rancho Cordova. The Applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Grant Line Road between White Rock Road and Kiefer Boulevard (Sacramento County Roadway Segments 5-7). The identified improvement would more than offset the impacts specifically related to the Folsom South of U.S. 50 Project on this roadway segment.</p>	<p>analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.</p>	<p>Transportation.</p>	<p>(SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision</p>	<p>a building permit.</p>
55-65	<p><b>3A.15-4k (FPASP EIR/EIS)</b></p>	<p><b><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></b></p> <p>To improve operation on Grant Line Road between Kiefer Boulevard Jackson Highway, this roadway segment could be widened to six lanes. This improvement is proposed in the Sacramento County and the City of Rancho Cordova General Plans; however, it is not in the 2035 MTP. Improvements to this roadway segment must be implemented by Sacramento County and the City of Rancho Cordova. The Applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Grant Line Road between Kiefer Boulevard and Jackson Highway (Sacramento County Roadway Segment 8). The identified improvement would more than offset the impacts specifically related to the Folsom South of U.S. 50 Project on this roadway segment.</p>	<p>Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.</p>	<p>Sacramento County Department of Transportation.</p>	<p>This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.</p>	<p>Condition will be satisfied prior to issuance of a building permit.</p>



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

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
55-66	3A.15-4l (FPASP EIR/EIS)	<p><b><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></b></p> <p>To improve operation on Hazel Avenue between Curragh Downs Drive and the U.S. 50 westbound ramps, this roadway segment could be widened to eight lanes. This improvement is inconsistent with Sacramento County's general plan because the county's policy requires a maximum roadway cross section of six lanes. Analysis shown later indicates that improvements at the impacted intersection in this segment can be mitigated (see Mitigation Measure 3A.15-4q). Improvements to impacted intersections on this segment will improve operations on this roadway segment and, therefore; mitigate this segment impact. The Applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Hazel Avenue between Curragh Downs Drive and U.S. 50 Westbound Ramps (Sacramento County Roadway Segments 12-13).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
55-67	3A.15-4m (FPASP EIR/EIS)	<p><b><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></b></p> <p>To improve operation on White Rock Road between Grant Line Road and Prairie City Road, this roadway segment must be widened to six lanes. This improvement is included in the 2035 MTP but is not included in the Sacramento County General Plan. Improvements to this roadway segment must be implemented by Sacramento County. The identified improvement would more than offset the impacts specifically related to the Folsom South of U.S. 50 Project on this roadway segment. However, because of other development in the region that would substantially increase traffic levels, this roadway segment would continue to operate at an unacceptable LOS F even with the capacity improvements identified to mitigate Folsom South of U.S. 50</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project	Sacramento County Department of Transportation	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.

<b>+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254) NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS</b>						
No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		impacts. The Applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to White Rock Road between Grant Line Road and Prairie City Road (Sacramento County Roadway Segment 22).	phase the improvement should be built.			
55-68	<b>3A.15-4n (FPASP EIR/EIS)</b>	<b><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></b> To improve operation on White Rock Road between Empire Ranch Road and Carson Crossing Road, this roadway segment must be widened to six lanes. Improvements to this roadway segment must be implemented by Sacramento County. The Applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to White Rock Road between Empire Ranch Road and Carson Crossing Road (Sacramento County Roadway Segment 28).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built	Sacramento County Department of Transportation.	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
55-69	<b>3A.15-4o (FPASP EIR/EIS)</b>	<b><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></b> To ensure that the White Rock Road/Carson Crossing Road intersection operates at an acceptable LOS, the eastbound right turn lane must be converted into a separate free right turn lane, or double right. Improvements to this intersection must be implemented by El Dorado County. The Applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision	Sacramento County Department of Transportation.	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.



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

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		the White Rock Road/Carson Crossing Road Intersection (El Dorado County 1).	map to determine during which project phase the improvement should be built.			
55-70	<b>3A.15-4p (FPASP EIR/EIS)</b>	<p><b><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></b></p> <p>To ensure that the Hazel Avenue/U.S. 50 westbound ramps intersection operates at an acceptable LOS, the westbound approach must be reconfigured to consist of one dedicated left turn lane, one shared left through lane and three dedicated right-turn lanes. Improvements to this intersection must be implemented by Caltrans and Sacramento County. The Applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Hazel Avenue/U.S. 50 Westbound Ramps Intersection (Caltrans Intersection 1).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
55-71	<b>3A.15-4q (FPASP EIR/EIS)</b>	<p><b><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></b></p> <p>To ensure that Eastbound US 50 operates at an acceptable LOS between Zinfandel Drive and Sunrise Boulevard, an additional eastbound lane could be constructed. This improvement is not consistent with the Concept Facility in Caltrans State Route 50 Corridor System Management Plan;</p>	Before project build out. A phasing analysis should be performed prior to	Sacramento County Department of Transportation.	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this	Condition will be satisfied prior to issuance of a building permit.

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

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		therefore, it is not likely to be implemented by Caltrans by 2030. Construction of the Capitol South East Connector, including widening White Rock Road and Grant Line Road to six lanes with limited access, could divert some traffic from U.S. 50 and partially mitigate the Project's impact. The Applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Eastbound U.S. 50 between Zinfandel Drive and Sunrise Boulevard (Freeway Segment 1).	approval of the first subdivision map to determine during which project phase the improvement should be built.		subdivision.	
55-72	<b>3A.15-4r (FPASP EIR/EIS)</b>	<b><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></b> To ensure that Eastbound US 50 operates at an acceptable LOS between Rancho Cordova Parkway and Hazel Avenue, an additional eastbound lane could be constructed. This improvement is not consistent with the Concept Facility in Caltrans State Route 50 Corridor System Management Plan; therefore, it is not likely to be implemented by Caltrans by 2030. Construction of the Capitol South East Connector, including widening White Rock Road and Grant Line Road to six lanes with limited access, could divert some traffic off of U.S. 50 and partially mitigate the Project's impact. The Applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Eastbound U.S. 50 between Rancho Cordova Parkway and Hazel Avenue (Freeway Segment 3).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
55-73	<b>3A.15-4s (FPASP EIR/EIS)</b>	<b><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></b> To ensure that Eastbound US 50 operates at an acceptable LOS between Folsom Boulevard and Prairie City Road, the	Before project build out. A phasing analysis	Sacramento County Department of	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees	Condition will be satisfied prior to issuance of a building

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

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>eastbound auxiliary lane should be converted to a mixed flow lane that extends to and drops at the Oak Avenue Parkway off ramp (see mitigation measure 3A.15-4t). Improvements to this freeway segment must be implemented by Caltrans. This improvement is not consistent with the Concept Facility in Caltrans State Route 50 Corridor System Management Plan; therefore, it is not likely to be implemented by Caltrans by 2030. Construction of the Capitol South East Connector, including widening White Rock Road and Grant Line Road to six lanes with limited access, could divert some traffic off of U.S. 50 and partially mitigate the Project’s impact. The Applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by Applicant, to reduce the impacts to Eastbound U.S. 50 between Folsom Boulevard and Prairie City Road (Freeway Segment 5).</p>	<p>should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.</p>	<p>Transportation.</p>	<p>and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.</p>	<p>permit.</p>
<p>55-74</p>	<p><b>3A.15-4t (FPASP EIR/EIS)</b></p>	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 between Prairie City Road and Oak Avenue Parkway (Freeway Segment 6).</i></b> To ensure that Eastbound US 50 operates at an acceptable LOS between Prairie City Road and Oak Avenue Parkway, the northbound Prairie City Road slip on ramp should merge with the eastbound auxiliary lane that extends to and drops at the Oak Avenue Parkway off ramp (see Mitigation Measures 3A.15-4u, v and w), and the southbound Prairie City Road flyover on ramp should be braided over the Oak Avenue Parkway off ramp and start an extended full auxiliary lane to the East Bidwell Street – Scott Road off ramp. Improvements to this freeway segment must be implemented by Caltrans. The Applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by Applicant, to reduce the impacts to Eastbound U.S. 50 between Prairie City Road and Oak Avenue Parkway (Freeway Segment 6).</p>	<p>Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built</p>	<p>Sacramento County Department of Transportation.</p>	<p>This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.</p>	<p>Condition will be satisfied prior to issuance of a building permit.</p>

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

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
55-75	<b>3A.15-4u (FPASP EIR/EIS)</b>	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the U.S. 50 Eastbound / Prairie City Road Slip Ramp Merge (Freeway Merge 6).</i></b></p> <p>To ensure that Eastbound US 50 operates at an acceptable LOS, the northbound Prairie City Road slip on ramp should start the eastbound auxiliary lane that extends to and drops at the Oak Avenue Parkway off ramp (see mitigation measure 3A.15-4u, w and x), and the southbound Prairie City Road flyover on ramp should be braided over the Oak Avenue Parkway off ramp and start an extended full auxiliary lane to the East Bidwell Street – Scott Road off ramp. Improvements to this freeway segment must be implemented by Caltrans. The Applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by Applicant, to reduce the impacts to the U.S. 50 Eastbound / Prairie City Road slip ramp merge (Freeway Merge 6).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built	Sacramento County Department of Transportation.	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision	Condition will be satisfied prior to issuance of a building permit.
55-76	<b>3A.15-4v (FPASP EIR/EIS)</b>	<p><b><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></b></p> <p>To ensure that Eastbound US 50 operates at an acceptable LOS, the northbound Prairie City Road slip on ramp should start the eastbound auxiliary lane that extends to and drops at the Oak Avenue Parkway off ramp (see mitigation measure 3A.15-4u, v and x), and the southbound Prairie City Road flyover on ramp should be braided over the Oak Avenue Parkway off ramp and start an extended full auxiliary lane to the East Bidwell Street – Scott Road off ramp. Improvements to this freeway segment must be implemented by Caltrans. The Applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by Applicant, to reduce the impacts to the U.S. 50 Eastbound / Prairie City Road Flyover</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the	Sacramento County Department of Transportation.	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision	Condition will be satisfied prior to issuance of a building permit.



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

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		On Ramp to Oak Avenue Parkway Off Ramp Weave (Freeway Weave 7).	improvement should be built.			
55-77	<b>3A.15-4w (FPASP EIR/EIS)</b>	<p><b><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></b></p> <p>To ensure that Eastbound US 50 operates at an acceptable LOS, the southbound Oak Avenue Parkway loop on ramp should merge with the eastbound auxiliary lane that starts at the southbound Prairie City Road braided flyover on ramp and ends at the East Bidwell Street – Scott Road off ramp (see mitigation measure 3A.15-4u, v and w). Improvements to this freeway segment must be implemented by Caltrans. The Applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by Applicant, to reduce the impacts to U.S. 50 Eastbound / Oak Avenue Parkway Loop Ramp Merge (Freeway Merge 8).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built	Sacramento County Department of Transportation	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
55-78	<b>3A.15-4x (FPASP EIR/EIS)</b>	<p><b><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></b></p> <p>To ensure that Westbound US 50 operates at an acceptable LOS, the northbound Empire Ranch Road loop on ramp should start the westbound auxiliary lane that ends at the East Bidwell Street – Scott Road off ramp. The slip-on ramp from southbound Empire Ranch Road slip ramp would merge into this extended auxiliary lane. Improvements to this freeway segment must be implemented by Caltrans. The Applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during	Sacramento County Department of Transportation	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.

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

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		Applicant, to reduce the impacts to the U.S. 50 Westbound / Empire Ranch Road loop ramp merge (Freeway Merge 27).	which project phase the improvement should be built			
55-79	<b>3A.15-4y (FPASP EIR/EIS)</b>	<p><b><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></b></p> <p>To ensure that Westbound US 50 operates at an acceptable LOS, the northbound Prairie City Road loop on ramp should start the westbound auxiliary lane that continues beyond the Folsom Boulevard off ramp. The slip-on ramp from southbound Prairie City Road slip ramp would merge into this extended auxiliary lane. Improvements to this freeway segment must be implemented by Caltrans. The Applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by Applicant, to reduce the impacts to the U.S. 50 Westbound / Prairie City Road Loop Ramp Merge (Freeway Merge 35).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
<b>UTILITIES AND SERVICE SYSTEMS</b>						
55-80	<b>3A.16-1 (FPASP EIR/EIS)</b>	<p><b><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></b></p> <p>Before the approval of the final map and issuance of building permits for all Project phases, the Project Applicant(s) of all Project phases shall submit proof to the City of Folsom that an adequate wastewater conveyance system either has been constructed or is ensured through payment of the City's facilities augmentation fee as described under the Folsom</p>	Before approval of final maps and issuance of building permits for any project phases.	City of Folsom CDD and City of Folsom EWR Department	The Phase 1 Sanitary Sewer infrastructure including the off-site sewer trunk main, the Alder Creek Parkway sewer lift station and forced main to serve this subdivision have been constructed by the FPA landowners and have been completed and accepted by the City and are currently in operation.	Yes



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

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		Municipal Code Title 3, Chapter 3.40, "Facilities Augmentation Fee – Folsom South Area Facilities Plan," or other sureties to the City's satisfaction. Both on-site wastewater conveyance infrastructure and off-site force main sufficient to provide adequate service to the Project shall be in place for the amount of development identified in the tentative map before approval of the final map and issuance of building permits for all Project phases, or their financing shall be ensured to the satisfaction of the City.				
55-81	<b>3A.16-3 (FPASP EIR/EIS)</b>	<b><i>Demonstrate Adequate SRWTP Wastewater Treatment Capacity.</i></b> The Project Applicant(s) of all Project phases shall demonstrate adequate capacity at the SRWTP for new wastewater flows generated by the Project. This shall involve preparing a tentative map-level study and paying connection and capacity fees as identified by SRCSD. Approval of the final map and issuance of building permits for all Project phases shall not be granted until the City verifies adequate SRWTP capacity is available for the amount of development identified in the tentative map.	Before approval of final maps and issuance of building permits for any project phases.	City of Folsom CDD and City of Folsom EWR Department	The City obtained a letter from Regional San which provides verification that there is adequate capacity in the existing Regional San conveyance and treatment system to accommodate the entire Folsom Plan Area at buildout. Confirmation from Regional San was required because the Folsom Plan Area is served by the existing Regional San Lift Station on Iron Point Road. The City Sewer Lift Station and Forced Main which connects to the Regional San Lift Station has been accepted by the City and is currently in operation.	Yes
55-82	<b>3A.18-1 (FPASP EIR/EIS)</b>	<b><i>Submit Proof of Surface Water Supply Availability.</i></b> a. Prior to approval of any small-lot tentative subdivision map subject to Government Code Section 66473.7 (SB 221), the City shall comply with that statute. Prior to approval of any small-lot tentative subdivision map for a proposed residential Project not subject to that statute, the City need not comply with Section 66473.7, or formally consult with any public water system that would provide water to the affected area; nevertheless, the City shall make a factual showing or impose conditions similar to those required by Section 66473.7 to ensure an adequate water supply for development authorized by the map.	Before approval of final maps and issuance of building permits for any project phases.	City of Folsom CDD and City of Folsom EWR Department	The owner/applicant has constructed the necessary infrastructure to provide potable water to the subdivision. The potable Phase 1 water infrastructure for the Folsom Plan Area has been reviewed, approved and accepted by the City and is currently in operation.	Yes

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

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		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.				
55-83	<b>3A.18-2a (FPASP EIR/EIS)</b>	<p><b><i>Submit Proof of Adequate Off-Site Water Conveyance Facilities and Implement Off-Site Infrastructure Service System or Ensure That Adequate Financing Is Secured.</i></b></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 CDD Department and City of Folsom EWR Department	The off-site potable water infrastructure to serve the subdivision has been reviewed, approved and accepted by the City and is currently in operation. In addition, the City has verified that the off-site potable water infrastructure is adequate to serve the subdivision.	Yes
55-84	<b>3A.18-2b (FPASP EIR/EIS)</b>	<p><b><i>Demonstrate Adequate Off-Site Water Treatment Capacity (if the Off-Site Water Treatment Plant Option is Selected).</i></b></p> <p>If an off-site water treatment plant (WTP) alternative is selected (as opposed to the on-site WTP alternative), the Project Applicant(s) for any discretionary development application shall demonstrate adequate capacity at the off-site WTP. This shall involve preparing a tentative map-level</p>	Before approval of final maps and issuance of building permits for	City of Folsom CDD and City of Folsom EWR Department	This condition is not applicable to this subdivision. The water supply for this subdivision is provided by the City of Folsom Water Treatment Plant rather than an Off-Site Water Treatment Plant	Yes

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

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		study and paying connection and capacity fees as determined by the City. Approval of the final Project map shall not be granted until the City verifies adequate water treatment capacity either is available or is certain to be available when needed for development identified in the tentative map before approval of the final map and issuance of building permits for all Project phases. A certificate of occupancy shall not be issued for any building within the SPA until the water treatment capacity sufficient to serve such building has been constructed and is in place.	any project phases.			
55-85	<b>4.4-1 (Westland/ Eagle SPA)</b>	<p><b><i>Conduct Environmental Awareness Training for Construction Employees.</i></b></p> <p>Prior to beginning construction activities, the Project Applicant shall employ a qualified biologist to develop and conduct environmental awareness training for construction employees. The training shall describe the importance of onsite biological resources, including special-status wildlife habitats; potential nests of special-status birds; and roosting habitat for special-status bats. The biologist shall also explain the importance of other responsibilities related to the protection of wildlife during construction such as inspecting open trenches and looking under vehicles and machinery prior to moving them to ensure there are no lizards, snakes, small mammals, or other wildlife that could become trapped, injured, or killed in construction areas or under equipment.</p> <p>The environmental awareness program shall be provided to all construction personnel to brief them on the life history of special-status species in or adjacent to the Project area, the need to avoid impacts on sensitive biological resources, any terms and conditions required by State and federal agencies, and the penalties for not complying with biological mitigation requirements. If new construction personnel are added to the Project, the contractor's superintendent shall ensure that the personnel receive the mandatory training before starting work. An environmental awareness handout that describes and illustrates sensitive resources to be avoided during Project construction and identifies all relevant permit conditions shall be provided to each person.</p>	Before approval of grading or improvement plans or any ground disturbing activities, including grubbing or clearing, for any project phase.	City of Folsom CDD	The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in Spring of 2021. Compliance table is on file with the City.	Yes

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

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
55-86	4.4-7 (Westland/ Eagle SPA)	<p><b><i>Preconstruction Nesting Bird Survey.</i></b></p> <p>The Project Applicant shall conduct a preconstruction nesting bird survey of all areas associated with construction activities on the Project site within 14 days prior to commencement of construction during the nesting season (1 February through 31 August).</p> <p>If active nests are found, a no-disturbance buffer around the nest shall be established. The buffer distance shall be established by a qualified biologist in consultation with CDFW. The buffer shall be maintained until the fledglings are capable of flight and become independent of the nest, to be determined by a qualified biologist. Once the young are independent of the nest, no further measures are necessary. Pre-construction nesting surveys are not required for construction activity outside of the nesting season.</p>	Before approval of grading or improvement plans or any ground disturbing activities, including grubbing or clearing, for any project phase	City of Folsom CDD; U.S. Army Corp of Engineers	The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in Spring of 2021. Compliance table is on file with the City.	Yes
55-87	3A.5-1a (Westland/ Eagle SPA)	<p><b><i>Comply with the Programmatic Agreement.</i></b></p> <p>The PA for the Project is incorporated by reference. The PA provides a management framework for identifying historic properties, determining adverse effects, and resolving those adverse effects as required under Section 106 of the National Historic Preservation Act. This document is incorporated by reference. The PA is available for public inspection and review at the California Office of Historic Preservation 1725 23rd Street Sacramento, CA 95816.</p>	During all construction phases	City of Folsom CDD; U.S. Army Corp of Engineers	The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in Spring of 2021. Compliance table is on file with the City.	Yes
55-88	3A.5-2 (Westland/ Eagle SPA)	<p><b><i>Conduct Construction Personnel Education, Conduct On-Site Monitoring If Required, Stop Work if Cultural Resources are Discovered, Assess the Significance of the Find, and Perform Treatment or Avoidance as Required.</i></b></p> <p>To reduce potential impacts to previously undiscovered cultural resources, the Project Applicant(s) of all Project phases shall do the following:</p> <ul style="list-style-type: none"> <li>▶ Before the start of ground-disturbing activities, the Project Applicant(s) of all Project phases shall retain a qualified archaeologist to conduct training for construction workers as necessary based upon the sensitivity of the Project APE, to educate them about the possibility of encountering buried</li> </ul>	Before approval of grading or improvement plans or any ground disturbing activities, including grubbing or clearing, for	City of Folsom CDD; U.S. Army Corp of Engineers	The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in Spring of 2021. Compliance table is on file with the City.	Yes



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

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>cultural resources and inform them of the proper procedures should cultural resources be encountered.</p> <ul style="list-style-type: none"> <li>▶ 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.</li> <li>▶ 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.</li> </ul> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the Project Applicant(s) of each applicable Project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans).</p>	any project phase.			

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

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>The Project Applicant, in coordination with USACE, shall ensure that an archaeological sensitivity training program is developed and implemented during a pre-construction meeting for construction supervisors. The sensitivity training program shall provide information about notification procedures when potential archaeological material is discovered, procedures for coordination between construction personnel and monitoring personnel, and information about other treatment or issues that may arise if cultural resources (including human remains) are discovered during Project construction. This protocol shall be communicated to all new construction personnel during orientation and on a poster that is placed in a visible location inside the construction job trailer. The phone number of the USACE cultural resources staff member shall also be included.</p> <p>The on-site sensitivity training shall be carried out each time a new contractor will begin work in the APE and at the beginning of each construction season by each contractor.</p> <p>If unanticipated discoveries of additional historic properties, defined in 36 CFR 800.16 (l), are made during the construction of the Project, the USACE shall ensure that they will be protected by implementing the following measures:</p> <ul style="list-style-type: none"> <li>▶ 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.</li> <li>▶ 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</li> </ul>				



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NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY  
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No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>shall respond within 72 hours of the request to consult. Failure of the SHPO to respond within 72 hours shall not prohibit the USACE from implementing the treatment measures.</p> <p>The Project Applicants shall be required to submit to the City proof of compliance in the form of a completed training roster and copy of training materials.</p>				
55-89	<b>3A.5-3 (Westland/ Eagle SPA)</b>	<p><b><i>Suspend Ground-Disturbing Activities if Human Remains are Encountered and Comply with California Health and Safety Code Procedures.</i></b></p> <p>In accordance with the California Health and Safety Code, if human remains are uncovered during ground-disturbing activities, including those associated with off-site elements, the Project Applicant(s) of all Project phases shall immediately halt all ground-disturbing activities in the area of the find and notify the Sacramento County Coroner and a professional archaeologist skilled in osteological analysis to determine the nature of the remains. The coroner is required to examine all discoveries of human remains within 48 hours of receiving notice of a discovery on private or public lands (California Health and Safety Code Section 7050.5[b]). If the coroner determines that the remains are those of a Native American, he or she must contact the NAHC by phone within 24 hours of making that determination (California Health and Safety Code Section 7050[c]).</p> <p>After the coroner's findings are complete, the Project Applicant(s), an archaeologist, and the NAHC-designated Most Likely Descendant shall determine the ultimate treatment and disposition of the remains and take appropriate steps to ensure that additional human interments are not disturbed. The responsibilities for acting on notification of a discovery of Native American human remains are identified in Section 5097.9 of the California Public Resources Code.</p> <p>Upon the discovery of Native American remains, the procedures above regarding involvement of the applicable county coroner, notification of the NAHC, and identification of a Most Likely Descendant shall be followed. The Project Applicant(s) of all Project phases shall ensure that the immediate vicinity (according to generally accepted cultural or archaeological standards and</p>	During all ground disturbing activities, for any project phase.	Sacramento County Coroner; Native American Heritage Commission; City of Folsom CDD	<p>The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in Spring of 2021. Compliance table is on file with the City.</p> <p>No human remains have been encountered in the subdivision during grading and construction</p>	Yes

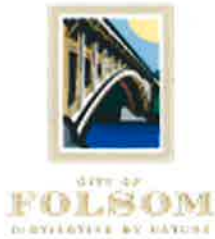
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No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>practices) is not damaged or disturbed by further development activity until consultation with the Most Likely Descendant has taken place. The Most Likely Descendant shall have 48 hours after being granted access to the site to inspect the site and make recommendations. A range of possible treatments for the remains may be discussed: nondestructive removal and analysis, preservation in place, relinquishment of the remains and associated items to the descendants, or other culturally appropriate treatment. As suggested by AB 2641 (Chapter 863, Statutes of 2006), the concerned parties may extend discussions beyond the initial 48 hours to allow for the discovery of additional remains. AB 2641(e) includes a list of site protection measures and states that the Project Applicant(s) shall comply with one or more of the following requirements:</p> <ul style="list-style-type: none"> <li>▶ record the site with the NAHC or the appropriate Information Center,</li> <li>▶ use an open-space or conservation zoning designation or easement, or</li> <li>▶ record a reinternment document with the county.</li> </ul> <p>The Project Applicant(s) or its authorized representative of all Project phases shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance if the NAHC is unable to identify a Most Likely Descendant or if the Most Likely Descendant fails to make a recommendation within 48 hours after being granted access to the site. The Project Applicant(s) or its authorized representative may also reinter the remains in a location not subject to further disturbance if it rejects the recommendation of the Most Likely Descendant and mediation by the NAHC fails to provide measures acceptable to the Landowner. Ground disturbance in the zone of suspended activity shall not recommence without authorization from the archaeologist.</p> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the Project Applicant(s) of each applicable Project phase with the affected</p>				

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 NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY  
 SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans).  The Project Applicants shall be required to submit to the City proof of compliance in the form of a completed training roster and copy of training materials.				

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# Folsom City Council Staff Report



<b>MEETING DATE:</b>	8/23/2022
<b>AGENDA SECTION:</b>	Consent Calendar
<b>SUBJECT:</b>	Resolution No. 10857 – A Resolution Authorizing the City Manager to Execute a Subdivision Improvement Agreement and Accept Offers of Dedication for the Mangini Ranch Phase 3 Village No. 4 Subdivision, and Approval of the Final Map for the Mangini Ranch Phase 3 Village No. 4 Subdivision
<b>FROM:</b>	Community Development Department

### RECOMMENDATION / CITY COUNCIL ACTION

Staff recommends that the City Council move to adopt:

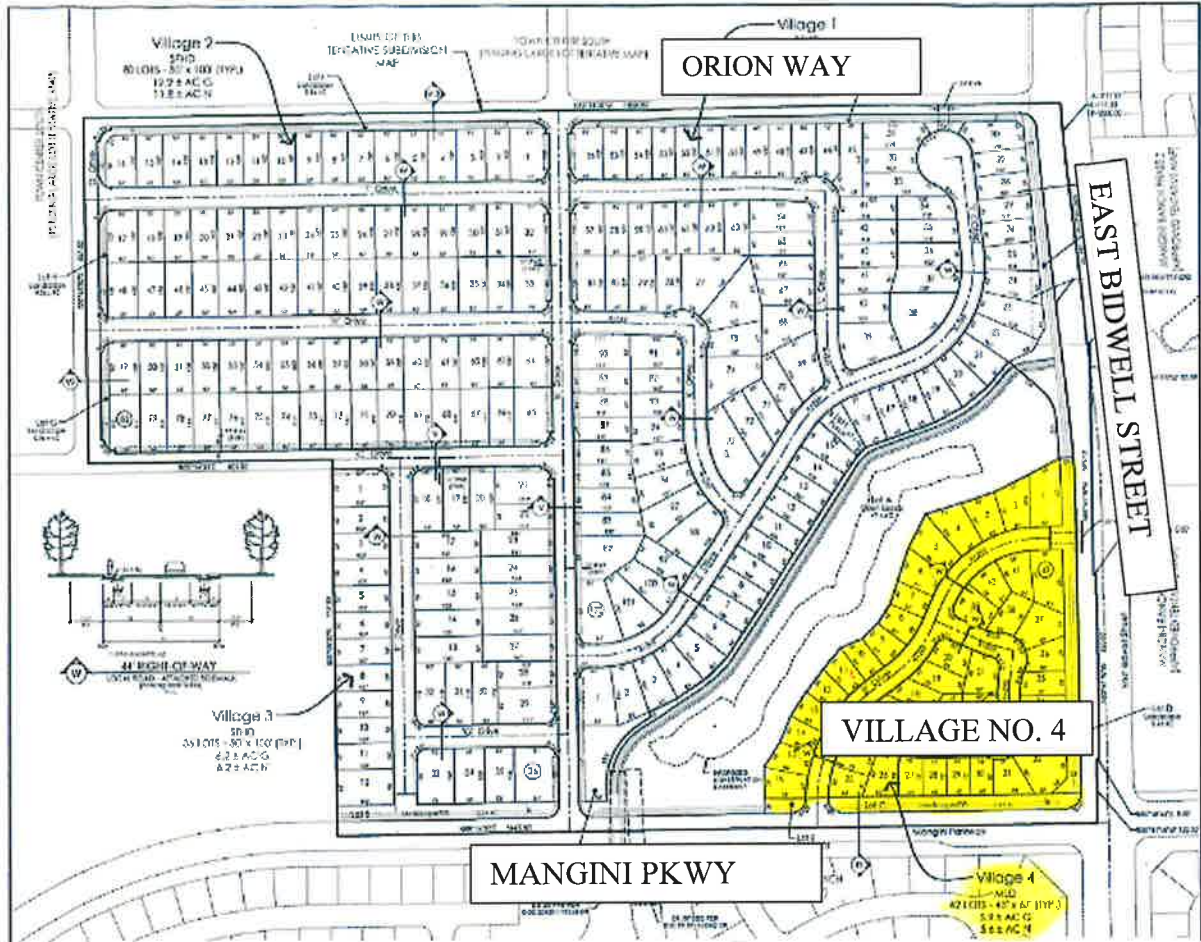
Resolution No. 10857 – A Resolution Authorizing the City Manager to Execute a Subdivision Improvement Agreement and Accept Offers of Dedication for the Mangini Ranch Phase 3 Village No. 4 Subdivision, and Approval of the Final Map for the Mangini Ranch Phase 3 Village No. 4 Subdivision.

### BACKGROUND / ISSUE

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

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





The Mangini Ranch Phase 3 Village No. 4 Subdivision is located on the west side of East Bidwell Street north of Mangini Parkway in the Folsom Plan Area (FPA) (see above).

**POLICY / RULE**

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

**ANALYSIS**

The Final Map and conditions of approval for the Mangini Ranch Phase 3 Village No. 4 Subdivision have been reviewed by the Community Development Department and other City departments. The Final Map has been found to be in substantial compliance with the approved Vesting Tentative Subdivision Map, and all conditions pertaining to the map have been satisfied.

Attached is a table which includes the conditions of approval for the Mangini Ranch Phase 3 Village No. 4 Vesting Tentative Subdivision Map. The tables include information concerning

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

### **ENVIRONMENTAL REVIEW**

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

### **ATTACHMENTS**

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

Submitted,



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PAM JOHNS  
Community Development Director

## **ATTACHMENT 1**

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

**RESOLUTION NO. 10857**

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

**WHEREAS**, the Final Map for the Mangini Ranch Phase 3 Village No. 4 subdivision has been reviewed and approved by the City Engineer as complying with the approved or conditionally approved Vesting Tentative Subdivision Map for the subdivision; and

**WHEREAS**, the City Council has reviewed the Final Map for the Mangini Ranch Phase 3 Village No. 4 subdivision; and

**WHEREAS**, the City Council agrees to accept, subject to improvement, any and all offers of dedication as shown on the Final Map for the Mangini Ranch Phase 3 Village No. 4 subdivision.

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

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

**PASSED AND ADOPTED** this 23rd day of August 2022, by the following roll-call vote:

AYES: Councilmember(s)

NOES: Councilmember(s)

ABSENT: Councilmember(s)

ABSTAIN: Councilmember(s)

\_\_\_\_\_  
Kerri M. Howell, MAYOR

ATTEST:

\_\_\_\_\_  
Christa Freemantle, CITY CLERK

## **ATTACHMENT 2**

### **MANGINI RANCH PHASE 3 VILLAGE NO. 4 SUBDIVISION IMPROVEMENT AGREEMENT**

No Fee Document Pursuant to Government Code Section 6103.

RECORDING REQUESTED BY:

City of Folsom

WHEN RECORDED MAIL TO:

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

SPACE ABOVE THIS LINE RESERVED FOR RECORDER'S USE

CITY OF FOLSOM

SUBDIVISION IMPROVEMENT AGREEMENT

This Agreement is made and entered into this \_\_\_\_\_ day of \_\_\_\_\_, 2022, by and between the City of Folsom, hereinafter referred to as "City", and TCS Improvement Company, L.L.C., a California Limited Liability Company hereinafter referred to as "Subdivider".

RECITALS

- A. Subdivider has presented to the City a certain Final Map of a proposed subdivision of land located within the corporate limits of the City that has been prepared in accordance with the Subdivision Map Act of the State of California, the subdivision ordinances of the City, and the Tentative Subdivision Map, if any, of the subdivision previously approved by the City Council of the City.
- B. The proposed subdivision of land is commonly known and described as **Mangini Ranch Phase 3 Village. No. 4**, and is herein referred to as the "subdivision".
- C. Subdivider has requested approval of the Final Map prior to the construction and completion of the public improvements (as shown on the approved improvement plans and listed in Exhibit A), including, but not limited to streets, highways, public ways, sidewalks, curbs, gutters, bikeways, storm drainage facilities, sanitary sewer facilities, domestic water facilities, public utility facilities, landscaping, public lighting facilities, park or recreational improvements and appurtenances thereto, in or required by the Subdivision Map Act, the subdivision ordinances of the City, the Tentative Subdivision Map and development agreement, if any, approved by the City. The foregoing improvements, more specifically listed on Exhibit A attached hereto, are hereinafter referred to as "the required improvements".



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

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

1. Performance of Work. Subdivider agrees to furnish, construct, and install at his own expense the required improvements as shown on the approved plans and specifications of the subdivision, a copy of which is on file in the Community Development Department, and is incorporated herein by reference, along with any changes or modifications as may be required by the City Engineer due to errors, omissions, changes in conditions, or changes in facilities as required by the City Engineer. The approved plans and specifications of the required improvements may be modified by the Subdivider as the development progresses, provided that any modification is approved in writing by the City Engineer. The total estimated cost of the required improvements, as shown on Exhibit A, is **ONE MILLION SEVEN HUNDRED FIFTY-SIX THOUSAND NINE HUNDRED TWENTY-SIX AND 00/100 DOLLARS (\$1,756,926.00)**.
2. Work; Satisfaction of City Engineer. All of the work on the required improvements is to be done at the places, of the materials, and in the manner and at the grades, all as shown upon the approved plans and specifications and as required by the City's Improvement Standards and Standard Construction Specifications and any applicable City ordinances or state and federal laws, and to the satisfaction of the City Engineer.
3. Work; Time for Commencement and Performance. Work on the required improvements shall be completed by the Subdivider on or before twelve (12) months from the date of this Agreement. At least fifteen (15) calendar days prior to the commencement of such work, the Subdivider shall notify the City Engineer in writing of the date fixed by Subdivider for commencement of the work.
4. Time of Essence; Extension.
  - a. Time is of the essence of this Agreement. The date for completion of the work of construction may not be extended, except as provided in Section 16.36.110 of the Folsom Municipal Code.
5. Improvement Security. Concurrently with the execution of this Agreement, the Subdivider shall furnish the City:
  - a. Improvement security in the sum of **ONE MILLION SEVEN HUNDRED FIFTY-SIX THOUSAND NINE HUNDRED TWENTY-SIX AND 00/100 DOLLARS (\$1,756,926.00)**, which sum is equal to one hundred percent of the total estimated cost of constructing the required improvements and the cost of any other obligation to be performed by Subdivider under this Agreement, conditioned upon the faithful performance of this Agreement; and

- b. Separate improvement security in the sum of **ONE MILLION SEVEN HUNDRED FIFTY-SIX THOUSAND NINE HUNDRED TWENTY-SIX AND 00/100 DOLLARS (\$1,756,926.00)**, which sum is equal to one hundred percent of the estimated cost of constructing the required improvements, securing payment to the contractor, subcontractor and to persons furnishing labor, materials, or equipment to them for the construction of the required improvements.
- c. The Subdivider shall deposit with the City **THREE THOUSAND AND NO/100 DOLLARS (\$3,000.00)** for the Final Map. The deposit may be used at the discretion of the City to correct deficiencies and conditions caused by the Subdivider, contractor, or subcontractors that may arise during or after the construction of the subdivision.
- d. The estimated total cost of required improvements includes a ten percent (10%) construction cost contingency, the cost of the installation of survey monuments in the Subdivision to guarantee and secure the placement of such monuments as provided by Section 66496 of the Government Code of the State of California, and an estimated utility cost in addition to ensure installation of public utilities. In lieu of providing the estimate of total utility costs, the Subdivider may submit, in a form acceptable to the City Engineer, certification from the utility companies that adequate security has been deposited to ensure installation.
6. Plan Checking and Inspection Fees. The Subdivider shall pay to the City fees for the checking, filing, and processing of improvement plans and specifications, and for inspecting the construction of the required improvements in the amounts and at the times established by the City.
7. Indemnification and Hold Harmless. The Subdivider shall indemnify, protect, defend, save and hold the City harmless from any and all claims or causes of action for death or injury to persons, or damage to property resulting from intentional or negligent acts, errors, or omissions of Subdivider or Subdivider's officers, employees, volunteers, and agents during performance of this Agreement, or in connection with Subdivider's work, or from any violation of any federal, state, or municipal law or ordinance, to the extent caused, in whole or in part, by the willful misconduct, negligent acts, or omissions of Subdivider or its employees, subcontractors, or agents, or by the quality or character of Subdivider's work. It is understood that the duty of Subdivider to indemnify and hold harmless includes the duty to defend as set forth in Section 2778 of the California Civil Code. Acceptance by City of insurance certificates and endorsements required under this Agreement does not relieve Subdivider from liability under this indemnification and hold harmless clause. This indemnification and hold harmless clause shall apply to any damages or claims for damages whether or not such insurance policies shall have been determined to apply, and shall further survive the expiration or termination of this Agreement. By execution of this Agreement, Subdivider acknowledges and agrees to the provisions of this Section and that it is a material element of consideration. Subdivider shall, at his own cost and expense, defend any and all actions, suits, or legal proceedings that may be brought or instituted against the City, its officers and employees, on any such claim or demand, and pay or satisfy any judgement that may be

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

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

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

- 1. Comprehensive General Liability: \$1,000,000 combined single limit per occurrence for bodily injury, personal injury and property damage.
- 2. Automobile Liability: \$1,000,000 combined single limit per accident for bodily injury, personal injury and property damage.
- 3. Worker’s Compensation and Employers Liability: Worker’s Compensation limits as required by the Labor Code of the State of California and Employers Liability limits of \$1,000,000 per accident.

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

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

1. General Liability and Automobile Liability Coverages

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

B. The Subdivider’s insurance coverage shall be primary insurance

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

- C. Any failure to comply with reporting provisions of the policies shall not affect coverage provided to the City, its officers, officials, employees or volunteers.
  - D. The Subdivider's insurance shall apply separately to each insured against whom claim is made or suit is brought, except with respect to the limits of the insurer's liability.
2. Worker's Compensation and Employers Liability Coverage. The insurer shall agree to waive all rights or subrogation against the City, its officers, officials, employees and volunteers for losses arising from work performed by Subdivider for the City.
  3. All Coverages. Each insurance policy required by this clause shall be endorsed to state that coverage shall not be suspended, voided or cancelled by either party, reduced in coverage or in limits except after thirty (30) days prior written notice by certified mail, return receipt requested, has been given to the City.
- d. Acceptability of Insurers. Insurance is to be placed with insurers with a Best's rating of not less than A: VII.
  - e. Verification of Coverage. Concurrently with the execution of this Agreement, the Subdivider shall furnish the City with original endorsements affecting coverage required by this clause. The endorsements for each insurance policy are to be signed by a person authorized by that insurer to bind coverage on its behalf. The City reserves the right to require complete, certified copies of all required insurance policies at any time.
9. Title to Improvements. Title to and ownership of the required public improvements constructed under this Agreement by Subdivider shall vest absolutely in the City upon completion and written acceptance of such improvements by the City Engineer. The City Engineer shall not accept the required improvements unless Subdivider certifies that such improvements have been constructed in conformity with the approved plans and specifications, approved modifications, if any, the approved Final Map, City Improvement Standards and Standard Construction Specifications, any applicable City Ordinances or State and Federal laws and after 35 days from the date of filing of a Notice of Completion.
  10. Warranty Security. Prior to acceptance of the required improvements by the City Engineer, the Subdivider shall provide security in the amount and in the form as required by the City Engineer to guarantee the improvements against any defective work or labor done or defective materials used in the performance of the required improvements (Warranty Security) throughout the warranty security period which shall be the period of one year following



completion and written acceptance of the improvements (Warranty Security Period). The amount of the Warranty Security shall not be less than 10 percent of the cost of the construction of the improvements, including the cash deposit required in paragraph 5C of this agreement, which shall be retained for the Warranty Security Period.

11. Repair or Reconstruction of Defective Work or Materials. If, within the Warranty Security Period or the applicable statute of limitations, whichever is longer, any improvement or part of any improvement furnished and/or installed or constructed by Subdivider or any of the work done under this Agreement fails to fulfill any of the requirements of the Agreement or the specifications referred to herein as determined by the City, Subdivider shall without delay and without any cost to the City, repair, replace, or reconstruct any defective or otherwise unsatisfactory part or parts of the required improvements. If the Subdivider fails to act promptly or in accordance with this requirement, or if the exigencies of the situation require repairs or replacements to be made before the Subdivider can be notified, then the City may, at its option, make the necessary repairs or replacements or perform the necessary work, and Subdivider shall pay to City the actual cost of such repairs plus fifteen percent (15%) within thirty (30) days of the date of billing for such work by City. The parties further understand and agree that the Warranty Security furnished pursuant to paragraph 10 of this Agreement shall guarantee and secure the faithful performance and payment of the provisions of this paragraph during the Warranty Security Period.
12. Subdivider Not Agent of City. Neither Subdivider nor any of Subdivider's agents or contractors are or shall be considered to be agents of City in connection with the performance of Subdivider's obligations under this Agreement.
13. Notice of Breach and Default. If Subdivider refuses or fails to prosecute the work, or any part thereof, with such diligence as will ensure its completion within the time specified, or any extension thereof, or fails to complete the work within such time, or if Subdivider should be adjudged a bankruptcy, or Subdivider should make a general assignment for the benefit of his creditors, or if a receiver should be appointed in the event of Subdivider's insolvency, or if Subdivider or any of Subdivider's contractors, subcontractors, agents or employees should violate any of the provisions of this Agreement and the City may, but is under no obligation to, serve written notice upon Subdivider and Subdivider's surety, if any, of breach of this Agreement, or of any portion thereof.
14. Breach of Agreement; Performance By Surety or City. In the event of any such notice, Subdivider's surety, if any, shall have the duty to take over and complete the work and the required improvements; provided, however, that if the surety within fifteen (15) days after the serving of such notice of breach upon it does not give the City written notice of its intention to take over the performance thereof within fifteen (15) days after notice to the City of such election, then the City may take over the work and prosecute the same to completion by contract, or by any other method the City may deem advisable, for the account and at the expense of the Subdivider, and the Subdivider's surety shall be liable to City for any excess costs of damages incurred by the City; and in such event, the City, without liability for so doing, may take possession of and utilize in completing the work, such materials, appliances, plant or other property belonging to Subdivider as may be on the site of the work and necessary therefor.

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

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

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

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

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

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

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

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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

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

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



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

**SUBDIVIDER**

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

BY: \_\_\_\_\_

Print Name: \_\_\_\_\_

Title: \_\_\_\_\_

DATE \_\_\_\_\_

**CITY OF FOLSOM, a Municipal Corporation**

\_\_\_\_\_  
Elaine Andersen  
CITY MANAGER

DATE \_\_\_\_\_

ATTEST:

\_\_\_\_\_  
Christa Freemantle  
CITY CLERK

DATE \_\_\_\_\_

APPROVED AS TO CONTENT:

\_\_\_\_\_  
Pam Johns  
COMMUNITY DEVELOPMENT DIRECTOR

DATE \_\_\_\_\_

APPROVED AS TO FORM:

\_\_\_\_\_  
Steven Wang  
CITY ATTORNEY

DATE \_\_\_\_\_

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

5/3/2022



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

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

5/3/2022



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

Item No	Quantity	Unit	Description	Unit Price	Total	% Complete	Cost to Complete
<b>Site Preparation &amp; Earthwork</b>							
1	7	AC	Clearing & Grubbing	\$ 200.00	\$ 1,400.00	100%	\$ -
2	7	AC	Erosion Control	\$ 1,000.00	\$ 7,000.00	100%	\$ -
<b>Subtotal Grading &amp; Site Prep</b>					<b>\$ 8,400.00</b>		<b>\$ -</b>
<b>Sanitary Sewer System</b>							
1	771	LF	8" Sanitary Sewer, PVC SDR 26	\$ 70.00	\$ 53,970.00	0%	\$ 53,970.00
2	573	LF	6" Sanitary Sewer, PVC SDR 26	\$ 50.00	\$ 28,650.00	0%	\$ 28,650.00
3	7	EA	48" Standard Sanitary Sewer MH	\$ 4,500.00	\$ 31,500.00	0%	\$ 31,500.00
4	1	EA	Connection to Existing Sewer Main	\$ 500.00	\$ 500.00	0%	\$ 500.00
5	42	EA	4" Sanitary Sewer Service	\$ 1,000.00	\$ 42,000.00	0%	\$ 42,000.00
<b>Subtotal Sanitary Sewer</b>					<b>\$ 156,620.00</b>		<b>\$ 156,620.00</b>
<b>Storm Drain System</b>							
1	935	LF	12" Storm Drain, RCP CL III	\$ 45.00	\$ 15,075.00	0%	\$ 15,075.00
2	294	LF	15" Storm Drain, RCP CL III	\$ 55.00	\$ 16,170.00	0%	\$ 16,170.00
3	242	LF	18" Storm Drain, RCP CL III	\$ 60.00	\$ 14,520.00	0%	\$ 14,520.00
4	18	LF	24" Storm Drain, RCP CL III	\$ 65.00	\$ 1,170.00	0%	\$ 1,170.00
5	6	EA	48" Standard Storm Drain Manhole	\$ 5,000.00	\$ 30,000.00	0%	\$ 30,000.00
6	1	EA	60" Standard Storm Drain Manhole	\$ 7,000.00	\$ 7,000.00	0%	\$ 7,000.00
7	5	EA	Type GOL-7 (On Grade) Drainage Inlet	\$ 4,500.00	\$ 22,500.00	0%	\$ 22,500.00
8	5	EA	Modified Type 'B' Drainage Inlet	\$ 3,500.00	\$ 17,500.00	0%	\$ 17,500.00
9	1	EA	Connect to Existing Storm Drain Main	\$ 500.00	\$ 500.00	0%	\$ 500.00
<b>Subtotal Storm Drain</b>					<b>\$ 124,435.00</b>		<b>\$ 124,435.00</b>
<b>Potable Water Distribution System</b>							
1	1,361	LF	8" Water Main, PVC C900 CL 200	\$ 55.00	\$ 74,855.00	0%	\$ 74,855.00
2	8	EA	8" Gate Valve	\$ 2,000.00	\$ 16,000.00	0%	\$ 16,000.00
3	2	EA	Remove 4" Blow-Off Valve & Connect	\$ 500.00	\$ 1,000.00	0%	\$ 1,000.00
4	4	EA	Fire Hydrant Assembly (6" Lead & Appurtenances)	\$ 5,000.00	\$ 20,000.00	0%	\$ 20,000.00
5	42	EA	1" Water Service	\$ 1,000.00	\$ 42,000.00	0%	\$ 42,000.00
6	1	EA	4" In-Line Blow-Off Valve	\$ 3,000.00	\$ 3,000.00	0%	\$ 3,000.00
<b>Subtotal Potable Water</b>					<b>\$ 156,855.00</b>		<b>\$ 156,855.00</b>
<b>Concrete</b>							
1	2,568	LF	Modified Type 1 Rolled Curb & Gutter	\$ 20.00	\$ 51,360.00	0%	\$ 51,360.00
2	13,902	SF	Sidewalk (6" PCC)	\$ 5.00	\$ 69,510.00	0%	\$ 69,510.00
3	6	LF	Sidewalk Curb Ramp	\$ 2,500.00	\$ 15,000.00	0%	\$ 15,000.00
4	5	EA	Concrete Survey Monument	\$ 300.00	\$ 1,500.00	0%	\$ 1,500.00
<b>Subtotal Concrete</b>					<b>\$ 137,370.00</b>		<b>\$ 137,370.00</b>



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

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

**Landscaping & Sound Walls**

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

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

**Summary**

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

BOND # \_\_\_\_\_  
PREMIUM: \_\_\_\_\_

PERFORMANCE BOND  
for  
**Subdivision Improvement Agreement**

**WHEREAS**, The City Council of the City of Folsom, a Municipal Corporation in the State of California, and **TCS Improvement Company, L.L.C., a California Limited Liability Company**, (hereinafter designated as “Principal”) have entered into an agreement where by principal agrees to install and complete certain designated public improvements, which said agreement, dated \_\_\_\_\_ 2022, and identified as the **Mangini Ranch Phase 3 Village No. 4 Subdivision Improvement Agreement** is hereby referred to and made a part hereof; and,

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

**NOW THEREFORE**, We, the principal, and \_\_\_\_\_, as surety, are held and firmly bound unto the City of Folsom, hereinafter referred to as the City; in the penal sum of **ONE MILLION SEVEN HUNDRED FIFTY-SIX THOUSAND NINE HUNDRED TWENTY-SIX AND 00/100 DOLLARS (\$1,756,926.00)**, lawful money of the United States, for the payment of which sum well and truly to be made, we bind ourselves, our heirs, successors, executors, and administrators, jointly and severally firmly by these presents.

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

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

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



IN WITNESS WHEREOF, this instrument has been duly executed by the principal and surety above named, on \_\_\_\_\_, 2022.

BY \_\_\_\_\_  
(PRINCIPAL)

BY \_\_\_\_\_  
(PRINCIPAL)

BY \_\_\_\_\_  
(SURETY)

\_\_\_\_\_  
(ADDRESS)

\_\_\_\_\_  
(CITY, STATE, ZIP)

\_\_\_\_\_  
(TELEPHONE)

APPROVED AS TO FORM

\_\_\_\_\_  
CITY ATTORNEY

BOND # \_\_\_\_\_  
PREMIUM: \_\_\_\_\_

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

WHEREAS, The City Council of the City of Folsom, a Municipal Corporation of the State of California, and **TCS Improvement Company, L.L.C., a Delaware Limited Liability Company** (hereinafter designated as “Principal”), have entered into an agreement whereby principal agrees to install and complete certain designated public improvements, which said agreement, dated \_\_\_\_\_ 2022, and identified as the **Mangini Ranch Phase 3 Village No. 4 Subdivision Improvement Agreement** is hereby referred to and made a part hereof; and,

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

NOW THEREFORE, said principal and the undersigned as corporate surety, are held firmly bound unto the City of Folsom and all contractors, subcontractors, laborers, materialmen and other persons employed in the performance of the aforesaid agreement and referred to in the aforesaid Code of Civil Procedure, in the sum of **ONE MILLION SEVEN HUNDRED FIFTY-SIX THOUSAND NINE HUNDRED TWENTY-SIX AND 00/100 DOLLARS (\$1,756,926.00)** for materials furnished or labor thereon of any kind, or for amounts due under the Unemployment Insurance Act with respect to such work or labor, that said surety will pay the same in an amount not exceeding the amount hereinabove set forth, and also in case suit is brought upon this bond, will pay, in addition to the face amount thereof, cost and reasonable expenses and fees, including reasonable attorney’s fees, incurred by City in successfully enforcing such obligation, to be awarded and fixed by the court, and to be taxed as costs and to be included in the judgment therein rendered.

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

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

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

IN WITNESS WHEREOF, this instrument has been duly executed by the principal and surety above named, on \_\_\_\_\_, 2022.

BY \_\_\_\_\_  
(PRINCIPAL)

BY \_\_\_\_\_  
(PRINCIPAL)

BY \_\_\_\_\_  
(SURETY)

\_\_\_\_\_  
(ADDRESS)

\_\_\_\_\_  
(CITY, STATE, ZIP)

\_\_\_\_\_  
(TELEPHONE)

APPROVED AS TO FORM

\_\_\_\_\_  
CITY ATTORNEY

# **ATTACHMENT 3**

## **MANGINI RANCH PHASE 3 VILLAGE NO. 4 FINAL MAP**

**OWNER'S STATEMENT**

THE UNDERSIGNED DOES HEREBY STATE THAT WE ARE THE ONLY PARTIES HAVING ANY RECORD TITLE INTEREST IN THE REAL PROPERTY INCLUDED WITHIN THE BOUNDARIES OF THIS FINAL MAP OF "MANGINI RANCH PHASE 3 VILLAGE 4" AND THE CONSENT FROM NO OTHER PERSON IS NECESSARY, AND WE CONSENT TO THE PREPARATION AND RECORDATION OF THIS FINAL MAP AND DO HEREBY DEDICATE AS PUBLIC RIGHTS OF WAY, AND AS UTILITY EASEMENTS, EAST BIDWELL STREET, MANGINI PARKWAY, VOYAGER DRIVE, AND NEPTUNE CIRCLE.

WE DO HEREBY DEDICATE FOR SPECIFIC PURPOSES THE FOLLOWING:

1. A PUBLIC EASEMENT FOR THE INSTALLATION AND MAINTENANCE OF DRAIN, GAS, SEWER AND WATER PIPES, AND FOR UNDERGROUND WIRES AND CONDUITS FOR ELECTRICAL, TELEVISION AND COMMUNICATIONS SERVICES, TOGETHER WITH ANY AND ALL APPURTENANCES PERTAINING THERETO ON, OVER, UNDER AND ACROSS THOSE STRIPS OF LAND SHOWN HEREON AND DESIGNATED "PUBLIC UTILITY EASEMENT" (P.U.E.).
2. A PUBLIC EASEMENT FOR PEDESTRIAN ACCESS ON, OVER AND ACROSS THOSE STRIPS OF LAND SHOWN HEREON AND DESIGNATED "PEDESTRIAN ACCESS EASEMENT" (P.A.E.).
3. A PUBLIC EASEMENT AND RIGHT OF WAY FOR THE INSTALLATION, REPAIR, REMOVAL OR REPLACEMENT OF LANDSCAPING TOGETHER WITH ANY AND ALL APPURTENANCES PERTAINING THERETO, ON, OVER, UNDER AND ABOVE THOSE STRIPS OF LANDS SHOWN HEREON AND DESIGNATED "LANDSCAPE EASEMENT" (L.E.).
4. AN EASEMENT FOR INGRESS AND EGRESS FOR SUPPORT AND USE BY LAW ENFORCEMENT, FIRE PROTECTION, WELFARE AND OTHER PUBLIC AGENCIES, THEIR VEHICLES AND PERSONNEL ON, OVER, AND ACROSS AREAS SHOWN HEREON AND DESIGNATED "EMERGENCY VEHICLE ACCESS EASEMENT" (E.V.A.).
5. A PUBLIC EASEMENT FOR CONSTRUCTION AND MAINTAINING CENTRALIZED MAIL DELIVERY BOXES, PEDESTALS AND SLABS, TOGETHER WITH ANY AND ALL APPURTENANCES PERTAINING THERETO INCLUDING PEDESTRIAN ACCESS FOR DELIVERY AND RECEIPT OF MAIL ON, OVER, AND ACROSS STRIPS OF LAND FIVE (5) FEET IN WIDTH CONTIGUOUS TO ALL RIGHT-OF-WAYS.

TCS IMPROVEMENT COMPANY, LLC  
A CALIFORNIA LIMITED LIABILITY COMPANY

BY: \_\_\_\_\_  
NAME: WILLIAM B. BUNCE  
TITLE: PRESIDENT

**NOTARY'S ACKNOWLEDGMENT**

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

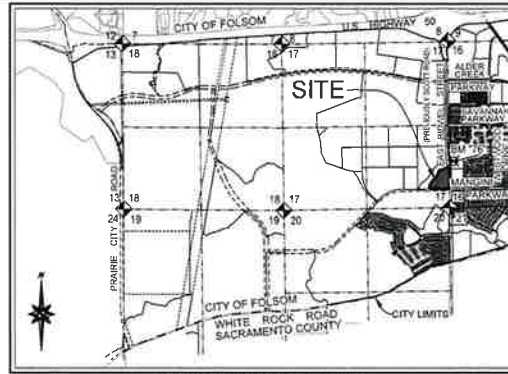
STATE OF CALIFORNIA  
COUNTY OF \_\_\_\_\_  
ON \_\_\_\_\_ BEFORE ME, \_\_\_\_\_, A NOTARY PUBLIC

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

**NAV088 BENCHMARK-CITY OF FOLSOM**

BENCHMARK "76" ELEVATION = 391.25 NAV088

BRASS DISK STAMPED "CITY OF FOLSOM BM 76" ON THE NORTHWEST CORNER OF THE CONCRETE DRAINAGE STRUCTURE LOCATION OF SITE IS APPROXIMATELY 500 FEET NORTH OF THE INTERSECTION OF MANGINI PARKWAY AND E. BIDWELL STREET ON THE EAST SIDE OF E. BIDWELL STREET AT THE NORTHWEST CORNER OF A DETENTION BASIN. APPROXIMATE LATITUDE: N38° 37' 51.71" LONGITUDE: W121° 09' 49.49"

THE ELEVATION OF 391.25 WAS ESTABLISHED BY A DIFFERENTIAL LEVEL CIRCUIT FROM COUNTY BENCHMARK U01B-008 STAMPED "K-856" IN FEBRUARY 2014 BY MACKAY AND SOMPS CIVIL ENGINEERS, INC.

**SURVEYOR'S STATEMENT**

THIS MAP WAS PREPARED BY ME OR UNDER MY DIRECTION AND IS BASED UPON A FIELD SURVEY IN CONFORMANCE WITH THE REQUIREMENTS OF THE SUBDIVISION MAP ACT AND LOCAL ORDINANCE AT THE REQUEST OF TCS IMPROVEMENT COMPANY, LLC, A CALIFORNIA LIMITED LIABILITY COMPANY IN JANUARY 2021. I HEREBY STATE THAT THIS FINAL MAP SUBSTANTIALLY CONFORMS TO THE CONDITIONALLY APPROVED TENTATIVE MAP; THAT THE MONUMENTS WILL BE OF THE CHARACTER AND WILL OCCUPY THE POSITIONS AS INDICATED AND WILL BE SET BY JUNE 30, 2024, AND THAT SAID MONUMENTS WILL BE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED.

MACKAY & SOMPS CIVIL ENGINEERS, INC.



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

DATE: \_\_\_\_\_

**CITY ENGINEER'S STATEMENT**

I HEREBY STATE THAT I HAVE EXAMINED THIS FINAL MAP OF "MANGINI RANCH PHASE 3 VILLAGE 4" AND FIND IT TO BE SUBSTANTIALLY THE SAME AS THE TENTATIVE MAP APPROVED BY THE CITY COUNCIL OF THE CITY OF FOLSOM, AND THAT ALL PROVISIONS OF THE SUBDIVISION MAP ACT AND ALL APPLICABLE CITY ORDINANCES HAVE BEEN COMPLIED WITH.

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

DATE: \_\_\_\_\_

**CITY SURVEYOR'S STATEMENT**

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

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

DATE: \_\_\_\_\_

**CITY CLERK'S STATEMENT**

I HEREBY STATE THAT THE CITY COUNCIL OF THE CITY OF FOLSOM HAS APPROVED THIS FINAL MAP OF "MANGINI RANCH PHASE 3 VILLAGE 4", AND HAS ACCEPTED, ON BEHALF OF THE PUBLIC, SUBJECT TO IMPROVEMENTS, ALL RIGHTS OF WAY AND EASEMENTS OFFERED HEREON FOR DEDICATION IN ACCORDANCE WITH THE TERMS OF THAT OFFER AND HAS APPROVED THE ABANDONMENT OF THE EASEMENTS LISTED HEREON.

CHRISTA FREEMANTLE  
CITY CLERK

DATE: \_\_\_\_\_

**RECORDER'S STATEMENT**

FILED THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2022, AT \_\_\_\_\_ M. IN BOOK \_\_\_\_\_ OF MAPS, AT PAGE \_\_\_\_\_ AT THE REQUEST OF MACKAY & SOMPS CIVIL ENGINEERS, INC. TITLE TO THE LAND INCLUDED IN THIS FINAL MAP BEING VESTED AS PER CERTIFICATE NO. \_\_\_\_\_ ON FILE IN THIS OFFICE.

DONNA ALLRED  
SACRAMENTO COUNTY RECORDER  
STATE OF CALIFORNIA

BY: \_\_\_\_\_ DEPUTY  
FEE: \$ \_\_\_\_\_

(PN 20-254)

**MANGINI RANCH  
PHASE 3 VILLAGE 4**

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

CITY OF FOLSOM • SACRAMENTO COUNTY • CALIFORNIA



MAY 2022

SHEET 1 OF 5

SEE SHEET 2 FOR BENEFICIARY'S STATEMENT AND ACKNOWLEDGEMENT

**BENEFICIARY'S STATEMENT**

TAYLOR MORRISON OF CALIFORNIA, LLC, A CALIFORNIA LIMITED LIABILITY COMPANY, AS BENEFICIARY UNDER DEED OF TRUST RECORDED OCTOBER 13 2021 IN DOCUMENT NO. 202110151264, OFFICIAL RECORDS OF SACRAMENTO COUNTY, HEREBY CONSENTS TO THE RECORDATION OF THIS MAP AND THE SUBDIVISION OF THE LANDS SHOWN HEREON.

NAME: \_\_\_\_\_ DATE: \_\_\_\_\_  
 TITLE: \_\_\_\_\_

NAME: \_\_\_\_\_ DATE: \_\_\_\_\_  
 TITLE: \_\_\_\_\_

**NOTARY'S ACKNOWLEDGMENT**

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

STATE OF CALIFORNIA

COUNTY OF \_\_\_\_\_

ON \_\_\_\_\_ BEFORE ME, \_\_\_\_\_, A NOTARY PUBLIC

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

- ALL CURVE DIMENSIONS ARE RADIUS, ARC LENGTH AND DELTA. ALL DISTANCES SHOWN ARE GROUND DISTANCES AND ARE IN FEET AND DECIMALS THEREOF. DUE TO ROUNDING THE SUM OF INDIVIDUAL DIMENSIONS MAY NOT EQUAL THE OVERALL DIMENSION.
- THIS FINAL MAP CONTAINS 7.2693 ACRES OF LAND GROSS CONSISTING OF 42 RESIDENTIAL LOTS AND 3 LETTERED LOTS.
- A GEOTECHNICAL ENGINEERING STUDY REPORT WAS PREPARED BY YOUNGDAHL CONSULTING GROUP, INC. DATED: DECEMBER 16, 2020 PROJECT NO. E17053.088.
- ALL FRONT LOT CORNERS WILL BE SET IN THE SIDEWALK WITH A 1.00 FOOT OFFSET ON THE SIDE PROPERTY LINE EXTENDED WITH A 1" DIAMETER BRASS DISC STAMPED "LS 9265" (SEE DETAIL THIS SHEET), UNLESS SHOWN OTHERWISE.
- REAR CORNERS WILL BE SET AS FOLLOWS (UNLESS SHOWN OTHERWISE)
  - FOR LOTS 219-228, 235-260 AND COMMON LINES OF 228/229 AND 234/LOT E WILL BE SET WITH A 5/8" REBAR AND PLASTIC CAP STAMPED "LS 9265".
  - FOR LOTS 239-293 AND COMMON LINES OF 229/230 AND 233/234 WILL BE SET WITH A 4.00 FOOT OFFSET ON THE SIDE LOT LINE WITH A 5/8" REBAR AND PLASTIC CAP STAMPED "LS 9265" (SEE DETAIL THIS SHEET).
- PROPERTY SUBJECT TO CFD 2013-1 (WATER FACILITIES AND SUPPLY) PER 20131230 O.R. 0311.
- PROPERTY SUBJECT TO CFD NO. 17 (WILLOW HILL PIPELINE PROJECT) PER 20150325 O.R. 0353.
- PROPERTY SUBJECT TO THE COVENANTS, CONDITIONS, RESTRICTIONS AND AGREEMENTS AS DESCRIBED IN THAT CERTAIN GRANT DEED 20020912 O.R. 0282 AND RE-RECORDED IN THAT CERTAIN GRANT DEED 20070509 O.R. 0525.
- PROPERTY SUBJECT TO SCHOOL FACILITIES IMPROVEMENT DISTRICT NO. 3 PER 20060707 O.R. 0662.
- PROPERTY SUBJECT TO THE TERMS AND PROVISIONS CONTAINED IN THOSE DOCUMENTS ENTITLED "FIRST AMENDED AND RESTATED TIER 1 DEVELOPMENT AGREEMENT" PER 20140715 O.R. 0344, 20160129 O.R. 0380, "PARTIAL ASSIGNMENT AND ASSUMPTION AGREEMENT RELATIVE TO THE FOLSOM SPECIFIC PLAN AMENDED AND RESTATED TIER 1 DEVELOPMENT AGREEMENT" PER DN 202110151257, DN 202110151259, AND DN 202110151263.
- PROPERTY SUBJECT TO THE TERMS AND PROVISIONS CONTAINED IN THOSE DOCUMENTS ENTITLED "FIRST AMENDED AND RESTATED TIER 1 DEVELOPMENT AGREEMENT" PER 20140715 O.R. 0426, 20160129 O.R. 0381, 20160129 O.R. 0382, "PARTIAL ASSIGNMENT AND ASSUMPTION AGREEMENT RELATIVE TO THE FOLSOM SPECIFIC PLAN AMENDED AND RESTATED TIER 1 DEVELOPMENT AGREEMENT" PER 20170417 O.R. 0860.
- PROPERTY SUBJECT TO THE TERMS AND PROVISIONS CONTAINED IN THOSE DOCUMENTS ENTITLED "WATER SUPPLY AND FACILITIES FINANCING PLAN AND AGREEMENT" PER 20130124 O.R. 1382, "AMENDMENT TO THE WATER SUPPLY AND FACILITIES FINANCING PLAN AND AGREEMENT" PER 20140603 O.R. 0959.
- PROPERTY SUBJECT TO PERPETUAL, NONEXCLUSIVE EASEMENT FOR AVIGATION AND INCIDENTAL PURPOSES IN FAVOR OF COUNTY OF SACRAMENTO AND CITY OF FOLSOM PER 20140715 O.R. 0427.
- PROPERTY SUBJECT TO COMMUNITY FACILITIES DISTRICT NO. 18 (FOLSOM PLAN AREA - WIDE IMPROVEMENTS AND SERVICES) PER 20151030 O.R. 0243 AND MODIFIED IN PART BY 20181116 O.R. 0465.
- PROPERTY SUBJECT TO COMMUNITY FACILITIES DISTRICT NO. 23 (FOLSOM RANCH) IMPROVEMENT AREA NO. 4 PER DN 202006081512.
- PROPERTY SUBJECT TO AN "AGREEMENT AFFECTING REAL PROPERTY (INCLUSIONARY HOUSING AGREEMENT)" PER DN 202203151060.
- FOUND SECTION AND QUARTER CORNERS SHOWN AND DESTROYED BY CONSTRUCTION WILL BE REPLACED AFTER IMPROVEMENTS ARE COMPLETED.
- LOTS C, D, AND E AS SHOWN PER THIS MAP ARE TO BE DEEDED TO THE CITY OF FOLSOM EITHER CONCURRENT OR FOLLOWING THE RECORDATION OF THIS MAP BY SEPARATE DOCUMENT.
- THE EASEMENTS AND IRREVOCABLE OFFERS OF DEDICATION LISTED BELOW, NOT SHOWN HEREON, ARE HEREBY ABANDONED PER SECTION 66434(G) OF THE GOVERNMENT CODE:
  - THOSE PORTIONS OF EAST BIDWELL STREET, AND MANGINI PARKWAY RIGHTS OF WAY LYING WITHIN LOT 4 AS SHOWN AND DEPICTED IN 432 B.M. 2 AND NOT SHOWN HEREON. (NEW RIGHT-OF-WAY DEDICATED WITH THIS MAP)
  - THE P.U.E. / P.A.E. LYING WITHIN LOT 4 AS SHOWN AND DEPICTED IN 432 B.M. 2 AND NOT SHOWN HEREON. (NEW P.U.E., P.A.E. AND L.E. DEDICATED WITH THIS MAP)

**BASIS OF BEARINGS**

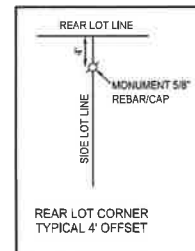
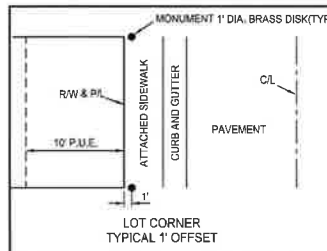
THE BASIS OF BEARINGS FOR THIS MAP IS THE WEST RIGHT-OF-WAY LINE OF EAST BIDWELL STREET AS SHOWN HEREON AND ON THE LARGE LOT FINAL MAP FILED FOR RECORD ON OCTOBER 8, 2021 IN BOOK 432 OF MAPS, AT PAGE 2, SACRAMENTO COUNTY RECORDS AND HAVING A BEARING OF NORTH 01°02'34" WEST DETERMINED FROM THE MONUMENTS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

**LEGEND**

	SECTION CORNER TO BE RESET PER (1)
	SECTION QUARTER CORNER TO BE RESET PER (1)
	STANDARD CITY OF FOLSOM MONUMENT WELL STAMPED "LS 9265" TO BE SET PER (1)
	5/8" REBAR WITH PLASTIC CAP STAMPED "LS 9265" TO BE SET PER (1)
	FOUND 5/8" REBAR WITH PLASTIC CAP STAMPED "LS 9265" PER 236 P.M. 9
	FOUND STANDARD CITY OF FOLSOM MONUMENT WELL STAMPED "LS 7844" PER 395 B.M. 10
	SET STANDARD CITY OF FOLSOM MONUMENT WELL STAMPED "LS 9265"
	SET 3/4" IRON PIPE WITH PLASTIC PLUG STAMPED "LS 9265"
	SET 5/8" REBAR WITH PLASTIC CAP STAMPED "LS 9265"
	SET 1" DIAMETER BRASS DISC STAMPED "LS 9265" IN THE CURB WITH A 0.3 FOOT OFFSET ON THE CENTERLINE
	DIMENSION POINT ONLY (SEE NOTES 3 & 4 FOR LOT CORNER MONUMENTS)
	RECORD DATA PER REFERENCE
	ACRES
	BOOK OF MAPS
	CENTER LINE
	DOCUMENT NUMBER
	EMERGENCY VEHICLE ACCESS EASEMENT
	IRREVOCABLE OFFER OF DEDICATION
	LANDSCAPE EASEMENT
	OPEN SPACE
	OVERALL
	OFFICIAL RECORDS OF SACRAMENTO COUNTY
	PARCEL MAP
	PEDESTRIAN ACCESS EASEMENT
	PUBLIC UTILITY EASEMENT
	RADIAL BEARING
	RIGHT-OF-WAY
	SQUARE FEET
	SHEET INDEX
	BOUNDARY
	LOT LINE
	ADJACENT PROPERTY
	RIGHT-OF-WAY
	EASEMENT
	I.O.D.

**REFERENCES**

- 432 B.M. 2
- GRANT DEED 202110151262



(PN 20-254)

**MANGINI RANCH  
 PHASE 3 VILLAGE 4**

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

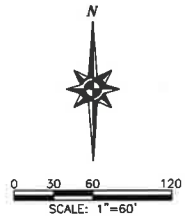
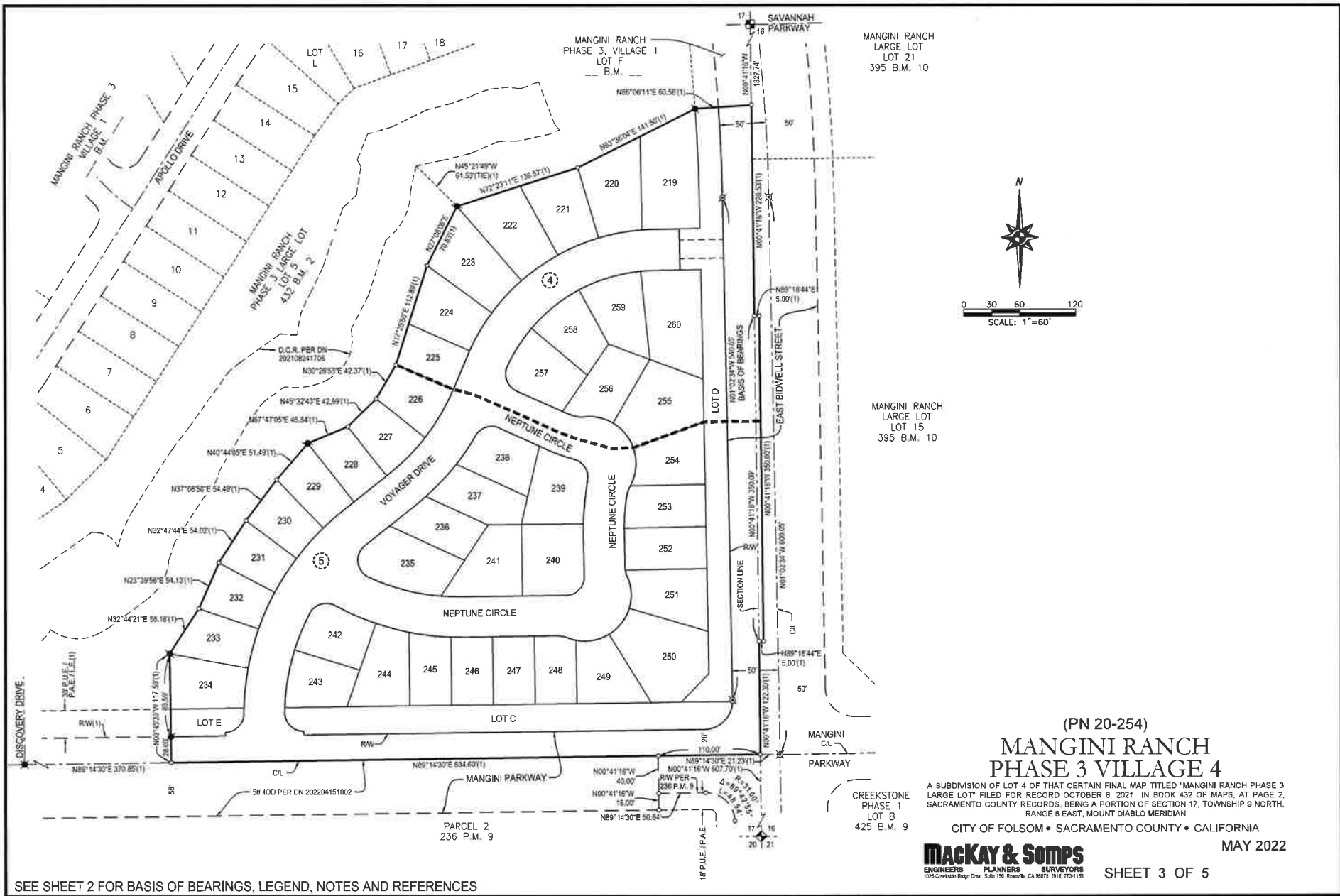
CITY OF FOLSOM • SACRAMENTO COUNTY • CALIFORNIA

**Mackay & Somp**  
 ENGINEERS PLANNERS SURVEYORS  
 1029 Crocker-Hale Drive, Suite 152, Roseville, CA 95678 (916) 775-1188

MAY 2022

SHEET 2 OF 5





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

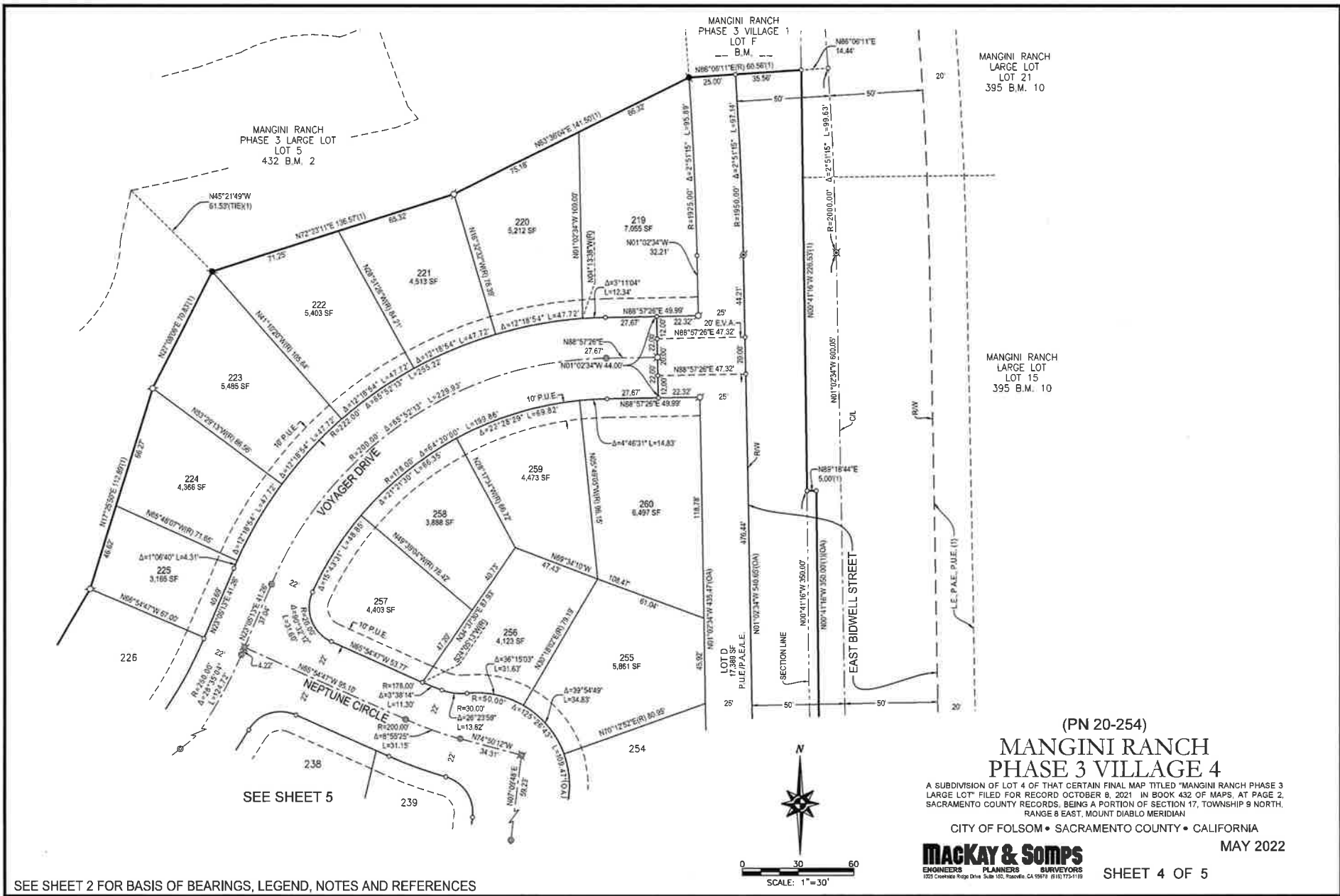
A SUBDIVISION OF LOT 4 OF THAT CERTAIN FINAL MAP TITLED "MANGINI RANCH PHASE 3 LARGE LOT" FILED FOR RECORD OCTOBER 8, 2021 IN BOOK 432 OF MAPS, AT PAGE 2, SACRAMENTO COUNTY RECORDS, BEING A PORTION OF SECTION 17, TOWNSHIP 9 NORTH, RANGE 8 EAST, MOUNT DIABLO MERIDIAN

**Mackay & Somp**  
 ENGINEERS PLANNERS SURVEYORS  
 105 Crocker Ridge Drive, Suite 150, Roseville, CA 95678 (916) 773-1199

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 MAY 2022

SHEET 3 OF 5

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



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

A SUBDIVISION OF LOT 4 OF THAT CERTAIN FINAL MAP TITLED "MANGINI RANCH PHASE 3 LARGE LOT" FILED FOR RECORD OCTOBER 8, 2021 IN BOOK 432 OF MAPS, AT PAGE 2, SACRAMENTO COUNTY RECORDS, BEING A PORTION OF SECTION 17, TOWNSHIP 9 NORTH, RANGE 6 EAST, MOUNT DIABLO MERIDIAN

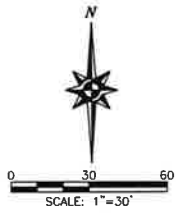
CITY OF FOLSOM • SACRAMENTO COUNTY • CALIFORNIA

MAY 2022

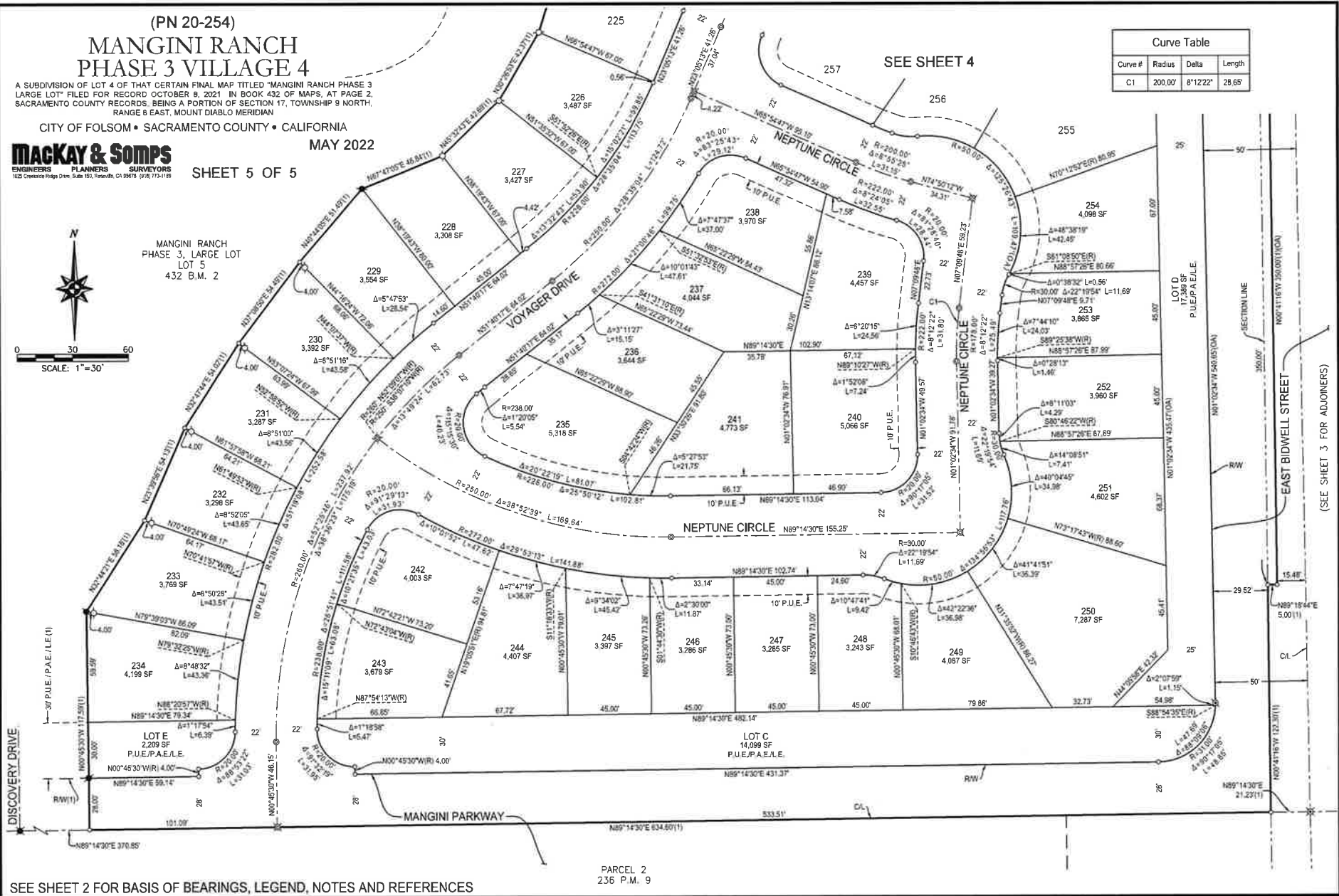
**MACKAY & SOMPS**  
 ENGINEERS PLANNERS SURVEYORS  
 1025 Creechridge Drive, Suite 102, Folsom, CA 95678 (916) 715-1199

SHEET 5 OF 5

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



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



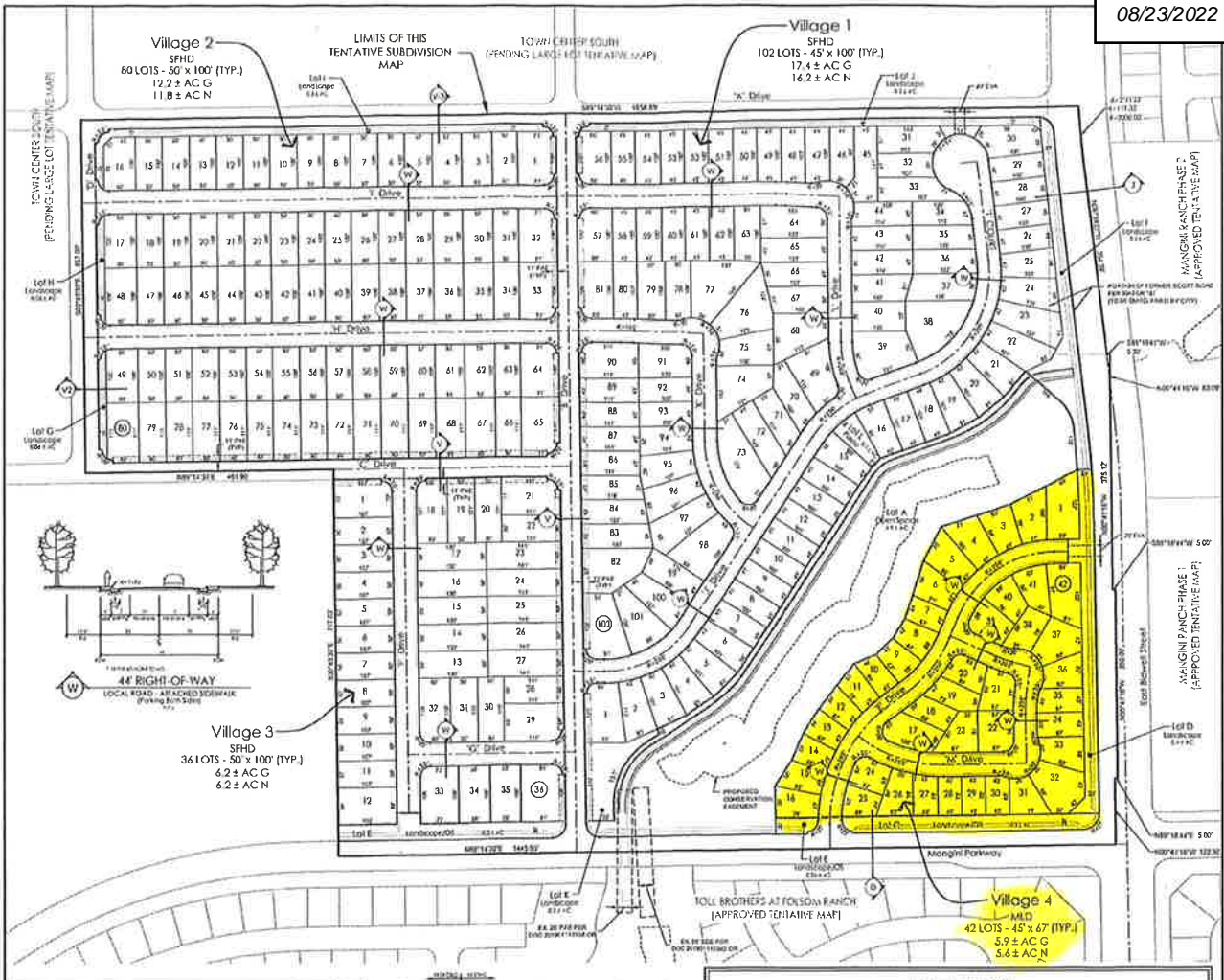
PARCEL 2  
 236 P.M. 9

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

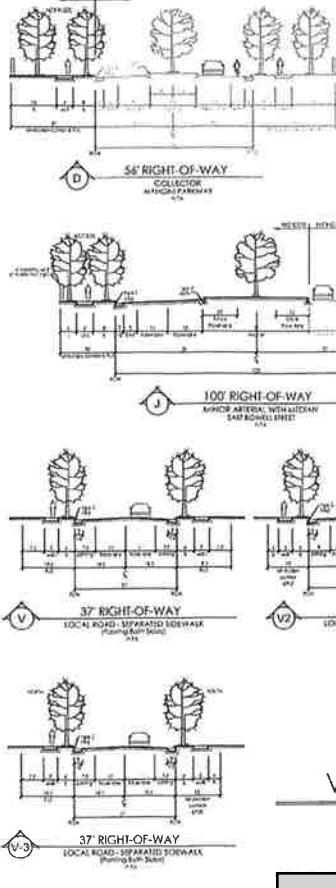
# **ATTACHMENT 4**

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





- ### TENTATIVE MAP NOTES
- PROPERTY DESCRIPTION: Parcel 1 of P.M. 236 PM 10 and a portion of Parcel 2 of 218 PM 17, Sacramento County Hazard.
  - Lot dimensions and bearings are approximate and subject to change.
  - Typical lot size is measured from back of sidewalk. On irregular shaped lots, lot size is measured at setbacks.
  - Easement lines may be adjusted at the time of the Final Maps; however, the additional lots are created, subject to the approval of the City of Folsom. Flexibility in lot configuration as shown herein is allowed provided the new configuration is in substantial compliance with the approved Specific Plan, subject to the approval of the City of Folsom.
  - The Final Mapping and subsequent development of lots may be phased. Phasing is to be consistent with the Development Agreement.
  - Lot numbering is for identification purposes only and does not indicate phasing order of development. Ultimate development phasing shall be orderly and will be determined at Final Map and/or Improvement Plan stage.
  - Pursuant to Government Code Section 66450.1, the subdivisor may file multiple Final Maps based upon this Tentative Map. The filing of a Final Map on a portion of the Tentative Map shall not invalidate any part of this Tentative Map.
  - Pursuant to California Government Code Section 66499.02, the land shown herein may be merged and re-subdivided without reversion to acreage and may constitute abandonment of portions of the existing public streets and public easements, subject to the approval of the City of Folsom.
  - Street names shown herein are for identification purposes only. A street name list will be approved with the Tentative Map, final street names & locations will be determined at the time of Final Map and Improvement Plan preparation.
  - Additional easements to accommodate new public utility improvements: areas required for lot development, or other similar mapping requirements related to development the final design may be added prior to each Final Map based on this Tentative Map.
  - 12.5 public utility easements will be located adjacent to all rights-of-way except as shown herein and approved by the City Engineer.
  - The entire property contained within this Tentative Subdivision Map is covered by an Easement in the benefit of the City of Folsom and County of Sacramento recorded August 28 2014 in Book 20140828 on page 0278, Official Records of Sacramento County.
  - This map is consistent with the Folsom Plan Area Specific Plan development standards.



### Land Use Summary

Village #	GP Designation	SP/MP Designation	Land Use / Lot Size	Area (Ac)	Area (Sq Ft)	Dwelling Units	Res Density
1	SPHO	SP/MPHO	Single-Family High Density Residential / 45' x 100'	11.4	492,240	122	4.3
2	SPHO	SP/MPHO	Single-Family High Density Residential / 28' x 100'	12.2	531,840	80	3.8
3	SPHO	SP/MPHO	Single-Family High Density Residential / 60' x 100'	8.8	387,840	36	3.8
4	MLO	SP/MLO	Multi-Family Low Density Residential / 45' x 100'	9.9	426,240	47	3.5
A	OS	SP/OS	Open Space (Pasture)	4.8	207,360	0	0
B	OS	SP/OS	Open Space Landscape Center (Masses WS)	0.2	8,760	0	0
C	OS	SP/OS	Open Space Landscape Center (Masses WS)	0.2	8,760	0	0
E	OS	SP/OS	Open Space Landscape Center (Masses WS)	0.1	4,380	0	0
Landscape (SPHO)	SPHO	SP/MPHO	Landscape	0.0	0	0	0
Land-Use (MLO)	MLO	SP/MLO	Landscape	0.0	0	0	0
ROW			Major Roadway	9.0	391,200	0	0
Total				82.3	352,320	265	

### TENTATIVE MAP INFORMATION

**OWNER / APPLICANT:** KCS Improvement Company, LLC  
 Small South Road, LLC  
 4300 South Center Blvd., Suite 100  
 Danville, CA 94523

**ENGINEER:** Mackay & Somp's Civil Engineers, Inc.  
 1023 Creekside Ridge Drive, Suite 130  
 Roseville, CA 95778  
 916.731.1189

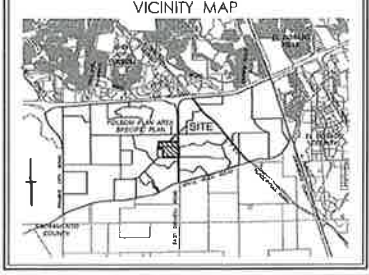
**ASSIGNED PARCEL NUMBER:** 072-000-100, A, Parc. 072-000-077

**SITE AREA:** 82.3 ± AC.

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

**NUMBER OF LOTS/PARCELS:**  
 320 IDEAL LOTS  
 218 SFHD Lots  
 42 MLD Lots  
 1 Open Space Lot  
 3 Open Space Landscape Lots  
 7 Landscape Lots  
 1 Future Lot

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



# SMALL LOT VESTING TENTATIVE SUBDIVISION MAP

## MR PHASE 3

a portion of the Folsom Plan Area Specific Plan

## **ATTACHMENT 5**

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



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

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

<b>+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254) NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS</b>						
No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		policies, standards and other requirements of the City of Folsom.			Street and Mangini Parkway have also been reviewed and approved by the City.	
5.		<b>Validity</b> This approval of the Small Lot Vesting Tentative Subdivision Map shall be valid for a period of twenty-four (24) months pursuant to Section 16.16.110A of the Folsom Municipal Code and the Subdivision Map Act. The term of the approved Inclusionary Housing Agreement shall track the term of the Small Lot Vesting Tentative Subdivision Map, as may be extended from time to time pursuant to Section 16.16.110.A and 16.16.120 of the Folsom Municipal Code and the Subdivision Map Act.	M	CD (P)	The small-lot vesting tentative subdivision map for the subdivision was approved by the City Council on June 22, 2021.	Yes
6.		<b>FMC Compliance</b> The Small Lot Final Map shall comply with the Folsom Municipal Code and the Subdivision Map Act.	I	CD (E)	The small-lot vesting tentative subdivision map for the subdivision is in compliance with the Folsom Municipal Code and the State Subdivision Map Act.	Yes
7.		<b>Development Rights</b> The approval of this Small Lot Vesting Tentative Subdivision Map conveys the right to develop. As noted in these conditions of approval for the Small Lot Vesting Tentative Subdivision Map, the City has identified improvements necessary to develop the subject parcels. These improvements include on and off-site roadways, water, sewer, storm drainage, landscaping, sound walls, and other improvements.	OG	CD (P)(E)(B) PW, PR, FD, PD	The Community Development Department has reviewed and approved the improvement plans for both the required on-site and off-site improvements and landscape plans.	Yes
8.		<b>Public Right of Way Dedication</b> As provided for in the First Amended and Restated Development Agreement (ARDA) and the Amendments No. 1 and 2 thereto, and any approved amendments thereafter, the Owner/Applicant shall dedicate all public rights-of-way and corresponding public utility easements such that public access is provided to each and every lot within the Mangini Ranch Phase 3 Subdivision Project as shown on the Small Lot	M	CD (E)(P)	The final map for the Village No. 4 subdivision includes all required public right-of-way and public utility easements necessary to serve all 42 lots in the subdivision. The public right-of-way and public utility easements are shown on the final map.	Yes

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

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		Vesting Tentative Subdivision Map (Lots 1-118).				
9.		<p><b>Street Names</b> The Applicant shall select street names from the City’s approved list or subsequently approved by the Planning Commission and shall be used for the small lot final map.</p>	M	CD (E)(P)	The required street names are shown on the final map for the subdivision and have been approved by the Planning Commission.	Yes
10.		<p><b>Indemnity for City</b> 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"> <li>• The City bears its own attorney’s fees and costs; and</li> <li>• The City defends the claim, action or proceeding in good faith.</li> </ul> <p>The Owner/Applicant shall not be required to pay or perform any settlement of such claim, action or proceeding</p>	OG	CD (P)(E)(B) PW, PR, FD, PD	The City standard subdivision improvement agreement includes language that satisfies this condition. The subdivision improvement agreement will be executed by the City Manager upon approval by the City Council.	Yes

<b>+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254) NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS</b>						
No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		unless the settlement is approved by the Owner/Applicant. The Owner/Applicant's obligations under this condition shall apply regardless of whether a Final Map is ultimately recorded with respect to this Project.				
11.		<b><i>Small Lot Vesting Tentative Subdivision Map</i></b> The Small Lot Vesting Tentative Subdivision map is expressly conditioned upon compliance with all environmental mitigation measures identified in the Folsom Plan Area Specific Plan EIR/EIS as amended by the Revised Proposed Water Supply Facility Alternative (November 2012), the Folsom South of U.S. Highway 50 Backbone Infrastructure Mitigated Negative Declaration (December 2014), and the Westland Eagle Specific Plan Amendment (September 2015).	OG	CD	The owner/applicant has complied with all applicable mitigation measures from the FPASP FEIR/EIS and other noted approved environmental documents prior to the issuance of a grading permit. Additionally, construction inspection and monitoring was conducted throughout construction by the City and/or its Consultants.	Yes
12.		<b><i>ARDA and Amendments</i></b> The Owner/Applicant shall comply with all provisions of Amendments No. 1 and 2 to the First Amended and Restated Tier 1 Development Agreement and any approved amendments thereafter by and between the City and the Owner/Applicant of the Project.	M	CD (E)	The Community Development Department has reviewed the subdivision and verified that it is in compliance with Amendment No. 1 and No. 2 to the First Amended and Restated Tier 1 Development Agreement.	Yes
13.	✓	<b><i>Mitigation Monitoring</i></b> The Owner/Applicant shall participate in a mitigation monitoring and reporting program pursuant to City Council Resolution No. 2634 and Public Resources Code 21081.6. The mitigation monitoring and reporting measures identified in the Folsom Plan Area Specific Plan FEIR/EIS have been incorporated into these conditions of approval in order to mitigate or avoid significant effects on the environment. These mitigation monitoring and reporting measures are identified in the mitigation measure column. Applicant shall fund on a Time and Materials basis all mitigation monitoring (e.g., staff and consultant time).	OG	CD (P)	The owner/applicant has funded and participated in a MMRP reporting program performed by the City's consultant (Helix) and/or City staff.	Yes
14.		The Owner/Applicant acknowledges that the State adopted amendments to Section 65850 of the California Government Code (specifically Section 65850(9)), effective January 1,	OG	CD (P)	The Landowner has acknowledged this requirement and has confirmed that there is currently no plan to	Yes

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

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		2018, to allow for the implementation of inclusionary housing requirements in residential rental units, upon adoption of an ordinance by the City. The Landowner is not currently contemplating any residential rental Projects within the Subject Property; however, in the event the City amends its Inclusionary Housing Ordinance with respect to rental housing pursuant to Section 65850(9), Landowner (or successor in interest) agrees that the Subject Property shall be subject to said City Ordinance, as amended, should any residential rental Project be proposed within the Subject Property.			include any residential rental property within the subdivision.	
<b>POLICE/SECURITY REQUIREMENT</b>						
15.		The Owner/Applicant shall consult with the Police Department in order to incorporate all reasonable crime prevention measures. The following security/safety measures shall be considered: <ul style="list-style-type: none"> <li>• 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.</li> <li>• Security measures for the safety of all construction equipment and unit appliances.</li> <li>• Landscaping shall not cover exterior doors or windows, block line-of-sight at intersections or screen overhead lighting.</li> </ul>	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



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NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY  
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
<b>DEVELOPMENT COSTS AND FEE REQUIREMENTS</b>						
16.		<b>Taxes and Fees</b> The Owner/Applicant shall pay all applicable taxes, fees and charges for the Project at the rate and amount required by the Public Facilities Financing Plan and Amendments No. 1 and No. 2 to the Amended and Restated Tier 1 Development Agreement.	M	CD (P)(E)	The owner/applicant has paid all current taxes and fees associated with this subdivision.	Yes
17.		<b>Assessments</b> If applicable, the Owner/Applicant shall pay off any existing assessments against the property, or file necessary segregation request and pay applicable fees.	M	CD (E)	The owner/applicant has paid all taxes and fees associated with this subdivision and filed a tax segregation request for applicable taxes.	Yes
18.		<b>FPASP Development Impact Fees</b> The Owner/Applicant shall be subject to all Folsom Plan Area Specific Plan Area development impact fees in place at the time of approval or subsequently adopted consistent with the Public Facilities Financing Plan (PFFP), Development Agreement and amendments thereto, unless exempt by previous agreement. The Owner/Applicant shall be subject to all applicable Folsom Plan Area plan-wide development impact fees in effect at such time that a building permit is issued. These fees may include, but are not limited to, the Folsom Plan Area Specific Plan Fee, Specific Plan Infrastructure Fee (SPIF), Solid Waste Fee, Corporation Yard Fee, Transportation Management Fee, Transit Fee, Highway 50 Interchange Fee, General Park Equipment Fee, Housing Trust Fee, etc.  Any protest to such for all fees, dedications, reservations or other exactions imposed on this Project will begin on the date of final approval (July 1, 2020), or otherwise shall be governed by the terms of Amendments No. 1 and 2 to ARDA. The fees shall be calculated at the fee rate set forth in the PFFP and the ARDA.	B	CD (P), PW, PK	The Owner/Applicant shall pay all required City fees and Plan Area wide fees prior to issuance of building permits.	Condition will be satisfied prior to issuance of a building permit.



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NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY  
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19.		<p><b>Legal Counsel</b> The City, at its sole discretion, may utilize the services of outside legal counsel to assist in the implementation of this Project, including, but not limited to, drafting, reviewing and/or revising agreements and/or other documentation for the Project. If the City utilizes the services of such outside legal counsel, the City shall provide notice to the Owner/Applicant of the outside counsel selected, the scope of work and hourly rates, and the Owner/Applicant shall reimburse the City for all outside legal fees and costs incurred and documented by the City for such services. The Owner/Applicant may be required, at the sole discretion of the City Attorney, to submit a deposit to the City for these services prior to initiation of the services. The Owner/Applicant shall be responsible for reimbursement to the City for the services regardless of whether a deposit is required.</p>	OG	CD (P)(E)	The City has not yet utilized any outside services for any type of legal issues for this subdivision. If at any time during the development of this subdivision, any outside legal services were necessary, the owner/applicant would be required to comply with this condition.	Yes
20.		<p><b>Consultant Services</b> 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
<b>GRADING PERMIT REQUIREMENTS</b>						
21		<p><b>Mine Shaft Remediation</b> The Owner/Applicant shall locate and remediate all antiquated mine shafts, drifts, open cuts, tunnels, and water conveyance or impoundment structures existing on the Project site, with specific recommendations for the sealing,</p>	G	CD (E)	During the course of grading and construction for this subdivision no mine shafts or tunnels were located or discovered.	Yes

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

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		filling, or removal of each that meet all applicable health, safety and engineering standards. Recommendations shall be prepared by an appropriately licensed engineer or geologist. All remedial plans shall be reviewed and approved by the City prior to approval of grading plans.				
22.		<p><b>Prepare Traffic Control Plan.</b> 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"> <li>• Maintaining the maximum amount of travel lane capacity during non-construction periods, possible, and advanced notice to drivers through the provision of construction signage.</li> <li>• Maintaining alternate one-way traffic flow past the lay down area and site access when feasible.</li> <li>• 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).</li> <li>• 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.</li> </ul> <p>A phone number and City contact for inquiries about the schedule of the construction throughout the construction period. This information will be posted in a local newspaper, via the City's web site, or at City Hall and will be updated on a monthly basis.</p>	G	CD (E)	The required Traffic Control Plans in this condition are no longer applicable. This condition was added to the project since the original concept for water supply contemplated extending a large diameter water main from the Sacramento River to the FPA. In lieu of the water supply being extended through the various jurisdictions noted in this condition, the water supply provided to the FPA comes from conservation efforts by the City to provide the needed water supply for the FPA. The new water supply proposal was validated in 2014.	Yes
23.		<p><b>State and Federal Permits</b> The Owner/Applicant shall obtain all required State and Federal permits and provide evidence that said permits have</p>	G, I	CD (P)(E)	The owner/applicant has obtained all required State and Federal permits and copies are available from the Community Development	Yes

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NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY  
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

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		been obtained, or that the permit is not required, subject to staff review prior to approval of any grading or improvement plan.			Department.	
24.		<b><i>Landslide /Slope Failure</i></b> 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
<b>IMPROVEMENT PLAN REQUIREMENTS</b>						
25.		<b><i>Improvement Plans</i></b> The improvement plans for the required public and private subdivision improvements necessary to serve any and all phases of development shall be reviewed and approved by the Community Development Department prior to approval of a Final Map.	M	CD (E)	The owner/applicant submitted improvement plans for all infrastructure improvements required to serve this subdivision. The City Engineer has reviewed and approved all required improvement plans to serve this subdivision. Copies of the improvement plans are available from the Community Development Department.	Yes
26.		<b><i>Standard Construction Specifications and Details</i></b> Public and private improvements, including roadways, curbs, gutters, sidewalks, bicycle lanes and trails, streetlights, underground infrastructure and all other improvements shall be provided in accordance with the latest edition of the City of Folsom <u><i>Standard Construction Specifications and Details</i></u> and the <u><i>Design and Procedures Manual and Improvement Standards</i></u> .	I	CD (P)(E)	The owner/applicant submitted improvement plans in accordance with the City's Standard Specifications.	Yes
27.		<b><i>Water and Sewer Infrastructure</i></b> All City-owned water and sewer infrastructure shall be placed within the street right of way. In the event that a			The owner/applicant has installed all sewer and water infrastructure within the street right of way. The	Yes

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NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY  
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

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

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		<p><del>5. The Applicant shall not place any building foundations within 5 feet of any SMUD trench to maintain adequate trench integrity. The Applicant shall verify specific clearance requirements for other utilities (e.g., Gas, Telephone, etc.).</del></p> <p><del>6. In the event the City requires an Irrevocable Offer of Dedication (IOD) for future roadway improvements, the Applicant shall dedicate a 12.5-foot public utility easement (PUE) for overhead and/or underground facilities and appurtenances adjacent to the City's IOD.</del></p> <p><del>7. The Applicant shall comply with SMUD siting requirements (e.g., panel size/location, clearances from SMUD equipment, transformer location, service conductors).</del></p> <p><b>Modified by the Planning Commission on 5-19-21</b></p>				
29.		<p><b>Lighting Plan</b> 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"> <li>• Shield or screen lighting fixtures to direct the light downward and prevent light spill on adjacent properties;</li> <li>• 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;</li> <li>• For public lighting in residential neighborhoods, prohibit the use of light fixtures that are of unusually high intensity or that blink or flash;</li> <li>• 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</li> </ul>	I	CD (P)	The owner/applicant submitted a Lighting Plan for all backbone roadways and subdivisions in accordance with the Design Guidelines and City Standards for Street Lighting. A copy of the lighting plans are available from the Community Development Department.	Yes



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NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY  
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		screened lighting, and appropriate signage in the office/commercial areas to prevent light and glare from adversely affecting motorists on nearby roadways; and Design exterior on-site lighting as an integral part of the building and landscaping design in the Specific Plan Area. Lighting fixtures shall be architecturally consistent with the overall site design. Lights used on signage should be directed to light only the sign face with no off-site glare.				
30.		<b>Utility Coordination</b> The Owner/Applicant shall coordinate the planning, development and completion of this Project with the various utility agencies (i.e., SMUD, PG&E, etc.). The Owner/Applicant shall provide the City with written confirmation of public utility service prior to approval of the final map.	M	CD (P)(E)	The owner/applicant has coordinated with the various utility agencies.	Yes
31.		<b>Replacing Hazardous Facilities</b> The Owner/Applicant shall be responsible for replacing any and all damaged or hazardous public sidewalk, curb and gutter, and/or bicycle trail facilities along the site frontage and/or boundaries, including pre-existing conditions and construction damage, to the satisfaction of the Community Development Department.	I, OG	CD (E)	The owner/applicant has reconstructed a portion of Mangini Parkway to the satisfaction of the Community Development Department. There is a general note on the approved improvements plans requiring compliance with this condition.	Yes
32.		<b>Future Utility Lines</b> All future utility lines lower than 69 KV that are to be built within the Project shall be placed underground within and along the perimeter of the Project at the developer's cost. The Owner/Applicant shall dedicate to SMUD all necessary underground easements for the electrical facilities that will be necessary to service development of the Project.	M	CD (E)	All proposed utility service to the lots in this subdivision have been placed underground	Yes
33.		<b>Water Meter Fixed Network System</b> The Owner Owner/Applicant shall pay for, furnish and install all infrastructure associated with the water meter fixed	I	CD (E), EWR	The Owner/applicant has completed the infrastructure allowing for the water meter fixed network system.	Yes



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NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY  
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

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

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

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		<p>materials may be acceptable but should be reviewed by an acoustical consultant prior to use.</p> <ul style="list-style-type: none"> <li>○ To ensure compliance with the General Plan 45 dB DNL interior noise level standard with a factor of safety, it is recommended that all upper-floor bedroom window assemblies of residences constructed on the lots identified on Figure 2 from which the adjacent roadways would be visible be upgraded to a minimum STC rating of 32.</li> </ul> <p>Air conditioning shall be provided for all residences that back up to East Bidwell Street, Road A and Mangini Parkway (Village 1 lots 21-30, Village 3 lots 12 ad 33-36, and Village 4 lots 1 and 24 -42) of the development so that windows can be kept closed at the occupant's discretion to control interior noise. These conclusions are based on the traffic assumptions cited in Appendix B, the project site plans and grading plans (dated May 10, 2021), and on noise reduction data for standard construction.</p>				
37.		<p><b>Master Plan Updates</b> The Owner/Applicant shall provide sanitary sewer, water and storm drainage improvements with corresponding easements, as necessary, in accordance with these studies and the latest edition of the City of Folsom <u>Standard Construction Specifications and Details, and the Design and Procedures Manual and Improvement Standards.</u></p> <p>The storm drainage design shall provide for no net increase in run-off under post-development conditions.</p>	G, I	CD(E), EWR, PW	The Owner/applicant has provided updated Master Plans for approval prior to the issuance of a grading permit. Copies of the Master Plans are available from the Community Development Department. The storm drainage system for the subdivision provides for no net increase in run-off under post development conditions.	Yes
38.		<p><b>Best Management Practices</b> The storm drain improvement plans shall provide for "Best Management Practices" that meet the requirements of the water quality standards of the City's National Pollutant</p>			The Owner/applicant has received a NPDES permit from the State Regional Water Quality Control Board (SRWQCB). The NDES Permit requires the implementation	Yes

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NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY  
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

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		<p>Discharge Elimination System Permit issued by the State Regional Water Quality Control Board.</p> <p>In addition to compliance with City ordinances, the Owner/Applicant shall prepare a Stormwater Pollution Prevention Plan (SWPPP) and implement Best Management Practices (BMPs) that comply with the General Construction Stormwater Permit from the Central Valley RWQCB, to reduce water quality effects during construction. Detailed information about the SWPPP and BMPs are provided in Chapter 3A.9, "Hydrology and Water Quality."</p>	G, I	CD (E)	of BMP's, monitoring and reporting for stormwater runoff. The NPDES Permit includes a Storm Water Pollution Prevention Plan (SWPPP), which outlines monitoring standards, frequency and baseline modeling. The Owner/applicant has submitted monthly reports to the City and SRWQCB.	
39.		<p><b>Litter Control</b></p> <p>During Construction, the Owner/Applicant shall be responsible for litter control and sweeping of all paved surfaces in accordance with City standards. All on-site storm drains shall be cleaned immediately before the official start of the rainy season (October 15).</p>	OG	CD (E)	The owner/applicant has complied with this provision and completed periodic on-site cleaning and sweeping of the project site.	Yes
<b>FIRE DEPT REQUIREMENTS</b>						
40.		<p><b>All-Weather Access and Fire Hydrants</b></p> <p>The Owner/Applicant shall provide all-weather access and fire hydrants before combustible materials are allowed on any Project site or other approved alternative method as approved by the Fire Department. All-weather emergency access roads and fire hydrants (tested and flushed) shall be provided before combustible material or vertical construction is allowed on any Project site or other approved alternative method as approved by the Fire Department. (All-weather access is defined as six inches of compacted aggregate base from May 1 to September 30 and two inches asphalt concrete over six inches aggregate base from October 1 to April 30). The buildings shall have illuminated addresses visible from the street or drive fronting the property. Size and location of address identification shall be reviewed and approved by the Fire Department.</p>	G, I, M, B	CD (P), FD	The owner/applicant has designed and received approval for all weather access improvements and fire hydrants for this subdivision. Permits for vertical construction will not be issued prior to these improvements being completed.	Yes

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NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY  
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

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		<ul style="list-style-type: none"> <li>• 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.</li> <li>• All public streets shall meet City of Folsom Street Standards.</li> <li>• 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).</li> <li>• 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</li> </ul> <p>The first Fire Station planned for the Folsom Plan Area may be required to be completed and operational at the time that the threshold of 1,500 occupied homes within the Folsom Plan Area is met.</p>				

**LANDSCAPE/TREE PRESERVATION REQUIREMENTS**

41.		<p>Landscaping Plans</p> <ol style="list-style-type: none"> <li>1. At the time specific development is proposed, <del>detailed landscape improvements along the Class 1 Trail (Lot A) shall be provided</del> <b><u>and rough graded</u></b> subject to the satisfaction of the City <del>including the placement of the trail, fencing, benches or other amenities.</del></li> <li>2. A pedestrian connection linking Road "F" to Mangini Parkway shall be provided in Lot B, at the time specific development is proposed.</li> <li>3. <b><u>Open view fencing shall be provided in Villages 3 and 4 for any homes that back up to Lot A</u></b></li> </ol>	B	CD (P) (E)	The Community Development Department and the Parks & Recreation Department have reviewed and approved the rough grading and public improvement plans for the subdivision and the approved plans include required Class I Bike trail in Lot and the required pedestrian connection. The approved landscape plans include the required open view fencing for those lots in Village No. 1 that back up to the Lot A Open Space and the	Yes
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**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)  
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY  
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p><u>(Open Space).</u>  <b>4. Lot L shall be landscaped, and a pedestrian connection provided from "J" Drive to the Class 1 Trail in Lot A to the satisfaction of the Community Development Department.</b></p> <p><i>Modified by the Planning Commission on 5-19-21</i></p>			landscaping required for Lot J that provides a connection to the Class 1 Trail in Lot A.	
<b>MAP REQUIREMENTS</b>						
42.		<p><b><i>Subdivision Improvement Agreement</i></b>            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>			The required subdivision improvement agreement is included as part of the City staff report accompanying the final map for City Council approval. The resolution approving the final map for this subdivision includes a statement authorizing the City Manager to execute the subdivision improvement agreement for the subdivision along with approval of the final map.	Yes
43.		<p><b><i>Inclusionary Housing Plan</i></b>            Inclusionary Housing Plan shall be approved by the City Council. The Inclusionary Housing Agreement, which will be approved by the City Attorney, shall be executed prior to recordation of the Final Map for the Mangini Ranch Phase 3 Subdivision Project.</p>			The owner/applicant has executed an Inclusionary Housing Agreement with the City. The agreement allows the owner/applicant to provide an in-lieu fee assigned to each building permit in the subdivision. The in-lieu housing fee will be paid at the time of building permit issuance	Yes
44.		<p><b><i>Department of Real Estate Public Report</i></b>            The Owner/Applicant shall disclose to the homebuyers in the Department of Real Estate Public Report and/or the CC&amp;R's the following items:</p> <p>1) Future public schools are located in proximity to the proposed subdivision, and that the public parks may</p>			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



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

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>include facilities (basketball courts, a baseball field, softball fields, soccer fields, and playground equipment) that may generate noise impacts during various times, including but not limited to evening and nighttime hours. The Owner/Applicant shall also disclose that the existing public parks include nighttime sports lighting that may generate lighting impacts during evening and nighttime hours.</p> <p><del>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.</del></p> <p>3) The soil in the subdivision may contain naturally occurring asbestos and naturally occurring arsenic.</p> <p>4) The collecting, digging, or removal of any stone, artifact, or other prehistoric or historic object located in public or open space areas, and the disturbance of any archaeological site or historic property, is prohibited.</p> <p>5) The Project site is located close to the Mather Airport flight path and overflight noise may be present at various times.</p> <p>6) That all properties located within one mile of an on- or off-site area zoned or used for agricultural use (including livestock grazing) shall be accompanied by written disclosure from the transferor, in a form approved by the City of Folsom, advising any transferee of the potential adverse odor impacts from surrounding agricultural operations, which</p>				

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NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY  
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>disclosure shall direct the transferee to contact the County of Sacramento concerning any such property within the County zoned for agricultural uses within one mile of the subject property being transferred.</p> <p><b>Modified by the Planning Commission on 5-19-21</b></p>				
45.		<p><b>Public Utility Easements</b> The Owner/Applicant shall dedicate public utility easements for underground facilities on properties adjacent to the public and private streets. A minimum of twelve and one-half-foot (12.5') wide Public Utility Easements for underground facilities (i.e., SMUD, Pacific Gas and Electric, cable television, telephone) shall be dedicated adjacent to all public and private street rights-of-way. The Owner/Applicant shall dedicate additional width to accommodate extraordinary facilities as determined by the City. The width of the public utility easements adjacent to public and private right of way may be reduced with prior approval from public utility companies.</p>	M	CD (E)	The owner/applicant has dedicated a 12.5' PUE along all roadway utility corridors as well as internal streets within the subdivision. The public utility easements are shown on the final map.	Yes
46.		<p><b>Backbone Infrastructure</b> As provided for in the ARDA and the Amendment No. 1 thereto, the Owner/Applicant shall provide fully executed grant deeds, legal descriptions, and plats for all necessary Infrastructure to serve the Project, including but not limited to lands, public rights of way, public utility easements, public water main easements, public sewer easements, irrevocable offers of dedication and temporary construction easements. All required easements as listed necessary for the Infrastructure shall be reviewed and approved by the City and recorded with the Sacramento County Recorder pursuant to the timing requirements set forth in Section 3.8 of the ARDA, and any amendments thereto.</p>	M	CD (E)	The owner/applicant provided all necessary public utility easements, grant deeds, offers of dedication or temporary construction easements required to build all of the required Backbone Infrastructure needed to serve the subdivision. These were recorded with Sacramento County Recorder by separate instrument.	Yes

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

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47.		<b><i>New Permanent Benchmarks</i></b> The Owner/Applicant shall provide and establish new permanent benchmarks on the (NAVD 88) datum in various locations within the subdivision or at any other locations in the vicinity of the Project/subdivision as directed by the City Engineer. The type and specifications for the permanent benchmarks shall be provided by the City. The new benchmarks shall be placed by the Owner/Applicant within 6 months from the date of approval of the vesting tentative subdivision map.	M	CD (E)	The owner/applicant has installed new benchmarks per the direction of the City Engineer and the new benchmarks have been placed in compliance with this condition of approval.	Yes
48.		<b><i>Centralized Mail Delivery Units</i></b> All Final Maps shall show easements or other mapped provisions for the placement of centralized mail delivery units. The Owner/Applicant shall provide a concrete base for the placement of any centralized mail delivery unit. Specifications and location of such base shall be determined pursuant to the applicable requirements of the U. S. Postal Service and the City of Folsom Community Development Department, with due consideration for street light location, traffic safety, security, and consumer convenience.	M	CD (E)	The final map this subdivision includes the required easement for the placement of centralized mail delivery units. The USPS will provide the owner/applicant with the location of the mail delivery unit and will provide a concrete pad for the placement is the specified location in the subdivision.	Yes
49.		<b><i>Recorded Final Map</i></b> 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.	Yes
50.		<b><i>Recorded Final Map</i></b> 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	Yes

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

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
					permit issuance in the subdivision.	
51.		<p><b><i>Credit Reimbursement Agreement</i></b> Prior to the recordation of the first Small-Lot Final Map, the Owner/Applicant and City shall enter into a credit and reimbursement agreement for constructed improvements that are included in the Folsom Plan Area's Public Facilities Financing Plan.</p>	M	CD (E)	The owner/applicant has executed all of the required Specific Plan Infrastructure Fee Credit/Reimbursement Agreements for the subdivision. The executed agreements are on file with the Community Development Department.	Yes
<b>TRAFFIC/ACCESS/CIRCULATION/PARKING REQUIREMENTS</b>						
52.		The following conditions of approval are related to roadway and traffic related improvements for the Mangini Phase 3 Subdivision Project:				
		<ul style="list-style-type: none"> <li>The Project shall construct two-way vehicle circulation along the surrounding roadways, namely the Northern Connector Road (A Drive), D Drive, and C Drive (see Exhibit 1 of Traffic and Circulation Analysis dated April 28, 2021). The Project shall provide these two-way roadway facilities to allow for adequate circulation directly related to the Project.</li> <li>The access on the north end of E Drive at East Bidwell Street shall be an emergency vehicle access (EVA). Turn movements at E Drive at East Bidwell Street shall be restricted to right-turns in and out of Village 4 at East Bidwell Street.</li> <li>A full access, side street stop-controlled intersection shall be constructed at E Drive and Mangini Parkway.</li> </ul>	B	CD, E, PW, FD	The Community Development Department has reviewed and approved the improvement plans for the construction of the subdivision. The approved plans include the required off-site improvements including, the emergency vehicle access, the intersection improvements and turn lanes and tapers and the street and frontage improvements on East Bidwell Street and Mangini Parkway. These improvements are being constructed concurrently with this subdivision.	Yes

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

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<ul style="list-style-type: none"> <li>• The northbound East Bidwell Street left-turn to the Northern Connector Road shall be constructed with at least 315-foot (255-foot deceleration plus 60-foot bay taper).</li> <li>• A southbound deceleration taper/flare or lane (subject to City specification) shall be constructed at the East Bidwell Street intersection with the Northern Connector Road.</li> <li>• The B Drive intersection with the Northern Connector Road is anticipated to operate adequately with side street stop controlled and without dedicated turn pockets. Adequate sight distance shall be provided and maintained.</li> <li>• <u>The E and B Drive intersections with Mangini Parkway shall be full access and provide left turn pockets to the satisfaction of the Community Development Department where applicable.</u></li> </ul> <p><i>Modified by the Planning Commission on 5-19-21</i></p>				
<b>ARCHITECTURE/SITE DESIGN REQUIREMENTS</b>						
53.		<p><b><i>Trash/Recycling Containers and Air Conditioner Screening</i></b> Trash, recycling, and yard waste containers shall be placed behind the side yard fence so that they are not visible from the public right-of-way to the satisfaction of the Community Development Department. In addition, air conditioning units shall also be placed behind the side yard fence or located in the rear yard so that they are not visible from the</p>	OG	CD (P) (E)	The Community Development Department will review and approve all site and building plans in the subdivision to verify compliance with this condition prior to building permit issuance on all lots in the subdivision.	Yes



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

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		public right-of-way to the satisfaction of the Community Development Department.				
<b>MITIGATION MEASURES</b>						
54.		<b><i>Mangini Phase 3 Subdivision Mitigation Monitoring Reporting Program (MMRP).</i></b> The conditions of approval below (numbered 55-1 to 55-89) implement the applicable mitigation measures from the FPASP (May 2011) MMRP, as amended by the Revised Proposed Water Supply Facility Alternative (November 2012), the Folsom South of U.S. Highway 50 Backbone Infrastructure Mitigated Negative Declaration (December 2014), and the Westland Eagle Specific Plan Amendment (September 2015).				
<b>AESTHETICS</b>						
55-1	<b>3A.1-4 (FPASP EIR/EIS)</b>	<b><i>Screen Construction Staging Areas.</i></b> The Project Applicant(s) for any discretionary development application shall locate staging and material storage areas as far away from sensitive biological resources and sensitive land uses (e.g., residential areas, schools, parks) as feasible. Staging and material storage areas shall be approved by the appropriate agency (identified below) before the approval of grading plans for all Project phases and shall be screened from adjacent occupied land uses in earlier development phases to the maximum extent practicable. Screens may include, but are not limited to, the use of such visual barriers such as berms or fences. The screen design shall be approved by the appropriate agency to further reduce visual effects to the extent possible.  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.	Before approval of grading plans and during construction for all Project phases.	City of Folsom Community Development Department.	The construction staging area does not require screening due to distance from existing residences (>1000 feet).	Yes

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

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55-2	3A.1-5 (FPASP EIR/EIS)	<p><b><i>Establish and Require Conformance to Lighting Standards and Prepare and Implement a Lighting Plan.</i></b></p> <p>To reduce impacts associated with light and glare, the City shall:</p> <ul style="list-style-type: none"> <li>▶ 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.</li> <li>▶ Use shielded or screened public lighting fixtures to prevent the light from shining off of the surface intended to be illuminated.</li> </ul> <p>To reduce impacts associated with light and glare, the Project Applicant(s) of all Project phases shall:</p> <ul style="list-style-type: none"> <li>▶ Shield or screen lighting fixtures to direct the light downward and prevent light spill on adjacent properties.</li> <li>▶ 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.</li> <li>▶ 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.</li> <li>▶ Use appropriate building materials (such as low-glare glass, low-glare building glaze or finish, neutral, earth-toned</li> </ul>	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

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NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY  
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>colored paint and roofing materials), shielded or screened lighting, and appropriate signage in the office/commercial areas to prevent light and glare from adversely affecting motorists on nearby roadways.</p> <ul style="list-style-type: none"> <li>▶ 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.</li> <li>▶ Lighting of off-site facilities within the City of Folsom shall be consistent with the City's General Plan standards.</li> <li>▶ Lighting of the off-site detention basin shall be consistent with Sacramento County General Plan standards.</li> </ul> <p>A lighting plan for all on- and off-site elements within each agency's jurisdictional boundaries (specified below) shall be submitted to the relevant jurisdictional agency for review and approval, which shall include the above elements. The lighting plan may be submitted concurrently with other improvement plans and shall be submitted before the installation of any lighting or the approval of building permits for each phase. The Project Applicant(s) for any discretionary development application shall implement the approved lighting plan.</p> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the Project Applicant(s) of each applicable Project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties).</p>				
<b>AIR QUALITY</b>						
55-3	<b>3A.2-1a (FPASP EIR/EIS)</b>	<p><b><i>Implement Measures to Control Air Pollutant Emissions Generated by Construction of On-Site Elements.</i></b></p> <p>To reduce short-term construction emissions, the Project Applicant(s) for any discretionary development application</p>	Before the approval of all grading plans by the	City of Folsom Community Development Department	The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance	Yes

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

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>shall require their contractors to implement SMAQMD's list of Basic Construction Emission Control Practices, Enhanced Fugitive PM Dust Control Practices, and Enhanced Exhaust Control Practices (list below) in effect at the time individual portions of the site undergo construction. In addition to SMAQMD-recommended measures, construction operations shall comply with all applicable SMAQMD rules and regulations.</p> <p><b>Basic Construction Emission Control Practices</b></p> <ul style="list-style-type: none"> <li>▶ 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.</li> <li>▶ 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.</li> <li>▶ 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.</li> <li>▶ Limit vehicle speeds on unpaved roads to 15 miles per hour (mph).</li> <li>▶ 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.</li> <li>▶ 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.</li> </ul>	City and throughout Project construction, where applicable, for all Project phases.		with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in Spring of 2021. Compliance table is on file with the City.	

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

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



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

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		<p><b><i>Enhanced Exhaust Control Practices</i></b></p> <p>▶ The Project shall provide a plan, for approval by the City of Folsom Community Development Department and SMAQMD, demonstrating that the heavy-duty (50 horsepower [hp] or more) off-road vehicles to be used in the construction Project, including owned, leased, and subcontractor vehicles, will achieve a Project wide fleet-average 20% NOX reduction and 45% particulate reduction compared to the most current California Air Resources Board (ARB) fleet average that exists at the time of construction. Acceptable options for reducing emissions may include use of late-model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or other options as they become available. The Project Applicant(s) of each Project phase or its representative shall submit to the City of Folsom Community Development Department and SMAQMD a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 hp, that would be used an aggregate of 40 or more hours during any portion of the construction Project. The inventory shall include the horsepower rating, engine production year, and Projected hours of use for each piece of equipment. The inventory shall be updated and submitted monthly throughout the duration of the Project, except that an inventory shall not be required for any 30-day period in which no construction activity occurs. At least 48 hours prior to the use of heavy-duty off-road equipment, the Project representative shall provide SMAQMD with the anticipated construction timeline including start date, and name and phone number of the Project manager and on-site foreman. SMAQMD’s Construction Mitigation Calculator can be used to identify an equipment fleet that achieves this reduction (SMAQMD 2007a). The Project shall ensure that emissions from all off-road diesel-powered equipment used on the SPA do not</p>				

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

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>exceed 40% opacity for more than three minutes in any one hour. Any equipment found to exceed 40 percent opacity (or Ringelmann 2.0) shall be repaired immediately, and the City and SMAQMD shall be notified within 48 hours of identification of noncompliant equipment. A visual survey of all in-operation equipment shall be made at least weekly, and a monthly summary of the visual survey results shall be submitted throughout the duration of the Project, except that the monthly summary shall not be required for any 30-day period in which no construction activity occurs. The monthly summary shall include the quantity and type of vehicles surveyed as well as the dates of each survey. SMAQMD staff and/or other officials may conduct periodic site inspections to determine compliance. Nothing in this mitigation measure shall supersede other SMAQMD or state rules or regulations.</p> <p>If at the time of construction, SMAQMD has adopted a regulation or new guidance applicable to construction emissions, compliance with the regulation or new guidance may completely or partially replace this mitigation if it is equal to or more effective than the mitigation contained herein, and if SMAQMD so permits.</p>				
55-4	<b>3A.2-1b (FPASP EIR/EIS)</b>	<p><b><i>Pay Off-site Mitigation Fee to SMAQMD to Off-Set NOX Emissions Generated by Construction of On-Site Elements.</i></b></p> <p>Implementation of the Project or the other four other action alternatives would result in construction-generated NOX emissions that exceed the SMAQMD threshold of significance, even after implementation of the SMAQMD Enhanced Exhaust Control Practices (listed in Mitigation Measure 3A.2-1a). Additionally, Mitigation Measure 3A.4-1 (Implement Additional Measures to Control Construction-Generated GHG Emissions, pages 3A.4-14 to 15) has the potential to both reduce and increase NOX emissions, depending on the types of alternative fuels and engine types employed. Therefore, the Project Applicant(s) shall pay SMAQMD an off-site mitigation fee for implementation of</p>	Before the approval of all grading plans by the City and throughout Project construction for all Project phases.	The City of Folsom Community Development Department shall not grant any grading permits to the respective Project Applicant(s)	The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in Spring of 2021. Compliance table is on file with the City.	Yes

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

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>any of the five action alternatives for the purpose of reducing NOX emissions to a less-than-significant level (i.e., less than 85 lb/day). All NOX emission reductions and increases associated with GHG mitigation shall be added to or subtracted from the amount above the construction threshold to determine off-site mitigation fees, when possible. The specific fee amounts shall be calculated when the daily construction emissions can be more accurately determined: that is, if the City/USACE select and certify the EIR/EIS and approves the Proposed Project or one of the other four other action alternatives, the City and the Applicants must establish the phasing by which development would occur, and the Applicants must develop a detailed construction schedule. Calculation of fees associated with each Project development phase shall be conducted by the Project Applicant(s) in consultation with SMAQMD staff before the approval of grading plans by the City. The Project Applicant(s) for any particular discretionary development application shall pay into SMAQMD's off-site construction mitigation fund to further mitigate construction generated emissions of NOX that exceed SMAQMD's daily emission threshold of 85 lb/day. The calculation of daily NOX emissions shall be based on the cost rate established by SMAQMD at the time the calculation and payment are made. At the time of writing this EIR/EIS the cost rate is \$16,000 to reduce 1 ton of NOX plus a 5% administrative fee (SMAQMD 2008c). The determination of the final mitigation fee shall be conducted in coordination with SMAQMD before any ground disturbance occurs for any Project phase.</p>		<p>until the respective Project Applicant(s) have paid the appropriate off-site mitigation fee to SMAQMD.</p>		
55-5	<b>3A.2-1c (FPASP EIR/EIS)</b>	<p>Analyze and Disclose Projected PM10 Emission Concentrations at Nearby Sensitive Receptors Resulting from Construction of On-Site Elements. Prior to construction of each discretionary development entitlement of on-site land uses, the Project Applicant shall perform a Project-level CEQA analysis (e.g., supporting documentation for an exemption, negative declaration, or Project-specific EIR) that includes detailed dispersion modeling of construction-generated PM10 to disclose what PM10 concentrations would be at nearby sensitive receptors. The dispersion</p>	<p>Before the approval of all grading plans by the City.</p>	<p>City of Folsom Community Development Department</p>	<p>The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in Spring of 2021. Compliance table is on file with the</p>	<p>Yes</p>

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

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		modeling shall be performed in accordance with applicable SMAQMD guidance that is in place at the time the analysis is performed. At the time of writing this EIR/EIS, SMAQMD's most current and most detailed guidance for addressing construction generated PM10 emissions is found in its Guide to Air Quality Assessment in Sacramento County (SMAQMD 2009a). The Project-level analysis shall incorporate detailed parameters of the construction equipment and activities, including the year during which construction would be performed, as well as the proximity of potentially affected receptors, including receptors proposed by the Project that exist at the time the construction activity would occur.			City.	
55-6	<b>3A.2-2 (FPASP EIR/EIS)</b>	<p><b><i>Implement All Measures Prescribed by the Air Quality Mitigation Plan to Reduce Operational Air Pollutant Emissions.</i></b></p> <p>To reduce operational emissions, the Project Applicant(s) for any particular discretionary development application shall implement all measures prescribed in the SMAQMD-approved Folsom Plan Area Specific Plan Air Quality Mitigation Plan (AQMP) (Torrence Planning 2008), a copy of which is included in Appendix C2. The AQMP is intended to improve mobility, reduce vehicle miles traveled, and improve air quality as required by AB 32 and SB 375. The AQMP includes, among others, measures designed to provide bicycle parking at commercial land uses, an integrated pedestrian/bicycle path network, transit stops with shelters, a prohibition against the use the wood-burning fireplaces, energy star roofing materials, electric lawnmowers provided to Homeowners at no charge, and on-site transportation alternatives to passenger vehicles (including light rail) that provide connectivity with other local and regional alternative transportation networks.</p>	Before issuance of subdivision maps or improvement plans.	City of Folsom Community Development Department	The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in Spring of 2021. Compliance table is on file with the City.	Yes
55-7	<b>3A.2-4a (FPASP EIR/EIS)</b>	<p><b><i>Develop and Implement a Plan to Reduce Exposure of Sensitive Receptors to Construction-Generated Toxic Air Contaminant Emissions.</i></b></p> <p>The Project Applicant(s) for any particular discretionary development application shall develop a plan to reduce the exposure of sensitive receptors to TACs generated by Project</p>	Before the approval of all grading plans by the City and	City of Folsom Community Development Department	The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to	Yes

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

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>construction activity associated with buildout of the selected alternative. Each plan shall be developed by the Project Applicant(s) in consultation with SMAQMD. The plan shall be submitted to the City for review and approval before the approval of any grading plans.</p> <p>The plan may include such measures as scheduling activities when the residences are the least likely to be occupied, requiring equipment to be shut off when not in use, and prohibiting heavy trucks from idling. Applicable measures shall be included in all Project plans and specifications for all Project phases.</p> <p>The implementation and enforcement of all measures identified in each plan shall be funded by the Project Applicant(s) for the respective phase of development.</p>	throughout Project construction , where applicable, for all Project phases.		commencement of grading and construction in Spring of 2021. Compliance table is on file with the City.	
55-8	<b>3A.2-6 (FPASP EIR/EIS)</b>	<p><b><i>Implement Measures to Control Exposure of Sensitive Receptors to Operational Odorous Emissions.</i></b></p> <p>The Project Applicant(s) for any discretionary development application shall implement the following measure:</p> <p>The deeds to all properties located within the plan area that are within one mile of an on- or off-site area zoned or used for agricultural use (including livestock grazing) shall be accompanied by a written disclosure from the transferor, in a form approved by the City of Folsom, advising any transferee of the potential adverse odor impacts from surrounding agricultural operations, which disclosure shall direct the transferee to contact the County of Sacramento concerning any such property within the County zoned for agricultural uses within one mile of the subject property being transferred.</p>	Before the approval of building permits by the City and throughout Project construction , where applicable, for all Project phases.	City of Folsom Community Development Department	The Community Development Department will verify that the owner/applicant provided the required disclosure prior to issuance of a building permit.	Condition will be satisfied prior to issuance of a building permit.



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

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
<b>BIOLOGICAL RESOURCES</b>						
55-9	3A.3-1a (FPASP EIR/EIS)	<p><b><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></b></p> <p>To minimize indirect effects on water quality and wetland hydrology, the Project Applicant(s) for any discretionary development application shall include stormwater drainage plans and erosion and sediment control plans in their improvement plans and shall submit these plans to the City Public Works Department for review and approval. For off-site elements within Sacramento County or El Dorado County jurisdiction (e.g., off-site detention basin and off-site roadway connections to El Dorado Hills), plans shall be submitted to the appropriate county planning department. Before approval of these improvement plans, the Project Applicant(s) for any particular discretionary development application shall obtain a NPDES MS4 Municipal Stormwater Permit and Grading Permit, comply with the City's Grading Ordinance and County drainage and stormwater quality standards, and commit to implementing all measures in their drainage plans and erosion and sediment control plans to avoid and minimize erosion and runoff into Alder Creek and all wetlands and other waters that would remain on-site. Detailed information about stormwater runoff standards and relevant City and County regulation is provided in Chapter 3A.9, "Hydrology and Water Quality."</p> <p>The Project Applicant(s) for any discretionary development entitlement shall implement stormwater quality treatment controls consistent with the Stormwater Quality Design Manual for Sacramento and South Placer Regions in effect at the time the application is submitted. Appropriate runoff controls such as berms, storm gates, off-stream detention basins, overflow collection areas, filtration systems, and sediment traps shall be implemented to control siltation and the potential discharge of pollutants. Development plans shall incorporate Low Impact Development (LID) features,</p>			<p>The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in Spring of 2021. Compliance table is on file with the City.</p> <p>There are no off-site elements outside the City limits for this subdivision.</p>	Yes

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

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>such as pervious strips, permeable pavements, bioretention ponds, vegetated swales, disconnected rain gutter downspouts, and rain gardens, where appropriate. Use of LID features is recommended by the EPA to minimize impacts on water quality, hydrology, and stream geomorphology and is specified as a method for protecting water quality in the proposed specific plan. In addition, free spanning bridge systems shall be used for all roadway crossings over wetlands and other waters that are retained in the on-site open space. These bridge systems would maintain the natural and restored channels of creeks, including the associated wetlands, and would be designed with sufficient span width and depth to provide for wildlife movement along the creek corridors even during high-flow or flood events, as specified in the 404 permit.</p> <p>In addition to compliance with City ordinances, the Project Applicant(s) for any particular discretionary development application shall prepare a Stormwater Pollution Prevention Plan (SWPPP) and implement Best Management Practices (BMPs) that comply with the General Construction Stormwater Permit from the Central Valley RWQCB, to reduce water quality effects during construction. Detailed information about the SWPPP and BMPs are provided in Chapter 3A.9, "Hydrology and Water Quality."</p> <p>Each Project development shall result in no net change to peak flows into Alder Creek and associated tributaries, or to Buffalo Creek, Carson Creek, and Coyote Creek. The Project Applicant(s) shall establish a baseline of conditions for drainage on-site. The baseline-flow conditions shall be established for 2-, 5-, and 100-year storm events. These baseline conditions shall be used to develop monitoring standards for the stormwater system on the SPA. The baseline conditions, monitoring standards, and a monitoring program shall be submitted to USACE and the City for their approval. Water quality and detention basins shall be designed and constructed to ensure that the performance standards, which are described in Chapter 3A.9, "Hydrology and Water Quality," are met and shall be designed as off-</p>				

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

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>stream detention basins. Discharge sites into Alder Creek and associated tributaries, as well as tributaries to Carson Creek, Coyote Creek, and Buffalo Creek, shall be monitored to ensure that pre-Project conditions are being met. Corrective measures shall be implemented, as necessary. The mitigation measures will be satisfied when the monitoring standards are met for 5 consecutive years without undertaking corrective measures to meet the performance standard.</p> <p>See FEIR/FEIS Appendix S showing that the detention basin in the northeast corner of the SPA has been moved off stream.</p> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the Project Applicant(s) of each applicable Project phase in consultation with the affected oversight agency(ies) (i.e., El Dorado County for the roadway connections, Sacramento County for the detention basin west of Prairie City Road, and Caltrans for the U.S. 50 interchange improvements) such that the performance standards described in Chapter 3A.9, "Hydrology and Water Quality," are met.</p>				
55-10	<b>3A.3-2a (FPASP EIR/EIS)</b>	<p><b><i>Avoid Direct Loss of Swainson's Hawk and Other Raptor Nests.</i></b></p> <p>To mitigate impacts on Swainson's hawk and other raptors (including burrowing owl), the Project Applicant(s) of all Project phases shall retain a qualified biologist to conduct preconstruction surveys and to identify active nests on and within 0.5 mile of the Project and active burrows on the Project site. The surveys shall be conducted before the approval of grading and/or improvement plans (as applicable) and no less than 14 days and no more than 30 days before the beginning of construction for all Project phases. To the extent feasible, guidelines provided in Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in the Central Valley (Swainson's Hawk Technical Advisory Committee 2000) shall be followed for surveys for Swainson's hawk. If no nests are found, no further mitigation is required.</p>	Before the approval of grading and improvement plans, before any ground disturbing activities, and during project construction as applicable for all	City of Folsom CDD CDFW	The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in Spring of 2021. Compliance table is on file with the City.	Yes

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

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>If active nests are found, impacts on nesting Swainson’s hawks and other raptors shall be avoided by establishing appropriate buffers around the nests. No Project activity shall commence within the buffer area until the young have fledged, the nest is no longer active, or until a qualified biologist has determined in consultation with DFG that reducing the buffer would not result in nest abandonment. DFG guidelines recommend implementation of 0.25- or 0.5-mile-wide buffers, but the size of the buffer may be adjusted if a qualified biologist and the City, in consultation with DFG, determine that such an adjustment would not be likely to adversely affect the nest. Monitoring of the nest by a qualified biologist during and after construction activities will be required if the activity has potential to adversely affect the nest.</p> <p>If active burrows are found, a mitigation plan shall be submitted to the City for review and approval before any ground-disturbing activities.</p> <p>The City shall consult with DFG. The mitigation plan may consist of installation of one-way doors on all burrows to allow owls to exit, but not reenter, and construction of artificial burrows within the Project vicinity, as needed; however, burrow owl exclusions may only be used if a qualified biologist verifies that the burrow does not contain eggs or dependent young. If active burrows contain eggs and/or young, no construction shall occur within 50 feet of the burrow until young have fledged. Once it is confirmed that there are no owls inside burrows, these burrows may be collapsed.</p> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be developed by the Project Applicant(s) of each applicable Project phase in consultation with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans), such that the performance criteria set forth in DFG’s guidelines are determined to be met.</p>	<p>project phases</p>			

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

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
<b>GEOLOGY AND SOILS</b>						
55-11	<b>3A.7-1a (FPASP EIR/EIS)</b>	<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"> <li>▶ Site preparation;</li> <li>▶ Soil bearing capacity;</li> <li>▶ Appropriate sources and types of fill;</li> <li>▶ Potential need for soil amendments;</li> <li>▶ Road, pavement, and parking areas;</li> <li>▶ Structural foundations, including retaining-wall design;</li> <li>▶ Grading practices;</li> <li>▶ Soil corrosion of concrete and steel;</li> <li>▶ Erosion/winterization;</li> <li>▶ Seismic ground shaking;</li> <li>▶ Liquefaction; and</li> <li>▶ Expansive/unstable soils.</li> </ul> <p>In addition to the recommendations for the conditions listed above, the geotechnical investigation shall include subsurface testing of soil and groundwater conditions and shall determine appropriate foundation designs that are consistent with the version of the CBC that is applicable at the time building and grading permits are applied for. All recommendations contained in the final geotechnical engineering report shall be implemented by the Project Applicant(s) of each Project phase. Special</p>	Before issuance of building permits and ground-disturbing activities.	City of Folsom CDD	Owner/applicant has provided Geotechnical Report to the City. The Geotechnical report for the subdivision is on file with the City.	Yes



<b>+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254) NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS</b>						
No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		recommendations contained in the geotechnical engineering report shall be noted on the grading plans and implemented as appropriate before construction begins. Design and construction of all new Project development shall be in accordance with the CBC. The Project Applicant(s) shall provide for engineering inspection and certification that earthwork has been performed in conformity with recommendations contained in the geotechnical report.				
55-12	<b>3A.7-1b (FPASP EIR/EIS)</b>	<b><i>Monitor Earthwork during Earthmoving Activities.</i></b> All earthworks shall be monitored by a qualified geotechnical or soils engineer retained by the Project Applicant(s) of each Project phase. The geotechnical or soils engineer shall provide oversight during all excavation, placement of fill, and disposal of materials removed from and deposited on both on- and off-site construction areas. Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the Project Applicant(s) of each applicable Project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans).	Before issuance of building permits and ground-disturbing activities.	City of Folsom CDD	Compliance with this condition has been monitored through construction inspection by the City.	Yes
55-13	<b>3A.7-3 (FPASP EIR/EIS)</b>	<b><i>Prepare and Implement the Appropriate Grading and Erosion Control Plan.</i></b> Before grading permits are issued, the Project Applicant(s) of each Project phase that would be located within the City of Folsom shall retain a California Registered Civil Engineer to prepare a grading and erosion control plan. The grading and erosion control plan shall be submitted to the City Public Works Department before issuance of grading permits for all new development. The plan shall be consistent with the City's Grading Ordinance, the City's Hillside Development Guidelines, and the state's NPDES permit, and shall include the site-specific grading associated with development for all Project phases. The plans referenced above shall include the location, implementation schedule, and maintenance schedule of all erosion and sediment control measures, a description of measures designed to control dust and stabilize the	Before the start of construction activities.	City of Folsom CDD	Compliance with this condition has been monitored through construction inspection by the City.	Yes

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

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>construction-site road and entrance, and a description of the location and methods of storage and disposal of construction materials. Erosion and sediment control measures could include the use of detention basins, berms, swales, wattles, and silt fencing, and covering or watering of stockpiled soils to reduce wind erosion. Stabilization on steep slopes could include construction of retaining walls and reseeding with vegetation after construction. Stabilization of construction entrances to minimize trackout (control dust) is commonly achieved by installing filter fabric and crushed rock to a depth of approximately 1 foot. The Project Applicant(s) shall ensure that the construction contractor is responsible for securing a source of transportation and deposition of excavated materials.</p> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the Project Applicant(s) of each applicable Project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties).</p> <p>Implementation of Mitigation Measure 3A.9-1 (discussed in Section 3A.9, "Hydrology and Water Quality – Land") would also help reduce erosion-related impacts.</p>				
55-14	<b>3A.7-5 (FPASP EIR/EIS)</b>	<p><b><i>Divert Seasonal Water Flows Away from Building Foundations.</i></b></p> <p>The Project Applicant(s) of all Project phases shall either install subdrains (which typically consist of perforated pipe and gravel, surrounded by nonwoven geotextile fabric), or take such other actions as recommended by the geotechnical or civil engineer for the Project that would serve to divert seasonal flows caused by surface infiltration, water seepage, and perched water during the winter months away from building foundations.</p>	Before and during earthmoving activities.	City of Folsom CDD	The Community Development Department has reviewed and approved all improvement plans in the subdivision to verify compliance with mitigation measure.	Yes
55-15	<b>3A.7-10 (FPASP EIR/EIS)</b>	<p><b><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></b></p>	During earthmoving activities in the Ione and	City of Folsom CDD	The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to	Yes

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

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		<p>To minimize potential adverse impacts on previously unknown potentially unique, scientifically important paleontological resources, the Project Applicant(s) of all Project phases where construction would occur in the lone and Mehrten Formations shall do the following:</p> <ul style="list-style-type: none"> <li>▶ Before the start of any earthmoving activities for any Project phase in the lone or Mehrten Formations, the Project Applicant(s) shall retain a qualified paleontologist or archaeologist to train all construction personnel involved with earthmoving activities, including the site superintendent, regarding the possibility of encountering fossils, the appearance, and types of fossils likely to be seen during construction, and proper notification procedures should fossils be encountered.</li> <li>▶ 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.</li> </ul> <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>	Mehrten Formations.		<p>commencement of grading and construction in Spring of 2021. Compliance table is on file with the City.</p> <p>No human remains or paleontological resources have been encountered in the subdivision during grading and construction.</p>	

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

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
<b>GREENHOUSE GAS EMISSIONS AND CLIMATE CHANGE</b>						
55-16	<b>3A.4-1 (FPASP EIR/EIS)</b>	<p><b><i>Implement Additional Measures to Control Construction-Generated GHG Emissions.</i></b></p> <p>To further reduce construction generated GHG emissions, the Project Applicant(s) any particular discretionary development application shall implement all feasible measures for reducing GHG emissions associated with construction that are recommended by SMAQMD at the time individual portions of the site undergo construction. Such measures may reduce GHG exhaust emissions from the use of on-site equipment, worker commute trips, and truck trips carrying materials and equipment to and from the SPA, as well as GHG emissions embodied in the materials selected for construction (e.g., concrete). Other measures may pertain to the materials used in construction. Prior to releasing each request for bid to contractors for the construction of each discretionary development entitlement, the Project Applicant(s) shall obtain the most current list of GHG reduction measures that are recommended by SMAQMD and stipulate that these measures be implemented in the respective request for bid as well as the subsequent construction contract with the selected primary contractor. The Project Applicant(s) for any particular discretionary development application may submit to the City and SMAQMD a report that substantiates why specific measures are considered infeasible for construction of that particular development phase and/or at that point in time. The report, including the substantiation for not implementing particular GHG reduction measures, shall be approved by the City, in consultation with SMAQMD prior to the release of a request for bid by the Project Applicant(s) for seeking a primary contractor to manage the construction of each development Project. By requiring that the list of feasible measures be established prior to the selection of a primary contractor, this measure requires that the ability of a contractor to effectively implement the selected GHG reduction measures be inherent to the selection process.</p>	Before the start of construction activities.	City of Folsom CDD	The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in Spring of 2021. Compliance table is on file with the City.	Yes

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

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>SMAQMD's recommended measures for reducing construction-related GHG emissions at the time of writing this EIR/EIS are listed below and the Project Applicant(s) shall, at a minimum, be required to implement the following:</p> <ul style="list-style-type: none"> <li>▶ Improve fuel efficiency from construction equipment: <ul style="list-style-type: none"> <li>▪ reduce unnecessary idling (modify work practices, install auxiliary power for driver comfort);</li> <li>▪ perform equipment maintenance (inspections, detect failures early, corrections);</li> <li>▪ train equipment operators in proper use of equipment;</li> <li>▪ use the proper size of equipment for the job; and</li> <li>▪ use equipment with new technologies (repowered engines, electric drive trains).</li> </ul> </li> <li>▶ Use alternative fuels for electricity generators and welders at construction sites such as propane or solar or use electrical power.</li> <li>▶ 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).</li> <li>▶ Encourage and provide carpools, shuttle vans, transit passes and/or secure bicycle parking for construction worker commutes.</li> <li>▶ 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.</li> <li>▶ Recycle or salvage non-hazardous construction and demolition debris (goal of at least 75% by weight).</li> </ul>				



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NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY  
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		<ul style="list-style-type: none"> <li>▶ 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).</li> <li>▶ Minimize the amount of concrete used for paved surfaces or use a low carbon concrete option.</li> <li>▶ Produce concrete on-site if determined to be less emissive than transporting ready mix.</li> <li>▶ 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).</li> <li>▶ 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.</li> </ul> <p>In addition to SMAQMD-recommended measures, construction activity shall comply with all applicable rules and regulations established by SMAQMD and ARB.</p>				
55-17	<b>3A.8-2 (FPASP EIR/EIS)</b>	<p><b><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></b></p> <p>The Project Applicant(s) for any discretionary development application shall conduct Phase I Environmental Site Assessments (where an Phase I has not been conducted), and if necessary, Phase II Environmental Site Assessments, and/or other appropriate testing for all areas of the SPA and include, as necessary, analysis of soil and/or groundwater samples for the potential contamination sites that have not yet been covered by previous investigations (as shown in Exhibit 3A.8-1) before construction activities begin in those areas. Recommendations in the Phase I and II Environmental Site Assessments to address any contamination that is found</p>	Before the start of construction activities.	City of Folsom CDD	<p>The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in Spring of 2021. Compliance table is on file with the City.</p> <p>No hazardous and/or contaminated soil or groundwater has been discovered in the subdivision.</p>	Yes

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

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		<p>shall be implemented before initiating ground-disturbing activities in these areas.</p> <p>The Project Applicant(s) shall implement the following measures before ground-disturbing activities to reduce health hazards associated with potential exposure to hazardous substances:</p> <ul style="list-style-type: none"> <li>▶ 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.</li> <li>▶ 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.</li> </ul>				

**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)  
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		<p>► Obtain an assessment conducted by PG&amp;E and SMUD pertaining to the contents of any existing pole-mounted transformers located in the SPA. The assessment shall determine whether existing on-site electrical transformers contain PCBs and whether there are any records of spills from such equipment. If equipment containing PCB is identified, the maintenance and/or disposal of the transformer shall be subject to the regulations of the Toxic Substances Control Act under the authority of the Sacramento County Environmental Health Department.</p> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the Project Applicant(s) of each applicable Project phase with the affected oversight agency(ies) (i.e., Sacramento County).</p>				
<b>HYDROLOGY AND WATER QUALITY</b>						
55-18	<b>3A.9-1 (FPASP EIR/EIS)</b>	<p><b><i>Acquire Appropriate Regulatory Permits and Prepare and Implement SWPPP and BMPs.</i></b></p> <p>Prior to the issuance of grading permits, the Project Applicant(s) of all Projects disturbing one or more acres (including phased construction of smaller areas which are part of a larger Project) shall obtain coverage under the SWRCB's NPDES stormwater permit for general construction activity (Order 2009-0009-DWQ), including preparation and submittal of a Project-specific SWPPP at the time the NOI is filed. The Project Applicant(s) shall also prepare and submit any other necessary erosion and sediment control and engineering plans and specifications for pollution prevention and control to Sacramento County, City of Folsom, El Dorado County (for the off-site roadways into El Dorado Hills under the Proposed Project Alternative). The SWPPP and other appropriate plans shall identify and specify:</p> <p>► The use of an effective combination of robust erosion and sediment control BMPs and construction techniques accepted by the local jurisdictions for use in the Project area at the time of construction, that shall reduce the potential</p>	Before the start of construction activities.	City of Folsom CDD	The owner/applicant has been issued a WDID # and has submitted a SWPPP approved by the RWQCB. SWPPP is on file at the City.	Yes

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NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY  
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		<p>for runoff and the release, mobilization, and exposure of pollutants, including legacy sources of mercury from Project-related construction sites. These may include but would not be limited to temporary erosion control and soil stabilization measures, sedimentation ponds, inlet protection, perforated riser pipes, check dams, and silt fences</p> <ul style="list-style-type: none"> <li>▶ The implementation of approved local plans, non-stormwater management controls, permanent post-construction BMPs, and inspection and maintenance responsibilities.</li> <li>▶ 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;</li> <li>▶ 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;</li> <li>▶ 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</li> <li>▶ The appropriate personnel responsible for supervisory duties related to implementation of the SWPPP.</li> <li>▶ 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.</li> <li>▶ 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</li> </ul>				

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NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY  
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

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		<p>construction. These measures may include silt fences, staked straw bales or wattles, sediment/silt basins and traps, geofabric, sandbag dikes, and temporary vegetation.</p> <ul style="list-style-type: none"> <li>▶ Establishing permanent vegetative cover to reduce erosion in areas disturbed by construction by slowing runoff velocities, trapping sediment, and enhancing filtration and transpiration.</li> <li>▶ 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.</li> </ul> <p>A copy of the approved SWPPP shall be maintained and available at all times on the construction site.</p> <p>For those areas that would be disturbed as part of the U.S. 50 interchange improvements, Caltrans shall coordinate with the development and implementation of the overall Project SWPPP or develop and implement its own SWPPP specific to the interchange improvements, to ensure that water quality degradation would be avoided or minimized to the maximum extent practicable.</p> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the Project Applicant(s) of each applicable Project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans).</p>				
55-19	<b>3A.9-2 (FPASP EIR/EIS)</b>	<p><b><i>Prepare and Submit Final Drainage Plans and Implement Requirements Contained in Those Plans.</i></b></p> <p>Before the approval of grading plans and building permits, the Project Applicant(s) of all Project phases shall submit final drainage plans to the City, and to El Dorado County for the off-site roadway connections into El Dorado Hills, demonstrating that off-site upstream runoff would be</p>	Before the start of construction activities.	City of Folsom CDD.	The City has reviewed and approved the storm drain plans for this subdivision. The storm drain improvements are in compliance with the approved Folsom Plan Storm Drain Master Plan approved by the City.	Yes



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

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		<p>appropriately conveyed through the SPA, and that Project-related on-site runoff would be appropriately contained in detention basins or managed with through other improvements (e.g., source controls, biotechnical stream stabilization) to reduce flooding and hydromodification impacts.</p> <p>The plans shall include, but not be limited to, the following items:</p> <ul style="list-style-type: none"> <li>▶ 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;</li> <li>▶ 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;</li> <li>▶ A description of the proposed maintenance program for the on-site drainage system;</li> <li>▶ Project-specific standards for installing drainage systems;</li> <li>▶ City and El Dorado County flood control design requirements and measures designed to comply with them;</li> <li>▶ 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"> <li>● Use of Low Impact Development (LID) techniques to limit increases in stormwater runoff at the point of</li> </ul> </li> </ul>				

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NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY  
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

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		<p>origination (these may include, but are not limited to: surface swales; replacement of conventional impervious surfaces with pervious surfaces [e.g., porous pavement]; impervious surfaces disconnection; and trees planted to intercept stormwater);</p> <ul style="list-style-type: none"> <li>• Enlarged detention basins to minimize flow changes and changes to flow duration characteristics;</li> <li>• 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;</li> <li>• Minimize slope differences between any stormwater or detention facility outfall channel with the existing receiving channel gradient to reduce flow velocity; and</li> <li>• 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.</li> </ul> <p>The final drainage plan shall demonstrate to the satisfaction of the City of Folsom Community Development and Public Works Departments and El Dorado County Department of Transportation that 100-year (0.01 AEP) flood flows would be appropriately channeled and contained, such that the risk to people or damage to structures within or down gradient of the SPA would not occur, and that hydromodification would not be increased from pre-development levels such that existing stream geomorphology would be changed (the range of conditions should be calculated for each receiving water if feasible, or a conservative estimate should be used, e.g., an Ep of 1 ±10% or other as approved by the</p>				

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NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY  
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>Sacramento Stormwater Quality Partnership and/or City of Folsom Public Works Department).</p> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the Project Applicant(s) of each applicable Project phase with El Dorado County.</p>				
55-20	<b>3A.9-3 (FPASP EIR/EIS)</b>	<p><b><i>Develop and Implement a BMP and Water Quality Maintenance Plan.</i></b> 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"> <li>▶ A quantitative hydrologic and water quality analysis of proposed conditions incorporating the proposed drainage design features.</li> <li>▶ 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).</li> <li>▶ 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</li> </ul>	Before the start of construction activities.	City of Folsom CDD	The owner/applicant has been issued a WDID # and has submitted a SWPPP approved by the RWQCB. SWPPP is on file at the City.	Yes

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

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		<p>of spills and illegal dumping, and effective management of public trash collection areas.</p> <ul style="list-style-type: none"> <li>▶ 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.</li> <li>▶ 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"> <li>• Surface swales;</li> <li>• Replacement of conventional impervious surfaces with pervious surfaces (e.g., porous pavement);</li> <li>• Impervious surfaces disconnection; and</li> <li>• Trees planted to intercept stormwater.</li> </ul> </li> </ul> <p>New stormwater facilities shall be placed along the natural drainage courses within the SPA to the extent practicable so as to mimic the natural drainage patterns. The reduction in runoff as a result of the LID configurations shall be quantified based on the runoff reduction credit system methodology described in "Stormwater Quality Design Manual for the Sacramento and South Placer Regions, Chapter 5 and Appendix D4" (SSQP 2007b) and proposed detention basins and other water quality BMPs shall be sized to handle these runoff volumes.</p> <p>For those areas that would be disturbed as part of the U.S. 50 interchange improvements, it is anticipated that Caltrans would coordinate with the development and implementation of the overall Project SWPPP or develop and implement its own SWPPP specific to the interchange improvements, to ensure that water quality degradation would be avoided or minimized to the maximum extent practicable.</p> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by</p>				

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NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY  
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		the Project Applicant(s) of each applicable Project phase with El Dorado County and Caltrans.				
<b>NOISE AND VIBRATION</b>						
55-21	<b>3A.11-1 (FPASP EIR/EIS)</b>	<p><b><i>Implement Noise-Reducing Construction Practices, Prepare and Implement a Noise Control Plan, and Monitor and Record Construction Noise near Sensitive Receptors.</i></b></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"> <li>▶ 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.</li> <li>▶ All construction equipment and equipment staging areas shall be located as far as possible from nearby noise-sensitive land uses.</li> <li>▶ 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.</li> <li>▶ All motorized construction equipment shall be shut down when not in use to prevent idling.</li> </ul>	Before the start of construction activities.	City of Folsom CDD.	The owner/applicant has implemented noise reducing construction practices included as part of the required Noise Control Plan. Compliance with these requirements has been monitored through construction inspection.	Yes



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NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY  
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

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		<ul style="list-style-type: none"> <li>▶ Individual operations and techniques shall be replaced with quieter procedures (e.g., using welding instead of riveting, mixing concrete offsite instead of on-site).</li> <li>▶ 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.</li> <li>▶ 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.</li> <li>▶ 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).</li> <li>▶ 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.</li> </ul>				

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NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY  
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		<p>▶ The primary contractor shall prepare and implement a construction noise management plan. This plan shall identify specific measures to ensure compliance with the noise control measures specified above. The noise control plan shall be submitted to the City of Folsom before any noise-generating construction activity begins. Construction shall not commence until the construction noise management plan is approved by the City of Folsom. Mitigation for the two off-site roadway connections into El Dorado County must be coordinated by the Project Applicant(s) of the applicable Project phase with El Dorado County, since the roadway extensions are outside of the City of Folsom's jurisdictional boundaries.</p>				
<b>PUBLIC SERVICES</b>						
55-22	<b>3A.14-1 (FPASP EIR/EIS)</b>	<p><b><i>Prepare and Implement a Construction Traffic Control Plan.</i></b> The Project Applicant(s) of all Project phases shall prepare and implement traffic control plans for construction activities that may affect road rights-of-way. The traffic control plans must follow any applicable standards of the agency responsible for the affected roadway and must be approved and signed by a professional engineer. Measures typically used in traffic control plans include advertising of planned lane closures, warning signage, a flag person to direct traffic flows when needed, and methods to ensure continued access by emergency vehicles. During Project construction, access to existing land uses shall be maintained at all times, with detours used as necessary during road closures. Traffic control plans shall be submitted to the appropriate City or County department or the California Department of Transportation (Caltrans) for review and approval before the approval of all Project plans or permits, for all Project phases where implementation may cause impacts on traffic.  Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by</p>	Before the approval of all relevant plans and/or permits and during construction of all project phases.	City of Folsom CDD	<p>The Community Development Department has reviewed and approved all traffic control plans required for the construction of both off-site and on-site improvements for this subdivision to verify compliance with City ordinances and to minimize delays to the travelling public.</p> <p>There are no off-site elements outside the City limits for this subdivision.</p>	Yes

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NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY  
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

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		the Project Applicant(s) of each applicable Project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties and Caltrans).				
55-23	<b>3A.14-2 (FPASP EIR/EIS)</b>	<p><b><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></b></p> <p>To reduce impacts related to the provision of new fire services, the Project Applicant(s) of all Project phases shall do the following, as described below.</p> <p>1. Incorporate into Project designs fire flow requirements based on the California Fire Code, Folsom Fire Code (City of Folsom Municipal Code Title 8, Chapter 8.36), and other applicable requirements based on the City of Folsom Fire Department fire prevention standards.</p> <p>Improvement plans showing the incorporation automatic sprinkler systems, the availability of adequate fire flow, and the locations of hydrants shall be submitted to the City of Folsom Fire Department for review and approval. In addition, approved plans showing access design shall be provided to the City of Folsom Fire Department as described by Zoning Code Section 17.57.080 (“Vehicular Access Requirements”). These plans shall describe access-road length, dimensions, and finished surfaces for firefighting equipment. The installation of security gates across a fire apparatus access road shall be approved by the City of Folsom Fire Department. The design and operation of gates and barricades shall be in accordance with the Sacramento County Emergency Access Gates and Barriers Standard, as required by the City of Folsom Fire Code.</p> <p>2. Submit a Fire Systems New Buildings, Additions, and Alterations Document Submittal List to the City of Folsom Community Development Department Building Division for review and approval before the issuance of building permits.</p> <p>In addition to the above measures, the Project Applicant(s) of all Project phases shall incorporate the provisions described below for the portion of the SPA within the EDHFD</p>	Before issuance of building permits and issuance of occupancy permits or final inspections for all project phases.	City of Folsom Fire Department, City of Folsom CDD	The City Fire Department has reviewed and approved all proposed improvements for the subdivision. The City FD will verify adequate fire flow prior to building permit issuance in the subdivision.	Condition will be satisfied prior to issuance of a building permit

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

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>service area, if it is determined through City/El Dorado County negotiations that EDHFD would serve the 178-acre portion of the SPA.</p> <p>3. Incorporate into Project designs applicable requirements based on the EDHFD fire prevention standards. For commercial development, improvement plans showing roadways, land splits, buildings, fire sprinkler systems, fire alarm systems, and other commercial building improvements shall be submitted to the EDHFD for review and approval. For residential development, improvement plans showing property lines and adjacent streets or roads; total acreage or square footage of the parcel; the footprint of all structures; driveway plan views describing width, length, turnouts, turnarounds, radiuses, and surfaces; and driveway profile views showing the percent grade from the access road to the structure and vertical clearance shall be submitted to the EDHFD for review and approval.</p> <p>4. Submit a Fire Prevention Plan Checklist to the EDHFD for review and approval before the issuance of building permits. In addition, residential development requiring automation fire sprinklers shall submit sprinkler design sheet(s) and hydraulic calculations from a California State Licensed C-16 Contractor.</p> <p>The City shall not authorize the occupancy of any structures until the Project Applicant(s) have obtained a Certificate of Occupancy from the City of Folsom Community Development Department verifying that all fire prevention items have been addressed on-site to the satisfaction of the City of Folsom Fire Department and/or the EDHFD for the 178-acre area of the SPA within the EDHFD service area.</p>				
55-24	<b>3A.14-3 (FPASP EIR/EIS)</b>	<p><b><i>Incorporate Fire Flow Requirements into Project Designs.</i></b></p> <p>The Project Applicant(s) of all Project phases shall incorporate into their Project designs fire flow requirements based on the California Fire Code, Folsom Fire Code, and/or EDHFD for those areas of the SPA within the EDHFD service</p>	Before issuance of building permits and issuance of occupancy	City of Folsom Fire Department, City of Folsom CDD	The City Fire Department has reviewed and approved all proposed improvements for the subdivision. The City FD will verify adequate fire flow prior to building permit issuance in the subdivision.	Yes

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

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		area and shall verify to City of Folsom Fire Department that adequate water flow is available, prior to approval of improvement plans and issuance of occupancy permits or final inspections for all Project phases.	permits or final inspections for all project phases.			
<b>TRAFFIC AND TRANSPORTATION</b>						
55-25	<b>3A.15-1a (FPASP EIR/EIS)</b>	<b><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></b> To ensure that the Folsom Boulevard/Blue Ravine Road intersection operates at an acceptable LOS, the eastbound approach must be reconfigured to consist of two left-turn lanes, one through lane, and one right-turn lane. The Applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by Applicant, to reduce the impacts to the Folsom Boulevard/Blue Ravine Road intersection (Intersection 1).	A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the improvement should be implemented and when fair share funding should be paid.	City of Folsom CDD	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
55-26	<b>3A.15-1b (FPASP EIR/EIS)</b>	<b><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></b> To ensure that the Sibley Street/Blue Ravine Road intersection operates at an acceptable LOS, the northbound approach must be reconfigured to consist of two left-turn lanes, two through lanes, and one right-turn lane. The Applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by	A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the	City of Folsom CDD	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	



<b>+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254) NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS</b>						
No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		Applicant, to reduce the impacts to the Sibley Street/Blue Ravine Road intersection (Intersection 2).	improvement should be implemented.			
55-27	<b>3A.15-1c (FPASP EIR/EIS)</b>	<b><i>The Applicant Shall Fund and Construct Improvements to the Scott Road (West)/White Rock Road Intersection (Intersection 28).</i></b> To ensure that the Scott Road (West)/White Rock Road intersection operates at an acceptable LOS, a traffic signal must be installed.	A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the improvement should be implemented.	City of Folsom CDD	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit
55-28	<b>3A.15-1e (FPASP EIR/EIS)</b>	<b><i>Fund and Construct Improvements to the Hillside Drive/Easton Valley Parkway Intersection (Intersection 41).</i></b> To ensure that the Hillside Drive/Easton Valley Parkway intersection operates at an acceptable LOS, the eastbound approach must be reconfigured to consist of one dedicated left turn lane and two through lanes, and the westbound approach must be reconfigured to consist of two through lanes and one dedicated right-turn lane. The Applicant shall fund and construct these improvements.	A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the improvement should be implemented.	City of Folsom CDD	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit
55-29	<b>3A.15-1f</b>	<b><i>Fund and Construct Improvements to the Oak Avenue Parkway/Middle Road Intersection (Intersection 44).</i></b>	A phasing analysis shall be	City of Folsom CDD	This subdivision will pay its fair share of the following improvements with the payment of	Condition will be satisfied prior

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

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
	(FPASP EIR/EIS)	To ensure that the Oak Avenue Parkway/Middle Road intersection operates at an acceptable LOS, control all movements with a stop sign. The Applicant shall fund and construct these improvements.	performed prior to approval of the first subdivision map to determine when the improvement should be implemented.		Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	to issuance of a building permit
55-30	3A.15-1h (FPASP EIR/EIS)	<b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts to the Hazel Avenue/Folsom Boulevard Intersection (Sacramento County Intersection 2).</i></b> To ensure that the Hazel Avenue/Folsom Boulevard intersection operates at an acceptable LOS, this intersection must be grade separated including "jug handle" ramps. No at grade improvement is feasible. Grade separating and extended (south) Hazel Avenue with improvements to the U.S. 50/Hazel Avenue interchange is a mitigation measure for the approved Easton-Glenbrough Specific Plan development Project. The Applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Hazel Avenue/Folsom Boulevard intersection (Sacramento County Intersection 2).	A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the improvement should be implemented.	Sacramento County Public Works Department and Caltrans	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit
55-31	3A.15-1i (FPASP EIR/EIS)	<b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the Grant Line Road/White Rock Road Intersection and to White Rock Road widening between the Rancho Cordova City limit to Prairie City Road (Sacramento County Intersection 3).</i></b> Improvements must be made to ensure that the Grant Line Road/White Rock Road intersection operates at an acceptable LOS. The currently County proposed White Rock Road widening Project will widen and realign White Rock	Before project build out. Design of the White Rock Road widening to four lanes, from Grant Line Road	Sacramento County Public Works Department	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit

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

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>Road from the Rancho Cordova City limit to the El Dorado County line (this analysis assumes that the Proposed Project and build alternatives will widen White Rock Road to five lanes from Prairie City road to the El Dorado County Line). This widening includes improvements to the Grant Line Road intersection and realigning White Rock Road to be the through movement. The improvements include two eastbound through lanes, one eastbound right turn lane, two northbound left turn lanes, two northbound right turn lanes, two westbound left turn lanes and two westbound through lanes. This improvement also includes the signalization of the White Rock Road and Grant Line Road intersection. With implementation of this improvement, the intersection would operate at an acceptable LOS A. The Applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Grant Line Road/White Rock Road intersection (Sacramento County Intersection 3).</p>	<p>to Prairie City Road, with Intersection improvements has begun, and because this widening project is environmentally cleared and fully funded, it's construction is expected to be complete before the first phase of the Proposed Project or alternative is built.</p>			
55-32	<p><b>3A.15-1j (FPASP EIR/EIS)</b></p>	<p><b><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></b></p> <p>To ensure that Hazel Avenue operates at an acceptable LOS between Curragh Downs Drive and Gold Country Boulevard, Hazel Avenue must be widened to six lanes. This improvement is part of the County adopted Hazel Avenue widening Project.</p>	<p>Before project build out. Construction of phase two of the Hazel Avenue widening, from Madison Avenue to</p>	<p>Sacramento County Public Works Department</p>	<p>This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.</p>	<p>Condition will be satisfied prior to issuance of a building permit.</p>

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

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
			<p>Curragh Downs Drive, is expected to be completed by year 2013, before the first phase of the Proposed Project or alternative is complete. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Hazel Avenue between Madison</p>			

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NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY  
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

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			Avenue and Curragh Downs Drive (Sacramento County Roadway Segment 10).			
55-33	<b>3A.15-1l (FPASP EIR/EIS)</b>	<p><b><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></b></p> <p>To ensure that the White Rock Road/Windfield Way intersection operates at an acceptable LOS, the intersection must be signalized, and separate northbound left and right turn lanes must be striped. The Applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the White Rock Road/Windfield Way intersection (El Dorado County Intersection 3).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	El Dorado County Department of Transportation	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
55-34	<b>3A.15-1o (FPASP EIR/EIS)</b>	<p><b><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></b></p> <p>Congestion on eastbound U.S. 50 is causing vehicles to use Folsom Boulevard as an alternate parallel route until they reach U.S. 50, where they must get back on the freeway due to the lack of a parallel route. It is preferred to alleviate the</p>	Before project build out. A phasing analysis should be performed prior to	City of Folsom CDD and Sacramento County Department of	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this	Condition will be satisfied prior to issuance of a building permit.



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NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY  
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		congestion on U.S. 50 than to upgrade the intersection at the end of this reliever route. The Applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Folsom Boulevard/U.S. 50 Eastbound Ramps intersection (Caltrans Intersection 4). To ensure that the Folsom Boulevard/U.S. 50 eastbound ramps intersection operates at an acceptable LOS, auxiliary lanes should be added to eastbound U.S. 50 from Hazel Avenue to east of Folsom Boulevard. This was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project.	approval of the first subdivision map to determine during which project phase the improvement should be built	Transportation	subdivision.	
55-35	<b>3A.15-1p (FPASP EIR/EIS)</b>	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the Grant Line Road/ State Route 16 Intersection (Caltrans Intersection 12).</i></b></p> <p>To ensure that the Grant Line Road/State Route 16 intersection operates at an acceptable LOS, the northbound and southbound approaches must be reconfigured to consist of one left-turn lane and one shared through/right-turn lane. Protected left-turn signal phasing must be provided on the northbound and southbound approaches. Improvements to the Grant Line Road/State Route 16 intersection are contained within the County Development Fee Program and are scheduled for Measure A funding.</p> <p>Improvements to this intersection must be implemented by Caltrans, Sacramento County, and the City of Rancho Cordova.</p> <p>The Applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Grant Line Road/State Route 16 intersection (Caltrans Intersection 12).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built	Sacramento County Department of Transportation and the City of Rancho Cordova Department of Public Works	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
55-36	<b>3A.15-1q (FPASP EIR/EIS)</b>	<p><b><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></b></p> <p>To ensure that Eastbound U.S. 50 operates at an acceptable LOS between Zinfandel Drive and Sunrise Boulevard, a bus-</p>	Before project build out. Construction of the	Caltrans	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees	Condition will be satisfied prior to issuance of a building

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

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>carpool (HOV) lane must be constructed. This improvement is currently planned as part of the Sacramento 50 Bus-Carpool Lane and Community Enhancements Project. The Applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Eastbound U.S. 50 between Zinfandel Drive and Sunrise Boulevard (Freeway Segment 1).</p>	<p>Sacramento 50 Bus-Carpool Lane and Community Enhancements Project is expected to be completed by year 2013, before the first phase of the Proposed Project or alternative is complete. Construction of the Sacramento 50 Bus-Carpool Lane and Community Enhancements Project has started since the writing of the Draft EIS/EIR.</p>		<p>and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.</p>	<p>permit.</p>
55-37	<p><b>3A.15-1r (FPASP EIR/EIS)</b></p>	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 between Hazel Avenue and Folsom Boulevard (Freeway Segment 3).</i></b> To ensure that Eastbound U.S. 50 operates at an acceptable LOS between Hazel Avenue and Folsom Boulevard, an auxiliary lane must be constructed. This improvement was</p>	<p>Before project build out. A phasing analysis should be</p>	<p>City of Folsom CDD and Sacramento County Department</p>	<p>This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide</p>	<p>Condition will be satisfied prior to issuance of a building permit.</p>

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

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This improvement is included in the proposed 50 Corridor Mobility Fee Program. The Applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Eastbound U.S. 50 between Hazel Avenue and Folsom Boulevard (Freeway Segment 3).	performed to determine during which project phase the improvement should be built.	of Transportation	Transportation fees collected prior to building permit issuance in this subdivision.	
55-38	<b>3A.15-1s (FPASP EIR/EIS)</b>	<b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 between Folsom Boulevard and Prairie City Road (Freeway Segment 4).</i></b> To ensure that Eastbound U.S. 50 operates at an acceptable LOS between Folsom Boulevard and Prairie City Road, an auxiliary lane must be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This improvement is included in the proposed 50 Corridor Mobility Fee Program. The Applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by Applicant, to reduce the impacts to Eastbound U.S. 50 between Folsom Boulevard and Prairie City Road (Freeway Segment 4).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom CDD and Sacramento County Department of Transportation	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
55-39	<b>3A.15-1u (FPASP EIR/EIS)</b>	<b><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></b> To ensure that Westbound U.S. 50 operates at an acceptable LOS between Prairie City Road and Folsom Boulevard, an auxiliary lane must be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This improvement is	Before project build out. A phasing analysis should be performed prior to	City of Folsom CDD and Sacramento County Department of	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this	Condition will be satisfied prior to issuance of a building permit.

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

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		included in the proposed 50 Corridor Mobility Fee Program. The Applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by Applicant, to reduce the impacts to Westbound U.S. 50 between Prairie City Road and Folsom Boulevard (Freeway Segment 16).	approval of the first subdivision map to determine during which project phase the improvement should be built.	Transportation	subdivision.	
55-40	<b>3A.15-1v (FPASP EIR/EIS)</b>	<p><b><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></b></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.</p> <p>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 improvement should be built.	City of Rancho Cordova Department of Public Works and Sacramento County Department of Transportation	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
55-41	<b>3A.15-1w (FPASP EIR/EIS)</b>	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Folsom Boulevard Ramp Merge (Freeway Merge 4).</i></b></p> <p>To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Folsom Boulevard merge, an auxiliary lane from</p>	Before project build out. A phasing analysis	City of Folsom CDD and Sacramento County	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees	Condition will be satisfied prior to issuance of a building

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

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		the Folsom Boulevard merge to the Prairie City Road diverge must be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This improvement is included in the proposed 50 Corridor Mobility Fee Program. The Applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the U.S. 50 Eastbound/Folsom Boulevard Ramp Merge (Freeway Merge 4).	should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built	Department of Transportation	and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	permit.
55-42	<b>3A.15-1x (FPASP EIR/EIS)</b>	<b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Prairie City Road Diverge (Freeway Diverge 5).</i></b> To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Prairie City Road off-ramp diverge, an auxiliary lane from the Folsom Boulevard merge must be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The Applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by Applicant, to reduce the impacts to the U.S. 50 Eastbound/Prairie City Road diverge (Freeway Diverge 5).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom CDD and Sacramento County Department of Transportation	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit



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

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
55-43	3A.15-1y (FPASP EIR/EIS)	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Prairie City Road Direct Merge (Freeway Merge 6).</i></b></p> <p>To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Prairie City Road onramp direct merge, an auxiliary lane to the East Bidwell Street – Scott Road diverge must be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The Applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by Applicant, to reduce the impacts to the U.S. 50 Eastbound/Prairie City Road direct merge (Freeway Merge 6).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom CDD	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
55-44	3A.15-1z (FPASP EIR/EIS)	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Prairie City Road Flyover On-Ramp to Oak Avenue Parkway Off-Ramp Weave (Freeway Weave 8).</i></b></p> <p>To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Prairie City Road flyover on-ramp to Oak Avenue Parkway off-ramp weave, an improvement acceptable to Caltrans should be implemented to eliminate the unacceptable weaving conditions. Such an improvement may involve a “braided ramp”.</p> <p>The Applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by Applicant, to reduce the impacts to the U.S. 50 Eastbound / Prairie City Road flyover on-ramp to Oak Avenue Parkway off-ramp weave (Freeway Weave 8).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the	City of Folsom CDD	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.

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

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
			improvement should be built.			
55-45	<b>3A.15-1aa (FPASP EIR/EIS)</b>	<p><b><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></b></p> <p>To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Oak Avenue Parkway loop merge, an auxiliary lane to the East Bidwell Street – Scott Road diverge must be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The Applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by Applicant, to reduce the impacts to the U.S. 50 Eastbound/Oak Avenue Parkway loop merge (Freeway Merge 9).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom CDD	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
55-46	<b>3A.15-1dd (FPASP EIR/EIS)</b>	<p><b><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></b></p> <p>To ensure that Westbound U.S. 50 operates at an acceptable LOS, the northbound Empire Ranch Road loop on ramp should start the westbound auxiliary lane that ends at the East Bidwell Street – Scott Road off ramp. The slip on ramp from southbound Empire Ranch Road would merge into this extended auxiliary lane. Improvements to this freeway segment must be implemented by Caltrans. The Applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by Applicant, to reduce the impacts to the U.S. 50</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during	City of Folsom CDD	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.

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

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		Westbound/Empire Ranch Road loop ramp merge (Freeway Merge 23).	which project phase the improvement should be built.			
55-47	<b>3A.15-1ee (FPASP EIR/EIS)</b>	<p><b><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></b></p> <p>To ensure that Westbound U.S. 50 operates at an acceptable LOS, the northbound Oak Avenue Parkway loop on ramp should start the westbound auxiliary lane that ends at the Prairie City Road off ramp. The slip-on ramp from southbound Oak Avenue Parkway would merge into this extended auxiliary lane. Improvements to this freeway segment must be implemented by Caltrans. The Applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by Applicant, to reduce the impacts to the U.S. 50 Westbound/Oak Avenue Parkway loop ramp merge (Freeway Merge 29).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom CDD	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
55-48	<b>3A.15-1ff (FPASP EIR/EIS)</b>	<p><b><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></b></p> <p>To ensure that Westbound U.S. 50 operates at an acceptable LOS at the Prairie City Road loop ramp merge, an auxiliary lane to the Folsom Boulevard off ramp diverge must be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The Applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision	City of Folsom CDD and Sacramento County Department of Transportation	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.

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

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		Applicant, to reduce the impacts to the U.S. 50 Westbound/Prairie City Road Loop Ramp Merge (Freeway Merge 32).	map to determine during which project phase the improvement should be built.			
55-49	<b>3A.15-1gg (FPASP EIR/EIS)</b>	<b><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></b> To ensure that Westbound U.S. 50 operates at an acceptable LOS at the Prairie City Road direct ramp merge, an auxiliary lane to the Folsom Boulevard off ramp diverge must be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The Applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by Applicant, to reduce the impacts to the U.S. 50 Westbound/Prairie City Road direct ramp merge (Freeway Merge 33).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom CDD and Sacramento County Department of Transportation	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
55-50	<b>3A.15-1hh (FPASP EIR/EIS)</b>	<b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Folsom Boulevard Diverge (Freeway Diverge 34).</i></b> To ensure that Westbound U.S. 50 operates at an acceptable LOS at the Folsom Boulevard Diverge, an auxiliary lane from the Prairie City Road loop ramp merge must be constructed. Improvements to this freeway segment must be implemented by Caltrans. This auxiliary lane improvement is	Before project build out. A phasing analysis should be performed prior to	City of Folsom CDD and Sacramento County Department of	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this	Condition will be satisfied prior to issuance of a building permit.

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

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		included in the proposed 50 Corridor Mobility Fee Program. The Applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by Applicant, to reduce the impacts to the U.S. 50 Eastbound / Folsom Boulevard diverge (Freeway Diverge 34).	approval of the first subdivision map to determine during which project phase the improvement should be built.	Transportation	subdivision.	
55-51	3A.15-1ii (FPASP EIR/EIS)	<b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Hazel Avenue Direct Ramp Merge (Freeway Merge 38).</i></b> To ensure that Westbound U.S. 50 operates at an acceptable LOS at the Hazel Avenue direct ramp merge, an auxiliary lane to the Sunrise Boulevard off ramp diverge must be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The Applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the U.S. 50 Westbound/Hazel Avenue direct ramp merge (Freeway Merge 38).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation and City of Rancho Cordova Department of Public Works	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
55-52	3A.15-2a (FPASP EIR/EIS)	<b><i>Develop Commercial Support Services and Mixed-use Development Concurrent with Housing Development and Develop and Provide Options for Alternative Transportation Modes.</i></b>	Before approval of improvement plans for all project	City of Folsom CDD	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees	Condition will be satisfied prior to issuance of a building



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

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>The Project Applicant(s) for any particular discretionary development application including commercial or mixed-use development along with residential uses shall develop commercial and mixed-use development concurrent with housing development, to the extent feasible in light of market realities and other considerations, to internalize vehicle trips. Pedestrian and bicycle facilities shall be implemented to the satisfaction of the City Public Works Department. To further minimize impacts from the increased demand on area roadways and intersections, the Project Applicant(s) for any particular discretionary development application involving schools or commercial centers shall develop and implement safe and secure bicycle parking to promote alternative transportation uses and reduce the volume of single-occupancy vehicles using area roadways and intersections. The Project Applicant(s) for any particular discretionary development application shall participate in capital improvements and operating funds for transit service to increase the percent of travel by transit. The Project's fair-share participation and the associated timing of the improvements and service shall be identified in the Project conditions of approval and/or the Project's development agreement. Improvements and service shall be coordinated, as necessary, with Folsom Stage Lines and Sacramento RT.</p>	<p>phases any particular discretionary development application that includes residential and commercial or mixed-use development. As a condition of project approval and/or as a condition of the development agreement for all project phases.</p>		<p>and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.</p>	<p>permit.</p>
55-53	<b>3A.15-2b (FPASP EIR/EIS)</b>	<p><b><i>Participate in the City's Transportation System Management Fee Program.</i></b> The Project Applicant(s) for any particular discretionary development application shall pay an appropriate amount into the City's existing Transportation System Management Fee Program to reduce the number of single-occupant automobile travel on area roadways and intersections.</p>	<p>Concurrent with construction for all project phases.</p>	<p>City of Folsom CDD</p>	<p>This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.</p>	<p>Condition will be satisfied prior to issuance of a building permit.</p>
55-54	<b>3A.15-2c (FPASP EIR/EIS)</b>	<p><b><i>Participate with the 50 Corridor Transportation Management Association.</i></b></p>	<p>Concurrent with construction</p>	<p>City of Folsom CDD</p>	<p>This subdivision will pay its fair share of the following improvements with the payment of</p>	<p>Condition will be satisfied prior</p>

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

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		The Project Applicant(s) for any particular discretionary development application shall join and participate with the 50 Corridor Transportation Management Association to reduce the number of single-occupant automobile travel on area roadways and intersections.	for all project phases.		Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	to issuance of a building permit.
55-55	<b>3A.15-3 (FPASP EIR/EIS)</b>	<b><i>Pay Full Cost of Identified Improvements that Are Not Funded by the City's Fee Program.</i></b> In accordance with Measure W, the Project Applicant(s) for any particular discretionary development application shall provide fair-share contributions to the City's transportation impact fee program to fully fund improvements only required because of the Specific Plan.	As a condition of project approval and/or as a condition of the development agreement for all project phases.	City of Folsom CDD	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
55-56	<b>3A.15-4a (FPASP EIR/EIS)</b>	<b><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></b> To ensure that the Sibley Street/Blue Ravine Road intersection operates at a LOS D with less than the Cumulative No Project delay, the northbound approach must be reconfigured to consist of two left-turn lane, two through lanes, and one dedicated right-turn lane. The Applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by Applicant, to reduce the impacts to the Sibley Street/Blue Ravine Road intersection (Folsom Intersection 2).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement	City of Folsom CDD	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.

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

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
			t should be built			
55-57	<b>3A.15-4b (FPASP EIR/EIS)</b>	<p><b><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></b></p> <p>To ensure that the Oak Avenue Parkway/East Bidwell Street intersection operates at an acceptable LOS, the eastbound (East Bidwell Street) approach must be reconfigured to consist of two left-turn lanes, four through lanes and a right-turn lane, and the westbound (East Bidwell Street) approach must be reconfigured to consist of two left turn lanes, four through lanes, and a right-turn lane. It is against the City of Folsom policy to have eight lane roads because of the impacts to non-motorized traffic and adjacent development; therefore, this improvement is infeasible.</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom CDD	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
55-58	<b>3A.15-4c (FPASP EIR/EIS)</b>	<p><b><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></b></p> <p>To ensure that the East Bidwell Street/College Street intersection operates at acceptable LOS C or better, the westbound approach must be reconfigured to consist of one left-turn lane, one left-through lane, and two dedicated right-turn lanes. The Applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by Applicant, to reduce the impacts to the East Bidwell Street/Nesmith Court intersection (Folsom Intersection 7).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which	City of Folsom CDD	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.

<b>+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254) NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS</b>						
No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
			project phase the improvement should be built			
55-59	<b>3A.15-4d (FPASP EIR/EIS)</b>	<p><b><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></b></p> <p>To ensure that the East Bidwell Street /Iron Point Road intersection operates at an acceptable LOS, the northbound approach must be reconfigured to consist of two left-turn lanes, four through lanes and a right-turn lane, and the southbound approach must be reconfigured to consist of two left-turn lanes, four through lanes and a right-turn lane. It is against the City of Folsom policy to have eight lane roads because of the impacts to non-motorized traffic and adjacent development; therefore, this improvement is infeasible.</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom CDD	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
55-60	<b>3A.15-4e (FPASP EIR/EIS)</b>	<p><b><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></b></p> <p>To improve LOS at the Serpa Way/ Iron Point Road intersection, the northbound approaches must be restriped to consist of one left-turn lane, one shared left-through lanes, and one right-turn lane. The Applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by Applicant, to reduce the impacts to the Serpa Way/Iron Point Road Intersection (Folsom Intersection 23).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to	City of Folsom CDD	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.



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

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
			determine during which project phase the improvement should be built			
55-61	<b>3A.15-4f (FPASP EIR/EIS)</b>	<p><b><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></b></p> <p>To ensure that the Empire Ranch Road / Iron Point Road intersection operates at a LOS D or better, all of the following improvements are required: The eastbound approach must be reconfigured to consist of one left-turn lane, two through lanes, and a right-turn lane. The westbound approach must be reconfigured to consist of two left-turn lanes, one through lane, and a through-right lane. The northbound approach must be reconfigured to consist of two left-turn lanes, three through lanes, and a right-turn lane. The southbound approach must be reconfigured to consist of two left-turn lanes, three through lanes, and a right-turn lane. The Applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by Applicant, to reduce the impacts to the Empire Ranch Road / Iron Point Road Intersection Before Project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which Project phase the improvement should be built. (Folsom Intersection 24).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom CDD	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
55-62	<b>3A.15-4g (FPASP EIR/EIS)</b>	<p><b><i>The Applicant Shall Fund and Construct Improvements to the Oak Avenue Parkway/Easton Valley Parkway Intersection (Folsom Intersection 33).</i></b></p> <p>To ensure that the Oak Avenue Parkway/Easton Valley Parkway intersection operates at an acceptable LOS the southbound approach must be reconfigured to consist of two left-turn lanes, two through lanes, and two right-turn</p>	Before project build out. A phasing analysis should be performed	City of Folsom CDD	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior	Condition will be satisfied prior to issuance of a building permit.



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

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		lanes. The Applicant shall fund and construct these improvements.	prior to approval of the first subdivision map to determine during which project phase the improvement should be built.		to building permit issuance in this subdivision.	
55-63	<b>3A.15-4i (FPASP EIR/EIS)</b>	<p><b><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></b></p> <p>To ensure that the Grant Line Road/White Rock Road intersection operates at an acceptable LOS E or better this intersection should be replaced by some type of grade separated intersection or interchange. Improvements to this intersection are identified in the Sacramento County's Proposed General Plan. Implementation of these improvements would assist in reducing traffic impacts on this intersection by providing acceptable operation. Intersection improvements must be implemented by Sacramento County. The Applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Grant Line Road/White Rock Road Intersection (Sacramento County Intersection 3).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built	Sacramento County Department of Transportation.	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
55-64	<b>3A.15-4j (FPASP EIR/EIS)</b>	<p><b><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></b></p>	Before project build out. A phasing	Sacramento County Department of	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees	Condition will be satisfied prior to issuance of

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

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>To improve operation on Grant Line Road between White Rock Road and Kiefer Boulevard, this roadway segment must be widened to six lanes. This improvement is proposed in the Sacramento County and the City of Rancho Cordova General Plans; however, it is not in the 2035 MTP. Improvements to this roadway segment must be implemented by Sacramento County and the City of Rancho Cordova. The Applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Grant Line Road between White Rock Road and Kiefer Boulevard (Sacramento County Roadway Segments 5-7). The identified improvement would more than offset the impacts specifically related to the Folsom South of U.S. 50 Project on this roadway segment.</p>	<p>analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.</p>	<p>Transportation.</p>	<p>(SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision</p>	<p>a building permit.</p>
<p>55-65</p>	<p><b>3A.15-4k (FPASP EIR/EIS)</b></p>	<p><b><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></b></p> <p>To improve operation on Grant Line Road between Kiefer Boulevard Jackson Highway, this roadway segment could be widened to six lanes. This improvement is proposed in the Sacramento County and the City of Rancho Cordova General Plans; however, it is not in the 2035 MTP. Improvements to this roadway segment must be implemented by Sacramento County and the City of Rancho Cordova. The Applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Grant Line Road between Kiefer Boulevard and Jackson Highway (Sacramento County Roadway Segment 8). The identified improvement would more than offset the impacts specifically related to the Folsom South of U.S. 50 Project on this roadway segment.</p>	<p>Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.</p>	<p>Sacramento County Department of Transportation.</p>	<p>This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.</p>	<p>Condition will be satisfied prior to issuance of a building permit.</p>

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

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
55-66	3A.15-4l (FPASP EIR/EIS)	<p><b><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></b></p> <p>To improve operation on Hazel Avenue between Curragh Downs Drive and the U.S. 50 westbound ramps, this roadway segment could be widened to eight lanes. This improvement is inconsistent with Sacramento County's general plan because the county's policy requires a maximum roadway cross section of six lanes. Analysis shown later indicates that improvements at the impacted intersection in this segment can be mitigated (see Mitigation Measure 3A.15-4q). Improvements to impacted intersections on this segment will improve operations on this roadway segment and, therefore; mitigate this segment impact. The Applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Hazel Avenue between Curragh Downs Drive and U.S. 50 Westbound Ramps (Sacramento County Roadway Segments 12-13).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
55-67	3A.15-4m (FPASP EIR/EIS)	<p><b><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></b></p> <p>To improve operation on White Rock Road between Grant Line Road and Prairie City Road, this roadway segment must be widened to six lanes. This improvement is included in the 2035 MTP but is not included in the Sacramento County General Plan. Improvements to this roadway segment must be implemented by Sacramento County. The identified improvement would more than offset the impacts specifically related to the Folsom South of U.S. 50 Project on this roadway segment. However, because of other development in the region that would substantially increase traffic levels, this roadway segment would continue to operate at an unacceptable LOS F even with the capacity improvements identified to mitigate Folsom South of U.S. 50</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project	Sacramento County Department of Transportation	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.

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

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		impacts. The Applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to White Rock Road between Grant Line Road and Prairie City Road (Sacramento County Roadway Segment 22).	phase the improvement should be built.			
55-68	<b>3A.15-4n (FPASP EIR/EIS)</b>	<p><b><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></b></p> <p>To improve operation on White Rock Road between Empire Ranch Road and Carson Crossing Road, this roadway segment must be widened to six lanes. Improvements to this roadway segment must be implemented by Sacramento County. The Applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to White Rock Road between Empire Ranch Road and Carson Crossing Road (Sacramento County Roadway Segment 28).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built	Sacramento County Department of Transportation.	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
55-69	<b>3A.15-4o (FPASP EIR/EIS)</b>	<p><b><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></b></p> <p>To ensure that the White Rock Road/Carson Crossing Road intersection operates at an acceptable LOS, the eastbound right turn lane must be converted into a separate free right turn lane, or double right. Improvements to this intersection must be implemented by El Dorado County. The Applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision	Sacramento County Department of Transportation.	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.



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

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		the White Rock Road/Carson Crossing Road Intersection (El Dorado County 1).	map to determine during which project phase the improvement should be built.			
55-70	<b>3A.15-4p (FPASP EIR/EIS)</b>	<p><b><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></b></p> <p>To ensure that the Hazel Avenue/U.S. 50 westbound ramps intersection operates at an acceptable LOS, the westbound approach must be reconfigured to consist of one dedicated left turn lane, one shared left through lane and three dedicated right-turn lanes. Improvements to this intersection must be implemented by Caltrans and Sacramento County. The Applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Hazel Avenue/U.S. 50 Westbound Ramps Intersection (Caltrans Intersection 1).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
55-71	<b>3A.15-4q (FPASP EIR/EIS)</b>	<p><b><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></b></p> <p>To ensure that Eastbound US 50 operates at an acceptable LOS between Zinfandel Drive and Sunrise Boulevard, an additional eastbound lane could be constructed. This improvement is not consistent with the Concept Facility in Caltrans State Route 50 Corridor System Management Plan;</p>	Before project build out. A phasing analysis should be performed prior to	Sacramento County Department of Transportation.	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this	Condition will be satisfied prior to issuance of a building permit.



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

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		therefore, it is not likely to be implemented by Caltrans by 2030. Construction of the Capitol South East Connector, including widening White Rock Road and Grant Line Road to six lanes with limited access, could divert some traffic from U.S. 50 and partially mitigate the Project's impact. The Applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Eastbound U.S. 50 between Zinfandel Drive and Sunrise Boulevard (Freeway Segment 1).	approval of the first subdivision map to determine during which project phase the improvement should be built.		subdivision.	
55-72	<b>3A.15-4r (FPASP EIR/EIS)</b>	<b><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></b> To ensure that Eastbound US 50 operates at an acceptable LOS between Rancho Cordova Parkway and Hazel Avenue, an additional eastbound lane could be constructed. This improvement is not consistent with the Concept Facility in Caltrans State Route 50 Corridor System Management Plan; therefore, it is not likely to be implemented by Caltrans by 2030. Construction of the Capitol South East Connector, including widening White Rock Road and Grant Line Road to six lanes with limited access, could divert some traffic off of U.S. 50 and partially mitigate the Project's impact. The Applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Eastbound U.S. 50 between Rancho Cordova Parkway and Hazel Avenue (Freeway Segment 3).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
55-73	<b>3A.15-4s (FPASP EIR/EIS)</b>	<b><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></b> To ensure that Eastbound US 50 operates at an acceptable LOS between Folsom Boulevard and Prairie City Road, the	Before project build out. A phasing analysis	Sacramento County Department of	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees	Condition will be satisfied prior to issuance of a building

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

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		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).	should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Transportation.	and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	permit.
55-74	<b>3A.15-4t (FPASP EIR/EIS)</b>	<b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 between Prairie City Road and Oak Avenue Parkway (Freeway Segment 6).</i></b> To ensure that Eastbound US 50 operates at an acceptable LOS between Prairie City Road and Oak Avenue Parkway, the northbound Prairie City Road slip on ramp should merge with the eastbound auxiliary lane that extends to and drops at the Oak Avenue Parkway off ramp (see Mitigation Measures 3A.15-4u, v and w), and the southbound Prairie City Road flyover on ramp should be braided over the Oak Avenue Parkway off ramp and start an extended full auxiliary lane to the East Bidwell Street – Scott Road off ramp. Improvements to this freeway segment must be implemented by Caltrans. The Applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by Applicant, to reduce the impacts to Eastbound U.S. 50 between Prairie City Road and Oak Avenue Parkway (Freeway Segment 6).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built	Sacramento County Department of Transportation.	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.

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

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
55-75	<b>3A.15-4u (FPASP EIR/EIS)</b>	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the U.S. 50 Eastbound / Prairie City Road Slip Ramp Merge (Freeway Merge 6).</i></b></p> <p>To ensure that Eastbound US 50 operates at an acceptable LOS, the northbound Prairie City Road slip on ramp should start the eastbound auxiliary lane that extends to and drops at the Oak Avenue Parkway off ramp (see mitigation measure 3A.15-4u, w and x), and the southbound Prairie City Road flyover on ramp should be braided over the Oak Avenue Parkway off ramp and start an extended full auxiliary lane to the East Bidwell Street – Scott Road off ramp. Improvements to this freeway segment must be implemented by Caltrans. The Applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by Applicant, to reduce the impacts to the U.S. 50 Eastbound / Prairie City Road slip ramp merge (Freeway Merge 6).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built	Sacramento County Department of Transportation.	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision	Condition will be satisfied prior to issuance of a building permit.
55-76	<b>3A.15-4v (FPASP EIR/EIS)</b>	<p><b><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></b></p> <p>To ensure that Eastbound US 50 operates at an acceptable LOS, the northbound Prairie City Road slip on ramp should start the eastbound auxiliary lane that extends to and drops at the Oak Avenue Parkway off ramp (see mitigation measure 3A.15-4u, v and x), and the southbound Prairie City Road flyover on ramp should be braided over the Oak Avenue Parkway off ramp and start an extended full auxiliary lane to the East Bidwell Street – Scott Road off ramp. Improvements to this freeway segment must be implemented by Caltrans. The Applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by Applicant, to reduce the impacts to the U.S. 50 Eastbound / Prairie City Road Flyover</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the	Sacramento County Department of Transportation.	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision	Condition will be satisfied prior to issuance of a building permit.

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

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		On Ramp to Oak Avenue Parkway Off Ramp Weave (Freeway Weave 7).	improvement should be built.			
55-77	<b>3A.15-4w (FPASP EIR/EIS)</b>	<p><b><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></b></p> <p>To ensure that Eastbound US 50 operates at an acceptable LOS, the southbound Oak Avenue Parkway loop on ramp should merge with the eastbound auxiliary lane that starts at the southbound Prairie City Road braided flyover on ramp and ends at the East Bidwell Street – Scott Road off ramp (see mitigation measure 3A.15-4u, v and w). Improvements to this freeway segment must be implemented by Caltrans. The Applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by Applicant, to reduce the impacts to U.S. 50 Eastbound / Oak Avenue Parkway Loop Ramp Merge (Freeway Merge 8).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built	Sacramento County Department of Transportation	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
55-78	<b>3A.15-4x (FPASP EIR/EIS)</b>	<p><b><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></b></p> <p>To ensure that Westbound US 50 operates at an acceptable LOS, the northbound Empire Ranch Road loop on ramp should start the westbound auxiliary lane that ends at the East Bidwell Street – Scott Road off ramp. The slip-on ramp from southbound Empire Ranch Road slip ramp would merge into this extended auxiliary lane. Improvements to this freeway segment must be implemented by Caltrans. The Applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during	Sacramento County Department of Transportation	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.



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

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		Applicant, to reduce the impacts to the U.S. 50 Westbound / Empire Ranch Road loop ramp merge (Freeway Merge 27).	which project phase the improvement should be built			
55-79	<b>3A.15-4y (FPASP EIR/EIS)</b>	<p><b><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></b></p> <p>To ensure that Westbound US 50 operates at an acceptable LOS, the northbound Prairie City Road loop on ramp should start the westbound auxiliary lane that continues beyond the Folsom Boulevard off ramp. The slip-on ramp from southbound Prairie City Road slip ramp would merge into this extended auxiliary lane. Improvements to this freeway segment must be implemented by Caltrans. The Applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by Applicant, to reduce the impacts to the U.S. 50 Westbound / Prairie City Road Loop Ramp Merge (Freeway Merge 35).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
<b>UTILITIES AND SERVICE SYSTEMS</b>						
55-80	<b>3A.16-1 (FPASP EIR/EIS)</b>	<p><b><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></b></p> <p>Before the approval of the final map and issuance of building permits for all Project phases, the Project Applicant(s) of all Project phases shall submit proof to the City of Folsom that an adequate wastewater conveyance system either has been constructed or is ensured through payment of the City's facilities augmentation fee as described under the Folsom</p>	Before approval of final maps and issuance of building permits for any project phases.	City of Folsom CDD and City of Folsom EWR Department	The Phase 1 Sanitary Sewer infrastructure including the off-site sewer trunk main, the Alder Creek Parkway sewer lift station and forced main to serve this subdivision have been constructed by the FPA landowners and have been completed and accepted by the City and are currently in operation.	Yes



+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254) NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS						
No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		Municipal Code Title 3, Chapter 3.40, "Facilities Augmentation Fee – Folsom South Area Facilities Plan," or other sureties to the City's satisfaction. Both on-site wastewater conveyance infrastructure and off-site force main sufficient to provide adequate service to the Project shall be in place for the amount of development identified in the tentative map before approval of the final map and issuance of building permits for all Project phases, or their financing shall be ensured to the satisfaction of the City.				
55-81	<b>3A.16-3 (FPASP EIR/EIS)</b>	<b><i>Demonstrate Adequate SRWTP Wastewater Treatment Capacity.</i></b> The Project Applicant(s) of all Project phases shall demonstrate adequate capacity at the SRWTP for new wastewater flows generated by the Project. This shall involve preparing a tentative map-level study and paying connection and capacity fees as identified by SRCSD. Approval of the final map and issuance of building permits for all Project phases shall not be granted until the City verifies adequate SRWTP capacity is available for the amount of development identified in the tentative map.	Before approval of final maps and issuance of building permits for any project phases.	City of Folsom CDD and City of Folsom EWR Department	The City obtained a letter from Regional San which provides verification that there is adequate capacity in the existing Regional San conveyance and treatment system to accommodate the entire Folsom Plan Area at buildout. Confirmation from Regional San was required because the Folsom Plan Area is served by the existing Regional San Lift Station on Iron Point Road. The City Sewer Lift Station and Forced Main which connects to the Regional San Lift Station has been accepted by the City and is currently in operation.	Yes
55-82	<b>3A.18-1 (FPASP EIR/EIS)</b>	<b><i>Submit Proof of Surface Water Supply Availability.</i></b> a. Prior to approval of any small-lot tentative subdivision map subject to Government Code Section 66473.7 (SB 221), the City shall comply with that statute. Prior to approval of any small-lot tentative subdivision map for a proposed residential Project not subject to that statute, the City need not comply with Section 66473.7, or formally consult with any public water system that would provide water to the affected area; nevertheless, the City shall make a factual showing or impose conditions similar to those required by Section 66473.7 to ensure an adequate water supply for development authorized by the map.	Before approval of final maps and issuance of building permits for any project phases.	City of Folsom CDD and City of Folsom EWR Department	The owner/applicant has constructed the necessary infrastructure to provide potable water to the subdivision. The potable Phase 1 water infrastructure for the Folsom Plan Area has been reviewed, approved and accepted by the City and is currently in operation.	Yes

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

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>b. Prior to recordation of each final subdivision map, or prior to City approval of any similar Project-specific discretionary approval or entitlement required for nonresidential uses, the Project Applicant(s) of that Project phase or activity shall demonstrate the availability of a reliable and sufficient water supply from a public water system for the amount of development that would be authorized by the final subdivision map or Project-specific discretionary nonresidential approval or entitlement. Such a demonstration shall consist of information showing that both existing sources are available or needed supplies and improvements will be in place prior to occupancy.</p>				
55-83	<p><b>3A.18-2a (FPASP EIR/EIS)</b></p>	<p><b><i>Submit Proof of Adequate Off-Site Water Conveyance Facilities and Implement Off-Site Infrastructure Service System or Ensure That Adequate Financing Is Secured.</i></b></p> <p>Before the approval of the final subdivision map and issuance of building permits for all Project phases, the Project Applicant(s) of any particular discretionary development application shall submit proof to the City of Folsom that an adequate off-site water conveyance system either has been constructed or is ensured or other sureties to the City's satisfaction. The off-site water conveyance infrastructure sufficient to provide adequate service to the Project shall be in place for the amount of development identified in the tentative map before approval of the final subdivision map and issuance of building permits for all Project phases, or their financing shall be ensured to the satisfaction of the City. A certificate of occupancy shall not be issued for any building within the SPA until the water conveyance infrastructure sufficient to serve such building has been constructed and is in place.</p>	<p>Before approval of final maps and issuance of building permits for any project phases.</p>	<p>City of Folsom CDD Department and City of Folsom EWR Department</p>	<p>The off-site potable water infrastructure to serve the subdivision has been reviewed, approved and accepted by the City and is currently in operation. In addition, the City has verified that the off-site potable water infrastructure is adequate to serve the subdivision.</p>	<p>Yes</p>
55-84	<p><b>3A.18-2b (FPASP EIR/EIS)</b></p>	<p><b><i>Demonstrate Adequate Off-Site Water Treatment Capacity (if the Off-Site Water Treatment Plant Option is Selected).</i></b></p> <p>If an off-site water treatment plant (WTP) alternative is selected (as opposed to the on-site WTP alternative), the Project Applicant(s) for any discretionary development application shall demonstrate adequate capacity at the off-site WTP. This shall involve preparing a tentative map-level</p>	<p>Before approval of final maps and issuance of building permits for</p>	<p>City of Folsom CDD and City of Folsom EWR Department</p>	<p>This condition is not applicable to this subdivision. The water supply for this subdivision is provided by the City of Folsom Water Treatment Plant rather than an Off-Site Water Treatment Plant</p>	<p>Yes</p>

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No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		study and paying connection and capacity fees as determined by the City. Approval of the final Project map shall not be granted until the City verifies adequate water treatment capacity either is available or is certain to be available when needed for development identified in the tentative map before approval of the final map and issuance of building permits for all Project phases. A certificate of occupancy shall not be issued for any building within the SPA until the water treatment capacity sufficient to serve such building has been constructed and is in place.	any project phases.			
55-85	<b>4.4-1 (Westland/ Eagle SPA)</b>	<p><b><i>Conduct Environmental Awareness Training for Construction Employees.</i></b></p> <p>Prior to beginning construction activities, the Project Applicant shall employ a qualified biologist to develop and conduct environmental awareness training for construction employees. The training shall describe the importance of onsite biological resources, including special-status wildlife habitats; potential nests of special-status birds; and roosting habitat for special-status bats. The biologist shall also explain the importance of other responsibilities related to the protection of wildlife during construction such as inspecting open trenches and looking under vehicles and machinery prior to moving them to ensure there are no lizards, snakes, small mammals, or other wildlife that could become trapped, injured, or killed in construction areas or under equipment.</p> <p>The environmental awareness program shall be provided to all construction personnel to brief them on the life history of special-status species in or adjacent to the Project area, the need to avoid impacts on sensitive biological resources, any terms and conditions required by State and federal agencies, and the penalties for not complying with biological mitigation requirements. If new construction personnel are added to the Project, the contractor's superintendent shall ensure that the personnel receive the mandatory training before starting work. An environmental awareness handout that describes and illustrates sensitive resources to be avoided during Project construction and identifies all relevant permit conditions shall be provided to each person.</p>	Before approval of grading or improvement plans or any ground disturbing activities, including grubbing or clearing, for any project phase.	City of Folsom CDD	The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in Spring of 2021. Compliance table is on file with the City.	Yes

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No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
55-86	<b>4.4-7 (Westland/ Eagle SPA)</b>	<p><b><i>Preconstruction Nesting Bird Survey.</i></b></p> <p>The Project Applicant shall conduct a preconstruction nesting bird survey of all areas associated with construction activities on the Project site within 14 days prior to commencement of construction during the nesting season (1 February through 31 August).</p> <p>If active nests are found, a no-disturbance buffer around the nest shall be established. The buffer distance shall be established by a qualified biologist in consultation with CDFW. The buffer shall be maintained until the fledglings are capable of flight and become independent of the nest, to be determined by a qualified biologist. Once the young are independent of the nest, no further measures are necessary. Pre-construction nesting surveys are not required for construction activity outside of the nesting season.</p>	Before approval of grading or improvement plans or any ground disturbing activities, including grubbing or clearing, for any project phase	City of Folsom CDD; U.S. Army Corp of Engineers	The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in Spring of 2021. Compliance table is on file with the City.	Yes
55-87	<b>3A.5-1a (Westland/ Eagle SPA)</b>	<p><b><i>Comply with the Programmatic Agreement.</i></b></p> <p>The PA for the Project is incorporated by reference. The PA provides a management framework for identifying historic properties, determining adverse effects, and resolving those adverse effects as required under Section 106 of the National Historic Preservation Act. This document is incorporated by reference. The PA is available for public inspection and review at the California Office of Historic Preservation 1725 23rd Street Sacramento, CA 95816.</p>	During all construction phases	City of Folsom CDD; U.S. Army Corp of Engineers	The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in Spring of 2021. Compliance table is on file with the City.	Yes
55-88	<b>3A.5-2 (Westland/ Eagle SPA)</b>	<p><b><i>Conduct Construction Personnel Education, Conduct On-Site Monitoring If Required, Stop Work if Cultural Resources are Discovered, Assess the Significance of the Find, and Perform Treatment or Avoidance as Required.</i></b></p> <p>To reduce potential impacts to previously undiscovered cultural resources, the Project Applicant(s) of all Project phases shall do the following:</p> <ul style="list-style-type: none"> <li>▶ Before the start of ground-disturbing activities, the Project Applicant(s) of all Project phases shall retain a qualified archaeologist to conduct training for construction workers as necessary based upon the sensitivity of the Project APE, to educate them about the possibility of encountering buried</li> </ul>	Before approval of grading or improvement plans or any ground disturbing activities, including grubbing or clearing, for	City of Folsom CDD; U.S. Army Corp of Engineers	The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in Spring of 2021. Compliance table is on file with the City.	Yes



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No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>cultural resources and inform them of the proper procedures should cultural resources be encountered.</p> <ul style="list-style-type: none"> <li>▶ 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.</li> <li>▶ 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.</li> </ul> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the Project Applicant(s) of each applicable Project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans).</p>	<p>any project phase.</p>			



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		<p>The Project Applicant, in coordination with USACE, shall ensure that an archaeological sensitivity training program is developed and implemented during a pre-construction meeting for construction supervisors. The sensitivity training program shall provide information about notification procedures when potential archaeological material is discovered, procedures for coordination between construction personnel and monitoring personnel, and information about other treatment or issues that may arise if cultural resources (including human remains) are discovered during Project construction. This protocol shall be communicated to all new construction personnel during orientation and on a poster that is placed in a visible location inside the construction job trailer. The phone number of the USACE cultural resources staff member shall also be included.</p> <p>The on-site sensitivity training shall be carried out each time a new contractor will begin work in the APE and at the beginning of each construction season by each contractor.</p> <p>If unanticipated discoveries of additional historic properties, defined in 36 CFR 800.16 (l), are made during the construction of the Project, the USACE shall ensure that they will be protected by implementing the following measures:</p> <ul style="list-style-type: none"> <li>▶ 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.</li> <li>▶ 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</li> </ul>				

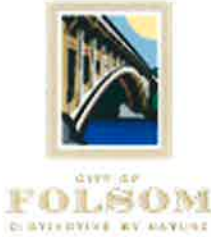
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		<p>shall respond within 72 hours of the request to consult. Failure of the SHPO to respond within 72 hours shall not prohibit the USACE from implementing the treatment measures.</p> <p>The Project Applicants shall be required to submit to the City proof of compliance in the form of a completed training roster and copy of training materials.</p>				
55-89	<b>3A.5-3 (Westland/ Eagle SPA)</b>	<p><b><i>Suspend Ground-Disturbing Activities if Human Remains are Encountered and Comply with California Health and Safety Code Procedures.</i></b></p> <p>In accordance with the California Health and Safety Code, if human remains are uncovered during ground-disturbing activities, including those associated with off-site elements, the Project Applicant(s) of all Project phases shall immediately halt all ground-disturbing activities in the area of the find and notify the Sacramento County Coroner and a professional archaeologist skilled in osteological analysis to determine the nature of the remains. The coroner is required to examine all discoveries of human remains within 48 hours of receiving notice of a discovery on private or public lands (California Health and Safety Code Section 7050.5[b]). If the coroner determines that the remains are those of a Native American, he or she must contact the NAHC by phone within 24 hours of making that determination (California Health and Safety Code Section 7050[c]).</p> <p>After the coroner's findings are complete, the Project Applicant(s), an archaeologist, and the NAHC-designated Most Likely Descendant shall determine the ultimate treatment and disposition of the remains and take appropriate steps to ensure that additional human interments are not disturbed. The responsibilities for acting on notification of a discovery of Native American human remains are identified in Section 5097.9 of the California Public Resources Code.</p> <p>Upon the discovery of Native American remains, the procedures above regarding involvement of the applicable county coroner, notification of the NAHC, and identification of a Most Likely Descendant shall be followed. The Project Applicant(s) of all Project phases shall ensure that the immediate vicinity (according to generally accepted cultural or archaeological standards and</p>	During all ground disturbing activities, for any project phase.	Sacramento County Coroner; Native American Heritage Commission; City of Folsom CDD	<p>The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in Spring of 2021. Compliance table is on file with the City.</p> <p>No human remains have been encountered in the subdivision during grading and construction</p>	Yes

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No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>practices) is not damaged or disturbed by further development activity until consultation with the Most Likely Descendant has taken place. The Most Likely Descendant shall have 48 hours after being granted access to the site to inspect the site and make recommendations. A range of possible treatments for the remains may be discussed: nondestructive removal and analysis, preservation in place, relinquishment of the remains and associated items to the descendants, or other culturally appropriate treatment. As suggested by AB 2641 (Chapter 863, Statutes of 2006), the concerned parties may extend discussions beyond the initial 48 hours to allow for the discovery of additional remains. AB 2641(e) includes a list of site protection measures and states that the Project Applicant(s) shall comply with one or more of the following requirements:</p> <ul style="list-style-type: none"> <li>▶ record the site with the NAHC or the appropriate Information Center,</li> <li>▶ use an open-space or conservation zoning designation or easement, or</li> <li>▶ record a reinterment document with the county.</li> </ul> <p>The Project Applicant(s) or its authorized representative of all Project phases shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance if the NAHC is unable to identify a Most Likely Descendant or if the Most Likely Descendant fails to make a recommendation within 48 hours after being granted access to the site. The Project Applicant(s) or its authorized representative may also reinter the remains in a location not subject to further disturbance if it rejects the recommendation of the Most Likely Descendant and mediation by the NAHC fails to provide measures acceptable to the Landowner. Ground disturbance in the zone of suspended activity shall not recommence without authorization from the archaeologist.</p> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the Project Applicant(s) of each applicable Project phase with the affected</p>				

<b>+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)                      NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY                      SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS</b>						
No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans).  The Project Applicants shall be required to submit to the City proof of compliance in the form of a completed training roster and copy of training materials.				



# Folsom City Council Staff Report



<b>MEETING DATE:</b>	8/23/2022
<b>AGENDA SECTION:</b>	Consent Calendar
<b>SUBJECT:</b>	Resolution No. 10858 – A Resolution Authorizing the City Manager to Execute a Subdivision Improvement Agreement and Accept Offers of Dedication for the Mangini Ranch Phase 3 Village Nos. 2 & 3 Subdivision, and Approval of the Final Map for the Mangini Ranch Phase 3 Village Nos. 2 & 3 Subdivision
<b>FROM:</b>	Community Development Department

### RECOMMENDATION / CITY COUNCIL ACTION

Staff recommends that the City Council move to adopt:

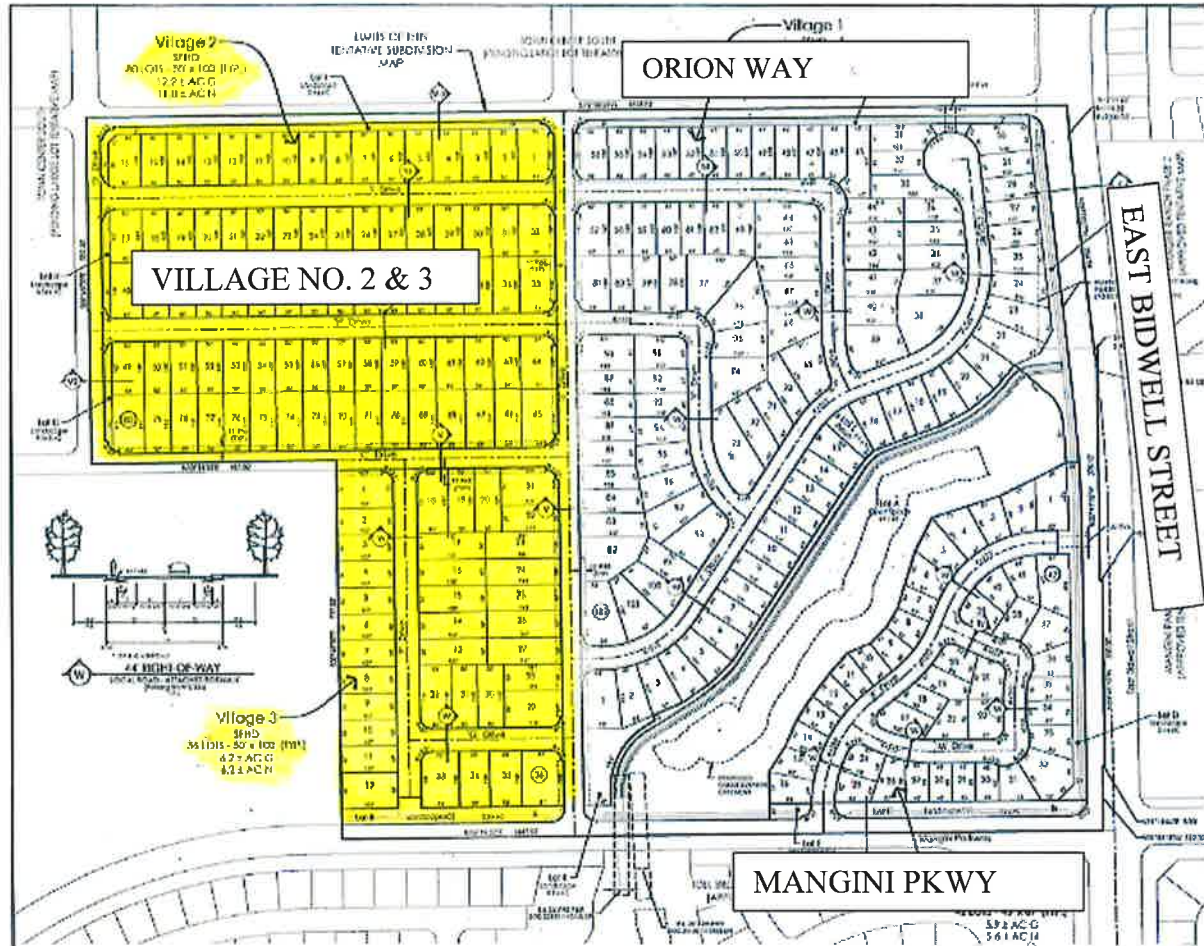
Resolution No. 10858 – A Resolution Authorizing the City Manager to Execute a Subdivision Improvement Agreement and Accept Offers of Dedication for the Mangini Ranch Phase 3 Village Nos. 2 & 3 Subdivision, and Approval of the Final Map for the Mangini Ranch Phase 3 Village Nos. 2 & 3 Subdivision.

### BACKGROUND / ISSUE

The Vesting Tentative Subdivision Map (VTSM) for the Mangini Ranch Phase 3 Village Nos. 2 & 3 Subdivision was approved by the City Council on June 22, 2021.

The action for consideration by the City Council is the approval of the Final Map and Subdivision Improvement Agreement for the Mangini Ranch Phase 3 Village Nos. 2 & 3 Subdivision. The Final Map for the Mangini Ranch Phase 3 Village Nos. 2 & 3 Subdivision will create a total of 116 single-family high density (SFHD) residential lots. With the approval of the Final Map, the subdivision process for this project will be complete.





The Mangini Ranch Phase 3 Village Nos. 2 & 3 Subdivision is located on the west side of East Bidwell Street north of Mangini Parkway in the Folsom Plan Area (FPA) (see above).

**POLICY / RULE**

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

**ANALYSIS**

The Final Map and conditions of approval for the Mangini Ranch Phase 3 Village Nos. 2 & 3 Subdivision have been reviewed by the Community Development Department and other City departments. The Final Map has been found to be in substantial compliance with the approved Vesting Tentative Subdivision Map, and all conditions pertaining to the map have been satisfied.

Attached is a table which includes the conditions of approval for the Mangini Ranch Phase 3 Village Nos. 2 & 3 Vesting Tentative Subdivision Map. The tables include information

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

### **ENVIRONMENTAL REVIEW**

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

### **ATTACHMENTS**

1. Resolution No. 10858 - A Resolution Authorizing the City Manager to Execute a Subdivision Improvement Agreement and Accept Offers of Dedication for the Mangini Ranch Phase 3 Village Nos. 2 & 3 Subdivision, and Approval of the Final Map for the Mangini Ranch Phase 3 Village Nos. 2 & 3 Subdivision
2. Mangini Ranch Phase 3 Village Nos. 2 & 3 Subdivision Improvement Agreement
3. Mangini Ranch Phase 3 Village Nos. 2 & 3 Subdivision Final Map
4. Mangini Ranch Phase 3 Village Nos. 2 & 3 Vesting Tentative Subdivision Map
5. Table of Conditions of Approval for the Mangini Ranch Phase 3 Village Nos. 2 & 3 Vesting Tentative Subdivision Map

Submitted,




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PAM JOHNS  
Community Development Director

## **ATTACHMENT 1**

**RESOLUTION NO. 10858 - A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE A SUBDIVISION IMPROVEMENT AGREEMENT AND ACCEPT OFFERS OF DEDICATION FOR THE MANGINI RANCH PHASE 3 VILLAGE NO. 2 & 3 SUBDIVISION, AND APPROVAL OF THE FINAL MAP FOR THE MANGINI RANCH PHASE 3 VILLAGE NO. 2 & 3 SUBDIVISION**

**RESOLUTION NO. 10858**

**A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE A SUBDIVISION IMPROVEMENT AGREEMENT AND ACCEPT OFFERS OF DEDICATION FOR THE MANGINI RANCH PHASE 3 VILLAGE NOS. 2 & 3 SUBDIVISION, AND APPROVAL OF THE FINAL MAP FOR THE MANGINI RANCH PHASE 3 VILLAGE NOS. 2 & 3 SUBDIVISION**

**WHEREAS**, the Final Map for the Mangini Ranch Phase 3 Village Nos. 2 & 3 subdivision has been reviewed and approved by the City Engineer as complying with the approved or conditionally approved Vesting Tentative Subdivision Map for the subdivision; and,

**WHEREAS**, the City Council has reviewed the Final Map for the Mangini Ranch Phase 3 Village Nos. 2 & 3 subdivision; and,

**WHEREAS**, the City Council agrees to accept, subject to improvement, any and all offers of dedication as shown on the Final Map for the Mangini Ranch Phase 3 Village Nos. 2 & 3 subdivision.

**NOW, THEREFORE, BE IT RESOLVED** by the City Council of the City of Folsom that the Final Map for the Mangini Ranch Phase 3 Village Nos. 2 & 3 subdivision is hereby approved.

**BE IT FURTHER RESOLVED** that the City Manager is hereby authorized to execute the Subdivision Improvement Agreement with TCS Improvement Company, L.L.C. in a form acceptable to the City Attorney and accept the offers of dedication for the Mangini Ranch Phase 3 Village Nos. 2 & 3 subdivision.

**PASSED AND ADOPTED** this 23rd day of August 2022, by the following roll-call vote:

AYES: Councilmember(s)

NOES: Councilmember(s)

ABSENT: Councilmember(s)

ABSTAIN: Councilmember(s)

\_\_\_\_\_  
Kerri M. Howell, MAYOR

ATTEST:

\_\_\_\_\_  
Christa Freemantle, CITY CLERK

## **ATTACHMENT 2**

### **MANGINI RANCH PHASE 3 VILLAGE NO. 2 & 3 SUBDIVISION IMPROVEMENT AGREEMENT**



No Fee Document Pursuant to Government Code Section 6103.

RECORDING REQUESTED BY:

City of Folsom

WHEN RECORDED MAIL TO:

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

SPACE ABOVE THIS LINE RESERVED FOR RECORDER'S USE

CITY OF FOLSOM

SUBDIVISION IMPROVEMENT AGREEMENT

This Agreement is made and entered into this \_\_\_\_\_ day of \_\_\_\_\_, 2022, by and between the City of Folsom, hereinafter referred to as "City", and TCS Improvement Company, L.L.C., a California Limited Liability Company hereinafter referred to as "Subdivider".

RECITALS

- A. Subdivider has presented to the City a certain Final Map of a proposed subdivision of land located within the corporate limits of the City that has been prepared in accordance with the Subdivision Map Act of the State of California, the subdivision ordinances of the City, and the Tentative Subdivision Map, if any, of the subdivision previously approved by the City Council of the City.
- B. The proposed subdivision of land is commonly known and described as **Mangini Ranch Phase 3 Village. Nos. 2 & 3**, and is herein referred to as the "subdivision".
- C. Subdivider has requested approval of the Final Map prior to the construction and completion of the public improvements (as shown on the approved improvement plans and listed in Exhibit A), including, but not limited to streets, highways, public ways, sidewalks, curbs, gutters, bikeways, storm drainage facilities, sanitary sewer facilities, domestic water facilities, public utility facilities, landscaping, public lighting facilities, park or recreational improvements and appurtenances thereto, in or required by the Subdivision Map Act, the subdivision ordinances of the City, the Tentative Subdivision Map and development agreement, if any, approved by the City. The foregoing improvements, more specifically listed on Exhibit A attached hereto, are hereinafter referred to as "the required improvements".

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

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

1. Performance of Work. Subdivider agrees to furnish, construct, and install at his own expense the required improvements as shown on the approved plans and specifications of the subdivision, a copy of which is on file in the Community Development Department, and is incorporated herein by reference, along with any changes or modifications as may be required by the City Engineer due to errors, omissions, changes in conditions, or changes in facilities as required by the City Engineer. The approved plans and specifications of the required improvements may be modified by the Subdivider as the development progresses, provided that any modification is approved in writing by the City Engineer. The total estimated cost of the required improvements, as shown on Exhibit A, is **FOUR MILLION FOUR HUNDRED TWENTY-FIVE THOUSAND NINE HUNDRED NINETEEN AND 00/100 DOLLARS (\$4,425,919.00)**.
2. Work; Satisfaction of City Engineer. All of the work on the required improvements is to be done at the places, of the materials, and in the manner and at the grades, all as shown upon the approved plans and specifications and as required by the City's Improvement Standards and Standard Construction Specifications and any applicable City ordinances or state and federal laws, and to the satisfaction of the City Engineer.
3. Work; Time for Commencement and Performance. Work on the required improvements shall be completed by the Subdivider on or before twelve (12) months from the date of this Agreement. At least fifteen (15) calendar days prior to the commencement of such work, the Subdivider shall notify the City Engineer in writing of the date fixed by Subdivider for commencement of the work.
4. Time of Essence; Extension.
  - a. Time is of the essence of this Agreement. The date for completion of the work of construction may not be extended, except as provided in Section 16.36.110 of the Folsom Municipal Code.
5. Improvement Security. Concurrently with the execution of this Agreement, the Subdivider shall furnish the City:
  - a. Improvement security in the sum of **FOUR MILLION FOUR HUNDRED TWENTY-FIVE THOUSAND NINE HUNDRED NINETEEN AND 00/100 DOLLARS (\$4,425,919.00)**, which sum is equal to one hundred percent of the total estimated cost of constructing the required improvements and the cost of any other obligation to be performed by Subdivider under this Agreement, conditioned upon the faithful performance of this Agreement; and

- b. Separate improvement security in the sum of **FOUR MILLION FOUR HUNDRED TWENTY-FIVE THOUSAND NINE HUNDRED NINETEEN AND 00/100 DOLLARS (\$4,425,919.00)**, which sum is equal to one hundred percent of the estimated cost of constructing the required improvements, securing payment to the contractor, subcontractor and to persons furnishing labor, materials, or equipment to them for the construction of the required improvements.
- c. The Subdivider shall deposit with the City **THREE THOUSAND AND NO/100 DOLLARS (\$3,000.00)** for the Final Map. The deposit may be used at the discretion of the City to correct deficiencies and conditions caused by the Subdivider, contractor, or subcontractors that may arise during or after the construction of the subdivision.
- d. The estimated total cost of required improvements includes a ten percent (10%) construction cost contingency, the cost of the installation of survey monuments in the Subdivision to guarantee and secure the placement of such monuments as provided by Section 66496 of the Government Code of the State of California, and an estimated utility cost in addition to ensure installation of public utilities. In lieu of providing the estimate of total utility costs, the Subdivider may submit, in a form acceptable to the City Engineer, certification from the utility companies that adequate security has been deposited to ensure installation.
6. Plan Checking and Inspection Fees. The Subdivider shall pay to the City fees for the checking, filing, and processing of improvement plans and specifications, and for inspecting the construction of the required improvements in the amounts and at the times established by the City.
7. Indemnification and Hold Harmless. The Subdivider shall indemnify, protect, defend, save and hold the City harmless from any and all claims or causes of action for death or injury to persons, or damage to property resulting from intentional or negligent acts, errors, or omissions of Subdivider or Subdivider's officers, employees, volunteers, and agents during performance of this Agreement, or in connection with Subdivider's work, or from any violation of any federal, state, or municipal law or ordinance, to the extent caused, in whole or in part, by the willful misconduct, negligent acts, or omissions of Subdivider or its employees, subcontractors, or agents, or by the quality or character of Subdivider's work. It is understood that the duty of Subdivider to indemnify and hold harmless includes the duty to defend as set forth in Section 2778 of the California Civil Code. Acceptance by City of insurance certificates and endorsements required under this Agreement does not relieve Subdivider from liability under this indemnification and hold harmless clause. This indemnification and hold harmless clause shall apply to any damages or claims for damages whether or not such insurance policies shall have been determined to apply, and shall further survive the expiration or termination of this Agreement. By execution of this Agreement, Subdivider acknowledges and agrees to the provisions of this Section and that it is a material element of consideration. Subdivider shall, at his own cost and expense, defend any and all actions, suits, or legal proceedings that may be brought or instituted against the City, its officers and employees, on any such claim or demand, and pay or satisfy any judgement that may be

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

8. Insurance. Subdivider and any contractors hired by Subdivider to perform any of the Required Improvements shall, at their expense, maintain in effect for the duration of this Agreement or until the required improvements are accepted by the City, whichever first occurs, not less than the following coverage and limits of insurance, which shall be maintained with insurers and under forms of policy satisfactory to the City. The maintenance by Subdivider and its contractors of the following coverage and limits of insurance is a material element of this Agreement. The failure of Subdivider or any of its contractors to maintain or renew coverage or to provide evidence of renewal may be treated by the City as a material breach of this Agreement.
- a. Minimum Limits of Insurance. Subdivider shall maintain limits not less than:
    1. Comprehensive General Liability: \$1,000,000 combined single limit per occurrence for bodily injury, personal injury and property damage.
    2. Automobile Liability: \$1,000,000 combined single limit per accident for bodily injury, personal injury and property damage.
    3. Worker's Compensation and Employers Liability: Worker's Compensation limits as required by the Labor Code of the State of California and Employers Liability limits of \$1,000,000 per accident.
  - b. Deductibles and Self-Insured Retentions. Any deductibles or self-insured retentions shall be declared to and approved by the City. At the option of the City, either: the insurer shall reduce or eliminate such deductibles or self-insured retentions as respects to a bond guaranteeing payment of losses and related investigations, claim administration and defense expenses.
  - c. Other Insurance Provisions. The policies are to contain, or be endorsed to contain, the following provisions:
    1. General Liability and Automobile Liability Coverages
      - A. The City, its officers, officials, employees and volunteers are to be covered as insureds as respects: liability arising out of activities performed by or on behalf of the Subdivider; products and completed operations of the Subdivider; premises owned, leased or used by the Subdivider; or automobiles owned, leased, hired or borrowed by the Subdivider. The coverage shall contain no special limitations on the scope of protection afforded to the City, its officers, officials, employees or volunteers.
      - B. The Subdivider's insurance coverage shall be primary insurance



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

- C. Any failure to comply with reporting provisions of the policies shall not affect coverage provided to the City, its officers, officials, employees or volunteers.
  - D. The Subdivider's insurance shall apply separately to each insured against whom claim is made or suit is brought, except with respect to the limits of the insurer's liability.
2. Worker's Compensation and Employers Liability Coverage. The insurer shall agree to waive all rights or subrogation against the City, its officers, officials, employees and volunteers for losses arising from work performed by Subdivider for the City.
  3. All Coverages. Each insurance policy required by this clause shall be endorsed to state that coverage shall not be suspended, voided or cancelled by either party, reduced in coverage or in limits except after thirty (30) days prior written notice by certified mail, return receipt requested, has been given to the City.
- d. Acceptability of Insurers. Insurance is to be placed with insurers with a Best's rating of not less than A: VII.
  - e. Verification of Coverage. Concurrently with the execution of this Agreement, the Subdivider shall furnish the City with original endorsements affecting coverage required by this clause. The endorsements for each insurance policy are to be signed by a person authorized by that insurer to bind coverage on its behalf. The City reserves the right to require complete, certified copies of all required insurance policies at any time.
9. Title to Improvements. Title to and ownership of the required public improvements constructed under this Agreement by Subdivider shall vest absolutely in the City upon completion and written acceptance of such improvements by the City Engineer. The City Engineer shall not accept the required improvements unless Subdivider certifies that such improvements have been constructed in conformity with the approved plans and specifications, approved modifications, if any, the approved Final Map, City Improvement Standards and Standard Construction Specifications, any applicable City Ordinances or State and Federal laws and after 35 days from the date of filing of a Notice of Completion.
  10. Warranty Security. Prior to acceptance of the required improvements by the City Engineer, the Subdivider shall provide security in the amount and in the form as required by the City Engineer to guarantee the improvements against any defective work or labor done or defective materials used in the performance of the required improvements (Warranty Security) throughout the warranty security period which shall be the period of one year following



completion and written acceptance of the improvements (Warranty Security Period). The amount of the Warranty Security shall not be less than 10 percent of the cost of the construction of the improvements, including the cash deposit required in paragraph 5C of this agreement, which shall be retained for the Warranty Security Period.

11. Repair or Reconstruction of Defective Work or Materials. If, within the Warranty Security Period or the applicable statute of limitations, whichever is longer, any improvement or part of any improvement furnished and/or installed or constructed by Subdivider or any of the work done under this Agreement fails to fulfill any of the requirements of the Agreement or the specifications referred to herein as determined by the City, Subdivider shall without delay and without any cost to the City, repair, replace, or reconstruct any defective or otherwise unsatisfactory part or parts of the required improvements. If the Subdivider fails to act promptly or in accordance with this requirement, or if the exigencies of the situation require repairs or replacements to be made before the Subdivider can be notified, then the City may, at its option, make the necessary repairs or replacements or perform the necessary work, and Subdivider shall pay to City the actual cost of such repairs plus fifteen percent (15%) within thirty (30) days of the date of billing for such work by City. The parties further understand and agree that the Warranty Security furnished pursuant to paragraph 10 of this Agreement shall guarantee and secure the faithful performance and payment of the provisions of this paragraph during the Warranty Security Period.
12. Subdivider Not Agent of City. Neither Subdivider nor any of Subdivider's agents or contractors are or shall be considered to be agents of City in connection with the performance of Subdivider's obligations under this Agreement.
13. Notice of Breach and Default. If Subdivider refuses or fails to prosecute the work, or any part thereof, with such diligence as will ensure its completion within the time specified, or any extension thereof, or fails to complete the work within such time, or if Subdivider should be adjudged a bankruptcy, or Subdivider should make a general assignment for the benefit of his creditors, or if a receiver should be appointed in the event of Subdivider's insolvency, or if Subdivider or any of Subdivider's contractors, subcontractors, agents or employees should violate any of the provisions of this Agreement and the City may, but is under no obligation to, serve written notice upon Subdivider and Subdivider's surety, if any, of breach of this Agreement, or of any portion thereof.
14. Breach of Agreement; Performance By Surety or City. In the event of any such notice, Subdivider's surety, if any, shall have the duty to take over and complete the work and the required improvements; provided, however, that if the surety within fifteen (15) days after the serving of such notice of breach upon it does not give the City written notice of its intention to take over the performance thereof within fifteen (15) days after notice to the City of such election, then the City may take over the work and prosecute the same to completion by contract, or by any other method the City may deem advisable, for the account and at the expense of the Subdivider, and the Subdivider's surety shall be liable to City for any excess costs of damages incurred by the City; and in such event, the City, without liability for so doing, may take possession of and utilize in completing the work, such materials, appliances, plant or other property belonging to Subdivider as may be on the site of the work and necessary therefor.

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

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

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

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

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

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

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

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

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

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

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

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

**SUBDIVIDER**

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

BY: \_\_\_\_\_

Print Name: \_\_\_\_\_

Title: \_\_\_\_\_

DATE \_\_\_\_\_

**CITY OF FOLSOM, a Municipal Corporation**

\_\_\_\_\_  
Elaine Andersen  
CITY MANAGER

DATE \_\_\_\_\_

ATTEST:

\_\_\_\_\_  
Christa Freemantle  
CITY CLERK

DATE \_\_\_\_\_

APPROVED AS TO CONTENT:

\_\_\_\_\_  
Pam Johns  
COMMUNITY DEVELOPMENT DIRECTOR

DATE \_\_\_\_\_

APPROVED AS TO FORM:

\_\_\_\_\_  
Steven Wang  
CITY ATTORNEY

DATE \_\_\_\_\_

NOTICE: SIGNATURE(S) ON BEHALF OF "SUBDIVIDER" MUST BE NOTARIZED  
Certificate of Acknowledgement pursuant to Civil Code, Section 1189, must be attached.  
SUBDIVISION AGREEMENT – **Mangini Ranch Phase 3 Village Nos. 2 & 3**

5/2/2022



**FOLSOM PLAN AREA**  
*Bond Estimate Summary*  
*for*  
**Mangini Ranch - Phase 3 - Villages 2&3**

		<b>Total <u>Cost</u></b>	<b>Cost to <u>Complete</u></b>
<b>Mangini Ranch - Phase 3 - Villages 2&amp;3</b>	<b>\$</b>	<b>4,453,499</b>	<b>\$ 4,425,919</b>
<hr/>			
<b>Subtotal</b>	<b>\$</b>	<b>4,453,499</b>	<b>\$ 4,425,919</b>
<b>TOTAL Costs</b>	<b>\$</b>	<b>4,453,499</b>	<b>\$ 4,425,919</b>

**FOLSOM PLAN AREA**  
 Bond Estimate for  
 Mangini Ranch - Phase 3 - Villages 2&3



Item No	Quantity	Unit	Description	Unit Price	Total	% Complete	Cost to Complete
<b>Site Preparation &amp; Earthwork</b>							
1	20.9	AC	Clearing & Grubbing	\$ 200.00	\$ 4,180.00	100%	\$ -
2	20.9	AC	Erosion Control	\$ 1,000.00	\$ 20,900.00	100%	\$ -
<b>Subtotal Grading &amp; Site Prep</b>					<b>\$ 25,080.00</b>		<b>\$ -</b>
<b>Sanitary Sewer System</b>							
1	877	LF	6" Sanitary Sewer, PVC SDR 26	\$ 50.00	\$ 43,850.00	0%	\$ 43,850.00
2	2,792	LF	8" Sanitary Sewer, PVC SDR 26	\$ 70.00	\$ 195,440.00	0%	\$ 195,440.00
3	15	EA	48" Standard Sanitary Sewer MH	\$ 4,500.00	\$ 67,500.00	0%	\$ 67,500.00
4	4	EA	Connection to Existing Sewer Main	\$ 500.00	\$ 2,000.00	0%	\$ 2,000.00
5	101	EA	4" Sanitary Sewer Service	\$ 1,000.00	\$ 101,000.00	0%	\$ 101,000.00
<b>Subtotal Sanitary Sewer</b>					<b>\$ 409,790.00</b>		<b>\$ 409,790.00</b>
<b>Storm Drain System</b>							
1	2,098	LF	12" Storm Drain, RCP CL III	\$ 45.00	\$ 94,410.00	0%	\$ 94,410.00
2	755	LF	15" Storm Drain, RCP CL III	\$ 55.00	\$ 41,525.00	0%	\$ 41,525.00
3	120	LF	18" Storm Drain, RCP CL III	\$ 60.00	\$ 7,200.00	0%	\$ 7,200.00
4	808	LF	24" Storm Drain, RCP CL III	\$ 65.00	\$ 52,520.00	0%	\$ 52,520.00
5	69	LF	30" Storm Drain, RCP CL III	\$ 70.00	\$ 4,830.00	0%	\$ 4,830.00
6	1	EA	24" Storm Drain Outfall Structure	\$ 2,000.00	\$ 2,000.00	0%	\$ 2,000.00
7	16	EA	48" Standard Storm Drain Manhole	\$ 5,000.00	\$ 80,000.00	0%	\$ 80,000.00
8	2	EA	60" Standard Storm Drain Manhole	\$ 7,000.00	\$ 14,000.00	0%	\$ 14,000.00
9	1	EA	72" Standard Storm Drain Manhole	\$ 9,000.00	\$ 9,000.00	0%	\$ 9,000.00
10	25	EA	Modified Type 'B' Drainage Inlet	\$ 3,500.00	\$ 87,500.00	0%	\$ 87,500.00
11	6	EA	Type GOL-7 (Sag) Drainage Inlet	\$ 4,500.00	\$ 27,000.00	0%	\$ 27,000.00
12	1	EA	Connect to Existing Storm Drain Main	\$ 500.00	\$ 500.00	0%	\$ 500.00
<b>Subtotal Storm Drain</b>					<b>\$ 420,485.00</b>		<b>\$ 420,485.00</b>
<b>Potable Water Distribution System</b>							
1	3,302	LF	8" Water Main, PVC C900 CL 235	\$ 55.00	\$ 181,610.00	0%	\$ 181,610.00
2	1,822	LF	12" Water Main, PVC C900 CL 235	\$ 70.00	\$ 127,540.00	0%	\$ 127,540.00
3	15	EA	8" Gate Valve	\$ 2,000.00	\$ 30,000.00	0%	\$ 30,000.00
4	5	EA	Connection to Existing Water Main	\$ 500.00	\$ 2,500.00	0%	\$ 2,500.00
5	14	EA	Fire Hydrant Assembly (6" Lead & Appurtenances)	\$ 5,000.00	\$ 70,000.00	0%	\$ 70,000.00
6	101	EA	1" Water Service	\$ 1,000.00	\$ 101,000.00	0%	\$ 101,000.00
7	4	EA	2" Air & Vacuum Release Valve	\$ 3,500.00	\$ 14,000.00	0%	\$ 14,000.00
8	4	EA	4" Blow-Off Valve & Box	\$ 2,500.00	\$ 10,000.00	0%	\$ 10,000.00
9	6	EA	12" Butterfly Valve	\$ 2,500.00	\$ 15,000.00	0%	\$ 15,000.00
<b>Subtotal Potable Water</b>					<b>\$ 551,650.00</b>		<b>\$ 551,650.00</b>
<b>Concrete</b>							
1	3,592	LF	Modified Type 2 Vertical Curb & Gutter (w/ 6" AB)	\$ 20.00	\$ 71,840.00	0%	\$ 71,840.00
2	30,694	SF	Sidewalk (6" PCC/ 6" AB)	\$ 6.00	\$ 184,164.00	0%	\$ 184,164.00
3	6	EA	Concrete Survey Monument	\$ 300.00	\$ 1,800.00	0%	\$ 1,800.00
4	5,944	LF	Modified Type 1 Rolled Curb & Gutter (w/ 6" AB)	\$ 20.00	\$ 118,880.00	0%	\$ 118,880.00
5	16	EA	Sidewalk Curb Ramp	\$ 2,500.00	\$ 40,000.00	0%	\$ 40,000.00
<b>Subtotal Concrete</b>					<b>\$ 416,684.00</b>		<b>\$ 416,684.00</b>





**FOLSOM PLAN AREA**  
 Bond Estimate for  
 Mangini Ranch - Phase 3 - Villages 2&3

Item No	Quantity	Unit	Description	Unit Price	Total	% Complete	Cost to Complete
<b>Streetwork</b>							
1	3,357	Ton	Asphalt Concrete (Type 'B')	\$ 80.00	\$ 268,560.00	0%	\$ 268,560.00
2	7,678	Ton	Aggregate Base (Class 2)	\$ 20.00	\$ 153,560.00	0%	\$ 153,560.00
3	264	SF	Pavement Markings	\$ 5.00	\$ 1,320.00	0%	\$ 1,320.00
4	180	LF	12" White Stripe Limit Line (Stop Sign)	\$ 2.00	\$ 360.00	0%	\$ 360.00
5	8	EA	Stop Sign (R1-1) On Post	\$ 500.00	\$ 4,000.00	0%	\$ 4,000.00
6	3	EA	Street Name Sign On Streetlight (sign only)	\$ 300.00	\$ 900.00	0%	\$ 900.00
7	3	EA	Stop Sign On Streetlight (sign only)	\$ 300.00	\$ 900.00	0%	\$ 900.00
8	8	EA	Street Name Sign On Post	\$ 500.00	\$ 4,000.00	0%	\$ 4,000.00
9	3	EA	Miscellaneous Signs	\$ 300.00	\$ 900.00	0%	\$ 900.00
10	405	LF	Fiber Optic Conduit & Pullwire	\$ 12.00	\$ 4,860.00	0%	\$ 4,860.00
11	18	EA	LED Streetlight (Including conduit, wiring & appurtenances)	\$ 11,600.00	\$ 208,800.00	0%	\$ 208,800.00
12	101	LOT	Joint Trench	\$ 8,000.00	\$ 808,000.00	0%	\$ 808,000.00
13	200	LF	Street Barricade	\$ 60.00	\$ 12,000.00	0%	\$ 12,000.00
14	3	EA	Removable Bollard	\$ 300.00	\$ 900.00	0%	\$ 900.00
<b>Subtotal Streetwork</b>					<b>\$ 1,469,060.00</b>		<b>\$ 1,469,060.00</b>

**Landscaping & Sound Walls**

1	22,613	SF	Landscaping	\$ 10.00	\$ 226,130.00	0%	\$ 226,130.00
2	1,440	LF	6' Sound Wall	\$ 210.00	\$ 302,400.00	0%	\$ 302,400.00
3	928	LF	7' Sound Wall	\$ 245.00	\$ 227,360.00	0%	\$ 227,360.00
<b>Subtotal Landscaping &amp; Sound Walls</b>					<b>\$ 755,890.00</b>		<b>\$ 755,890.00</b>

<b>TOTAL Subdivision Improvements</b>	\$ 4,048,639.00		\$ 4,023,559.00
<b>Contingency</b>	10% \$ 404,860.00		\$ 402,360.00
<b>Total Bond Estimate</b>	\$ 4,453,499.00		\$ 4,425,919.00

**Summary**

	Total Cost	Cost to Complete
Site Preparation & Earthwork	\$ 25,080.00	\$ -
Sewer	\$ 409,790.00	\$ 409,790.00
Storm Drain	\$ 420,485.00	\$ 420,485.00
Potable Water	\$ 551,650.00	\$ 551,650.00
Concrete	\$ 416,684.00	\$ 416,684.00
Streetwork	\$ 1,469,060.00	\$ 1,469,060.00
Landscaping & Sound Walls	\$ 755,890.00	\$ 755,890.00
Contingency	\$ 404,860.00	\$ 402,360.00
<b>TOTALS</b>	<b>\$ 4,453,499.00</b>	<b>\$ 4,425,919.00</b>

BOND # \_\_\_\_\_  
PREMIUM: \_\_\_\_\_

PERFORMANCE BOND  
for  
**Subdivision Improvement Agreement**

**WHEREAS**, The City Council of the City of Folsom, a Municipal Corporation in the State of California, and **TCS Improvement Company, L.L.C., a California Limited Liability Company**, (hereinafter designated as “Principal”) have entered into an agreement where by principal agrees to install and complete certain designated public improvements, which said agreement, dated \_\_\_\_\_ 2022, and identified as the **Mangini Ranch Phase 3 Village Nos. 2 & 3 Subdivision Improvement Agreement** is hereby referred to and made a part hereof; and,

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

**NOW THEREFORE**, We, the principal, and \_\_\_\_\_, as surety, are held and firmly bound unto the City of Folsom, hereinafter referred to as the City; in the penal sum of **FOUR MILLION FOUR HUNDRED TWENTY-FIVE THOUSAND NINE HUNDRED NINETEEN AND 00/100 DOLLARS (\$4,425,919.00)**, lawful money of the United States, for the payment of which sum well and truly to be made, we bind ourselves, our heirs, successors, executors, and administrators, jointly and severally firmly by these presents.

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

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

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

IN WITNESS WHEREOF, this instrument has been duly executed by the principal and surety above named, on \_\_\_\_\_, 2022.

BY \_\_\_\_\_  
(PRINCIPAL)

BY \_\_\_\_\_  
(PRINCIPAL)

BY \_\_\_\_\_  
(SURETY)

\_\_\_\_\_  
(ADDRESS)

\_\_\_\_\_  
(CITY, STATE, ZIP)

\_\_\_\_\_  
(TELEPHONE)

APPROVED AS TO FORM

\_\_\_\_\_  
CITY ATTORNEY

BOND # \_\_\_\_\_  
 PREMIUM: \_\_\_\_\_

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

WHEREAS, The City Council of the City of Folsom, a Municipal Corporation of the State of California, and **TCS Improvement Company, L.L.C., a Delaware Limited Liability Company** (hereinafter designated as “Principal”), have entered into an agreement whereby principal agrees to install and complete certain designated public improvements, which said agreement, dated \_\_\_\_\_ 2022, and identified as the **Mangini Ranch Phase 3 Village Nos. 2 & 3 Subdivision Improvement Agreement** is hereby referred to and made a part hereof; and,

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

NOW THEREFORE, said principal and the undersigned as corporate surety, are held firmly bound unto the City of Folsom and all contractors, subcontractors, laborers, materialmen and other persons employed in the performance of the aforesaid agreement and referred to in the aforesaid Code of Civil Procedure, in the sum of **FOUR MILLION FOUR HUNDRED TWENTY-FIVE THOUSAND NINE HUNDRED NINETEEN AND 00/100 DOLLARS (\$4,425,919.00)** for materials furnished or labor thereon of any kind, or for amounts due under the Unemployment Insurance Act with respect to such work or labor, that said surety will pay the same in an amount not exceeding the amount hereinabove set forth, and also in case suit is brought upon this bond, will pay, in addition to the face amount thereof, cost and reasonable expenses and fees, including reasonable attorney’s fees, incurred by City in successfully enforcing such obligation, to be awarded and fixed by the court, and to be taxed as costs and to be included in the judgment therein rendered.

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

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

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

IN WITNESS WHEREOF, this instrument has been duly executed by the principal and surety above named, on \_\_\_\_\_, 2022.

BY \_\_\_\_\_  
(PRINCIPAL)

BY \_\_\_\_\_  
(PRINCIPAL)

BY \_\_\_\_\_  
(SURETY)

\_\_\_\_\_  
(ADDRESS)

\_\_\_\_\_  
(CITY, STATE, ZIP)

\_\_\_\_\_  
(TELEPHONE)

APPROVED AS TO FORM

\_\_\_\_\_  
CITY ATTORNEY



# **ATTACHMENT 3**

## **MANGINI RANCH PHASE 3 VILLAGE NO. 2 & 3 FINAL MAP**

**OWNER'S STATEMENT**

THE UNDERSIGNED DOES HEREBY STATE THAT WE ARE THE ONLY PARTIES HAVING ANY RECORD TITLE INTEREST IN THE REAL PROPERTY INCLUDED WITHIN THE BOUNDARIES OF THIS FINAL MAP OF "MANGINI RANCH PHASE 3 VILLAGES 2 & 3" AND THE CONSENT FROM NO OTHER PERSON IS NECESSARY, AND WE CONSENT TO THE PREPARATION AND RECORDATION OF THIS FINAL MAP AND DO HEREBY DEDICATE AS PUBLIC RIGHTS OF WAY, AND AS UTILITY EASEMENTS, VERBENA WAY, ORION WAY, DISCOVERY DRIVE, MANGINI PARKWAY, CRESCENT WAY, GIBBOUS DRIVE, RANGER DRIVE, EQUINOX DRIVE, AND SOLSTICE WAY.

WE DO HEREBY DEDICATE FOR SPECIFIC PURPOSES THE FOLLOWING:

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

TCS IMPROVEMENT COMPANY, LLC
A CALIFORNIA LIMITED LIABILITY COMPANY

BY:
NAME: WILLIAM B. BUJICE
TITLE: PRESIDENT

**NOTARY'S ACKNOWLEDGMENT**

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

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

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

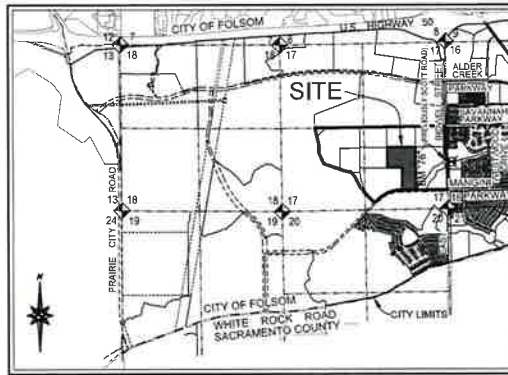
I CERTIFY UNDER PENALTY OF PERJURY UNDER THE LAWS OF THE STATE OF CALIFORNIA THAT THE FOREGOING PARAGRAPH IS TRUE AND CORRECT.

WITNESS MY HAND AND OFFICIAL SEAL.

SIGNATURE PRINTED NAME

MY PRINCIPAL PLACE OF BUSINESS IS COUNTY

MY COMMISSION EXPIRES: MY COMMISSION NUMBER:



VICINITY MAP
N.T.S.

NAVD88 BENCHMARK-CITY OF FOLSOM

BENCHMARK "76" ELEVATION = 391.25 NAVD88

BRASS DISK STAMPED "CITY OF FOLSOM BM "76" ON THE NORTH-WEST CORNER OF THE CONCRETE DRAINAGE STRUCTURE. LOCATION OF SITE IS APPROXIMATELY 900 FEET NORTH OF THE INTERSECTION OF MANGINI PARKWAY AND E. BIDWELL STREET ON THE EAST SIDE OF E. BIDWELL STREET AT THE NORTHWEST CORNER OF A DETENTION BASIN. APPROXIMATE LATITUDE: N38° 37' 51.71" LONGITUDE: W121° 08' 49.46"

THE ELEVATION OF 391.25 WAS ESTABLISHED BY A DIFFERENTIAL LEVEL CIRCUIT FROM COUNTY BENCHMARK UD18-009 STAMPED "K-656" IN FEBRUARY 2014 BY MACKAY AND SOMPS CIVIL ENGINEERS, INC.

**SURVEYOR'S STATEMENT**

THIS MAP WAS PREPARED BY ME OR UNDER MY DIRECTION AND IS BASED UPON A FIELD SURVEY IN CONFORMANCE WITH THE REQUIREMENTS OF THE SUBDIVISION MAP ACT AND LOCAL ORDINANCE AT THE REQUEST OF TCS IMPROVEMENT COMPANY, LLC, A CALIFORNIA LIMITED LIABILITY COMPANY IN JANUARY 2021. I HEREBY STATE THAT THIS FINAL MAP SUBSTANTIALLY CONFORMS TO THE CONDITIONALLY APPROVED TENTATIVE MAP, THAT THE MONUMENTS WILL BE OF THE CHARACTER AND WILL OCCUPY THE POSITIONS AS INDICATED AND WILL BE SET BY DECEMBER 31, 2023; AND THAT SAID MONUMENTS WILL BE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED.

MACKAY & SOMPS CIVIL ENGINEERS, INC.



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

DATE:

**CITY ENGINEER'S STATEMENT**

I HEREBY STATE THAT I HAVE EXAMINED THIS FINAL MAP OF "MANGINI RANCH PHASE 3 VILLAGES 2 & 3" AND FIND IT TO BE SUBSTANTIALLY THE SAME AS THE TENTATIVE MAP APPROVED BY THE CITY COUNCIL OF THE CITY OF FOLSOM, AND THAT ALL PROVISIONS OF THE SUBDIVISION MAP ACT AND ALL APPLICABLE CITY ORDINANCES HAVE BEEN COMPLIED WITH.

STEVEN R. KRAHN, RCE 49231
CITY ENGINEER
CITY OF FOLSOM
LICENSE EXPIRES: 9/30/2022

DATE:

**CITY SURVEYOR'S STATEMENT**

I HEREBY STATE THAT I HAVE EXAMINED THIS FINAL MAP OF "MANGINI RANCH PHASE 3 VILLAGES 2 & 3" AND I AM SATISFIED THAT SAID MAP IS TECHNICALLY CORRECT.

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

DATE:

**CITY CLERK'S STATEMENT**

I HEREBY STATE THAT THE CITY COUNCIL OF THE CITY OF FOLSOM HAS APPROVED THIS FINAL MAP OF "MANGINI RANCH PHASE 3 VILLAGES 2 & 3" AND HAS ACCEPTED, ON BEHALF OF THE PUBLIC, SUBJECT TO IMPROVEMENTS, ALL RIGHTS OF WAY AND EASEMENTS OFFERED HEREON FOR DEDICATION IN ACCORDANCE WITH THE TERMS OF THAT OFFER AND HAS APPROVED THE ABANDONMENT OF THE EASEMENTS LISTED HEREON.

CHRISTA FREEMANTLE
CITY CLERK

DATE:

**RECORDER'S STATEMENT**

FILED THIS DAY OF 2022, AT M. IN BOOK OF MAPS, AT PAGE AT THE REQUEST OF MACKAY & SOMPS CIVIL ENGINEERS, INC. TITLE TO THE LAND INCLUDED IN THIS FINAL MAP BEING VESTED AS PER CERTIFICATE NO. ON FILE IN THIS OFFICE.

DOCUMENT NO.:

DONNA ALLRED
SACRAMENTO COUNTY RECORDER
STATE OF CALIFORNIA

BY: DEPUTY

FEE: \$

(PN 20-254)

**MANGINI RANCH
PHASE 3 VILLAGES 2 & 3**

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

CITY OF FOLSOM • SACRAMENTO COUNTY • CALIFORNIA



MAY 2022

SHEET 1 OF 6

SEE SHEET 2 FOR BENEFICIARY'S STATEMENT AND ACKNOWLEDGEMENT

**BENEFICIARY'S STATEMENT**

TAYLOR MORRISON OF CALIFORNIA, LLC, A CALIFORNIA LIMITED LIABILITY COMPANY, AS BENEFICIARY UNDER DEED OF TRUST RECORDED OCTOBER 15, 2021, IN DOCUMENT NO. 202110151254, OFFICIAL RECORDS OF SACRAMENTO COUNTY, HEREBY CONSENTS TO THE RECORDATION OF THIS MAP AND THE SUBDIVISION OF THE LANDS SHOWN HEREOF.

NAME: \_\_\_\_\_ DATE: \_\_\_\_\_  
 TITLE: \_\_\_\_\_

NAME: \_\_\_\_\_ DATE: \_\_\_\_\_  
 TITLE: \_\_\_\_\_

**NOTARY'S ACKNOWLEDGMENT**

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

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

PERSONALLY APPEARED  
 WHO PROVED TO ME ON THE BASIS OF SATISFACTORY EVIDENCE TO BE THE PERSON(S) WHOSE NAME(S) IS/ARE SUBSCRIBED TO THE WITHIN INSTRUMENT AND ACKNOWLEDGED TO ME THAT HE/SHE/THEY EXECUTED THE SAME IN HIS/HER/THEIR AUTHORIZED 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**

- ALL CURVE DIMENSIONS ARE RADIUS, ARC LENGTH AND DELTA. ALL DISTANCES SHOWN ARE GROUND DISTANCES AND ARE IN FEET AND DECIMALS THEREOF. DUE TO ROUNDING THE SUM OF INDIVIDUAL DIMENSIONS MAY NOT EQUAL THE OVERALL DIMENSION.
- THIS FINAL MAP CONTAINS 20.8622 ACRES OF LAND GROSS CONSISTING OF 116 RESIDENTIAL LOTS AND 4 LETTERED LOTS (B, G, H, & I).
- A GEOTECHNICAL ENGINEERING STUDY REPORT WAS PREPARED BY YOUNGDAHL CONSULTING GROUP, INC DATED: DECEMBER 16, 2020 PROJECT NO. E17053 086.
- ALL FRONT LOT CORNERS WILL BE SET WITH A 1" DIAMETER BRASS DISC STAMPED "LS 9265" IN THE SIDEWALK WITH A 1.00 FOOT OFFSET ON THE SIDE PROPERTY LINE EXTENDED (SEE DETAIL THIS SHEET), UNLESS SHOWN OTHERWISE.
- REAR CORNERS WILL BE SET AS FOLLOWS (UNLESS SHOWN OTHERWISE)
  - FOR LOTS 119-132, 137-159, 174-193, 195-198, 206-214 AND COMMON LINES OF 103/104, 132/133, 136/137, 159/160, 173/174, 193/194, 198/199, 200/201, 201/202, 205/206, AND 217/218 WILL BE SET WITH A 5/8" REBAR AND PLASTIC CAP STAMPED "LS 9265"
  - FOR LOTS 103, 105-117, 161-172 AND COMMON LINES OF 104/105, 117/118, 133/134, 150/151, 172/173, 194/195, 199/202/205, 203/204, 204/205, 215/216, AND 216/217 WILL BE SET WITH A 4.00 FOOT OFFSET ON THE SIDE LOT LINE WITH A 5/8" REBAR AND PLASTIC CAP STAMPED "LS 9265" (SEE DETAIL THIS SHEET)
  - FOR COMMON LINES OF LOTS 118/187 1 AND 135/136, WHICH FALL WITHIN A MASONRY SOUND/RETAINING WALL, WILL BE SET WITH A 3/4" BRASS TAG STAMPED "LS 9265" ON THE FACE OF WALL 2.00 FOOT ABOVE GROUND OR ON TOP OF THE WALL.
- PROPERTY SUBJECT TO CFD 2013-1 (WATER FACILITIES AND SUPPLY) PER 20131230 O.R. 0311.
- PROPERTY SUBJECT TO CFD NO. 17 (WILLOW HILL PIPELINE PROJECT) PER 20150325 O.R. 0353.
- PROPERTY SUBJECT TO THE COVENANTS, CONDITIONS, RESTRICTIONS AND AGREEMENTS AS DESCRIBED IN THAT CERTAIN GRANT DEED 20020912 O.R. 0282 AND RE-RECORDED IN THAT CERTAIN GRANT DEED 20070509 O.R. 0525.
- PROPERTY SUBJECT TO SCHOOL FACILITIES IMPROVEMENT DISTRICT NO. 3 PER 20060707 O.R. 0662.
- PROPERTY SUBJECT TO THE TERMS AND PROVISIONS CONTAINED IN THOSE DOCUMENTS ENTITLED "FIRST AMENDED AND RESTATED TIER 1 DEVELOPMENT AGREEMENT" PER 20140715 O.R. 0344, 20160129 O.R. 0380; "PARTIAL ASSIGNMENT AND ASSUMPTION AGREEMENT RELATIVE TO THE FOLSOM SPECIFIC PLAN AMENDED AND RESTATED TIER 1 DEVELOPMENT AGREEMENT" PER DN 202110151257, DN 202110151259, AND DN 202110151263.
- PROPERTY SUBJECT TO THE TERMS AND PROVISIONS CONTAINED IN THOSE DOCUMENTS ENTITLED "FIRST AMENDED AND RESTATED TIER 1 DEVELOPMENT AGREEMENT" PER 20140715 O.R. 0344, 20160129 O.R. 0381, 20160129 O.R. 0382; "PARTIAL ASSIGNMENT AND ASSUMPTION AGREEMENT RELATIVE TO THE FOLSOM SPECIFIC PLAN AMENDED AND RESTATED TIER 1 DEVELOPMENT AGREEMENT" PER 20170417 O.R. 0660, DN 202110151261, AND DN 202110160838.
- PROPERTY SUBJECT TO THE TERMS AND PROVISIONS CONTAINED IN THOSE DOCUMENTS ENTITLED "WATER SUPPLY AND FACILITIES FINANCING PLAN AND AGREEMENT" PER 20130124 O.R. 1382; "AMENDMENT TO THE WATER SUPPLY AND FACILITIES FINANCING PLAN AND AGREEMENT" PER 20140603 O.R. 0959 AND 20140603 O.R. 0960.
- PROPERTY SUBJECT TO PERPETUAL, NONEXCLUSIVE EASEMENT FOR AVIGATION AND INCIDENTAL PURPOSES IN FAVOR OF COUNTY OF SACRAMENTO AND CITY OF FOLSOM PER 20140715 O.R. 0427.
- PROPERTY SUBJECT TO COMMUNITY FACILITIES DISTRICT NO. 19 (FOLSOM PLAN AREA - WIDE IMPROVEMENTS AND SERVICES) PER 20151030 O.R. 0243 AND 20151116 O.R. 0465.
- PROPERTY SUBJECT TO COMMUNITY FACILITIES DISTRICT NO. 23 (FOLSOM RANCH) IMPROVEMENT AREA NO. 4 PER DN 22006091612.
- PROPERTY SUBJECT TO AN "AGREEMENT AFFECTING REAL PROPERTY (INCLUSIONARY HOUSING AGREEMENT)" PER DN 202203151060.
- LOTS B, G, H, AND I AS SHOWN PER THIS MAP ARE TO BE DEEDED TO THE CITY OF FOLSOM EITHER CONCURRENT OR FOLLOWING THE RECORDATION OF THIS MAP BY SEPARATE DOCUMENT.
- THE EASEMENTS AND RIGHTS-OF-WAY LISTED BELOW, NOT SHOWN HEREOF, ARE HEREBY ABANDONED PER SECTION 66434(G) OF THE GOVERNMENT CODE:
  - THOSE PORTIONS OF ORION WAY, DISCOVERY DRIVE, VERBENA WAY, CRESCENT WAY, AND MANGINI PARKWAY RIGHTS OF WAY LYING WITHIN LOTS 2 & 3 AS SHOWN AND DEPICTED IN 432 B.M. 2 AND NOT SHOWN HEREOF, (NEW RIGHT OF WAY DEDICATED WITH THIS MAP)
  - THE P.U.E./P.A.E. LYING WITHIN LOT 3 AS SHOWN AND DEPICTED IN 432 B.M. 2 AND NOT SHOWN HEREOF, (NEW P.U.E., P.A.E. AND L.E. DEDICATED WITH THIS MAP)
  - THE P.U.E. LYING WITHIN LOTS 2 & 3 AS SHOWN AND DEPICTED IN 432 B.M. 2 AND NOT SHOWN HEREOF, (NEW P.U.E. DEDICATED WITH THIS MAP)

**BASIS OF BEARINGS**

THE BASIS OF BEARINGS FOR THIS MAP IS THE CENTERLINE OF MANGINI PARKWAY AS SHOWN HEREOF AND ON THE LARGE LOT FINAL MAP FILED FOR RECORD ON OCTOBER 8, 2021 IN BOOK 432 OF MAPS, AT PAGE 2, SACRAMENTO COUNTY RECORDS AND HAVING A BEARING OF NORTH 89°14'30" EAST DETERMINED FROM THE MONUMENTS SHOWN AS FOUND.

**LEGEND**

⊗	STANDARD CITY OF FOLSOM MONUMENT WELL STAMPED "LS 9265" TO BE SET PER (1)
⊙	3/4" IRON PIPE WITH PLASTIC PLUG STAMPED "LS 9265" TO BE SET PER (1)
⊗	FOUND STANDARD CITY OF FOLSOM MONUMENT WELL STAMPED "LS 5790" PER 418 B.M. 5
⊙	STANDARD CITY OF FOLSOM MONUMENT WELL STAMPED "LS 9265" TO BE SET PER (2)
⊗	3/4" IRON PIPE WITH PLASTIC PLUG STAMPED "LS 9265" TO BE SET PER (2)
⊙	5/8" REBAR WITH PLASTIC CAP STAMPED "LS 9265" TO BE SET PER (1)
⊗	SET STANDARD CITY OF FOLSOM MONUMENT WELL STAMPED "LS 9265"
⊙	SET 1" DIAMETER BRASS DISC STAMPED "LS 9265" IN THE CURB WITH A 0.3 FOOT OFFSET ON THE CENTERLINE
⊗	SET 5/8" REBAR WITH PLASTIC PLUG STAMPED "LS 9265"
○	DIMENSION POINT
( )	RECORD DATA PER REFERENCE
AC	ACRES
B.M.	BOOK OF MAPS
C.L.	CENTER LINE
DN	DOCUMENT NUMBER
I.O.D.	IRREVOCABLE OFFER OF DEDICATION
L.E.	LANDSCAPE EASEMENT
O.S.	OPEN SPACE
(OA)	OVERALL
O.R.	OFFICIAL RECORDS OF SACRAMENTO COUNTY
P.M.	PARCEL MAP
P.A.E.	PEDESTRIAN ACCESS EASEMENT
P.U.E.	PUBLIC UTILITY EASEMENT
(R)	RADIAL BEARING
R/W	RIGHT-OF-WAY
①	SHEET INDEX
—	BOUNDARY
—	LOT LINE
---	ADJACENT PROPERTY
---	RIGHT-OF-WAY
---	EASEMENT

**REFERENCES**

- 432 B.M. 2
- \_\_\_ B.M. \_\_\_ (MANGINI RANCH PHASE 3 VILLAGE 1)

(PN 20-254)

**MANGINI RANCH  
 PHASE 3 VILLAGES 2 & 3**

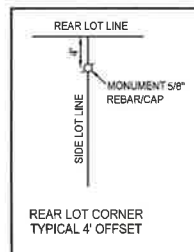
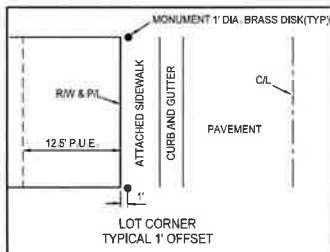
A SUBDIVISION OF LOTS 2 & 3 OF THAT CERTAIN FINAL MAP TITLED "MANGINI RANCH PHASE 3 LARGE LOT" FILED FOR RECORD OCTOBER 8, 2021 IN BOOK 432 OF MAPS, AT PAGE 2, SACRAMENTO COUNTY RECORDS, BEING A PORTION OF SECTION 17, TOWNSHIP 9 NORTH, RANGE 8 EAST, MOUNT Diablo MERIDIAN

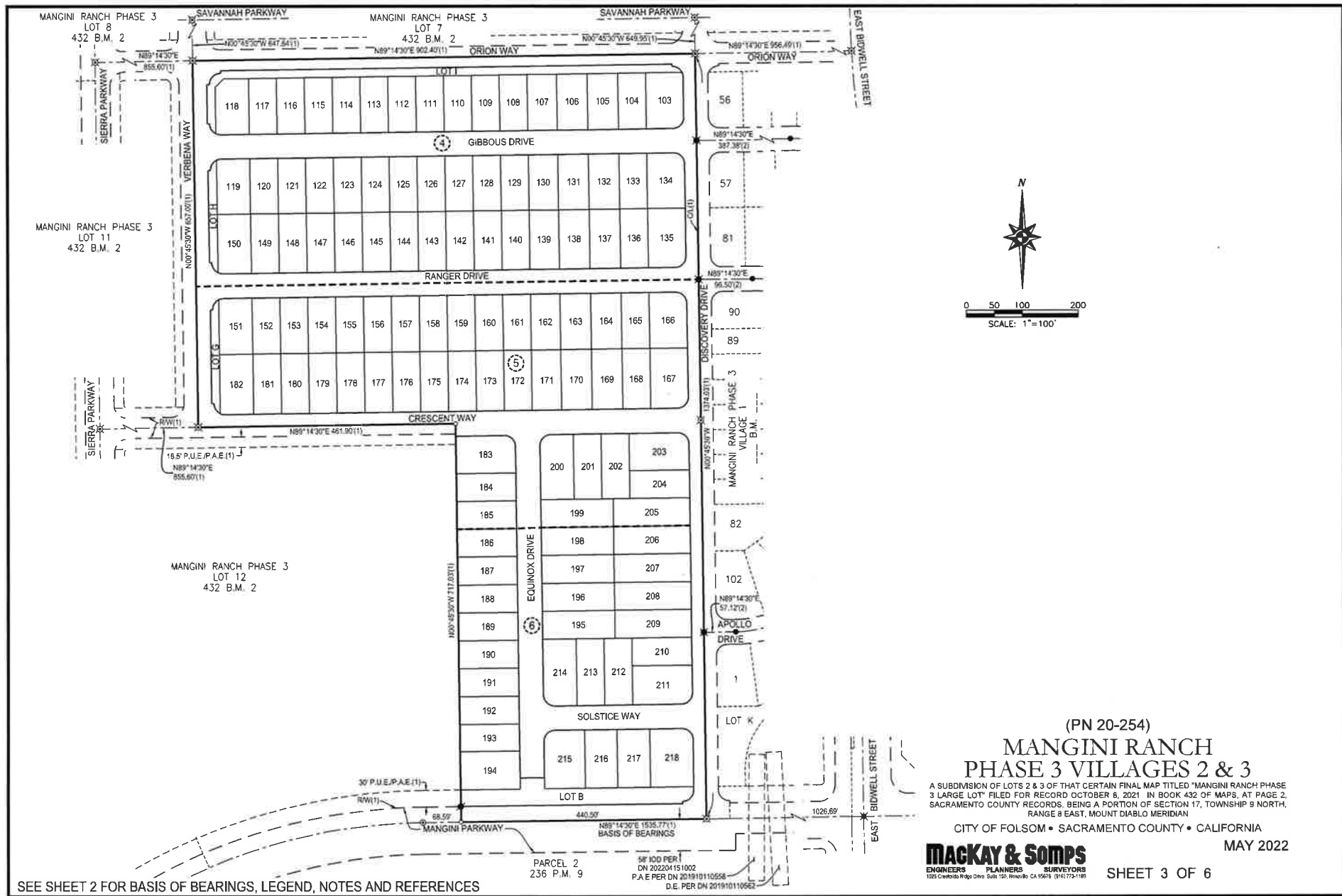
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**Mackay & Soms**  
 ENGINEERS PLANNERS SURVEYORS  
 1025 Crestside Ridge Drive, Suite 150, Roseville, CA 95678 (916) 773-1199

MAY 2022

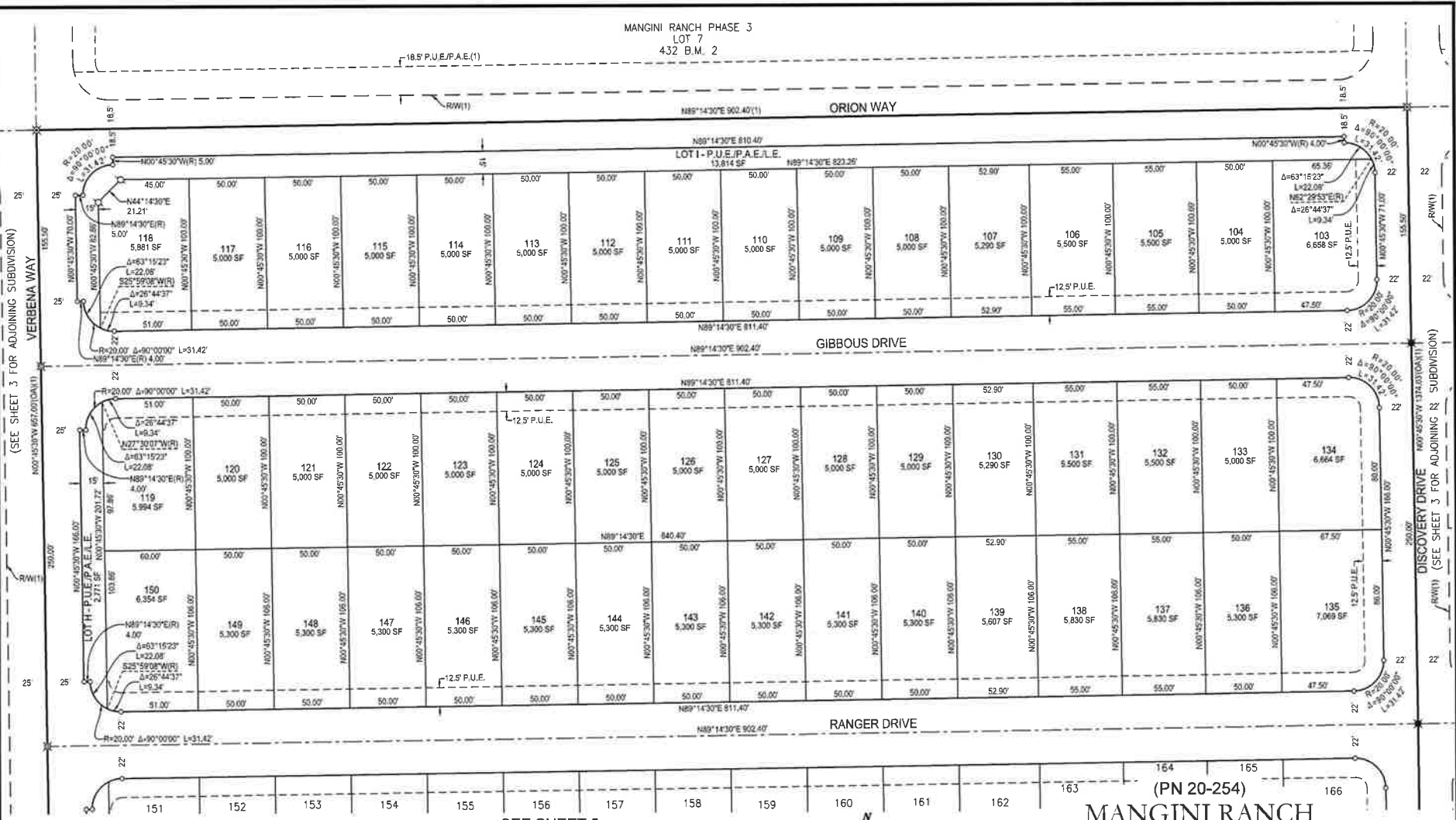
SHEET 2 OF 6





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

MANGINI RANCH PHASE 3  
LOT 7  
432 B.M. 2

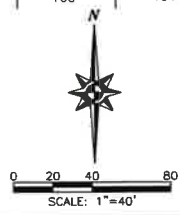


SEE SHEET 3 FOR ADJOINING SUBDIVISION  
VERBENA WAY

DISCOVERY DRIVE  
SEE SHEET 3 FOR ADJOINING SUBDIVISION

SEE SHEET 5

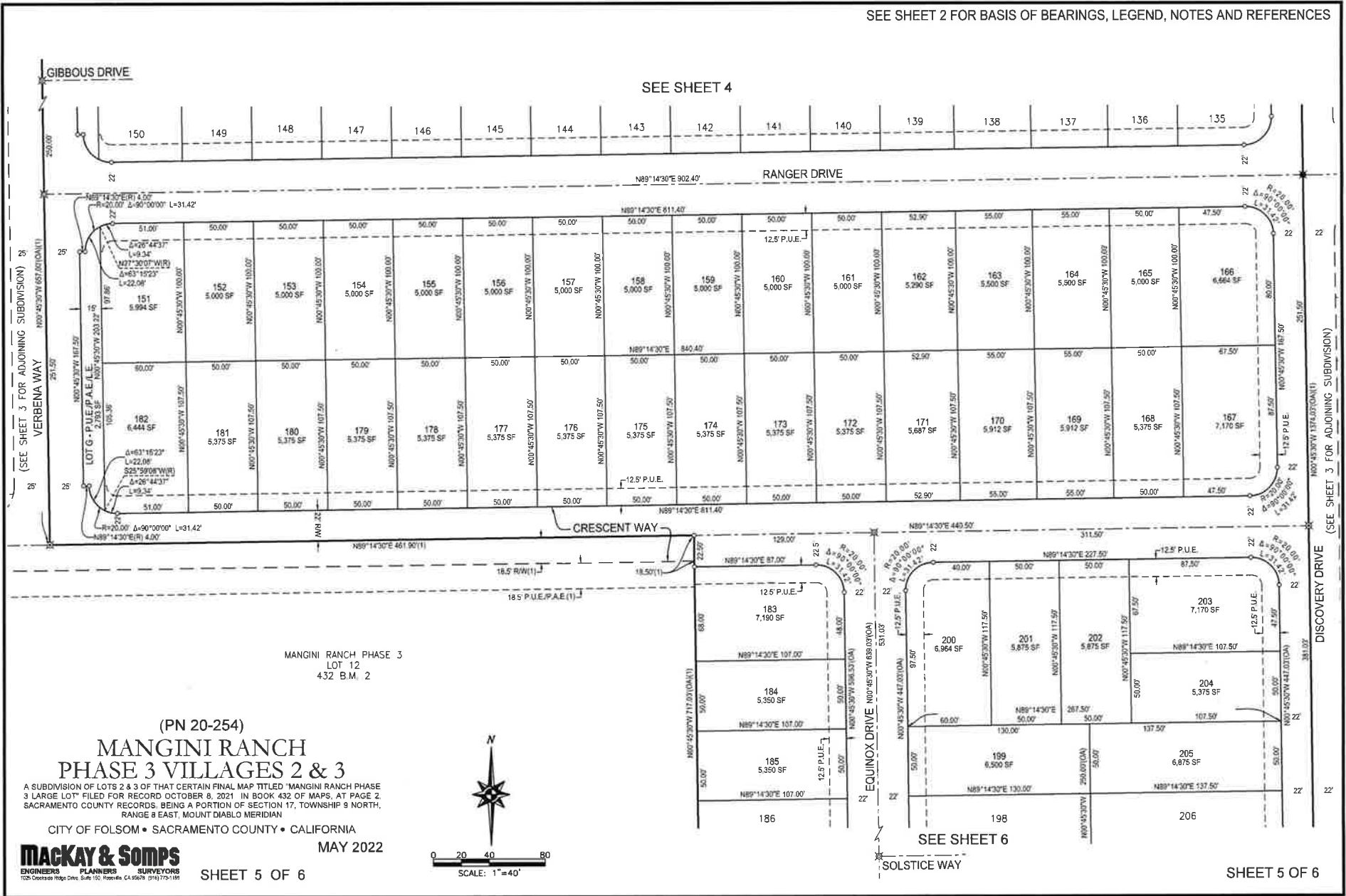
SEE SHEET 2 FOR BASIS OF BEARINGS, LEGEND, NOTES AND REFERENCES



(PN 20-254)  
**MANGINI RANCH  
 PHASE 3 VILLAGES 2 & 3**  
 A SUBDIVISION OF LOTS 2 & 3 OF THAT CERTAIN FINAL MAP TITLED "MANGINI RANCH PHASE 3 LARGE LOT" FILED FOR RECORD OCTOBER 6, 2021 IN BOOK 432 OF MAPS, AT PAGE 2, SACRAMENTO COUNTY RECORDS, BEING A PORTION OF SECTION 17, TOWNSHIP 9 NORTH, RANGE 8 EAST, MOUNT DIABLO MERIDIAN  
 CITY OF FOLSOM • SACRAMENTO COUNTY • CALIFORNIA  
**MACKAY & SOMPS**  
 ENGINEERS PLANNERS SURVEYORS  
 102 Cypress Ridge Drive, Suite 100, Roseville, CA 95678 (916) 773-1199  
 MAY 2022  
 SHEET 4 OF 6



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



SEE SHEET 3 FOR ADJOINING SUBDIVISION OF VERBENA WAY

SEE SHEET 3 FOR ADJOINING SUBDIVISION

MANGINI RANCH PHASE 3  
LOT 12  
432 B.M. 2

(PN 20-254)

### MANGINI RANCH PHASE 3 VILLAGES 2 & 3

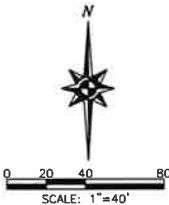
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**Mackay & Sumps**  
ENGINEERS PLANNERS SURVEYORS

MAY 2022

SHEET 5 OF 6



SEE SHEET 6

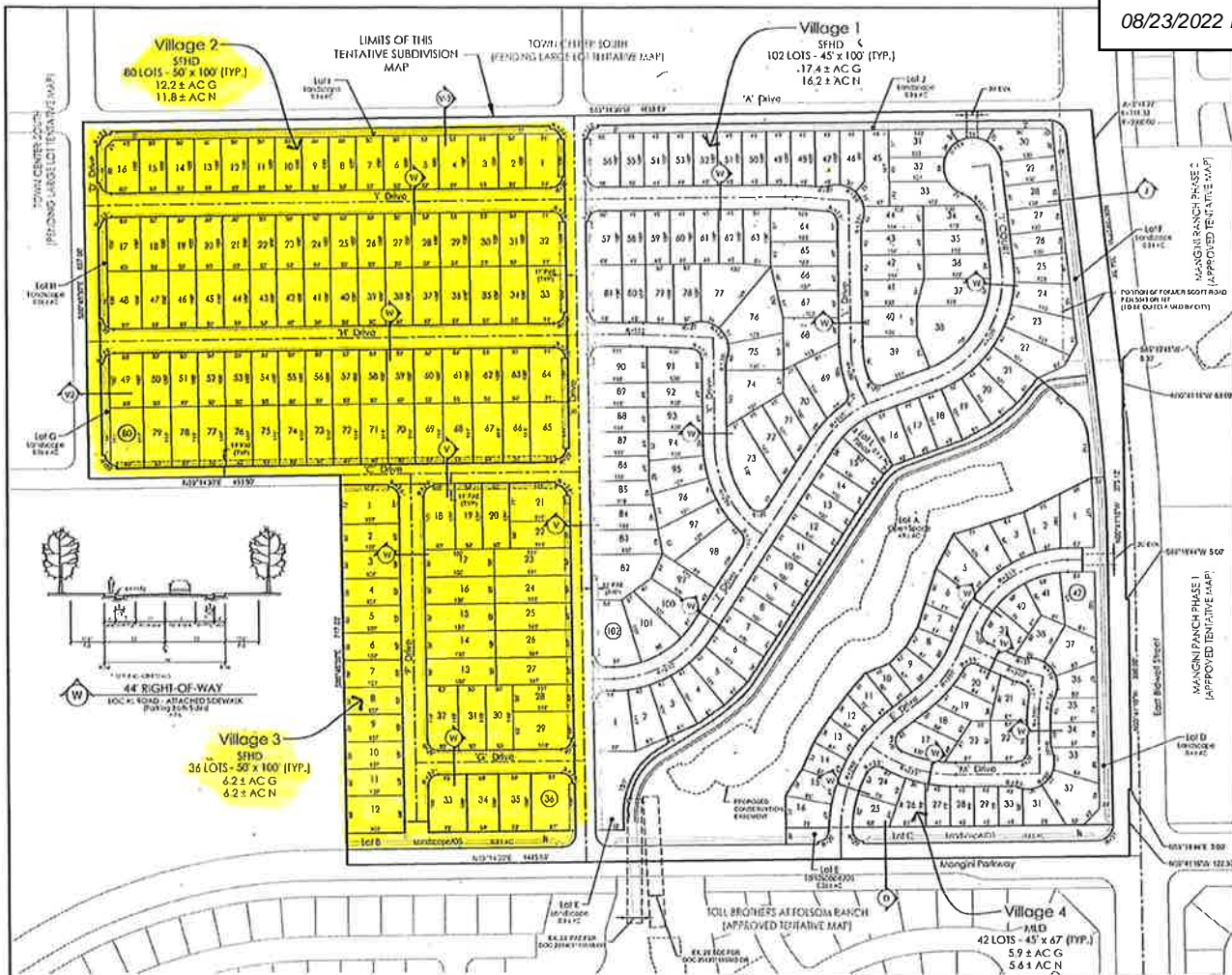
SHEET 5 OF 6



# **ATTACHMENT 4**

## **MANGINI RANCH PHASE 3 VILLAGE NO. 2 & 3 VESTING TENTATIVE SUBDIVISION MAP**

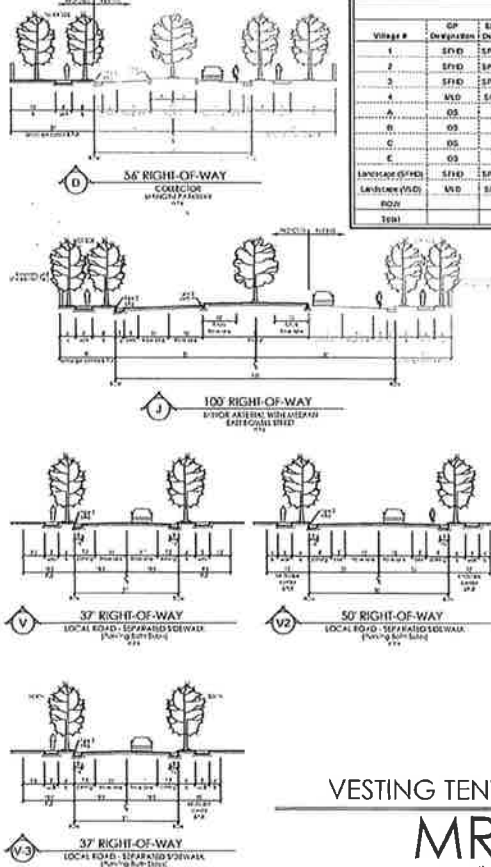




**TENTATIVE MAP NOTES**

**PROPERTY DESCRIPTION:** Parcel 1 of PM 230 PM 10 and a portion of Parcel 2 of 218 PM 17, Sacramento County Records.

- Line dimensions and bearings are approximate and subject to change.
- Typical lot size is measured from back of sidewalk. On irregular shaped lots, lot size is measured at setback(s).
- Lot lines and lot areas may be adjusted at the time of the Final Maps provided no additional lots are created, subject to the approval of the City of Folsom. Best fit block configurations as shown herein is approved provided the new configuration is in substantially all compliance with the approved Special Plan, subject to the approval of the City of Folsom.
- The Final Mapping and subsequent development of lots may be phased. Phasing is to be coordinated with the Development Agreements.
- Lot numbers for identification purposes only and does not indicate phasing order of development. Ultimate development phasing shall be determined at Final Map and/or Improvement plan stage.
- Pursuant to Government Code Section 65516.1, the subdivision may be in Final Maps Landmarks and the Tentative Map. The Final Map may be a portion of this Tentative Map and shall not include any part of this Tentative Map.
- Pursuant to California Government Code Section 66499.20, the land shown herein may be merged and/or re-subdivided without reference to size and may constitute abandonment of portions of the existing public streets and public easements, subject to the approval of the City of Folsom.
- Street names shown herein are for identification purposes only. A street name list will be approved with the Tentative Map. Final street names and locations will be determined at the time of Final Map and Improvement Plan preparation.
- Additional easements to accommodate over public utility improvements, access required for lot development, or other similar mapping requirements needed to accomplish the lot design may be added prior to each Final Map based on this Tentative Map.
- A 12 ft utility easement will be located adjacent to all rights of way except as shown herein and approved by the City Engineer.
- The entire property contained within this Tentative Subdivision Map is owned by an Algonion Escondido, Inc. located at 6000 Folsom Blvd, Sacramento County of Sacramento recorded August 28, 2014 in Book 28140228 at page 0578. Official Records of Sacramento County.
- The map is to be collected with the Folsom Plan Area Specific Plan development standards.



**Land Use Summary**

Village #	GP	SP/Zone	Land Use / Lot Size	Acres	Acres	Overlaid	Net	Density
1	SP-ED	SP-ED-PD	Single Family High Density Residential 40' x 100'	18.4	18.2	127	6.3	
2	SP-ED	SP-ED-PD	Single Family High Density Residential 50' x 100'	12.2	11.8	80	6.5	
3	SP-ED	SP-ED-PD	Single Family High Density Residential 50' x 100'	6.2	6.2	36	6.8	
4	MSD	SP-MSD-PD	Multi Family Low Density Residential 40' x 80'	5.9	5.8	47	2.5	
A	OS	SP-OS	Open Space (Minimum 100')		4.9	4.9		
B	OS	SP-OS	Open Space Landscape Corridor (Minimum 50')	0.3	0.3			
C	OS	SP-OS	Open Space Landscape Corridor (Minimum 50')	0.3	0.3			
E	OS	SP-OS	Open Space Landscape Corridor (Minimum 50')	0.1	0.1			
LANDSCAPE STRIPS	SP-ED	SP-ED-PD	Landscape	0.0	1.6			
LANDSCAPE STRIPS	MSD	SP-MSD-PD	Landscape	0.0	0.2			
ROAD			Major Freeway	0.0	0.1			
<b>TOTAL</b>				<b>53.3</b>	<b>53.3</b>	<b>200</b>		

**TENTATIVE MAP INFORMATION**

**OWNER (AS APPLICANT):** 163 Fremont General Company LLC, WellSpan Food LLC, 4300 Center Street, Suite 100, El Dorado Hills, CA 95762

**ENGINEER:** Mackay & Somp's Civil Engineers, Inc., 1025 Creekside Ridge Drive, Suite 150, Roseville, CA 95749, 916.733.1888

**ASSISTANT PARCEL NUMBERS:** 0024041500 & Parcel 0120000077

**SITE AREA:** 51.3 AC.

**PLANNING JURISDICTION:** A portion of the Folsom Plan Area Specific Plan

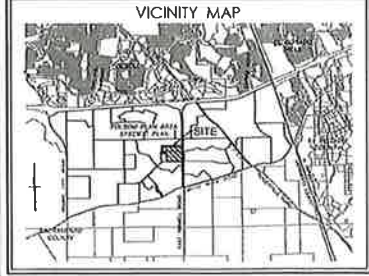
**NUMBER OF LOTS/PARCELS:** 272 TOTAL LOTS, 218 SP-D LOTS, 42 MSD LOTS, 1 Open Space lot, 3 Open Space Landscape Corridors, 7 Landscape Strips, 1 Road lot

**PERMITS PROVIDED:** Parks & Recreation, Public & Electric Utilities, Sanitary Sewer, Domestic Water, Storm Drainage, Electricity, Telephone, Gas, Cable, Schools. City of Folsom, City of Folsom, City of Folsom, City of Folsom, City of Folsom, Alameda County, Contra Costa County, Folsom Creekwaters Unified School District.

**BENCHMARK**

ELEVATION: 366.15 NAVD 83  
 BENCH MARK STAMPED 'CITY OF FOLSOM' IS SET ON THE NORTHEAST CORNER OF A CONCRETE NODE ASSEMBLY ON THE NORTH EASTLY SIDE OF ALDER CREEK LOCATION OF THE APPROXIMATELY 300 FEET WEST OF E BLOWN STREET AND 2300 FEET WEST NORTH OF W RICE ROAD.  
 APPROXIMATE LATITUDE: N35D 37 31.47' LONGITUDE: W121D 07 29.50'

THE BENCH FOR ELEVATIONS WERE FROM THE COUNTY BENCH AREA 1008 (07 STAMPED 1/6/55) BY FEBRUARY 2014 BY MACKAY & SOMPS CIVIL ENGINEERS, INC.



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

## **ATTACHMENT 5**

### **TABLE OF CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 VILLAGE NO. 2 & 3 VESTING TENTATIVE SUBDIVISION MAP**



<b>+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)                      NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY                      SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS</b>						
No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
1.		<b>Large Lot Vesting Tentative Subdivision Map</b> Approval of the Small Lot Vesting Tentative Subdivision Map is subject to the approval of the Proposed Large Lot Vesting Tentative Subdivision Map, dated May 10, 2021.	I	CD (P)(E)	The Mangini Ranch Phase 3 Large Lot Final Map was approved by the City Council on September 14, 2021.	Yes
2.		<b>Design Review</b> At the time specific development is proposed the Applicant shall apply for Design Review.	OG	CD (P)(E)	The future homebuilders in this subdivision have not yet submitted an application for design review approval to the City. Design review will be approved by the Community Development Department and the Planning Commission prior to building permit issuance.	Condition will be satisfied prior to issuance of a building permit.
3.		<b>Final Development Plans</b> The Owner/Applicant shall submit final site development plans to the Community Development Department that shall substantially conform to the exhibits referenced below: <ol style="list-style-type: none"> <li>1. Small Lot Vesting Tentative Subdivision Map, dated May 10, 2021.</li> <li>2. Preliminary Grading and Drainage Plan, dated May 10, 2021.</li> <li>3. Preliminary Utility Plan, dated May 10, 2021.</li> <li>4. Access and Circulation Analysis, dated April 28, 2021.</li> <li>5. Environmental Noise Analysis, dated May 10, 2021.</li> </ol> The Small Lot Vesting Tentative Subdivision Maps are approved for the development of a 260-unit single-family residential subdivision (Mangini Ranch Phase 3 Subdivision). Implementation of the Project shall be consistent with the above referenced items and these conditions of approval.	G, I, M, B	CD (P) E	The Community Development Department has reviewed and approved the improvement plans and the final map for the project. The approved improvement plans are in substantial compliance with the preliminary grading and drainage plans, the preliminary site and utility plans, offsite infrastructure exhibit, the preliminary landscape plans and the community design guidelines.  The final map for this subdivision is in substantial compliance with the approved Vesting Tentative Subdivision Map.	Yes
4.		<b>Plan Submittal</b> 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,	G, I	CD (E)	Improvement plans for East Bidwell Street, Mangini Parkway, and this subdivision have been reviewed approved by the City. Landscape plans for East Bidwell	Yes

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

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		policies, standards and other requirements of the City of Folsom.			Street and Mangini Parkway have also been reviewed and approved by the City.	
5.		<b>Validity</b> This approval of the Small Lot Vesting Tentative Subdivision Map shall be valid for a period of twenty-four (24) months pursuant to Section 16.16.110A of the Folsom Municipal Code and the Subdivision Map Act. The term of the approved Inclusionary Housing Agreement shall track the term of the Small Lot Vesting Tentative Subdivision Map, as may be extended from time to time pursuant to Section 16.16.110.A and 16.16.120 of the Folsom Municipal Code and the Subdivision Map Act.	M	CD (P)	The small-lot vesting tentative subdivision map for the subdivision was approved by the City Council on June 22, 2021.	Yes
6.		<b>FMC Compliance</b> The Small Lot Final Map shall comply with the Folsom Municipal Code and the Subdivision Map Act.	I	CD (E)	The small-lot vesting tentative subdivision map for the subdivision is in compliance with the Folsom Municipal Code and the State Subdivision Map Act.	Yes
7.		<b>Development Rights</b> The approval of this Small Lot Vesting Tentative Subdivision Map conveys the right to develop. As noted in these conditions of approval for the Small Lot Vesting Tentative Subdivision Map, the City has identified improvements necessary to develop the subject parcels. These improvements include on and off-site roadways, water, sewer, storm drainage, landscaping, sound walls, and other improvements.	OG	CD (P)(E)(B) PW, PR, FD, PD	The Community Development Department has reviewed and approved the improvement plans for both the required on-site and off-site improvements and landscape plans.	Yes
8.		<b>Public Right of Way Dedication</b> As provided for in the First Amended and Restated Development Agreement (ARDA) and the Amendments No. 1 and 2 thereto, and any approved amendments thereafter, the Owner/Applicant shall dedicate all public rights-of-way and corresponding public utility easements such that public access is provided to each and every lot within the Mangini Ranch Phase 3 Subdivision Project as shown on the Small Lot	M	CD (E)(P)	The final map for the Village Nos. 2 & 3 subdivision includes all required public right-of-way and public utility easements necessary to serve all 116 lots in the subdivision. The public right-of-way and public utility easements are shown on the final map.	Yes

<b>+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)                      NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY                      SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS</b>						
No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		Vesting Tentative Subdivision Map (Lots 1-118).				
9.		<p><b>Street Names</b>                      The Applicant shall select street names from the City's approved list or subsequently approved by the Planning Commission and shall be used for the small lot final map.</p>	M	CD (E)(P)	The required street names are shown on the final map for the subdivision and have been approved by the Planning Commission.	Yes
10.		<p><b>Indemnity for City</b>                      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"> <li>• The City bears its own attorney's fees and costs; and</li> <li>• The City defends the claim, action or proceeding in good faith.</li> </ul> <p>The Owner/Applicant shall not be required to pay or perform any settlement of such claim, action or proceeding</p>	OG	CD (P)(E)(B) PW, PR, FD, PD	The City standard subdivision improvement agreement includes language that satisfies this condition. The subdivision improvement agreement will be executed by the City Manager upon approval by the City Council.	Yes

<b>+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)                      NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY                      SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS</b>						
No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		unless the settlement is approved by the Owner/Applicant. The Owner/Applicant's obligations under this condition shall apply regardless of whether a Final Map is ultimately recorded with respect to this Project.				
11.		<b>Small Lot Vesting Tentative Subdivision Map</b> The Small Lot Vesting Tentative Subdivision map is expressly conditioned upon compliance with all environmental mitigation measures identified in the Folsom Plan Area Specific Plan EIR/EIS as amended by the Revised Proposed Water Supply Facility Alternative (November 2012), the Folsom South of U.S. Highway 50 Backbone Infrastructure Mitigated Negative Declaration (December 2014), and the Westland Eagle Specific Plan Amendment (September 2015).	OG	CD	The owner/applicant has complied with all applicable mitigation measures from the FPASP FEIR/EIS and other noted approved environmental documents prior to the issuance of a grading permit. Additionally, construction inspection and monitoring was conducted throughout construction by the City and/or its Consultants.	Yes
12.		<b>ARDA and Amendments</b> The Owner/Applicant shall comply with all provisions of Amendments No. 1 and 2 to the First Amended and Restated Tier 1 Development Agreement and any approved amendments thereafter by and between the City and the Owner/Applicant of the Project.	M	CD (E)	The Community Development Department has reviewed the subdivision and verified that it is in compliance with Amendment No. 1 and No. 2 to the First Amended and Restated Tier 1 Development Agreement.	Yes
13.	✓	<b>Mitigation Monitoring</b> The Owner/Applicant shall participate in a mitigation monitoring and reporting program pursuant to City Council Resolution No. 2634 and Public Resources Code 21081.6. The mitigation monitoring and reporting measures identified in the Folsom Plan Area Specific Plan FEIR/EIS have been incorporated into these conditions of approval in order to mitigate or avoid significant effects on the environment. These mitigation monitoring and reporting measures are identified in the mitigation measure column. Applicant shall fund on a Time and Materials basis all mitigation monitoring (e.g., staff and consultant time).	OG	CD (P)	The owner/applicant has funded and participated in a MMRP reporting program performed by the City's consultant (Helix) and/or City staff.	Yes
14.		The Owner/Applicant acknowledges that the State adopted amendments to Section 65850 of the California Government Code (specifically Section 65850(9)), effective January 1,	OG	CD (P)	The Landowner has acknowledged this requirement and has confirmed that there is currently no plan to	Yes

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

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		2018, to allow for the implementation of inclusionary housing requirements in residential rental units, upon adoption of an ordinance by the City. The Landowner is not currently contemplating any residential rental Projects within the Subject Property; however, in the event the City amends its Inclusionary Housing Ordinance with respect to rental housing pursuant to Section 65850(9), Landowner (or successor in interest) agrees that the Subject Property shall be subject to said City Ordinance, as amended, should any residential rental Project be proposed within the Subject Property.			include any residential rental property within the subdivision.	
<b>POLICE/SECURITY REQUIREMENT</b>						
15.		<p>The Owner/Applicant shall consult with the Police Department in order to incorporate all reasonable crime prevention measures. The following security/safety measures shall be considered:</p> <ul style="list-style-type: none"> <li>• 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.</li> <li>• Security measures for the safety of all construction equipment and unit appliances.</li> <li>• Landscaping shall not cover exterior doors or windows, block line-of-sight at intersections or screen overhead lighting.</li> </ul>	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



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No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
<b>DEVELOPMENT COSTS AND FEE REQUIREMENTS</b>						
16.		<b>Taxes and Fees</b> The Owner/Applicant shall pay all applicable taxes, fees and charges for the Project at the rate and amount required by the Public Facilities Financing Plan and Amendments No. 1 and No. 2 to the Amended and Restated Tier 1 Development Agreement.	M	CD (P)(E)	The owner/applicant has paid all current taxes and fees associated with this subdivision.	Yes
17.		<b>Assessments</b> If applicable, the Owner/Applicant shall pay off any existing assessments against the property, or file necessary segregation request and pay applicable fees.	M	CD (E)	The owner/applicant has paid all taxes and fees associated with this subdivision and filed a tax segregation request for applicable taxes.	Yes
18.		<b>FPASP Development Impact Fees</b> The Owner/Applicant shall be subject to all Folsom Plan Area Specific Plan Area development impact fees in place at the time of approval or subsequently adopted consistent with the Public Facilities Financing Plan (PFFP), Development Agreement and amendments thereto, unless exempt by previous agreement. The Owner/Applicant shall be subject to all applicable Folsom Plan Area plan-wide development impact fees in effect at such time that a building permit is issued. These fees may include, but are not limited to, the Folsom Plan Area Specific Plan Fee, Specific Plan Infrastructure Fee (SPIF), Solid Waste Fee, Corporation Yard Fee, Transportation Management Fee, Transit Fee, Highway 50 Interchange Fee, General Park Equipment Fee, Housing Trust Fee, etc.  Any protest to such for all fees, dedications, reservations or other exactions imposed on this Project will begin on the date of final approval (July 1, 2020), or otherwise shall be governed by the terms of Amendments No. 1 and 2 to ARDA. The fees shall be calculated at the fee rate set forth in the PFFP and the ARDA.	B	CD (P), PW, PK	The Owner/Applicant shall pay all required City fees and Plan Area wide fees prior to issuance of building permits.	Condition will be satisfied prior to issuance of a building permit.

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NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY  
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No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
19.		<p><b>Legal Counsel</b> The City, at its sole discretion, may utilize the services of outside legal counsel to assist in the implementation of this Project, including, but not limited to, drafting, reviewing and/or revising agreements and/or other documentation for the Project. If the City utilizes the services of such outside legal counsel, the City shall provide notice to the Owner/Applicant of the outside counsel selected, the scope of work and hourly rates, and the Owner/Applicant shall reimburse the City for all outside legal fees and costs incurred and documented by the City for such services. The Owner/Applicant may be required, at the sole discretion of the City Attorney, to submit a deposit to the City for these services prior to initiation of the services. The Owner/Applicant shall be responsible for reimbursement to the City for the services regardless of whether a deposit is required.</p>	OG	CD (P)(E)	The City has not yet utilized any outside services for any type of legal issues for this subdivision. If at any time during the development of this subdivision, any outside legal services were necessary, the owner/applicant would be required to comply with this condition.	Yes
20.		<p><b>Consultant Services</b> 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
<b>GRADING PERMIT REQUIREMENTS</b>						
21		<p><b>Mine Shaft Remediation</b> The Owner/Applicant shall locate and remediate all antiquated mine shafts, drifts, open cuts, tunnels, and water conveyance or impoundment structures existing on the Project site, with specific recommendations for the sealing,</p>	G	CD (E)	During the course of grading and construction for this subdivision no mine shafts or tunnels were located or discovered.	Yes

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No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		filling, or removal of each that meet all applicable health, safety and engineering standards. Recommendations shall be prepared by an appropriately licensed engineer or geologist. All remedial plans shall be reviewed and approved by the City prior to approval of grading plans.				
22.		<p><b>Prepare Traffic Control Plan.</b> 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"> <li>• Maintaining the maximum amount of travel lane capacity during non-construction periods, possible, and advanced notice to drivers through the provision of construction signage.</li> <li>• Maintaining alternate one-way traffic flow past the lay down area and site access when feasible.</li> <li>• 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).</li> <li>• 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.</li> </ul> <p>A phone number and City contact for inquiries about the schedule of the construction throughout the construction period. This information will be posted in a local newspaper, via the City's web site, or at City Hall and will be updated on a monthly basis.</p>	G	CD (E)	The required Traffic Control Plans in this condition are no longer applicable. This condition was added to the project since the original concept for water supply contemplated extending a large diameter water main from the Sacramento River to the FPA. In lieu of the water supply being extended through the various jurisdictions noted in this condition, the water supply provided to the FPA comes from conservation efforts by the City to provide the needed water supply for the FPA. The new water supply proposal was validated in 2014.	Yes
23.		<p><b>State and Federal Permits</b> The Owner/Applicant shall obtain all required State and Federal permits and provide evidence that said permits have</p>	G, I	CD (P)(E)	The owner/applicant has obtained all required State and Federal permits and copies are available from the Community Development	Yes

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No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		been obtained, or that the permit is not required, subject to staff review prior to approval of any grading or improvement plan.			Department.	
24.		<b>Landslide /Slope Failure</b> The Owner/Applicant shall retain an appropriately licensed engineer during grading activities to identify existing landslides and potential slope failure hazards. The said engineer shall be notified a minimum of two days prior to any site clearing or grading to facilitate meetings with the grading contractor in the field.	G	CD (E) PW	The owner/applicant retained a geotechnical engineer and implemented recommendations for this mitigation measure. A geotechnical report outlining these recommendations is available from Community Development Department.	Yes

**IMPROVEMENT PLAN REQUIREMENTS**

25.		<b>Improvement Plans</b> The improvement plans for the required public and private subdivision improvements necessary to serve any and all phases of development shall be reviewed and approved by the Community Development Department prior to approval of a Final Map.	M	CD (E)	The owner/applicant submitted improvement plans for all infrastructure improvements required to serve this subdivision. The City Engineer has reviewed and approved all required improvement plans to serve this subdivision. Copies of the improvement plans are available from the Community Development Department.	Yes
26.		<b>Standard Construction Specifications and Details</b> Public and private improvements, including roadways, curbs, gutters, sidewalks, bicycle lanes and trails, streetlights, underground infrastructure and all other improvements shall be provided in accordance with the latest edition of the City of Folsom <u>Standard Construction Specifications and Details</u> and the <u>Design and Procedures Manual and Improvement Standards</u> .	I	CD (P)(E)	The owner/applicant submitted improvement plans in accordance with the City's Standard Specifications.	Yes
27.		<b>Water and Sewer Infrastructure</b> All City-owned water and sewer infrastructure shall be placed within the street right of way. In the event that a			The owner/applicant has installed all sewer and water infrastructure within the street right of way. The	Yes

<b>+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)                      NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY                      SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS</b>						
No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		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; <ul style="list-style-type: none"> <li>The Owner/Applicant shall provide public sewer and water main easements.</li> <li>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.</li> </ul> In no case shall a City-maintained public water or public sewer line be placed on private residential property.	I	CD (E)	outfall sewer line has been installed within easements or planned right of way within future streets.	
28.		<b><i>SMUD Requirements</i></b> <ol style="list-style-type: none"> <li><del>Structural setbacks less than 14 feet shall require the Applicant to conduct a pre-engineering meeting with all utilities to ensure property clearances are maintained.</del></li> <li><del>Any necessary future SMUD facilities located on the Applicant's property shall require a dedicated SMUD easement. This will be determined prior to SMUD performing work on the Applicant's property.</del></li> <li><del>In the event the Applicant requires the relocation or removal of existing SMUD facilities on or adjacent to the subject property, the Applicant shall coordinate with SMUD. The Applicant shall be responsible for the cost of relocation or removal.</del></li> <li><del>SMUD reserves the right to use any portion of its easements on or adjacent to the subject property that it reasonably needs and shall not be responsible for any damages to the developed property within said easement that unreasonably interferes with those needs.</del></li> </ol>			Condition of approval was deleted by unanimous vote of the City Planning Commission on 5-19-2021.	



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SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p><del>5. The Applicant shall not place any building foundations within 5 feet of any SMUD trench to maintain adequate trench integrity. The Applicant shall verify specific clearance requirements for other utilities (e.g., Gas, Telephone, etc.).</del></p> <p><del>6. In the event the City requires an Irrevocable Offer of Dedication (IOD) for future roadway improvements, the Applicant shall dedicate a 12.5-foot public utility easement (PUE) for overhead and/or underground facilities and appurtenances adjacent to the City's IOD.</del></p> <p><del>7. The Applicant shall comply with SMUD siting requirements (e.g., panel size/location, clearances from SMUD equipment, transformer location, service conductors).</del></p> <p><b>Modified by the Planning Commission on 5-19-21</b></p>				
29.		<p><b>Lighting Plan</b> 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"> <li>• Shield or screen lighting fixtures to direct the light downward and prevent light spill on adjacent properties;</li> <li>• 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;</li> <li>• For public lighting in residential neighborhoods, prohibit the use of light fixtures that are of unusually high intensity or that blink or flash;</li> <li>• 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</li> </ul>	I	CD (P)	The owner/applicant submitted a Lighting Plan for all backbone roadways and subdivisions in accordance with the Design Guidelines and City Standards for Street Lighting. A copy of the lighting plans are available from the Community Development Department.	Yes

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

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		screened lighting, and appropriate signage in the office/commercial areas to prevent light and glare from adversely affecting motorists on nearby roadways; and Design exterior on-site lighting as an integral part of the building and landscaping design in the Specific Plan Area. Lighting fixtures shall be architecturally consistent with the overall site design. Lights used on signage should be directed to light only the sign face with no off-site glare.				
30.		<b>Utility Coordination</b> The Owner/Applicant shall coordinate the planning, development and completion of this Project with the various utility agencies (i.e., SMUD, PG&E, etc.). The Owner/Applicant shall provide the City with written confirmation of public utility service prior to approval of the final map.	M	CD (P)(E)	The owner/applicant has coordinated with the various utility agencies.	Yes
31.		<b>Replacing Hazardous Facilities</b> The Owner/Applicant shall be responsible for replacing any and all damaged or hazardous public sidewalk, curb and gutter, and/or bicycle trail facilities along the site frontage and/or boundaries, including pre-existing conditions and construction damage, to the satisfaction of the Community Development Department.	I, OG	CD (E)	The owner/applicant has reconstructed a portion of Mangini Parkway to the satisfaction of the Community Development Department. There is a general note on the approved improvements plans requiring compliance with this condition.	Yes
32.		<b>Future Utility Lines</b> All future utility lines lower than 69 KV that are to be built within the Project shall be placed underground within and along the perimeter of the Project at the developer's cost. The Owner/Applicant shall dedicate to SMUD all necessary underground easements for the electrical facilities that will be necessary to service development of the Project.	M	CD (E)	All proposed utility service to the lots in this subdivision have been placed underground	Yes
33.		<b>Water Meter Fixed Network System</b> The Owner Owner/Applicant shall pay for, furnish and install all infrastructure associated with the water meter fixed	I	CD (E), EWR	The Owner/applicant has completed the infrastructure allowing for the water meter fixed network system.	Yes

<b>+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)                      NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY                      SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS</b>						
No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		network system for any City-owned and maintained water meter within the Project.			Meters will be furnished and installed during home construction for each individual metered connection.	
34.		<b><i>Class II Bike Lanes</i></b> All Class II bike lanes (East Bidwell Street and Mangini Parkway) shall be striped, and the legends painted to the satisfaction of the Community Development Department. No parking shall be permitted within the Class II bike lanes.	I	CD (E)(P)	All Class II bike lanes have been constructed in accordance with the Specific Plan, Design Guidelines and City standards.	Yes
35.		<b><i>Separated Sidewalks</i></b> A Homeowner’s Association shall maintain the landscape between the separated sidewalk and curb on residential streets. In the event a Homeowners Association is not provided, the residential street section shall be modified to a section that includes attached sidewalks.	I	CD (E)(P)	The subdivision does not have a Homeowner’s Association established. Therefore, the subdivision improvement plans have been approved and will be constructed without separated sidewalks on the public streets.	Yes
36.		<b><i>Noise Barriers and Window Assemblies</i></b> Based on the Environmental Noise Assessment (the “Traffic Noise Assessment, Mangini Ranch Phase 3”) prepared by Bollard Acoustical Consultants on April 23, 2021, and included in the staff report as Attachment no. 13, the following measures shall be implemented to the satisfaction of the Community Development Department: <ul style="list-style-type: none"> <li>○ To comply with the General Plan 60 and 65 dB DNL exterior noise level standards for single- and multi-family residential uses (respectively), traffic noise barriers ranging from 6 to 8 feet in height relative to backyard elevation would be required. The heights and locations of the noise barriers are illustrated on Figure 2. Barrier insertion loss calculation worksheets are provided as Appendix C. The traffic noise barriers could take the form of masonry wall, earthen berm, or a combination of the two. Other</li> </ul>	I, O	CD (E)(P)	The approved landscape plans for East Bidwell Street and Mangini Parkway include the required sound walls in accordance with the recommendations of the acoustical study.	Yes

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

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		<p>materials may be acceptable but should be reviewed by an acoustical consultant prior to use.</p> <ul style="list-style-type: none"> <li>○ To ensure compliance with the General Plan 45 dB DNL interior noise level standard with a factor of safety, it is recommended that all upper-floor bedroom window assemblies of residences constructed on the lots identified on Figure 2 from which the adjacent roadways would be visible be upgraded to a minimum STC rating of 32.</li> </ul> <p>Air conditioning shall be provided for all residences that back up to East Bidwell Street, Road A and Mangini Parkway (Village 1 lots 21-30, Village 3 lots 12 ad 33-36, and Village 4 lots 1 and 24 -42) of the development so that windows can be kept closed at the occupant's discretion to control interior noise. These conclusions are based on the traffic assumptions cited in Appendix B, the project site plans and grading plans (dated May 10, 2021), and on noise reduction data for standard construction.</p>				
37.		<p><b>Master Plan Updates</b> The Owner/Applicant shall provide sanitary sewer, water and storm drainage improvements with corresponding easements, as necessary, in accordance with these studies and the latest edition of the City of Folsom <u>Standard Construction Specifications and Details</u>, and the <u>Design and Procedures Manual and Improvement Standards</u>.</p> <p>The storm drainage design shall provide for no net increase in run-off under post-development conditions.</p>	G, I	CD(E), EWR, PW	The Owner/applicant has provided updated Master Plans for approval prior to the issuance of a grading permit. Copies of the Master Plans are available from the Community Development Department. The storm drainage system for the subdivision provides for no net increase in run-off under post development conditions.	Yes
38.		<p><b>Best Management Practices</b> The storm drain improvement plans shall provide for "Best Management Practices" that meet the requirements of the water quality standards of the City's National Pollutant</p>			The Owner/applicant has received a NPDES permit from the State Regional Water Quality Control Board (SRWQCB). The NDES Permit requires the implementation	Yes

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

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		<p>Discharge Elimination System Permit issued by the State Regional Water Quality Control Board.</p> <p>In addition to compliance with City ordinances, the Owner/Applicant shall prepare a Stormwater Pollution Prevention Plan (SWPPP) and implement Best Management Practices (BMPs) that comply with the General Construction Stormwater Permit from the Central Valley RWQCB, to reduce water quality effects during construction. Detailed information about the SWPPP and BMPs are provided in Chapter 3A.9, "Hydrology and Water Quality."</p>	G, I	CD (E)	of BMP's, monitoring and reporting for stormwater runoff. The NPDES Permit includes a Storm Water Pollution Prevention Plan (SWPPP), which outlines monitoring standards, frequency and baseline modeling. The Owner/applicant has submitted monthly reports to the City and SRWQCB.	
39.		<p><b>Litter Control</b></p> <p>During Construction, the Owner/Applicant shall be responsible for litter control and sweeping of all paved surfaces in accordance with City standards. All on-site storm drains shall be cleaned immediately before the official start of the rainy season (October 15).</p>	OG	CD (E)	The owner/applicant has complied with this provision and completed periodic on-site cleaning and sweeping of the project site.	Yes
<b>FIRE DEPT REQUIREMENTS</b>						
40.		<p><b>All-Weather Access and Fire Hydrants</b></p> <p>The Owner/Applicant shall provide all-weather access and fire hydrants before combustible materials are allowed on any Project site or other approved alternative method as approved by the Fire Department. All-weather emergency access roads and fire hydrants (tested and flushed) shall be provided before combustible material or vertical construction is allowed on any Project site or other approved alternative method as approved by the Fire Department. (All-weather access is defined as six inches of compacted aggregate base from May 1 to September 30 and two inches asphalt concrete over six inches aggregate base from October 1 to April 30). The buildings shall have illuminated addresses visible from the street or drive fronting the property. Size and location of address identification shall be reviewed and approved by the Fire Department.</p>	G, I, M, B	CD (P), FD	The owner/applicant has designed and received approval for all weather access improvements and fire hydrants for this subdivision. Permits for vertical construction will not be issued prior to these improvements being completed.	Yes



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

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		<ul style="list-style-type: none"> <li>• 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.</li> <li>• All public streets shall meet City of Folsom Street Standards.</li> <li>• 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).</li> <li>• 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</li> </ul> <p>The first Fire Station planned for the Folsom Plan Area may be required to be completed and operational at the time that the threshold of 1,500 occupied homes within the Folsom Plan Area is met.</p>				

**LANDSCAPE/TREE PRESERVATION REQUIREMENTS**

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

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

**MAP REQUIREMENTS**

42.		<p><b><i>Subdivision Improvement Agreement</i></b>                      Prior to the approval of any Final Map, the Owner/Applicant shall enter into a subdivision improvement agreement with the City, identifying all required improvements, if any, to be constructed with each proposed phase of development. The Owner/Applicant shall provide security acceptable to the City, guaranteeing construction of the improvements.</p>			<p>The required subdivision improvement agreement is included as part of the City staff report accompanying the final map for City Council approval. The resolution approving the final map for this subdivision includes a statement authorizing the City Manager to execute the subdivision improvement agreement for the subdivision along with approval of the final map.</p>	Yes
43.		<p><b><i>Inclusionary Housing Plan</i></b>                      Inclusionary Housing Plan shall be approved by the City Council. The Inclusionary Housing Agreement, which will be approved by the City Attorney, shall be executed prior to recordation of the Final Map for the Mangini Ranch Phase 3 Subdivision Project.</p>			<p>The owner/applicant has executed an Inclusionary Housing Agreement with the City. The agreement allows the owner/applicant to provide an in-lieu fee assigned to each building permit in the subdivision. The in-lieu housing fee will be paid at the time of building permit issuance</p>	Yes
44.		<p><b><i>Department of Real Estate Public Report</i></b>                      The Owner/Applicant shall disclose to the homebuyers in the Department of Real Estate Public Report and/or the CC&amp;R's the following items:</p> <p>1) Future public schools are located in proximity to the proposed subdivision, and that the public parks may</p>			<p>The Community Development Department has reviewed the subdivisions CC &amp; R's and verified that all required disclosures in this condition of approval are included.</p>	Yes

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

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		<p>include facilities (basketball courts, a baseball field, softball fields, soccer fields, and playground equipment) that may generate noise impacts during various times, including but not limited to evening and nighttime hours. The Owner/Applicant shall also disclose that the existing public parks include nighttime sports lighting that may generate lighting impacts during evening and nighttime hours.</p> <p><del>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.</del></p> <p>3) The soil in the subdivision may contain naturally occurring asbestos and naturally occurring arsenic.</p> <p>4) The collecting, digging, or removal of any stone, artifact, or other prehistoric or historic object located in public or open space areas, and the disturbance of any archaeological site or historic property, is prohibited.</p> <p>5) The Project site is located close to the Mather Airport flight path and overflight noise may be present at various times.</p> <p>6) That all properties located within one mile of an on- or off-site area zoned or used for agricultural use (including livestock grazing) shall be accompanied by written disclosure from the transferor, in a form approved by the City of Folsom, advising any transferee of the potential adverse odor impacts from surrounding agricultural operations, which</p>				

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NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY  
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

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		<p>disclosure shall direct the transferee to contact the County of Sacramento concerning any such property within the County zoned for agricultural uses within one mile of the subject property being transferred.</p> <p><b>Modified by the Planning Commission on 5-19-21</b></p>				
45.		<p><b>Public Utility Easements</b> The Owner/Applicant shall dedicate public utility easements for underground facilities on properties adjacent to the public and private streets. A minimum of twelve and one-half-foot (12.5') wide Public Utility Easements for underground facilities (i.e., SMUD, Pacific Gas and Electric, cable television, telephone) shall be dedicated adjacent to all public and private street rights-of-way. The Owner/Applicant shall dedicate additional width to accommodate extraordinary facilities as determined by the City. The width of the public utility easements adjacent to public and private right of way may be reduced with prior approval from public utility companies.</p>	M	CD (E)	The owner/applicant has dedicated a 12.5' PUE along all roadway utility corridors as well as internal streets within the subdivision. The public utility easements are shown on the final map.	Yes
46.		<p><b>Backbone Infrastructure</b> As provided for in the ARDA and the Amendment No. 1 thereto, the Owner/Applicant shall provide fully executed grant deeds, legal descriptions, and plats for all necessary Infrastructure to serve the Project, including but not limited to lands, public rights of way, public utility easements, public water main easements, public sewer easements, irrevocable offers of dedication and temporary construction easements. All required easements as listed necessary for the Infrastructure shall be reviewed and approved by the City and recorded with the Sacramento County Recorder pursuant to the timing requirements set forth in Section 3.8 of the ARDA, and any amendments thereto.</p>	M	CD (E)	The owner/applicant provided all necessary public utility easements, grant deeds, offers of dedication or temporary construction easements required to build all of the required Backbone Infrastructure needed to serve the subdivision. These were recorded with Sacramento County Recorder by separate instrument.	Yes

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NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY  
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

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47.		<p><b><i>New Permanent Benchmarks</i></b> The Owner/Applicant shall provide and establish new permanent benchmarks on the (NAVD 88) datum in various locations within the subdivision or at any other locations in the vicinity of the Project/subdivision as directed by the City Engineer. The type and specifications for the permanent benchmarks shall be provided by the City. The new benchmarks shall be placed by the Owner/Applicant within 6 months from the date of approval of the vesting tentative subdivision map.</p>	M	CD (E)	The owner/applicant has installed new benchmarks per the direction of the City Engineer and the new benchmarks have been placed in compliance with this condition of approval.	Yes
48.		<p><b><i>Centralized Mail Delivery Units</i></b> All Final Maps shall show easements or other mapped provisions for the placement of centralized mail delivery units. The Owner/Applicant shall provide a concrete base for the placement of any centralized mail delivery unit. Specifications and location of such base shall be determined pursuant to the applicable requirements of the U. S. Postal Service and the City of Folsom Community Development Department, with due consideration for street light location, traffic safety, security, and consumer convenience.</p>	M	CD (E)	The final map this subdivision includes the required easement for the placement of centralized mail delivery units. The USPS will provide the owner/applicant with the location of the mail delivery unit and will provide a concrete pad for the placement is the specified location in the subdivision.	Yes
49.		<p><b><i>Recorded Final Map</i></b> Prior to the issuance of building permits, the Owner/Applicant shall provide a digital copy of the recorded Final Map (in AutoCAD format) to the Community Development Department. The exception to this requirement is model homes. Building permits for model homes only may be issued prior to recording of the Final Map, subject to approval by the Community Development Department.</p>	B	CD (E)	The Community Development Department shall verify that the owner/applicant has provided the required recorded copy of the final map to the CDD prior to building permit issuance in the subdivision.	Yes
50.		<p><b><i>Recorded Final Map</i></b> Prior to issuance of building permits, the Owner/Applicant shall provide the Folsom-Cordova Unified School District with a copy of the recorded Final Map.</p>	B	CD (P), FCUSD	The Community Development Department shall verify that the owner/applicant has provided the required recorded copy of the final map to the FCUSD prior to building	Yes



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

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51.		<p><b><i>Credit Reimbursement Agreement</i></b> Prior to the recordation of the first Small-Lot Final Map, the Owner/Applicant and City shall enter into a credit and reimbursement agreement for constructed improvements that are included in the Folsom Plan Area’s Public Facilities Financing Plan.</p>	M	CD (E)	<p>permit issuance in the subdivision. The owner/applicant has executed all of the required Specific Plan Infrastructure Fee Credit/Reimbursement Agreements for the subdivision. The executed agreements are on file with the Community Development Department.</p>	Yes
<b>TRAFFIC/ACCESS/CIRCULATION/PARKING REQUIREMENTS</b>						
52.		<p>The following conditions of approval are related to roadway and traffic related improvements for the Mangini Phase 3 Subdivision Project:</p>				
		<ul style="list-style-type: none"> <li>• The Project shall construct two-way vehicle circulation along the surrounding roadways, namely the Northern Connector Road (A Drive), D Drive, and C Drive (see Exhibit 1 of Traffic and Circulation Analysis dated April 28, 2021). The Project shall provide these two-way roadway facilities to allow for adequate circulation directly related to the Project.</li> <li>• The access on the north end of E Drive at East Bidwell Street shall be an emergency vehicle access (EVA). Turn movements at E Drive at East Bidwell Street shall be restricted to right-turns in and out of Village 4 at East Bidwell Street.</li> <li>• A full access, side street stop-controlled intersection shall be constructed at E Drive and Mangini Parkway.</li> </ul>	B	CD, E, PW, FD	<p>The Community Development Department has reviewed and approved the improvement plans for the construction of the subdivision. The approved plans include the required off-site improvements including, the emergency vehicle access, the intersection improvements and turn lanes and tapers and the street and frontage improvements on East Bidwell Street and Mangini Parkway. These improvements are being constructed concurrently with this subdivision.</p>	Yes

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

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		<ul style="list-style-type: none"> <li>• The northbound East Bidwell Street left-turn to the Northern Connector Road shall be constructed with at least 315-foot (255-foot deceleration plus 60-foot bay taper).</li> <li>• A southbound deceleration taper/flare or lane (subject to City specification) shall be constructed at the East Bidwell Street intersection with the Northern Connector Road.</li> <li>• The B Drive intersection with the Northern Connector Road is anticipated to operate adequately with side street stop controlled and without dedicated turn pockets. Adequate sight distance shall be provided and maintained.</li> <li>• <u>The E and B Drive intersections with Mangini Parkway shall be full access and provide left turn pockets to the satisfaction of the Community Development Department where applicable.</u></li> </ul> <p><i>Modified by the Planning Commission on 5-19-21</i></p>				

**ARCHITECTURE/SITE DESIGN REQUIREMENTS**

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

**MITIGATION MEASURES**

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

55-1	<b>3A.1-4 (FPASP EIR/EIS)</b>	<p><b><i>Screen Construction Staging Areas.</i></b></p> <p>The Project Applicant(s) for any discretionary development application shall locate staging and material storage areas as far away from sensitive biological resources and sensitive land uses (e.g., residential areas, schools, parks) as feasible. Staging and material storage areas shall be approved by the appropriate agency (identified below) before the approval of grading plans for all Project phases and shall be screened from adjacent occupied land uses in earlier development phases to the maximum extent practicable. Screens may include, but are not limited to, the use of such visual barriers such as berms or fences. The screen design shall be approved by the appropriate agency to further reduce visual effects to the extent possible.</p> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries shall be developed by the Project Applicant(s) of each applicable Project phase in consultation with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, and Caltrans) to reduce to the extent feasible the visual effects of construction activities on adjacent Project land uses that have already been developed.</p>	Before approval of grading plans and during construction for all Project phases.	City of Folsom Community Development Department.	The construction staging area does not require screening due to distance from existing residences (>1000 feet).	Yes
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SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

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55-2	3A.1-5 (FPASP EIR/EIS)	<p><b><i>Establish and Require Conformance to Lighting Standards and Prepare and Implement a Lighting Plan.</i></b></p> <p>To reduce impacts associated with light and glare, the City shall:</p> <ul style="list-style-type: none"> <li>▶ 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.</li> <li>▶ Use shielded or screened public lighting fixtures to prevent the light from shining off of the surface intended to be illuminated.</li> </ul> <p>To reduce impacts associated with light and glare, the Project Applicant(s) of all Project phases shall:</p> <ul style="list-style-type: none"> <li>▶ Shield or screen lighting fixtures to direct the light downward and prevent light spill on adjacent properties.</li> <li>▶ 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.</li> <li>▶ 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.</li> <li>▶ Use appropriate building materials (such as low-glare glass, low-glare building glaze or finish, neutral, earth-toned</li> </ul>	Before approval of building permits.	City of Folsom Community Development Department	The Community Development Department (CDD) has reviewed and approved lighting plan for subdivision.	Yes

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

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>colored paint and roofing materials), shielded or screened lighting, and appropriate signage in the office/commercial areas to prevent light and glare from adversely affecting motorists on nearby roadways.</p> <ul style="list-style-type: none"> <li>▶ 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.</li> <li>▶ Lighting of off-site facilities within the City of Folsom shall be consistent with the City’s General Plan standards.</li> <li>▶ Lighting of the off-site detention basin shall be consistent with Sacramento County General Plan standards.</li> </ul> <p>A lighting plan for all on- and off-site elements within each agency’s jurisdictional boundaries (specified below) shall be submitted to the relevant jurisdictional agency for review and approval, which shall include the above elements. The lighting plan may be submitted concurrently with other improvement plans and shall be submitted before the installation of any lighting or the approval of building permits for each phase. The Project Applicant(s) for any discretionary development application shall implement the approved lighting plan.</p> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the Project Applicant(s) of each applicable Project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties).</p>				

**AIR QUALITY**

55-3	<b>3A.2-1a (FPASP EIR/EIS)</b>	<p><b><i>Implement Measures to Control Air Pollutant Emissions Generated by Construction of On-Site Elements.</i></b></p> <p>To reduce short-term construction emissions, the Project Applicant(s) for any discretionary development application</p>	Before the approval of all grading plans by the	City of Folsom Community Development Department	The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance	Yes
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**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)  
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY  
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>shall require their contractors to implement SMAQMD’s list of Basic Construction Emission Control Practices, Enhanced Fugitive PM Dust Control Practices, and Enhanced Exhaust Control Practices (list below) in effect at the time individual portions of the site undergo construction. In addition to SMAQMD-recommended measures, construction operations shall comply with all applicable SMAQMD rules and regulations.</p> <p><b>Basic Construction Emission Control Practices</b></p> <ul style="list-style-type: none"> <li>▶ 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.</li> <li>▶ 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.</li> <li>▶ 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.</li> <li>▶ Limit vehicle speeds on unpaved roads to 15 miles per hour (mph).</li> <li>▶ 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.</li> <li>▶ 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.</li> </ul>	<p>City and throughout Project construction, where applicable, for all Project phases.</p>		<p>with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in Spring of 2021. Compliance table is on file with the City.</p>	

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NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY  
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

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		<ul style="list-style-type: none"> <li>▶ 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.</li> </ul> <p><b><i>Enhanced Fugitive PM Dust Control Practices – Soil Disturbance Areas</i></b></p> <ul style="list-style-type: none"> <li>▶ Water exposed soil with adequate frequency for continued moist soil. However, do not overwater to the extent that sediment flows off the site.</li> <li>▶ Suspend excavation, grading, and/or demolition activity when wind speeds exceed 20 mph.</li> <li>▶ Plant vegetative ground cover (fast-germinating native grass seed) in disturbed areas as soon as possible. Water appropriately until vegetation is established.</li> </ul> <p><b><i>Enhanced Fugitive PM Dust Control Practices – Unpaved Roads</i></b></p> <ul style="list-style-type: none"> <li>▶ Install wheel washers for all exiting trucks or wash off all trucks and equipment leaving the site.</li> <li>▶ 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.</li> <li>▶ 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.</li> </ul>				

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NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY  
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

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		<p><b><i>Enhanced Exhaust Control Practices</i></b></p> <p>▶ The Project shall provide a plan, for approval by the City of Folsom Community Development Department and SMAQMD, demonstrating that the heavy-duty (50 horsepower [hp] or more) off-road vehicles to be used in the construction Project, including owned, leased, and subcontractor vehicles, will achieve a Project wide fleet-average 20% NOX reduction and 45% particulate reduction compared to the most current California Air Resources Board (ARB) fleet average that exists at the time of construction. Acceptable options for reducing emissions may include use of late-model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or other options as they become available. The Project Applicant(s) of each Project phase or its representative shall submit to the City of Folsom Community Development Department and SMAQMD a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 hp, that would be used an aggregate of 40 or more hours during any portion of the construction Project. The inventory shall include the horsepower rating, engine production year, and Projected hours of use for each piece of equipment. The inventory shall be updated and submitted monthly throughout the duration of the Project, except that an inventory shall not be required for any 30-day period in which no construction activity occurs. At least 48 hours prior to the use of heavy-duty off-road equipment, the Project representative shall provide SMAQMD with the anticipated construction timeline including start date, and name and phone number of the Project manager and on-site foreman. SMAQMD's Construction Mitigation Calculator can be used to identify an equipment fleet that achieves this reduction (SMAQMD 2007a). The Project shall ensure that emissions from all off-road diesel-powered equipment used on the SPA do not</p>				

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NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY  
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>exceed 40% opacity for more than three minutes in any one hour. Any equipment found to exceed 40 percent opacity (or Ringelmann 2.0) shall be repaired immediately, and the City and SMAQMD shall be notified within 48 hours of identification of noncompliant equipment. A visual survey of all in-operation equipment shall be made at least weekly, and a monthly summary of the visual survey results shall be submitted throughout the duration of the Project, except that the monthly summary shall not be required for any 30-day period in which no construction activity occurs. The monthly summary shall include the quantity and type of vehicles surveyed as well as the dates of each survey. SMAQMD staff and/or other officials may conduct periodic site inspections to determine compliance. Nothing in this mitigation measure shall supersede other SMAQMD or state rules or regulations.</p> <p>If at the time of construction, SMAQMD has adopted a regulation or new guidance applicable to construction emissions, compliance with the regulation or new guidance may completely or partially replace this mitigation if it is equal to or more effective than the mitigation contained herein, and if SMAQMD so permits.</p>				
55-4	<b>3A.2-1b (FPASP EIR/EIS)</b>	<p><b><i>Pay Off-site Mitigation Fee to SMAQMD to Off-Set NOX Emissions Generated by Construction of On-Site Elements.</i></b></p> <p>Implementation of the Project or the other four other action alternatives would result in construction-generated NOX emissions that exceed the SMAQMD threshold of significance, even after implementation of the SMAQMD Enhanced Exhaust Control Practices (listed in Mitigation Measure 3A.2-1a). Additionally, Mitigation Measure 3A.4-1 (Implement Additional Measures to Control Construction-Generated GHG Emissions, pages 3A.4-14 to 15) has the potential to both reduce and increase NOX emissions, depending on the types of alternative fuels and engine types employed. Therefore, the Project Applicant(s) shall pay SMAQMD an off-site mitigation fee for implementation of</p>	Before the approval of all grading plans by the City and throughout Project construction for all Project phases.	The City of Folsom Community Development Department shall not grant any grading permits to the respective Project Applicant(s)	The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in Spring of 2021. Compliance table is on file with the City.	Yes

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

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		<p>any of the five action alternatives for the purpose of reducing NOX emissions to a less-than-significant level (i.e., less than 85 lb/day). All NOX emission reductions and increases associated with GHG mitigation shall be added to or subtracted from the amount above the construction threshold to determine off-site mitigation fees, when possible. The specific fee amounts shall be calculated when the daily construction emissions can be more accurately determined: that is, if the City/USACE select and certify the EIR/EIS and approves the Proposed Project or one of the other four other action alternatives, the City and the Applicants must establish the phasing by which development would occur, and the Applicants must develop a detailed construction schedule. Calculation of fees associated with each Project development phase shall be conducted by the Project Applicant(s) in consultation with SMAQMD staff before the approval of grading plans by the City. The Project Applicant(s) for any particular discretionary development application shall pay into SMAQMD's off-site construction mitigation fund to further mitigate construction generated emissions of NOX that exceed SMAQMD's daily emission threshold of 85 lb/day. The calculation of daily NOX emissions shall be based on the cost rate established by SMAQMD at the time the calculation and payment are made. At the time of writing this EIR/EIS the cost rate is \$16,000 to reduce 1 ton of NOX plus a 5% administrative fee (SMAQMD 2008c). The determination of the final mitigation fee shall be conducted in coordination with SMAQMD before any ground disturbance occurs for any Project phase.</p>		<p>until the respective Project Applicant(s) have paid the appropriate off-site mitigation fee to SMAQMD.</p>		
55-5	<b>3A.2-1c (FPASP EIR/EIS)</b>	<p>Analyze and Disclose Projected PM10 Emission Concentrations at Nearby Sensitive Receptors Resulting from Construction of On-Site Elements. Prior to construction of each discretionary development entitlement of on-site land uses, the Project Applicant shall perform a Project-level CEQA analysis (e.g., supporting documentation for an exemption, negative declaration, or Project-specific EIR) that includes detailed dispersion modeling of construction-generated PM10 to disclose what PM10 concentrations would be at nearby sensitive receptors. The dispersion</p>	<p>Before the approval of all grading plans by the City.</p>	<p>City of Folsom Community Development Department</p>	<p>The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in Spring of 2021. Compliance table is on file with the</p>	<p>Yes</p>



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

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		modeling shall be performed in accordance with applicable SMAQMD guidance that is in place at the time the analysis is performed. At the time of writing this EIR/EIS, SMAQMD's most current and most detailed guidance for addressing construction generated PM10 emissions is found in its Guide to Air Quality Assessment in Sacramento County (SMAQMD 2009a). The Project-level analysis shall incorporate detailed parameters of the construction equipment and activities, including the year during which construction would be performed, as well as the proximity of potentially affected receptors, including receptors proposed by the Project that exist at the time the construction activity would occur.			City.	
55-6	<b>3A.2-2 (FPASP EIR/EIS)</b>	<b><i>Implement All Measures Prescribed by the Air Quality Mitigation Plan to Reduce Operational Air Pollutant Emissions.</i></b> To reduce operational emissions, the Project Applicant(s) for any particular discretionary development application shall implement all measures prescribed in the SMAQMD-approved Folsom Plan Area Specific Plan Air Quality Mitigation Plan (AQMP) (Torrence Planning 2008), a copy of which is included in Appendix C2. The AQMP is intended to improve mobility, reduce vehicle miles traveled, and improve air quality as required by AB 32 and SB 375. The AQMP includes, among others, measures designed to provide bicycle parking at commercial land uses, an integrated pedestrian/bicycle path network, transit stops with shelters, a prohibition against the use the wood-burning fireplaces, energy star roofing materials, electric lawnmowers provided to Homeowners at no charge, and on-site transportation alternatives to passenger vehicles (including light rail) that provide connectivity with other local and regional alternative transportation networks.	Before issuance of subdivision maps or improvement plans.	City of Folsom Community Development Department	The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in Spring of 2021. Compliance table is on file with the City.	Yes
55-7	<b>3A.2-4a (FPASP EIR/EIS)</b>	<b><i>Develop and Implement a Plan to Reduce Exposure of Sensitive Receptors to Construction-Generated Toxic Air Contaminant Emissions.</i></b> The Project Applicant(s) for any particular discretionary development application shall develop a plan to reduce the exposure of sensitive receptors to TACs generated by Project	Before the approval of all grading plans by the City and	City of Folsom Community Development Department	The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to	Yes

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

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		<p>construction activity associated with buildout of the selected alternative. Each plan shall be developed by the Project Applicant(s) in consultation with SMAQMD. The plan shall be submitted to the City for review and approval before the approval of any grading plans.</p> <p>The plan may include such measures as scheduling activities when the residences are the least likely to be occupied, requiring equipment to be shut off when not in use, and prohibiting heavy trucks from idling. Applicable measures shall be included in all Project plans and specifications for all Project phases.</p> <p>The implementation and enforcement of all measures identified in each plan shall be funded by the Project Applicant(s) for the respective phase of development.</p>	<p>throughout Project construction , where applicable, for all Project phases.</p>		<p>commencement of grading and construction in Spring of 2021. Compliance table is on file with the City.</p>	
55-8	<b>3A.2-6 (FPASP EIR/EIS)</b>	<p><b><i>Implement Measures to Control Exposure of Sensitive Receptors to Operational Odorous Emissions.</i></b></p> <p>The Project Applicant(s) for any discretionary development application shall implement the following measure:</p> <p>The deeds to all properties located within the plan area that are within one mile of an on- or off-site area zoned or used for agricultural use (including livestock grazing) shall be accompanied by a written disclosure from the transferor, in a form approved by the City of Folsom, advising any transferee of the potential adverse odor impacts from surrounding agricultural operations, which disclosure shall direct the transferee to contact the County of Sacramento concerning any such property within the County zoned for agricultural uses within one mile of the subject property being transferred.</p>	<p>Before the approval of building permits by the City and throughout Project construction , where applicable, for all Project phases.</p>	<p>City of Folsom Community Development Department</p>	<p>The Community Development Department will verify that the owner/applicant provided the required disclosure prior to issuance of a building permit.</p>	<p>Condition will be satisfied prior to issuance of a building permit.</p>

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

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
<b>BIOLOGICAL RESOURCES</b>						
55-9	<b>3A.3-1a (FPASP EIR/EIS)</b>	<p><b><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></b></p> <p>To minimize indirect effects on water quality and wetland hydrology, the Project Applicant(s) for any discretionary development application shall include stormwater drainage plans and erosion and sediment control plans in their improvement plans and shall submit these plans to the City Public Works Department for review and approval. For off-site elements within Sacramento County or El Dorado County jurisdiction (e.g., off-site detention basin and off-site roadway connections to El Dorado Hills), plans shall be submitted to the appropriate county planning department. Before approval of these improvement plans, the Project Applicant(s) for any particular discretionary development application shall obtain a NPDES MS4 Municipal Stormwater Permit and Grading Permit, comply with the City’s Grading Ordinance and County drainage and stormwater quality standards, and commit to implementing all measures in their drainage plans and erosion and sediment control plans to avoid and minimize erosion and runoff into Alder Creek and all wetlands and other waters that would remain on-site. Detailed information about stormwater runoff standards and relevant City and County regulation is provided in Chapter 3A.9, “Hydrology and Water Quality.”</p> <p>The Project Applicant(s) for any discretionary development entitlement shall implement stormwater quality treatment controls consistent with the Stormwater Quality Design Manual for Sacramento and South Placer Regions in effect at the time the application is submitted. Appropriate runoff controls such as berms, storm gates, off-stream detention basins, overflow collection areas, filtration systems, and sediment traps shall be implemented to control siltation and the potential discharge of pollutants. Development plans shall incorporate Low Impact Development (LID) features,</p>			<p>The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in Spring of 2021. Compliance table is on file with the City.</p> <p>There are no off-site elements outside the City limits for this subdivision.</p>	Yes

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

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		<p>such as pervious strips, permeable pavements, bioretention ponds, vegetated swales, disconnected rain gutter downspouts, and rain gardens, where appropriate. Use of LID features is recommended by the EPA to minimize impacts on water quality, hydrology, and stream geomorphology and is specified as a method for protecting water quality in the proposed specific plan. In addition, free spanning bridge systems shall be used for all roadway crossings over wetlands and other waters that are retained in the on-site open space. These bridge systems would maintain the natural and restored channels of creeks, including the associated wetlands, and would be designed with sufficient span width and depth to provide for wildlife movement along the creek corridors even during high-flow or flood events, as specified in the 404 permit.</p> <p>In addition to compliance with City ordinances, the Project Applicant(s) for any particular discretionary development application shall prepare a Stormwater Pollution Prevention Plan (SWPPP) and implement Best Management Practices (BMPs) that comply with the General Construction Stormwater Permit from the Central Valley RWQCB, to reduce water quality effects during construction. Detailed information about the SWPPP and BMPs are provided in Chapter 3A.9, "Hydrology and Water Quality."</p> <p>Each Project development shall result in no net change to peak flows into Alder Creek and associated tributaries, or to Buffalo Creek, Carson Creek, and Coyote Creek. The Project Applicant(s) shall establish a baseline of conditions for drainage on-site. The baseline-flow conditions shall be established for 2-, 5-, and 100-year storm events. These baseline conditions shall be used to develop monitoring standards for the stormwater system on the SPA. The baseline conditions, monitoring standards, and a monitoring program shall be submitted to USACE and the City for their approval. Water quality and detention basins shall be designed and constructed to ensure that the performance standards, which are described in Chapter 3A.9, "Hydrology and Water Quality," are met and shall be designed as off-</p>				

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NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY  
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

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		<p>stream detention basins. Discharge sites into Alder Creek and associated tributaries, as well as tributaries to Carson Creek, Coyote Creek, and Buffalo Creek, shall be monitored to ensure that pre-Project conditions are being met. Corrective measures shall be implemented, as necessary. The mitigation measures will be satisfied when the monitoring standards are met for 5 consecutive years without undertaking corrective measures to meet the performance standard.</p> <p>See FEIR/FEIS Appendix S showing that the detention basin in the northeast corner of the SPA has been moved off stream.</p> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the Project Applicant(s) of each applicable Project phase in consultation with the affected oversight agency(ies) (i.e., El Dorado County for the roadway connections, Sacramento County for the detention basin west of Prairie City Road, and Caltrans for the U.S. 50 interchange improvements) such that the performance standards described in Chapter 3A.9, “Hydrology and Water Quality,” are met.</p>				
55-10	<b>3A.3-2a (FPASP EIR/EIS)</b>	<p><b>Avoid Direct Loss of Swainson’s Hawk and Other Raptor Nests.</b></p> <p>To mitigate impacts on Swainson’s hawk and other raptors (including burrowing owl), the Project Applicant(s) of all Project phases shall retain a qualified biologist to conduct preconstruction surveys and to identify active nests on and within 0.5 mile of the Project and active burrows on the Project site. The surveys shall be conducted before the approval of grading and/or improvement plans (as applicable) and no less than 14 days and no more than 30 days before the beginning of construction for all Project phases. To the extent feasible, guidelines provided in Recommended Timing and Methodology for Swainson’s Hawk Nesting Surveys in the Central Valley (Swainson’s Hawk Technical Advisory Committee 2000) shall be followed for surveys for Swainson’s hawk. If no nests are found, no further mitigation is required.</p>	Before the approval of grading and improvement plans, before any ground disturbing activities, and during project construction as applicable for all	City of Folsom CDD CDFW	The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in Spring of 2021. Compliance table is on file with the City.	Yes



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NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY  
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		<p>If active nests are found, impacts on nesting Swainson’s hawks and other raptors shall be avoided by establishing appropriate buffers around the nests. No Project activity shall commence within the buffer area until the young have fledged, the nest is no longer active, or until a qualified biologist has determined in consultation with DFG that reducing the buffer would not result in nest abandonment. DFG guidelines recommend implementation of 0.25- or 0.5-mile-wide buffers, but the size of the buffer may be adjusted if a qualified biologist and the City, in consultation with DFG, determine that such an adjustment would not be likely to adversely affect the nest. Monitoring of the nest by a qualified biologist during and after construction activities will be required if the activity has potential to adversely affect the nest.</p> <p>If active burrows are found, a mitigation plan shall be submitted to the City for review and approval before any ground-disturbing activities.</p> <p>The City shall consult with DFG. The mitigation plan may consist of installation of one-way doors on all burrows to allow owls to exit, but not reenter, and construction of artificial burrows within the Project vicinity, as needed; however, burrow owl exclusions may only be used if a qualified biologist verifies that the burrow does not contain eggs or dependent young. If active burrows contain eggs and/or young, no construction shall occur within 50 feet of the burrow until young have fledged. Once it is confirmed that there are no owls inside burrows, these burrows may be collapsed.</p> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be developed by the Project Applicant(s) of each applicable Project phase in consultation with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans), such that the performance criteria set forth in DFG’s guidelines are determined to be met.</p>	<p>project phases</p>			

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

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
<b>GEOLOGY AND SOILS</b>						
55-11	<b>3A.7-1a (FPASP EIR/EIS)</b>	<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"> <li>▶ Site preparation;</li> <li>▶ Soil bearing capacity;</li> <li>▶ Appropriate sources and types of fill;</li> <li>▶ Potential need for soil amendments;</li> <li>▶ Road, pavement, and parking areas;</li> <li>▶ Structural foundations, including retaining-wall design;</li> <li>▶ Grading practices;</li> <li>▶ Soil corrosion of concrete and steel;</li> <li>▶ Erosion/winterization;</li> <li>▶ Seismic ground shaking;</li> <li>▶ Liquefaction; and</li> <li>▶ Expansive/unstable soils.</li> </ul> <p>In addition to the recommendations for the conditions listed above, the geotechnical investigation shall include subsurface testing of soil and groundwater conditions and shall determine appropriate foundation designs that are consistent with the version of the CBC that is applicable at the time building and grading permits are applied for. All recommendations contained in the final geotechnical engineering report shall be implemented by the Project Applicant(s) of each Project phase. Special</p>	Before issuance of building permits and ground-disturbing activities.	City of Folsom CDD	Owner/applicant has provided Geotechnical Report to the City. The Geotechnical report for the subdivision is on file with the City.	Yes

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

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>recommendations contained in the geotechnical engineering report shall be noted on the grading plans and implemented as appropriate before construction begins. Design and construction of all new Project development shall be in accordance with the CBC. The Project Applicant(s) shall provide for engineering inspection and certification that earthwork has been performed in conformity with recommendations contained in the geotechnical report.</p>				
55-12	<b>3A.7-1b (FPASP EIR/EIS)</b>	<p><b>Monitor Earthwork during Earthmoving Activities.</b> All earthworks shall be monitored by a qualified geotechnical or soils engineer retained by the Project Applicant(s) of each Project phase. The geotechnical or soils engineer shall provide oversight during all excavation, placement of fill, and disposal of materials removed from and deposited on both on- and off-site construction areas. Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the Project Applicant(s) of each applicable Project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans).</p>	Before issuance of building permits and ground-disturbing activities.	City of Folsom CDD	Compliance with this condition has been monitored through construction inspection by the City.	Yes
55-13	<b>3A.7-3 (FPASP EIR/EIS)</b>	<p><b>Prepare and Implement the Appropriate Grading and Erosion Control Plan.</b> Before grading permits are issued, the Project Applicant(s) of each Project phase that would be located within the City of Folsom shall retain a California Registered Civil Engineer to prepare a grading and erosion control plan. The grading and erosion control plan shall be submitted to the City Public Works Department before issuance of grading permits for all new development. The plan shall be consistent with the City’s Grading Ordinance, the City’s Hillside Development Guidelines, and the state’s NPDES permit, and shall include the site-specific grading associated with development for all Project phases. The plans referenced above shall include the location, implementation schedule, and maintenance schedule of all erosion and sediment control measures, a description of measures designed to control dust and stabilize the</p>	Before the start of construction activities.	City of Folsom CDD	Compliance with this condition has been monitored through construction inspection by the City.	Yes

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

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>construction-site road and entrance, and a description of the location and methods of storage and disposal of construction materials. Erosion and sediment control measures could include the use of detention basins, berms, swales, wattles, and silt fencing, and covering or watering of stockpiled soils to reduce wind erosion. Stabilization on steep slopes could include construction of retaining walls and reseeding with vegetation after construction. Stabilization of construction entrances to minimize trackout (control dust) is commonly achieved by installing filter fabric and crushed rock to a depth of approximately 1 foot. The Project Applicant(s) shall ensure that the construction contractor is responsible for securing a source of transportation and deposition of excavated materials.</p> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the Project Applicant(s) of each applicable Project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties).</p> <p>Implementation of Mitigation Measure 3A.9-1 (discussed in Section 3A.9, “Hydrology and Water Quality – Land”) would also help reduce erosion-related impacts.</p>				
55-14	<b>3A.7-5 (FPASP EIR/EIS)</b>	<p><b><i>Divert Seasonal Water Flows Away from Building Foundations.</i></b></p> <p>The Project Applicant(s) of all Project phases shall either install subdrains (which typically consist of perforated pipe and gravel, surrounded by nonwoven geotextile fabric), or take such other actions as recommended by the geotechnical or civil engineer for the Project that would serve to divert seasonal flows caused by surface infiltration, water seepage, and perched water during the winter months away from building foundations.</p>	Before and during earthmoving activities.	City of Folsom CDD	The Community Development Department has reviewed and approved all improvement plans in the subdivision to verify compliance with mitigation measure.	Yes
55-15	<b>3A.7-10 (FPASP EIR/EIS)</b>	<p><b><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></b></p>	During earthmoving activities in the Ione and	City of Folsom CDD	The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to	Yes

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

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>To minimize potential adverse impacts on previously unknown potentially unique, scientifically important paleontological resources, the Project Applicant(s) of all Project phases where construction would occur in the lone and Mehrten Formations shall do the following:</p> <ul style="list-style-type: none"> <li>▶ Before the start of any earthmoving activities for any Project phase in the lone or Mehrten Formations, the Project Applicant(s) shall retain a qualified paleontologist or archaeologist to train all construction personnel involved with earthmoving activities, including the site superintendent, regarding the possibility of encountering fossils, the appearance, and types of fossils likely to be seen during construction, and proper notification procedures should fossils be encountered.</li> <li>▶ 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.</li> </ul> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by the Project Applicant(s) of each applicable Project phase with the affected oversight agency(ies) (i.e., Sacramento County).</p>	<p>Mehrten Formations.</p>		<p>commencement of grading and construction in Spring of 2021. Compliance table is on file with the City.</p> <p>No human remains or paleontological resources have been encountered in the subdivision during grading and construction.</p>	



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

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
<b>GREENHOUSE GAS EMISSIONS AND CLIMATE CHANGE</b>						
55-16	<b>3A.4-1 (FPASP EIR/EIS)</b>	<p><b><i>Implement Additional Measures to Control Construction-Generated GHG Emissions.</i></b></p> <p>To further reduce construction generated GHG emissions, the Project Applicant(s) any particular discretionary development application shall implement all feasible measures for reducing GHG emissions associated with construction that are recommended by SMAQMD at the time individual portions of the site undergo construction. Such measures may reduce GHG exhaust emissions from the use of on-site equipment, worker commute trips, and truck trips carrying materials and equipment to and from the SPA, as well as GHG emissions embodied in the materials selected for construction (e.g., concrete). Other measures may pertain to the materials used in construction. Prior to releasing each request for bid to contractors for the construction of each discretionary development entitlement, the Project Applicant(s) shall obtain the most current list of GHG reduction measures that are recommended by SMAQMD and stipulate that these measures be implemented in the respective request for bid as well as the subsequent construction contract with the selected primary contractor. The Project Applicant(s) for any particular discretionary development application may submit to the City and SMAQMD a report that substantiates why specific measures are considered infeasible for construction of that particular development phase and/or at that point in time. The report, including the substantiation for not implementing particular GHG reduction measures, shall be approved by the City, in consultation with SMAQMD prior to the release of a request for bid by the Project Applicant(s) for seeking a primary contractor to manage the construction of each development Project. By requiring that the list of feasible measures be established prior to the selection of a primary contractor, this measure requires that the ability of a contractor to effectively implement the selected GHG reduction measures be inherent to the selection process.</p>	Before the start of construction activities.	City of Folsom CDD	The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in Spring of 2021. Compliance table is on file with the City.	Yes

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

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>SMAQMD’s recommended measures for reducing construction-related GHG emissions at the time of writing this EIR/EIS are listed below and the Project Applicant(s) shall, at a minimum, be required to implement the following:</p> <ul style="list-style-type: none"> <li>▶ Improve fuel efficiency from construction equipment:                             <ul style="list-style-type: none"> <li>▪ reduce unnecessary idling (modify work practices, install auxiliary power for driver comfort);</li> <li>▪ perform equipment maintenance (inspections, detect failures early, corrections);</li> <li>▪ train equipment operators in proper use of equipment;</li> <li>▪ use the proper size of equipment for the job; and</li> <li>▪ use equipment with new technologies (repowered engines, electric drive trains).</li> </ul> </li> <li>▶ Use alternative fuels for electricity generators and welders at construction sites such as propane or solar or use electrical power.</li> <li>▶ 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).</li> <li>▶ Encourage and provide carpools, shuttle vans, transit passes and/or secure bicycle parking for construction worker commutes.</li> <li>▶ 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.</li> <li>▶ Recycle or salvage non-hazardous construction and demolition debris (goal of at least 75% by weight).</li> </ul>				

<b>+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)                      NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY                      SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS</b>						
No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<ul style="list-style-type: none"> <li>▶ 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).</li> <li>▶ Minimize the amount of concrete used for paved surfaces or use a low carbon concrete option.</li> <li>▶ Produce concrete on-site if determined to be less emissive than transporting ready mix.</li> <li>▶ 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).</li> <li>▶ 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.</li> </ul> <p>In addition to SMAQMD-recommended measures, construction activity shall comply with all applicable rules and regulations established by SMAQMD and ARB.</p>				
55-17	3A.8-2 (FPASP EIR/EIS)	<p><b><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></b></p> <p>The Project Applicant(s) for any discretionary development application shall conduct Phase I Environmental Site Assessments (where an Phase I has not been conducted), and if necessary, Phase II Environmental Site Assessments, and/or other appropriate testing for all areas of the SPA and include, as necessary, analysis of soil and/or groundwater samples for the potential contamination sites that have not yet been covered by previous investigations (as shown in Exhibit 3A.8-1) before construction activities begin in those areas. Recommendations in the Phase I and II Environmental Site Assessments to address any contamination that is found</p>	Before the start of construction activities.	City of Folsom CDD	<p>The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in Spring of 2021. Compliance table is on file with the City.</p> <p>No hazardous and/or contaminated soil or groundwater has been discovered in the subdivision.</p>	Yes

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

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

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

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		<p>► Obtain an assessment conducted by PG&amp;E and SMUD pertaining to the contents of any existing pole-mounted transformers located in the SPA. The assessment shall determine whether existing on-site electrical transformers contain PCBs and whether there are any records of spills from such equipment. If equipment containing PCB is identified, the maintenance and/or disposal of the transformer shall be subject to the regulations of the Toxic Substances Control Act under the authority of the Sacramento County Environmental Health Department.</p> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the Project Applicant(s) of each applicable Project phase with the affected oversight agency(ies) (i.e., Sacramento County).</p>				

**HYDROLOGY AND WATER QUALITY**

55-18	<b>3A.9-1 (FPASP EIR/EIS)</b>	<p><b><i>Acquire Appropriate Regulatory Permits and Prepare and Implement SWPPP and BMPs.</i></b></p> <p>Prior to the issuance of grading permits, the Project Applicant(s) of all Projects disturbing one or more acres (including phased construction of smaller areas which are part of a larger Project) shall obtain coverage under the SWRCB’s NPDES stormwater permit for general construction activity (Order 2009-0009-DWQ), including preparation and submittal of a Project-specific SWPPP at the time the NOI is filed. The Project Applicant(s) shall also prepare and submit any other necessary erosion and sediment control and engineering plans and specifications for pollution prevention and control to Sacramento County, City of Folsom, El Dorado County (for the off-site roadways into El Dorado Hills under the Proposed Project Alternative). The SWPPP and other appropriate plans shall identify and specify:</p> <p>► The use of an effective combination of robust erosion and sediment control BMPs and construction techniques accepted by the local jurisdictions for use in the Project area at the time of construction, that shall reduce the potential</p>	Before the start of construction activities.	City of Folsom CDD	The owner/applicant has been issued a WDID # and has submitted a SWPPP approved by the RWQCB. SWPPP is on file at the City.	Yes
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**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)  
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY  
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>for runoff and the release, mobilization, and exposure of pollutants, including legacy sources of mercury from Project-related construction sites. These may include but would not be limited to temporary erosion control and soil stabilization measures, sedimentation ponds, inlet protection, perforated riser pipes, check dams, and silt fences</p> <ul style="list-style-type: none"> <li>▶ The implementation of approved local plans, non-stormwater management controls, permanent post-construction BMPs, and inspection and maintenance responsibilities.</li> <li>▶ 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;</li> <li>▶ 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;</li> <li>▶ 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</li> <li>▶ The appropriate personnel responsible for supervisory duties related to implementation of the SWPPP.</li> <li>▶ 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.</li> <li>▶ 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</li> </ul>				

<b>+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)                      NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY                      SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS</b>						
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		<p>construction. These measures may include silt fences, staked straw bales or wattles, sediment/silt basins and traps, geofabric, sandbag dikes, and temporary vegetation.</p> <ul style="list-style-type: none"> <li>▶ Establishing permanent vegetative cover to reduce erosion in areas disturbed by construction by slowing runoff velocities, trapping sediment, and enhancing filtration and transpiration.</li> <li>▶ 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.</li> </ul> <p>A copy of the approved SWPPP shall be maintained and available at all times on the construction site.</p> <p>For those areas that would be disturbed as part of the U.S. 50 interchange improvements, Caltrans shall coordinate with the development and implementation of the overall Project SWPPP or develop and implement its own SWPPP specific to the interchange improvements, to ensure that water quality degradation would be avoided or minimized to the maximum extent practicable.</p> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the Project Applicant(s) of each applicable Project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans).</p>				
55-19	<b>3A.9-2 (FPASP EIR/EIS)</b>	<p><b><i>Prepare and Submit Final Drainage Plans and Implement Requirements Contained in Those Plans.</i></b></p> <p>Before the approval of grading plans and building permits, the Project Applicant(s) of all Project phases shall submit final drainage plans to the City, and to El Dorado County for the off-site roadway connections into El Dorado Hills, demonstrating that off-site upstream runoff would be</p>	Before the start of construction activities.	City of Folsom CDD.	The City has reviewed and approved the storm drain plans for this subdivision. The storm drain improvements are in compliance with the approved Folsom Plan Storm Drain Master Plan approved by the City.	Yes

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

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

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

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>origination (these may include, but are not limited to: surface swales; replacement of conventional impervious surfaces with pervious surfaces [e.g., porous pavement]; impervious surfaces disconnection; and trees planted to intercept stormwater);</p> <ul style="list-style-type: none"> <li>• Enlarged detention basins to minimize flow changes and changes to flow duration characteristics;</li> <li>• 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;</li> <li>• Minimize slope differences between any stormwater or detention facility outfall channel with the existing receiving channel gradient to reduce flow velocity; and</li> <li>• 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.</li> </ul> <p>The final drainage plan shall demonstrate to the satisfaction of the City of Folsom Community Development and Public Works Departments and El Dorado County Department of Transportation that 100-year (0.01 AEP) flood flows would be appropriately channeled and contained, such that the risk to people or damage to structures within or down gradient of the SPA would not occur, and that hydromodification would not be increased from pre-development levels such that existing stream geomorphology would be changed (the range of conditions should be calculated for each receiving water if feasible, or a conservative estimate should be used, e.g., an Ep of 1 ±10% or other as approved by the</p>				

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

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>Sacramento Stormwater Quality Partnership and/or City of Folsom Public Works Department).</p> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the Project Applicant(s) of each applicable Project phase with El Dorado County.</p>				
55-20	<b>3A.9-3 (FPASP EIR/EIS)</b>	<p><b><i>Develop and Implement a BMP and Water Quality Maintenance Plan.</i></b> 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"> <li>▶ A quantitative hydrologic and water quality analysis of proposed conditions incorporating the proposed drainage design features.</li> <li>▶ 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).</li> <li>▶ 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</li> </ul>	Before the start of construction activities.	City of Folsom CDD	The owner/applicant has been issued a WDID # and has submitted a SWPPP approved by the RWQCB. SWPPP is on file at the City.	Yes



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

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>of spills and illegal dumping, and effective management of public trash collection areas.</p> <ul style="list-style-type: none"> <li>▶ 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.</li> <li>▶ 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"> <li>• Surface swales;</li> <li>• Replacement of conventional impervious surfaces with pervious surfaces (e.g., porous pavement);</li> <li>• Impervious surfaces disconnection; and</li> <li>• Trees planted to intercept stormwater.</li> </ul> </li> </ul> <p>New stormwater facilities shall be placed along the natural drainage courses within the SPA to the extent practicable so as to mimic the natural drainage patterns. The reduction in runoff as a result of the LID configurations shall be quantified based on the runoff reduction credit system methodology described in "Stormwater Quality Design Manual for the Sacramento and South Placer Regions, Chapter 5 and Appendix D4" (SSQP 2007b) and proposed detention basins and other water quality BMPs shall be sized to handle these runoff volumes.</p> <p>For those areas that would be disturbed as part of the U.S. 50 interchange improvements, it is anticipated that Caltrans would coordinate with the development and implementation of the overall Project SWPPP or develop and implement its own SWPPP specific to the interchange improvements, to ensure that water quality degradation would be avoided or minimized to the maximum extent practicable.</p> <p>Mitigation for the off-site elements outside of the City of Folsom's jurisdictional boundaries must be coordinated by</p>				

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

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

**NOISE AND VIBRATION**

55-21	<b>3A.11-1 (FPASP EIR/EIS)</b>	<p><b><i>Implement Noise-Reducing Construction Practices, Prepare and Implement a Noise Control Plan, and Monitor and Record Construction Noise near Sensitive Receptors.</i></b></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"> <li>▶ 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.</li> <li>▶ All construction equipment and equipment staging areas shall be located as far as possible from nearby noise-sensitive land uses.</li> <li>▶ 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.</li> <li>▶ All motorized construction equipment shall be shut down when not in use to prevent idling.</li> </ul>	Before the start of construction activities.	City of Folsom CDD.	The owner/applicant has implemented noise reducing construction practices included as part of the required Noise Control Plan. Compliance with these requirements has been monitored through construction inspection.	Yes
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**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)  
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY  
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

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		<ul style="list-style-type: none"> <li>▶ Individual operations and techniques shall be replaced with quieter procedures (e.g., using welding instead of riveting, mixing concrete offsite instead of on-site).</li> <li>▶ 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.</li> <li>▶ 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.</li> <li>▶ 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).</li> <li>▶ 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.</li> </ul>				

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

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>► The primary contractor shall prepare and implement a construction noise management plan. This plan shall identify specific measures to ensure compliance with the noise control measures specified above. The noise control plan shall be submitted to the City of Folsom before any noise-generating construction activity begins. Construction shall not commence until the construction noise management plan is approved by the City of Folsom. Mitigation for the two off-site roadway connections into El Dorado County must be coordinated by the Project Applicant(s) of the applicable Project phase with El Dorado County, since the roadway extensions are outside of the City of Folsom’s jurisdictional boundaries.</p>				

**PUBLIC SERVICES**

55-22	<p><b>3A.14-1 (FPASP EIR/EIS)</b></p>	<p><b><i>Prepare and Implement a Construction Traffic Control Plan.</i></b> The Project Applicant(s) of all Project phases shall prepare and implement traffic control plans for construction activities that may affect road rights-of-way. The traffic control plans must follow any applicable standards of the agency responsible for the affected roadway and must be approved and signed by a professional engineer. Measures typically used in traffic control plans include advertising of planned lane closures, warning signage, a flag person to direct traffic flows when needed, and methods to ensure continued access by emergency vehicles. During Project construction, access to existing land uses shall be maintained at all times, with detours used as necessary during road closures. Traffic control plans shall be submitted to the appropriate City or County department or the California Department of Transportation (Caltrans) for review and approval before the approval of all Project plans or permits, for all Project phases where implementation may cause impacts on traffic.  Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by</p>	<p>Before the approval of all relevant plans and/or permits and during construction of all project phases.</p>	<p>City of Folsom CDD</p>	<p>The Community Development Department has reviewed and approved all traffic control plans required for the construction of both off-site and on-site improvements for this subdivision to verify compliance with City ordinances and to minimize delays to the travelling public.  There are no off-site elements outside the City limits for this subdivision.</p>	<p>Yes</p>
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**+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)  
NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY  
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		the Project Applicant(s) of each applicable Project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties and Caltrans).				
55-23	<b>3A.14-2 (FPASP EIR/EIS)</b>	<p><b><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></b></p> <p>To reduce impacts related to the provision of new fire services, the Project Applicant(s) of all Project phases shall do the following, as described below.</p> <p>1. Incorporate into Project designs fire flow requirements based on the California Fire Code, Folsom Fire Code (City of Folsom Municipal Code Title 8, Chapter 8.36), and other applicable requirements based on the City of Folsom Fire Department fire prevention standards.</p> <p>Improvement plans showing the incorporation automatic sprinkler systems, the availability of adequate fire flow, and the locations of hydrants shall be submitted to the City of Folsom Fire Department for review and approval. In addition, approved plans showing access design shall be provided to the City of Folsom Fire Department as described by Zoning Code Section 17.57.080 (“Vehicular Access Requirements”). These plans shall describe access-road length, dimensions, and finished surfaces for firefighting equipment. The installation of security gates across a fire apparatus access road shall be approved by the City of Folsom Fire Department. The design and operation of gates and barricades shall be in accordance with the Sacramento County Emergency Access Gates and Barriers Standard, as required by the City of Folsom Fire Code.</p> <p>2. Submit a Fire Systems New Buildings, Additions, and Alterations Document Submittal List to the City of Folsom Community Development Department Building Division for review and approval before the issuance of building permits.</p> <p>In addition to the above measures, the Project Applicant(s) of all Project phases shall incorporate the provisions described below for the portion of the SPA within the EDHFD</p>	Before issuance of building permits and issuance of occupancy permits or final inspections for all project phases.	City of Folsom Fire Department, City of Folsom CDD	The City Fire Department has reviewed and approved all proposed improvements for the subdivision. The City FD will verify adequate fire flow prior to building permit issuance in the subdivision.	Condition will be satisfied prior to issuance of a building permit



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

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		<p>service area, if it is determined through City/El Dorado County negotiations that EDHFD would serve the 178-acre portion of the SPA.</p> <p>3. Incorporate into Project designs applicable requirements based on the EDHFD fire prevention standards. For commercial development, improvement plans showing roadways, land splits, buildings, fire sprinkler systems, fire alarm systems, and other commercial building improvements shall be submitted to the EDHFD for review and approval. For residential development, improvement plans showing property lines and adjacent streets or roads; total acreage or square footage of the parcel; the footprint of all structures; driveway plan views describing width, length, turnouts, turnarounds, radiuses, and surfaces; and driveway profile views showing the percent grade from the access road to the structure and vertical clearance shall be submitted to the EDHFD for review and approval.</p> <p>4. Submit a Fire Prevention Plan Checklist to the EDHFD for review and approval before the issuance of building permits. In addition, residential development requiring automation fire sprinklers shall submit sprinkler design sheet(s) and hydraulic calculations from a California State Licensed C-16 Contractor.</p> <p>The City shall not authorize the occupancy of any structures until the Project Applicant(s) have obtained a Certificate of Occupancy from the City of Folsom Community Development Department verifying that all fire prevention items have been addressed on-site to the satisfaction of the City of Folsom Fire Department and/or the EDHFD for the 178-acre area of the SPA within the EDHFD service area.</p>				
55-24	<b>3A.14-3 (FPASP EIR/EIS)</b>	<p><b><i>Incorporate Fire Flow Requirements into Project Designs.</i></b></p> <p>The Project Applicant(s) of all Project phases shall incorporate into their Project designs fire flow requirements based on the California Fire Code, Folsom Fire Code, and/or EDHFD for those areas of the SPA within the EDHFD service</p>	Before issuance of building permits and issuance of occupancy	City of Folsom Fire Department, City of Folsom CDD	The City Fire Department has reviewed and approved all proposed improvements for the subdivision. The City FD will verify adequate fire flow prior to building permit issuance in the subdivision.	Yes

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

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		area and shall verify to City of Folsom Fire Department that adequate water flow is available, prior to approval of improvement plans and issuance of occupancy permits or final inspections for all Project phases.	permits or final inspections for all project phases.			
<b>TRAFFIC AND TRANSPORTATION</b>						
55-25	<b>3A.15-1a (FPASP EIR/EIS)</b>	<b><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></b> To ensure that the Folsom Boulevard/Blue Ravine Road intersection operates at an acceptable LOS, the eastbound approach must be reconfigured to consist of two left-turn lanes, one through lane, and one right-turn lane. The Applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by Applicant, to reduce the impacts to the Folsom Boulevard/Blue Ravine Road intersection (Intersection 1).	A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the improvement should be implemented and when fair share funding should be paid.	City of Folsom CDD	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
55-26	<b>3A.15-1b (FPASP EIR/EIS)</b>	<b><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></b> To ensure that the Sibley Street/Blue Ravine Road intersection operates at an acceptable LOS, the northbound approach must be reconfigured to consist of two left-turn lanes, two through lanes, and one right-turn lane. The Applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by	A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the	City of Folsom CDD	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	

<b>+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)                      NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY                      SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS</b>						
No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		Applicant, to reduce the impacts to the Sibley Street/Blue Ravine Road intersection (Intersection 2).	improvement should be implemented.			
55-27	3A.15-1c (FPASP EIR/EIS)	<p><b><i>The Applicant Shall Fund and Construct Improvements to the Scott Road (West)/White Rock Road Intersection (Intersection 28).</i></b></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 when the improvement should be implemented.	City of Folsom CDD	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit
55-28	3A.15-1e (FPASP EIR/EIS)	<p><b><i>Fund and Construct Improvements to the Hillside Drive/Easton Valley Parkway Intersection (Intersection 41).</i></b></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 CDD	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit
55-29	3A.15-1f	<p><b><i>Fund and Construct Improvements to the Oak Avenue Parkway/Middle Road Intersection (Intersection 44).</i></b></p>	A phasing analysis shall be	City of Folsom CDD	This subdivision will pay its fair share of the following improvements with the payment of	Condition will be satisfied prior

<b>+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)                      NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY                      SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS</b>						
No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
	(FPASP EIR/EIS)	To ensure that the Oak Avenue Parkway/Middle Road intersection operates at an acceptable LOS, control all movements with a stop sign. The Applicant shall fund and construct these improvements.	performed prior to approval of the first subdivision map to determine when the improvement should be implemented.		Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	to issuance of a building permit
55-30	3A.15-1h (FPASP EIR/EIS)	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts to the Hazel Avenue/Folsom Boulevard Intersection (Sacramento County Intersection 2).</i></b></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
55-31	3A.15-1i (FPASP EIR/EIS)	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the Grant Line Road/White Rock Road Intersection and to White Rock Road widening between the Rancho Cordova City limit to Prairie City Road (Sacramento County Intersection 3).</i></b></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</p>	Before project build out. Design of the White Rock Road widening to four lanes, from Grant Line Road	Sacramento County Public Works Department	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit

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

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>Road from the Rancho Cordova City limit to the El Dorado County line (this analysis assumes that the Proposed Project and build alternatives will widen White Rock Road to five lanes from Prairie City road to the El Dorado County Line). This widening includes improvements to the Grant Line Road intersection and realigning White Rock Road to be the through movement. The improvements include two eastbound through lanes, one eastbound right turn lane, two northbound left turn lanes, two northbound right turn lanes, two westbound left turn lanes and two westbound through lanes. This improvement also includes the signalization of the White Rock Road and Grant Line Road intersection. With implementation of this improvement, the intersection would operate at an acceptable LOS A. The Applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Grant Line Road/White Rock Road intersection (Sacramento County Intersection 3).</p>	<p>to Prairie City Road, with Intersection improvements has begun, and because this widening project is environmentally cleared and fully funded, it's construction is expected to be complete before the first phase of the Proposed Project or alternative is built.</p>			
55-32	<p><b>3A.15-1j (FPASP EIR/EIS)</b></p>	<p><b><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></b> To ensure that Hazel Avenue operates at an acceptable LOS between Curragh Downs Drive and Gold Country Boulevard, Hazel Avenue must be widened to six lanes. This improvement is part of the County adopted Hazel Avenue widening Project.</p>	<p>Before project build out. Construction of phase two of the Hazel Avenue widening, from Madison Avenue to</p>	<p>Sacramento County Public Works Department</p>	<p>This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.</p>	<p>Condition will be satisfied prior to issuance of a building permit.</p>



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

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
			<p>Curragh Downs Drive, is expected to be completed by year 2013, before the first phase of the Proposed Project or alternative is complete.</p> <p>The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Hazel Avenue between Madison</p>			

<b>+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)                      NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY                      SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS</b>						
No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
			Avenue and Curragh Downs Drive (Sacramento County Roadway Segment 10).			
55-33	<b>3A.15-11 (FPASP EIR/EIS)</b>	<p><b><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></b></p> <p>To ensure that the White Rock Road/Windfield Way intersection operates at an acceptable LOS, the intersection must be signalized, and separate northbound left and right turn lanes must be striped. The Applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the White Rock Road/Windfield Way intersection (El Dorado County Intersection 3).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	El Dorado County Department of Transportation	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
55-34	<b>3A.15-10 (FPASP EIR/EIS)</b>	<p><b><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></b></p> <p>Congestion on eastbound U.S. 50 is causing vehicles to use Folsom Boulevard as an alternate parallel route until they reach U.S. 50, where they must get back on the freeway due to the lack of a parallel route. It is preferred to alleviate the</p>	Before project build out. A phasing analysis should be performed prior to	City of Folsom CDD and Sacramento County Department of	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this	Condition will be satisfied prior to issuance of a building permit.

<b>+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)                      NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY                      SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS</b>						
No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		congestion on U.S. 50 than to upgrade the intersection at the end of this reliever route. The Applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Folsom Boulevard/U.S. 50 Eastbound Ramps intersection (Caltrans Intersection 4). To ensure that the Folsom Boulevard/U.S. 50 eastbound ramps intersection operates at an acceptable LOS, auxiliary lanes should be added to eastbound U.S. 50 from Hazel Avenue to east of Folsom Boulevard. This was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project.	approval of the first subdivision map to determine during which project phase the improvement should be built	Transportation	subdivision.	
55-35	<b>3A.15-1p (FPASP EIR/EIS)</b>	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the Grant Line Road/ State Route 16 Intersection (Caltrans Intersection 12).</i></b></p> <p>To ensure that the Grant Line Road/State Route 16 intersection operates at an acceptable LOS, the northbound and southbound approaches must be reconfigured to consist of one left-turn lane and one shared through/right-turn lane. Protected left-turn signal phasing must be provided on the northbound and southbound approaches. Improvements to the Grant Line Road/State Route 16 intersection are contained within the County Development Fee Program and are scheduled for Measure A funding.</p> <p>Improvements to this intersection must be implemented by Caltrans, Sacramento County, and the City of Rancho Cordova.</p> <p>The Applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Grant Line Road/State Route 16 intersection (Caltrans Intersection 12).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built	Sacramento County Department of Transportation and the City of Rancho Cordova Department of Public Works	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
55-36	<b>3A.15-1q (FPASP EIR/EIS)</b>	<p><b><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></b></p> <p>To ensure that Eastbound U.S. 50 operates at an acceptable LOS between Zinfandel Drive and Sunrise Boulevard, a bus-</p>	Before project build out. Construction of the	Caltrans	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees	Condition will be satisfied prior to issuance of a building

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

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>carpool (HOV) lane must be constructed. This improvement is currently planned as part of the Sacramento 50 Bus-Carpool Lane and Community Enhancements Project. The Applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Eastbound U.S. 50 between Zinfandel Drive and Sunrise Boulevard (Freeway Segment 1).</p>	<p>Sacramento 50 Bus-Carpool Lane and Community Enhancements Project is expected to be completed by year 2013, before the first phase of the Proposed Project or alternative is complete. Construction of the Sacramento 50 Bus-Carpool Lane and Community Enhancements Project has started since the writing of the Draft EIS/EIR.</p>		<p>and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.</p>	<p>permit.</p>
55-37	<p><b>3A.15-1r (FPASP EIR/EIS)</b></p>	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 between Hazel Avenue and Folsom Boulevard (Freeway Segment 3).</i></b> To ensure that Eastbound U.S. 50 operates at an acceptable LOS between Hazel Avenue and Folsom Boulevard, an auxiliary lane must be constructed. This improvement was</p>	<p>Before project build out. A phasing analysis should be</p>	<p>City of Folsom CDD and Sacramento County Department</p>	<p>This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide</p>	<p>Condition will be satisfied prior to issuance of a building permit.</p>

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

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This improvement is included in the proposed 50 Corridor Mobility Fee Program. The Applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Eastbound U.S. 50 between Hazel Avenue and Folsom Boulevard (Freeway Segment 3).	performed to determine during which project phase the improvement should be built.	of Transportation	Transportation fees collected prior to building permit issuance in this subdivision.	
55-38	<b>3A.15-1s (FPASP EIR/EIS)</b>	<b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 between Folsom Boulevard and Prairie City Road (Freeway Segment 4).</i></b> To ensure that Eastbound U.S. 50 operates at an acceptable LOS between Folsom Boulevard and Prairie City Road, an auxiliary lane must be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This improvement is included in the proposed 50 Corridor Mobility Fee Program. The Applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by Applicant, to reduce the impacts to Eastbound U.S. 50 between Folsom Boulevard and Prairie City Road (Freeway Segment 4).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom CDD and Sacramento County Department of Transportation	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
55-39	<b>3A.15-1u (FPASP EIR/EIS)</b>	<b><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></b> To ensure that Westbound U.S. 50 operates at an acceptable LOS between Prairie City Road and Folsom Boulevard, an auxiliary lane must be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This improvement is	Before project build out. A phasing analysis should be performed prior to	City of Folsom CDD and Sacramento County Department of	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this	Condition will be satisfied prior to issuance of a building permit.



<b>+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)                      NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY                      SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS</b>						
No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		included in the proposed 50 Corridor Mobility Fee Program. The Applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by Applicant, to reduce the impacts to Westbound U.S. 50 between Prairie City Road and Folsom Boulevard (Freeway Segment 16).	approval of the first subdivision map to determine during which project phase the improvement should be built.	Transportation	subdivision.	
55-40	<b>3A.15-1v (FPASP EIR/EIS)</b>	<b><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></b> To ensure that Westbound U.S. 50 operates at an acceptable LOS between Hazel Avenue and Sunrise Boulevard, an auxiliary lane must be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project and included in the proposed Rancho Cordova Parkway interchange Project. Improvements to this freeway segment must be implemented by Caltrans. The Applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Westbound U.S. 50 between Hazel Avenue and Sunrise Boulevard (Freeway Segment 18).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Rancho Cordova Department of Public Works and Sacramento County Department of Transportation	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
55-41	<b>3A.15-1w (FPASP EIR/EIS)</b>	<b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Folsom Boulevard Ramp Merge (Freeway Merge 4).</i></b> To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Folsom Boulevard merge, an auxiliary lane from	Before project build out. A phasing analysis	City of Folsom CDD and Sacramento County	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees	Condition will be satisfied prior to issuance of a building

<b>+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)                      NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY                      SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS</b>						
No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		the Folsom Boulevard merge to the Prairie City Road diverge must be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This improvement is included in the proposed 50 Corridor Mobility Fee Program. The Applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the U.S. 50 Eastbound/Folsom Boulevard Ramp Merge (Freeway Merge 4).	should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built	Department of Transportation	and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	permit.
55-42	3A.15-1x (FPASP EIR/EIS)	<b>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Prairie City Road Diverge (Freeway Diverge 5).</b> To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Prairie City Road off-ramp diverge, an auxiliary lane from the Folsom Boulevard merge must be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The Applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by Applicant, to reduce the impacts to the U.S. 50 Eastbound/Prairie City Road diverge (Freeway Diverge 5).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom CDD and Sacramento County Department of Transportation	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit

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

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
55-43	<b>3A.15-1y (FPASP EIR/EIS)</b>	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Prairie City Road Direct Merge (Freeway Merge 6).</i></b></p> <p>To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Prairie City Road onramp direct merge, an auxiliary lane to the East Bidwell Street – Scott Road diverge must be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The Applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by Applicant, to reduce the impacts to the U.S. 50 Eastbound/Prairie City Road direct merge (Freeway Merge 6).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom CDD	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
55-44	<b>3A.15-1z (FPASP EIR/EIS)</b>	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Prairie City Road Flyover On-Ramp to Oak Avenue Parkway Off-Ramp Weave (Freeway Weave 8).</i></b></p> <p>To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Prairie City Road flyover on-ramp to Oak Avenue Parkway off-ramp weave, an improvement acceptable to Caltrans should be implemented to eliminate the unacceptable weaving conditions. Such an improvement may involve a “braided ramp”.</p> <p>The Applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by Applicant, to reduce the impacts to the U.S. 50 Eastbound / Prairie City Road flyover on-ramp to Oak Avenue Parkway off-ramp weave (Freeway Weave 8).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the	City of Folsom CDD	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.

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

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
			improvement should be built.			
55-45	<b>3A.15-1aa (FPASP EIR/EIS)</b>	<p><b><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></b></p> <p>To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Oak Avenue Parkway loop merge, an auxiliary lane to the East Bidwell Street – Scott Road diverge must be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The Applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by Applicant, to reduce the impacts to the U.S. 50 Eastbound/Oak Avenue Parkway loop merge (Freeway Merge 9).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom CDD	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
55-46	<b>3A.15-1dd (FPASP EIR/EIS)</b>	<p><b><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></b></p> <p>To ensure that Westbound U.S. 50 operates at an acceptable LOS, the northbound Empire Ranch Road loop on ramp should start the westbound auxiliary lane that ends at the East Bidwell Street – Scott Road off ramp. The slip on ramp from southbound Empire Ranch Road would merge into this extended auxiliary lane. Improvements to this freeway segment must be implemented by Caltrans. The Applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by Applicant, to reduce the impacts to the U.S. 50</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during	City of Folsom CDD	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.



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

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		Westbound/Empire Ranch Road loop ramp merge (Freeway Merge 23).	which project phase the improvement should be built.			
55-47	<b>3A.15-1ee (FPASP EIR/EIS)</b>	<p><b><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></b></p> <p>To ensure that Westbound U.S. 50 operates at an acceptable LOS, the northbound Oak Avenue Parkway loop on ramp should start the westbound auxiliary lane that ends at the Prairie City Road off ramp. The slip-on ramp from southbound Oak Avenue Parkway would merge into this extended auxiliary lane. Improvements to this freeway segment must be implemented by Caltrans. The Applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by Applicant, to reduce the impacts to the U.S. 50 Westbound/Oak Avenue Parkway loop ramp merge (Freeway Merge 29).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom CDD	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
55-48	<b>3A.15-1ff (FPASP EIR/EIS)</b>	<p><b><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></b></p> <p>To ensure that Westbound U.S. 50 operates at an acceptable LOS at the Prairie City Road loop ramp merge, an auxiliary lane to the Folsom Boulevard off ramp diverge must be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The Applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision	City of Folsom CDD and Sacramento County Department of Transportation	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.



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No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		Applicant, to reduce the impacts to the U.S. 50 Westbound/Prairie City Road Loop Ramp Merge (Freeway Merge 32).	map to determine during which project phase the improvement should be built.			
55-49	<b>3A.15-1gg (FPASP EIR/EIS)</b>	<p><b><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></b></p> <p>To ensure that Westbound U.S. 50 operates at an acceptable LOS at the Prairie City Road direct ramp merge, an auxiliary lane to the Folsom Boulevard off ramp diverge must be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The Applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by Applicant, to reduce the impacts to the U.S. 50 Westbound/Prairie City Road direct ramp merge (Freeway Merge 33).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom CDD and Sacramento County Department of Transportation	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
55-50	<b>3A.15-1hh (FPASP EIR/EIS)</b>	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Folsom Boulevard Diverge (Freeway Diverge 34).</i></b></p> <p>To ensure that Westbound U.S. 50 operates at an acceptable LOS at the Folsom Boulevard Diverge, an auxiliary lane from the Prairie City Road loop ramp merge must be constructed. Improvements to this freeway segment must be implemented by Caltrans. This auxiliary lane improvement is</p>	Before project build out. A phasing analysis should be performed prior to	City of Folsom CDD and Sacramento County Department of	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this	Condition will be satisfied prior to issuance of a building permit.

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

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		included in the proposed 50 Corridor Mobility Fee Program. The Applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by Applicant, to reduce the impacts to the U.S. 50 Eastbound / Folsom Boulevard diverge (Freeway Diverge 34).	approval of the first subdivision map to determine during which project phase the improvement should be built.	Transportation	subdivision.	
55-51	<b>3A.15-1ii (FPASP EIR/EIS)</b>	<b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Hazel Avenue Direct Ramp Merge (Freeway Merge 38).</i></b> To ensure that Westbound U.S. 50 operates at an acceptable LOS at the Hazel Avenue direct ramp merge, an auxiliary lane to the Sunrise Boulevard off ramp diverge must be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The Applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the U.S. 50 Westbound/Hazel Avenue direct ramp merge (Freeway Merge 38).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation and City of Rancho Cordova Department of Public Works	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
55-52	<b>3A.15-2a (FPASP EIR/EIS)</b>	<b><i>Develop Commercial Support Services and Mixed-use Development Concurrent with Housing Development and Develop and Provide Options for Alternative Transportation Modes.</i></b>	Before approval of improvement plans for all project	City of Folsom CDD	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees	Condition will be satisfied prior to issuance of a building

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

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>The Project Applicant(s) for any particular discretionary development application including commercial or mixed-use development along with residential uses shall develop commercial and mixed-use development concurrent with housing development, to the extent feasible in light of market realities and other considerations, to internalize vehicle trips. Pedestrian and bicycle facilities shall be implemented to the satisfaction of the City Public Works Department. To further minimize impacts from the increased demand on area roadways and intersections, the Project Applicant(s) for any particular discretionary development application involving schools or commercial centers shall develop and implement safe and secure bicycle parking to promote alternative transportation uses and reduce the volume of single-occupancy vehicles using area roadways and intersections. The Project Applicant(s) for any particular discretionary development application shall participate in capital improvements and operating funds for transit service to increase the percent of travel by transit. The Project's fair-share participation and the associated timing of the improvements and service shall be identified in the Project conditions of approval and/or the Project's development agreement. Improvements and service shall be coordinated, as necessary, with Folsom Stage Lines and Sacramento RT.</p>	<p>phases any particular discretionary development application that includes residential and commercial or mixed-use development. As a condition of project approval and/or as a condition of the development agreement for all project phases.</p>		<p>and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.</p>	<p>permit.</p>
55-53	<b>3A.15-2b (FPASP EIR/EIS)</b>	<p><b><i>Participate in the City's Transportation System Management Fee Program.</i></b> The Project Applicant(s) for any particular discretionary development application shall pay an appropriate amount into the City's existing Transportation System Management Fee Program to reduce the number of single-occupant automobile travel on area roadways and intersections.</p>	<p>Concurrent with construction for all project phases.</p>	<p>City of Folsom CDD</p>	<p>This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.</p>	<p>Condition will be satisfied prior to issuance of a building permit.</p>
55-54	<b>3A.15-2c (FPASP EIR/EIS)</b>	<p><b><i>Participate with the 50 Corridor Transportation Management Association.</i></b></p>	<p>Concurrent with construction</p>	<p>City of Folsom CDD</p>	<p>This subdivision will pay its fair share of the following improvements with the payment of</p>	<p>Condition will be satisfied prior</p>

<b>+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)                      NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY                      SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS</b>						
No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		The Project Applicant(s) for any particular discretionary development application shall join and participate with the 50 Corridor Transportation Management Association to reduce the number of single-occupant automobile travel on area roadways and intersections.	for all project phases.		Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	to issuance of a building permit.
55-55	<b>3A.15-3 (FPASP EIR/EIS)</b>	<p><b><i>Pay Full Cost of Identified Improvements that Are Not Funded by the City's Fee Program.</i></b></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 project phases.	City of Folsom CDD	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
55-56	<b>3A.15-4a (FPASP EIR/EIS)</b>	<p><b><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></b></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>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement	City of Folsom CDD	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.



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

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
			t should be built			
55-57	<b>3A.15-4b (FPASP EIR/EIS)</b>	<p><b><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></b></p> <p>To ensure that the Oak Avenue Parkway/East Bidwell Street intersection operates at an acceptable LOS, the eastbound (East Bidwell Street) approach must be reconfigured to consist of two left-turn lanes, four through lanes and a right-turn lane, and the westbound (East Bidwell Street) approach must be reconfigured to consist of two left turn lanes, four through lanes, and a right-turn lane. It is against the City of Folsom policy to have eight lane roads because of the impacts to non-motorized traffic and adjacent development; therefore, this improvement is infeasible.</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom CDD	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
55-58	<b>3A.15-4c (FPASP EIR/EIS)</b>	<p><b><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></b></p> <p>To ensure that the East Bidwell Street/College Street intersection operates at acceptable LOS C or better, the westbound approach must be reconfigured to consist of one left-turn lane, one left-through lane, and two dedicated right-turn lanes. The Applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by Applicant, to reduce the impacts to the East Bidwell Street/Nesmith Court intersection (Folsom Intersection 7).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which	City of Folsom CDD	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.



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

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
			project phase the improvement should be built			
55-59	<b>3A.15-4d (FPASP EIR/EIS)</b>	<p><b><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></b></p> <p>To ensure that the East Bidwell Street /Iron Point Road intersection operates at an acceptable LOS, the northbound approach must be reconfigured to consist of two left-turn lanes, four through lanes and a right-turn lane, and the southbound approach must be reconfigured to consist of two left-turn lanes, four through lanes and a right-turn lane. It is against the City of Folsom policy to have eight lane roads because of the impacts to non-motorized traffic and adjacent development; therefore, this improvement is infeasible.</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom CDD	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
55-60	<b>3A.15-4e (FPASP EIR/EIS)</b>	<p><b><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></b></p> <p>To improve LOS at the Serpa Way/ Iron Point Road intersection, the northbound approaches must be restriped to consist of one left-turn lane, one shared left-through lanes, and one right-turn lane. The Applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by Applicant, to reduce the impacts to the Serpa Way/Iron Point Road Intersection (Folsom Intersection 23).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to	City of Folsom CDD	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.

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

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
			determine during which project phase the improvement should be built			
55-61	<b>3A.15-4f (FPASP EIR/EIS)</b>	<b><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></b> To ensure that the Empire Ranch Road / Iron Point Road intersection operates at a LOS D or better, all of the following improvements are required: The eastbound approach must be reconfigured to consist of one left-turn lane, two through lanes, and a right-turn lane. The westbound approach must be reconfigured to consist of two left-turn lanes, one through lane, and a through-right lane. The northbound approach must be reconfigured to consist of two left-turn lanes, three through lanes, and a right-turn lane. The southbound approach must be reconfigured to consist of two left-turn lanes, three through lanes, and a right-turn lane. The Applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by Applicant, to reduce the impacts to the Empire Ranch Road / Iron Point Road Intersection Before Project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which Project phase the improvement should be built. (Folsom Intersection 24).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom CDD	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
55-62	<b>3A.15-4g (FPASP EIR/EIS)</b>	<b><i>The Applicant Shall Fund and Construct Improvements to the Oak Avenue Parkway/Easton Valley Parkway Intersection (Folsom Intersection 33).</i></b> To ensure that the Oak Avenue Parkway/Easton Valley Parkway intersection operates at an acceptable LOS the southbound approach must be reconfigured to consist of two left-turn lanes, two through lanes, and two right-turn	Before project build out. A phasing analysis should be performed	City of Folsom CDD	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior	Condition will be satisfied prior to issuance of a building permit.

<b>+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)                      NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY                      SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS</b>						
No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		lanes. The Applicant shall fund and construct these improvements.	prior to approval of the first subdivision map to determine during which project phase the improvement should be built.		to building permit issuance in this subdivision.	
55-63	<b>3A.15-4i (FPASP EIR/EIS)</b>	<p><b><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></b></p> <p>To ensure that the Grant Line Road/White Rock Road intersection operates at an acceptable LOS E or better this intersection should be replaced by some type of grade separated intersection or interchange. Improvements to this intersection are identified in the Sacramento County's Proposed General Plan. Implementation of these improvements would assist in reducing traffic impacts on this intersection by providing acceptable operation. Intersection improvements must be implemented by Sacramento County. The Applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Grant Line Road/White Rock Road Intersection (Sacramento County Intersection 3).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built	Sacramento County Department of Transportation.	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
55-64	<b>3A.15-4j (FPASP EIR/EIS)</b>	<p><b><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></b></p>	Before project build out. A phasing	Sacramento County Department of	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees	Condition will be satisfied prior to issuance of

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

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>To improve operation on Grant Line Road between White Rock Road and Kiefer Boulevard, this roadway segment must be widened to six lanes. This improvement is proposed in the Sacramento County and the City of Rancho Cordova General Plans; however, it is not in the 2035 MTP. Improvements to this roadway segment must be implemented by Sacramento County and the City of Rancho Cordova. The Applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Grant Line Road between White Rock Road and Kiefer Boulevard (Sacramento County Roadway Segments 5-7). The identified improvement would more than offset the impacts specifically related to the Folsom South of U.S. 50 Project on this roadway segment.</p>	<p>analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.</p>	<p>Transportation.</p>	<p>(SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision</p>	<p>a building permit.</p>
<p>55-65</p>	<p><b>3A.15-4k (FPASP EIR/EIS)</b></p>	<p><b><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></b></p> <p>To improve operation on Grant Line Road between Kiefer Boulevard Jackson Highway, this roadway segment could be widened to six lanes. This improvement is proposed in the Sacramento County and the City of Rancho Cordova General Plans; however, it is not in the 2035 MTP. Improvements to this roadway segment must be implemented by Sacramento County and the City of Rancho Cordova. The Applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Grant Line Road between Kiefer Boulevard and Jackson Highway (Sacramento County Roadway Segment 8). The identified improvement would more than offset the impacts specifically related to the Folsom South of U.S. 50 Project on this roadway segment.</p>	<p>Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.</p>	<p>Sacramento County Department of Transportation.</p>	<p>This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.</p>	<p>Condition will be satisfied prior to issuance of a building permit.</p>



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

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
55-66	3A.15-4l (FPASP EIR/EIS)	<p><b><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></b></p> <p>To improve operation on Hazel Avenue between Curragh Downs Drive and the U.S. 50 westbound ramps, this roadway segment could be widened to eight lanes. This improvement is inconsistent with Sacramento County’s general plan because the county’s policy requires a maximum roadway cross section of six lanes. Analysis shown later indicates that improvements at the impacted intersection in this segment can be mitigated (see Mitigation Measure 3A.15-4q). Improvements to impacted intersections on this segment will improve operations on this roadway segment and, therefore; mitigate this segment impact. The Applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Hazel Avenue between Curragh Downs Drive and U.S. 50 Westbound Ramps (Sacramento County Roadway Segments 12-13).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
55-67	3A.15-4m (FPASP EIR/EIS)	<p><b><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></b></p> <p>To improve operation on White Rock Road between Grant Line Road and Prairie City Road, this roadway segment must be widened to six lanes. This improvement is included in the 2035 MTP but is not included in the Sacramento County General Plan. Improvements to this roadway segment must be implemented by Sacramento County. The identified improvement would more than offset the impacts specifically related to the Folsom South of U.S. 50 Project on this roadway segment. However, because of other development in the region that would substantially increase traffic levels, this roadway segment would continue to operate at an unacceptable LOS F even with the capacity improvements identified to mitigate Folsom South of U.S. 50</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project	Sacramento County Department of Transportation	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.



<b>+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)                      NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY                      SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS</b>						
No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		impacts. The Applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to White Rock Road between Grant Line Road and Prairie City Road (Sacramento County Roadway Segment 22).	phase the improvement should be built.			
55-68	3A.15-4n (FPASP EIR/EIS)	<p><b><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></b></p> <p>To improve operation on White Rock Road between Empire Ranch Road and Carson Crossing Road, this roadway segment must be widened to six lanes. Improvements to this roadway segment must be implemented by Sacramento County. The Applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to White Rock Road between Empire Ranch Road and Carson Crossing Road (Sacramento County Roadway Segment 28).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built	Sacramento County Department of Transportation.	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
55-69	3A.15-4o (FPASP EIR/EIS)	<p><b><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></b></p> <p>To ensure that the White Rock Road/Carson Crossing Road intersection operates at an acceptable LOS, the eastbound right turn lane must be converted into a separate free right turn lane, or double right. Improvements to this intersection must be implemented by El Dorado County. The Applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision	Sacramento County Department of Transportation.	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.

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

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		the White Rock Road/Carson Crossing Road Intersection (El Dorado County 1).	map to determine during which project phase the improvement should be built.			
55-70	<b>3A.15-4p (FPASP EIR/EIS)</b>	<b><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></b> To ensure that the Hazel Avenue/U.S. 50 westbound ramps intersection operates at an acceptable LOS, the westbound approach must be reconfigured to consist of one dedicated left turn lane, one shared left through lane and three dedicated right-turn lanes. Improvements to this intersection must be implemented by Caltrans and Sacramento County. The Applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Hazel Avenue/U.S. 50 Westbound Ramps Intersection (Caltrans Intersection 1).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
55-71	<b>3A.15-4q (FPASP EIR/EIS)</b>	<b><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></b> 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;	Before project build out. A phasing analysis should be performed prior to	Sacramento County Department of Transportation.	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this	Condition will be satisfied prior to issuance of a building permit.

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

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		therefore, it is not likely to be implemented by Caltrans by 2030. Construction of the Capitol South East Connector, including widening White Rock Road and Grant Line Road to six lanes with limited access, could divert some traffic from U.S. 50 and partially mitigate the Project's impact. The Applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Eastbound U.S. 50 between Zinfandel Drive and Sunrise Boulevard (Freeway Segment 1).	approval of the first subdivision map to determine during which project phase the improvement should be built.		subdivision.	
55-72	<b>3A.15-4r (FPASP EIR/EIS)</b>	<b><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></b> To ensure that Eastbound US 50 operates at an acceptable LOS between Rancho Cordova Parkway and Hazel Avenue, an additional eastbound lane could be constructed. This improvement is not consistent with the Concept Facility in Caltrans State Route 50 Corridor System Management Plan; therefore, it is not likely to be implemented by Caltrans by 2030. Construction of the Capitol South East Connector, including widening White Rock Road and Grant Line Road to six lanes with limited access, could divert some traffic off of U.S. 50 and partially mitigate the Project's impact. The Applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Eastbound U.S. 50 between Rancho Cordova Parkway and Hazel Avenue (Freeway Segment 3).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
55-73	<b>3A.15-4s (FPASP EIR/EIS)</b>	<b><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></b> To ensure that Eastbound US 50 operates at an acceptable LOS between Folsom Boulevard and Prairie City Road, the	Before project build out. A phasing analysis	Sacramento County Department of	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees	Condition will be satisfied prior to issuance of a building

<b>+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)                      NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY                      SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS</b>						
No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		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).	should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Transportation.	and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	permit.
55-74	<b>3A.15-4t (FPASP EIR/EIS)</b>	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 between Prairie City Road and Oak Avenue Parkway (Freeway Segment 6).</i></b></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>	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.



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

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
55-75	<b>3A.15-4u (FPASP EIR/EIS)</b>	<p><b><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the U.S. 50 Eastbound / Prairie City Road Slip Ramp Merge (Freeway Merge 6).</i></b></p> <p>To ensure that Eastbound US 50 operates at an acceptable LOS, the northbound Prairie City Road slip on ramp should start the eastbound auxiliary lane that extends to and drops at the Oak Avenue Parkway off ramp (see mitigation measure 3A.15-4u, w and x), and the southbound Prairie City Road flyover on ramp should be braided over the Oak Avenue Parkway off ramp and start an extended full auxiliary lane to the East Bidwell Street – Scott Road off ramp. Improvements to this freeway segment must be implemented by Caltrans. The Applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by Applicant, to reduce the impacts to the U.S. 50 Eastbound / Prairie City Road slip ramp merge (Freeway Merge 6).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement t should be built	Sacramento County Department of Transportation.	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision	Condition will be satisfied prior to issuance of a building permit.
55-76	<b>3A.15-4v (FPASP EIR/EIS)</b>	<p><b><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></b></p> <p>To ensure that Eastbound US 50 operates at an acceptable LOS, the northbound Prairie City Road slip on ramp should start the eastbound auxiliary lane that extends to and drops at the Oak Avenue Parkway off ramp (see mitigation measure 3A.15-4u, v and x), and the southbound Prairie City Road flyover on ramp should be braided over the Oak Avenue Parkway off ramp and start an extended full auxiliary lane to the East Bidwell Street – Scott Road off ramp. Improvements to this freeway segment must be implemented by Caltrans. The Applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by Applicant, to reduce the impacts to the U.S. 50 Eastbound / Prairie City Road Flyover</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the	Sacramento County Department of Transportation.	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision	Condition will be satisfied prior to issuance of a building permit.



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NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY  
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

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		On Ramp to Oak Avenue Parkway Off Ramp Weave (Freeway Weave 7).	improvement should be built.			
55-77	<b>3A.15-4w (FPASP EIR/EIS)</b>	<p><b><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></b></p> <p>To ensure that Eastbound US 50 operates at an acceptable LOS, the southbound Oak Avenue Parkway loop on ramp should merge with the eastbound auxiliary lane that starts at the southbound Prairie City Road braided flyover on ramp and ends at the East Bidwell Street – Scott Road off ramp (see mitigation measure 3A.15-4u, v and w). Improvements to this freeway segment must be implemented by Caltrans. The Applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by Applicant, to reduce the impacts to U.S. 50 Eastbound / Oak Avenue Parkway Loop Ramp Merge (Freeway Merge 8).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built	Sacramento County Department of Transportation	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.
55-78	<b>3A.15-4x (FPASP EIR/EIS)</b>	<p><b><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></b></p> <p>To ensure that Westbound US 50 operates at an acceptable LOS, the northbound Empire Ranch Road loop on ramp should start the westbound auxiliary lane that ends at the East Bidwell Street – Scott Road off ramp. The slip-on ramp from southbound Empire Ranch Road slip ramp would merge into this extended auxiliary lane. Improvements to this freeway segment must be implemented by Caltrans. The Applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during	Sacramento County Department of Transportation	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.

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NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY  
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

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		Applicant, to reduce the impacts to the U.S. 50 Westbound / Empire Ranch Road loop ramp merge (Freeway Merge 27).	which project phase the improvement should be built			
55-79	<b>3A.15-4y (FPASP EIR/EIS)</b>	<p><b><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></b></p> <p>To ensure that Westbound US 50 operates at an acceptable LOS, the northbound Prairie City Road loop on ramp should start the westbound auxiliary lane that continues beyond the Folsom Boulevard off ramp. The slip-on ramp from southbound Prairie City Road slip ramp would merge into this extended auxiliary lane. Improvements to this freeway segment must be implemented by Caltrans. The Applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by Applicant, to reduce the impacts to the U.S. 50 Westbound / Prairie City Road Loop Ramp Merge (Freeway Merge 35).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	Sacramento County Department of Transportation.	This subdivision will pay its fair share of the following improvements with the payment of Specific Plan Infrastructure Fees (SPIF), City Traffic Impact Fees and Sacramento County Wide Transportation fees collected prior to building permit issuance in this subdivision.	Condition will be satisfied prior to issuance of a building permit.

**UTILITIES AND SERVICE SYSTEMS**

55-80	<b>3A.16-1 (FPASP EIR/EIS)</b>	<p><b><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></b></p> <p>Before the approval of the final map and issuance of building permits for all Project phases, the Project Applicant(s) of all Project phases shall submit proof to the City of Folsom that an adequate wastewater conveyance system either has been constructed or is ensured through payment of the City's facilities augmentation fee as described under the Folsom</p>	Before approval of final maps and issuance of building permits for any project phases.	City of Folsom CDD and City of Folsom EWR Department	The Phase I 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
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NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY  
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

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		Municipal Code Title 3, Chapter 3.40, "Facilities Augmentation Fee – Folsom South Area Facilities Plan," or other sureties to the City's satisfaction. Both on-site wastewater conveyance infrastructure and off-site force main sufficient to provide adequate service to the Project shall be in place for the amount of development identified in the tentative map before approval of the final map and issuance of building permits for all Project phases, or their financing shall be ensured to the satisfaction of the City.				
55-81	<b>3A.16-3 (FPASP EIR/EIS)</b>	<b><i>Demonstrate Adequate SRWTP Wastewater Treatment Capacity.</i></b> The Project Applicant(s) of all Project phases shall demonstrate adequate capacity at the SRWTP for new wastewater flows generated by the Project. This shall involve preparing a tentative map-level study and paying connection and capacity fees as identified by SRCSD. Approval of the final map and issuance of building permits for all Project phases shall not be granted until the City verifies adequate SRWTP capacity is available for the amount of development identified in the tentative map.	Before approval of final maps and issuance of building permits for any project phases.	City of Folsom CDD and City of Folsom EWR Department	The City obtained a letter from Regional San which provides verification that there is adequate capacity in the existing Regional San conveyance and treatment system to accommodate the entire Folsom Plan Area at buildout. Confirmation from Regional San was required because the Folsom Plan Area is served by the existing Regional San Lift Station on Iron Point Road. The City Sewer Lift Station and Forced Main which connects to the Regional San Lift Station has been accepted by the City and is currently in operation.	Yes
55-82	<b>3A.18-1 (FPASP EIR/EIS)</b>	<b><i>Submit Proof of Surface Water Supply Availability.</i></b> a. Prior to approval of any small-lot tentative subdivision map subject to Government Code Section 66473.7 (SB 221), the City shall comply with that statute. Prior to approval of any small-lot tentative subdivision map for a proposed residential Project not subject to that statute, the City need not comply with Section 66473.7, or formally consult with any public water system that would provide water to the affected area; nevertheless, the City shall make a factual showing or impose conditions similar to those required by Section 66473.7 to ensure an adequate water supply for development authorized by the map.	Before approval of final maps and issuance of building permits for any project phases.	City of Folsom CDD and City of Folsom EWR Department	The owner/applicant has constructed the necessary infrastructure to provide potable water to the subdivision. The potable Phase 1 water infrastructure for the Folsom Plan Area has been reviewed, approved and accepted by the City and is currently in operation.	Yes

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NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY  
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

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		<p>b. Prior to recordation of each final subdivision map, or prior to City approval of any similar Project-specific discretionary approval or entitlement required for nonresidential uses, the Project Applicant(s) of that Project phase or activity shall demonstrate the availability of a reliable and sufficient water supply from a public water system for the amount of development that would be authorized by the final subdivision map or Project-specific discretionary nonresidential approval or entitlement. Such a demonstration shall consist of information showing that both existing sources are available or needed supplies and improvements will be in place prior to occupancy.</p>				
55-83	<p><b>3A.18-2a (FPASP EIR/EIS)</b></p>	<p><b><i>Submit Proof of Adequate Off-Site Water Conveyance Facilities and Implement Off-Site Infrastructure Service System or Ensure That Adequate Financing Is Secured.</i></b></p> <p>Before the approval of the final subdivision map and issuance of building permits for all Project phases, the Project Applicant(s) of any particular discretionary development application shall submit proof to the City of Folsom that an adequate off-site water conveyance system either has been constructed or is ensured or other sureties to the City's satisfaction. The off-site water conveyance infrastructure sufficient to provide adequate service to the Project shall be in place for the amount of development identified in the tentative map before approval of the final subdivision map and issuance of building permits for all Project phases, or their financing shall be ensured to the satisfaction of the City. A certificate of occupancy shall not be issued for any building within the SPA until the water conveyance infrastructure sufficient to serve such building has been constructed and is in place.</p>	<p>Before approval of final maps and issuance of building permits for any project phases.</p>	<p>City of Folsom CDD Department and City of Folsom EWR Department</p>	<p>The off-site potable water infrastructure to serve the subdivision has been reviewed, approved and accepted by the City and is currently in operation. In addition, the City has verified that the off-site potable water infrastructure is adequate to serve the subdivision.</p>	<p>Yes</p>
55-84	<p><b>3A.18-2b (FPASP EIR/EIS)</b></p>	<p><b><i>Demonstrate Adequate Off-Site Water Treatment Capacity (if the Off-Site Water Treatment Plant Option is Selected).</i></b></p> <p>If an off-site water treatment plant (WTP) alternative is selected (as opposed to the on-site WTP alternative), the Project Applicant(s) for any discretionary development application shall demonstrate adequate capacity at the off-site WTP. This shall involve preparing a tentative map-level</p>	<p>Before approval of final maps and issuance of building permits for</p>	<p>City of Folsom CDD and City of Folsom EWR Department</p>	<p>This condition is not applicable to this subdivision. The water supply for this subdivision is provided by the City of Folsom Water Treatment Plant rather than an Off-Site Water Treatment Plant</p>	<p>Yes</p>



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NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY  
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

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		study and paying connection and capacity fees as determined by the City. Approval of the final Project map shall not be granted until the City verifies adequate water treatment capacity either is available or is certain to be available when needed for development identified in the tentative map before approval of the final map and issuance of building permits for all Project phases. A certificate of occupancy shall not be issued for any building within the SPA until the water treatment capacity sufficient to serve such building has been constructed and is in place.	any project phases.			
55-85	<b>4.4-1 (Westland/ Eagle SPA)</b>	<p><b><i>Conduct Environmental Awareness Training for Construction Employees.</i></b></p> <p>Prior to beginning construction activities, the Project Applicant shall employ a qualified biologist to develop and conduct environmental awareness training for construction employees. The training shall describe the importance of onsite biological resources, including special-status wildlife habitats; potential nests of special-status birds; and roosting habitat for special-status bats. The biologist shall also explain the importance of other responsibilities related to the protection of wildlife during construction such as inspecting open trenches and looking under vehicles and machinery prior to moving them to ensure there are no lizards, snakes, small mammals, or other wildlife that could become trapped, injured, or killed in construction areas or under equipment.</p> <p>The environmental awareness program shall be provided to all construction personnel to brief them on the life history of special-status species in or adjacent to the Project area, the need to avoid impacts on sensitive biological resources, any terms and conditions required by State and federal agencies, and the penalties for not complying with biological mitigation requirements. If new construction personnel are added to the Project, the contractor's superintendent shall ensure that the personnel receive the mandatory training before starting work. An environmental awareness handout that describes and illustrates sensitive resources to be avoided during Project construction and identifies all relevant permit conditions shall be provided to each person.</p>	Before approval of grading or improvement plans or any ground disturbing activities, including grubbing or clearing, for any project phase.	City of Folsom CDD	The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in Spring of 2021. Compliance table is on file with the City.	Yes



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55-86	<b>4.4-7 (Westland/ Eagle SPA)</b>	<p><b><i>Preconstruction Nesting Bird Survey.</i></b></p> <p>The Project Applicant shall conduct a preconstruction nesting bird survey of all areas associated with construction activities on the Project site within 14 days prior to commencement of construction during the nesting season (1 February through 31 August).</p> <p>If active nests are found, a no-disturbance buffer around the nest shall be established. The buffer distance shall be established by a qualified biologist in consultation with CDFW. The buffer shall be maintained until the fledglings are capable of flight and become independent of the nest, to be determined by a qualified biologist. Once the young are independent of the nest, no further measures are necessary. Pre-construction nesting surveys are not required for construction activity outside of the nesting season.</p>	Before approval of grading or improvement plans or any ground disturbing activities, including grubbing or clearing, for any project phase	City of Folsom CDD; U.S. Army Corp of Engineers	The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in Spring of 2021. Compliance table is on file with the City.	Yes
55-87	<b>3A.5-1a (Westland/ Eagle SPA)</b>	<p><b><i>Comply with the Programmatic Agreement.</i></b></p> <p>The PA for the Project is incorporated by reference. The PA provides a management framework for identifying historic properties, determining adverse effects, and resolving those adverse effects as required under Section 106 of the National Historic Preservation Act. This document is incorporated by reference. The PA is available for public inspection and review at the California Office of Historic Preservation 1725 23rd Street Sacramento, CA 95816.</p>	During all construction phases	City of Folsom CDD; U.S. Army Corp of Engineers	The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in Spring of 2021. Compliance table is on file with the City.	Yes
55-88	<b>3A.5-2 (Westland/ Eagle SPA)</b>	<p><b><i>Conduct Construction Personnel Education, Conduct On-Site Monitoring If Required, Stop Work if Cultural Resources are Discovered, Assess the Significance of the Find, and Perform Treatment or Avoidance as Required.</i></b></p> <p>To reduce potential impacts to previously undiscovered cultural resources, the Project Applicant(s) of all Project phases shall do the following:</p> <ul style="list-style-type: none"> <li>▶ Before the start of ground-disturbing activities, the Project Applicant(s) of all Project phases shall retain a qualified archaeologist to conduct training for construction workers as necessary based upon the sensitivity of the Project APE, to educate them about the possibility of encountering buried</li> </ul>	Before approval of grading or improvement plans or any ground disturbing activities, including grubbing or clearing, for	City of Folsom CDD; U.S. Army Corp of Engineers	The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in Spring of 2021. Compliance table is on file with the City.	Yes

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

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>cultural resources and inform them of the proper procedures should cultural resources be encountered.</p> <ul style="list-style-type: none"> <li>▶ 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.</li> <li>▶ 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.</li> </ul> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the Project Applicant(s) of each applicable Project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans).</p>	any project phase.			

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NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY  
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

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		<p>The Project Applicant, in coordination with USACE, shall ensure that an archaeological sensitivity training program is developed and implemented during a pre-construction meeting for construction supervisors. The sensitivity training program shall provide information about notification procedures when potential archaeological material is discovered, procedures for coordination between construction personnel and monitoring personnel, and information about other treatment or issues that may arise if cultural resources (including human remains) are discovered during Project construction. This protocol shall be communicated to all new construction personnel during orientation and on a poster that is placed in a visible location inside the construction job trailer. The phone number of the USACE cultural resources staff member shall also be included.</p> <p>The on-site sensitivity training shall be carried out each time a new contractor will begin work in the APE and at the beginning of each construction season by each contractor.</p> <p>If unanticipated discoveries of additional historic properties, defined in 36 CFR 800.16 (l), are made during the construction of the Project, the USACE shall ensure that they will be protected by implementing the following measures:</p> <ul style="list-style-type: none"> <li>▶ 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.</li> <li>▶ 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</li> </ul>				

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NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY  
SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS**

No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>shall respond within 72 hours of the request to consult. Failure of the SHPO to respond within 72 hours shall not prohibit the USACE from implementing the treatment measures.</p> <p>The Project Applicants shall be required to submit to the City proof of compliance in the form of a completed training roster and copy of training materials.</p>				
55-89	<p><b>3A.5-3 (Westland/ Eagle SPA)</b></p>	<p><b><i>Suspend Ground-Disturbing Activities if Human Remains are Encountered and Comply with California Health and Safety Code Procedures.</i></b></p> <p>In accordance with the California Health and Safety Code, if human remains are uncovered during ground-disturbing activities, including those associated with off-site elements, the Project Applicant(s) of all Project phases shall immediately halt all ground-disturbing activities in the area of the find and notify the Sacramento County Coroner and a professional archaeologist skilled in osteological analysis to determine the nature of the remains. The coroner is required to examine all discoveries of human remains within 48 hours of receiving notice of a discovery on private or public lands (California Health and Safety Code Section 7050.5[b]). If the coroner determines that the remains are those of a Native American, he or she must contact the NAHC by phone within 24 hours of making that determination (California Health and Safety Code Section 7050[c]).</p> <p>After the coroner's findings are complete, the Project Applicant(s), an archaeologist, and the NAHC-designated Most Likely Descendant shall determine the ultimate treatment and disposition of the remains and take appropriate steps to ensure that additional human interments are not disturbed. The responsibilities for acting on notification of a discovery of Native American human remains are identified in Section 5097.9 of the California Public Resources Code.</p> <p>Upon the discovery of Native American remains, the procedures above regarding involvement of the applicable county coroner, notification of the NAHC, and identification of a Most Likely Descendant shall be followed. The Project Applicant(s) of all Project phases shall ensure that the immediate vicinity (according to generally accepted cultural or archaeological standards and</p>	<p>During all ground disturbing activities, for any project phase.</p>	<p>Sacramento County Coroner; Native American Heritage Commission; City of Folsom CDD</p>	<p>The City and its Environmental Compliance Consultant (Helix) have reviewed all MMRP conditions and verified compliance with this Mitigation Measure. Compliance was verified prior to commencement of grading and construction in Spring of 2021. Compliance table is on file with the City.</p> <p>No human remains have been encountered in the subdivision during grading and construction</p>	<p>Yes</p>

<b>+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254)                      NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY                      SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS</b>						
No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		<p>practices) is not damaged or disturbed by further development activity until consultation with the Most Likely Descendant has taken place. The Most Likely Descendant shall have 48 hours after being granted access to the site to inspect the site and make recommendations. A range of possible treatments for the remains may be discussed: nondestructive removal and analysis, preservation in place, relinquishment of the remains and associated items to the descendants, or other culturally appropriate treatment. As suggested by AB 2641 (Chapter 863, Statutes of 2006), the concerned parties may extend discussions beyond the initial 48 hours to allow for the discovery of additional remains. AB 2641(e) includes a list of site protection measures and states that the Project Applicant(s) shall comply with one or more of the following requirements:</p> <ul style="list-style-type: none"> <li>▶ record the site with the NAHC or the appropriate Information Center,</li> <li>▶ use an open-space or conservation zoning designation or easement, or</li> <li>▶ record a reinternment document with the county.</li> </ul> <p>The Project Applicant(s) or its authorized representative of all Project phases shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance if the NAHC is unable to identify a Most Likely Descendant or if the Most Likely Descendant fails to make a recommendation within 48 hours after being granted access to the site. The Project Applicant(s) or its authorized representative may also reinter the remains in a location not subject to further disturbance if it rejects the recommendation of the Most Likely Descendant and mediation by the NAHC fails to provide measures acceptable to the Landowner. Ground disturbance in the zone of suspended activity shall not recommence without authorization from the archaeologist.</p> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the Project Applicant(s) of each applicable Project phase with the affected</p>				



<b>+CONDITIONS OF APPROVAL FOR THE MANGINI RANCH PHASE 3 SUBDIVISION (PN 20-254) NORTHEAST CORNER OF THE INTERSECTION OF EAST BIDWELL STREET AND SAVANNAH PARKWAY SMALL LOT VESTING TENTATIVE SUBDIVISION MAP AND MINOR ADMINISTRATIVE MODIFICATIONS</b>						
No.	Mitigation Measure	Condition of Approvals	When Required	Responsible Department	Comments	Conditioned Satisfied
		oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans). The Project Applicants shall be required to submit to the City proof of compliance in the form of a completed training roster and copy of training materials.				

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CITY OF  
**FOLSOM**  
DISTINCTIVE BY NATURE

## Folsom City Council Staff Report

<b>MEETING DATE:</b>	8/23/2022
<b>AGENDA SECTION:</b>	Consent Calendar
<b>SUBJECT:</b>	Resolution No. 10885 – A Resolution Authorizing the City Manager to Execute a Program Supplement Agreement with Caltrans for the Intelligent Transportation Systems (ITS) Master Plan Implementation Project, Project No. 2480, Federal Project No. 5288(052)
<b>FROM:</b>	Public Works Department

### RECOMMENDATION / CITY COUNCIL ACTION

The Public Works Department recommends that the City Council pass and adopt Resolution No. 10885 - A Resolution Authorizing the City Manager to Execute a Program Supplement Agreement with Caltrans for the Intelligent Transportation Systems (ITS) Master Plan Implementation Project, Project No. 2480, Federal Project No. 5288(052).

### BACKGROUND / ISSUE

On December 8, 2020 City Council adopted Resolution No. 10571 - A Resolution Authorizing Staff to Submit Grant Applications to the Sacramento Area Council of Governments for the 2020-21 Funding Round. One of the projects submitted to receive funding was the Intelligent Transportation Systems (ITS) Master Plan Implementation Project.

The project consists of purchasing new ITS equipment that includes advanced traffic signal controllers, closed-circuit televisions (CCTVs) to monitor traffic flow, upgrading and installation of fiber optic and communication equipment to fill gaps and expand capabilities of the traffic management center, installation of variable message boards (VMB) to broadcast messages to motoring public, and expansion of signal performance measures (SPM) software to proactively adjust signal timing and identify maintenance issues.

**POLICY / RULE**

Execution of an Administering Agency-State Agreement and or Program Supplement Agreement requires City Council approval.

**ANALYSIS**

The City of Folsom is required to execute the Program Supplement Agreement with Caltrans Local Assistance to proceed with the construction of the ITS Master Plan Implementation Project. This project is eligible for reimbursement from Surface Transportation Block Grant Program funds.

The City must invoice Caltrans in order to receive any Federal or State reimbursement. Prior to invoicing Caltrans, the City must approve a Program Supplement Agreement for the ITS Master Plan Implementation Project. This is a Caltrans standard form that has previously been approved by the City Attorney for other projects, including:

- Folsom Boulevard Improvements
- Historic Folsom Station Phase I Project
- Street Repair and Resurfacing Project – 2005, Phase I
- Street Repair and Resurfacing Project – 2004 Phase II
- Folsom/El Dorado Transit Corridor Study
- Rainbow Bridge Rehabilitation
- US 50/East Bidwell Street Interchange
- Riley Street Extension
- Folsom/Auburn Road Widening Projects
- Green Valley Road Widening

**FINANCIAL IMPACT**

The Intelligent Transportation Systems (ITS) Master Plan Implementation Project was included in the Fiscal Year 2022-23 Capital Improvement Plan with a project budget of \$200,000 utilizing Transportation Improvement (Fund 446) funds. The City was awarded Surface Transportation Block Grant Program funds in the amount of \$150,000 as well as funds from Sacramento Area Council of Governments (SACOG) in the amount of \$600,000 for this project that would replace some of the local funds and would require a match of local funds as follows:

Surface Transportation Block Grant Program Funds	\$150,000
Local Match (Fund 446)	\$50,000
SACOG <u>\$600,000</u>	
Total Project Funding	\$800,000
Total Transportation Improvement Funds (Fund 446)	\$50,000

City Staff will be utilizing local “Advanced Construction” funds to initiate the start of the design process and is expected to be reimbursed at a rate of 100% to replenish the Transportation Improvement Fund (Fund 446).

### **ENVIRONMENTAL REVIEW**

This project will have its CEQA status determined during the Preliminary Engineering Phase of the project.

### **ATTACHMENTS**

1. Resolution No. 10885 – A Resolution Authorizing the City Manager to Execute a Program Supplement Agreement with Caltrans for the Intelligent Transportation Systems (ITS) Master Plan Implementation Project, Project No. 2480, Federal Project No. 5288(052)
2. Program Supplement No. F032

Submitted,

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Mark Rackovan, Public Works Director



# Attachment 1

**RESOLUTION NO. 10885**

**A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE A  
PROGRAM SUPPLEMENT AGREEMENT WITH CALTRANS FOR THE  
INTELLIGENT TRANSPORTATION SYSTEMS (ITS) MASTER PLAN  
IMPLEMENTATION PROJECT, PROJECT NO. 2480, FEDERAL PROJECT NO.  
5288(052)**

**WHEREAS**, the City of Folsom desires to implement the Intelligent Transportation Systems Master Plan; and

**WHEREAS**, the Intelligent Transportation System (ITS) Master Plan Implementation Project is included in the FY 2022-23 Capital Improvement Plan; and

**WHEREAS**, the City of Folsom is programmed to receive funding awarded through the 2021 Sacramento Area Council of Governments (SACOG) Maintenance and Modernization program and is eligible for reimbursement of Surface Transportation Block Grant Program funds; and

**WHEREAS**, the executed Program Supplement Agreement must be returned to Caltrans prior to invoicing for any reimbursable expenses; and

**WHEREAS**, Caltrans requires that the signed Program Supplement Agreement is accompanied with a certified Resolution that clearly identifies the representative who is authorized to sign on the Agency's behalf; and

**WHEREAS**, the matching funds for SACOG Maintenance and Modernization Funding will utilize Local Transportation Improvement funds from the Transportation Improvement Fund (Fund 446); and

**WHEREAS**, funds received will be credited to Transportation Improvement Fund (Fund 446); and

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

**NOW, THEREFORE, BE IT RESOLVED** that the City Council of the City of Folsom authorizes the City Manager to Execute a Program Supplement Agreement with Caltrans for the Intelligent Transportation Systems (ITS) Master Plan Implementation Project, Project No. 2480, Federal Project No. 5288(052).

**PASSED AND ADOPTED** this 23<sup>rd</sup> day of August 2022, by the following roll-call vote:

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

**ABSTAIN:** Councilmember(s):

\_\_\_\_\_  
Kerri M. Howell, MAYOR

ATTEST:

\_\_\_\_\_  
Christa Freemantle, CITY CLERK

# Attachment 2

**PROGRAM SUPPLEMENT NO.** F032  
**to**  
**ADMINISTERING AGENCY-STATE AGREEMENT**  
**FOR FEDERAL-AID PROJECTS NO** 03-5288F15

**Adv. Project ID**  
0322000204

**Date:** June 23, 2022  
**Location:** 03-SAC-0-FOL  
**Project Number:** STPL-5288(052)  
**E.A. Number:**  
**Locode:** 5288

This Program Supplement hereby adopts and incorporates the Administering Agency-State Agreement for Federal Aid which was entered into between the Administering Agency and the State on 10/18/2016 and is subject to all the terms and conditions thereof. This Program Supplement is executed in accordance with Article I of the aforementioned Master Agreement under authority of Resolution No. approved by the Administering Agency on (See copy attached).

The Administering Agency further stipulates that as a condition to the payment by the State of any funds derived from sources noted below obligated to this PROJECT, the Administering Agency accepts and will comply with the special covenants or remarks set forth on the following pages.

**PROJECT LOCATION:** Throughout the City of Folsom.

**TYPE OF WORK:** Signal Synchronization **LENGTH:** 0.0(MILES)

Estimated Cost	Federal Funds		Matching Funds	
	M23E		LOCAL	OTHER
\$800,000.00	\$150,000.00		\$650,000.00	\$0.00

**CITY OF FOLSOM**  
  
By \_\_\_\_\_  
Title \_\_\_\_\_  
Date \_\_\_\_\_  
Attest \_\_\_\_\_

**STATE OF CALIFORNIA**  
**Department of Transportation**  
  
By \_\_\_\_\_  
**Chief, Office of Project Implementation**  
**Division of Local Assistance**  
  
Date \_\_\_\_\_

I hereby certify upon my personal knowledge that budgeted funds are available for this encumbrance:

**Accounting Officer**  **Date** 06/24/2022 **\$150,000.00**



03-SAC-0-FOL  
STPL-5288(052)

### SPECIAL COVENANTS OR REMARKS

1. A. The ADMINISTERING AGENCY will advertise, award and administer this project in accordance with the current published Local Assistance Procedures Manual.

B. ADMINISTERING AGENCY agrees that it will only proceed with work authorized for specific phase(s) with an "Authorization to Proceed" and will not proceed with future phase(s) of this project prior to receiving an "Authorization to Proceed" from the STATE for that phase(s) unless no further State or Federal funds are needed for those future phase(s).

C. STATE and ADMINISTERING AGENCY agree that any additional funds which might be made available by future Federal obligations will be encumbered on this PROJECT by use of a STATE-approved "Authorization to Proceed" and Finance Letter. ADMINISTERING AGENCY agrees that Federal funds available for reimbursement will be limited to the amounts obligated by the Federal Highway Administration.

D. Award information shall be submitted by the ADMINISTERING AGENCY to the District Local Assistance Engineer within 60 days of project contract award and prior to the submittal of the ADMINISTERING AGENCY'S first invoice for the construction contract.

Failure to do so will cause a delay in the State processing invoices for the construction phase. Attention is directed to Section 15.7 "Award Package" of the Local Assistance Procedures Manual.

E. ADMINISTERING AGENCY agrees, as a minimum, to submit invoices at least once every six months commencing after the funds are encumbered for each phase by the execution of this Project Program Supplement Agreement, or by STATE's approval of an applicable Finance Letter. STATE reserves the right to suspend future authorizations/obligations for Federal aid projects, or encumbrances for State funded projects, as well as to suspend invoice payments for any on-going or future project by ADMINISTERING AGENCY if PROJECT costs have not been invoiced by ADMINISTERING AGENCY for a six-month period.

If no costs have been invoiced for a six-month period, ADMINISTERING AGENCY agrees to submit for each phase a written explanation of the absence of PROJECT activity along with target billing date and target billing amount.

ADMINISTERING AGENCY agrees to submit the final report documents that collectively constitute a "Report of Expenditures" within one hundred eighty (180) days of PROJECT completion. Failure of ADMINISTERING AGENCY to submit a "Final Report of Expenditures" within 180 days of PROJECT completion will result in STATE imposing sanctions upon ADMINISTERING AGENCY in accordance with the current Local Assistance Procedures Manual.

**SPECIAL COVENANTS OR REMARKS**

F. Administering Agency shall not discriminate on the basis of race, religion, age, disability, color, national origin, or sex in the award and performance of any Federal-assisted contract or in the administration of its DBE Program Implementation Agreement. The Administering Agency shall take all necessary and reasonable steps under 49 CFR Part 26 to ensure nondiscrimination in the award and administration of Federal-assisted contracts. The Administering Agency's DBE Implementation Agreement is incorporated by reference in this Agreement. Implementation of the DBE Implementation Agreement, including but not limited to timely reporting of DBE commitments and utilization, is a legal obligation and failure to carry out its terms shall be treated as a violation of this Agreement. Upon notification to the Administering Agency of its failure to carry out its DBE Implementation Agreement, the State may impose sanctions as provided for under 49 CFR Part 26 and may, in appropriate cases, refer the matter for enforcement under 18 U.S.C. 1001 and/or the Program Fraud Civil Remedies Act of 1986 (31 U.S.C. 3801 et seq.).

G. Any State and Federal funds that may have been encumbered for this project are available for disbursement for limited periods of time. For each fund encumbrance the limited period is from the start of the fiscal year that the specific fund was appropriated within the State Budget Act to the applicable fund Reversion Date shown on the State approved project finance letter. Per Government Code Section 16304, all project funds not liquidated within these periods will revert unless an executed Cooperative Work Agreement extending these dates is requested by the ADMINISTERING AGENCY and approved by the California Department of Finance.

ADMINISTERING AGENCY should ensure that invoices are submitted to the District Local Assistance Engineer at least 75 days prior to the applicable fund Reversion Date to avoid the lapse of applicable funds. Pursuant to a directive from the State Controller's Office and the Department of Finance; in order for payment to be made, the last date the District Local Assistance Engineer can forward an invoice for payment to the Department's Local Programs Accounting Office for reimbursable work for funds that are going to revert at the end of a particular fiscal year is May 15th of the particular fiscal year. Notwithstanding the unliquidated sums of project specific State and Federal funding remaining and available to fund project work, any invoice for reimbursement involving applicable funds that is not received by the Department's Local Programs Accounting Office at least 45 days prior to the applicable fixed fund Reversion Date will not be paid. These unexpended funds will be irrevocably reverted by the Department's Division of Accounting on the applicable fund Reversion Date.

H. As a condition for receiving federal-aid highway funds for the PROJECT, the Administering Agency certifies that NO members of the elected board, council, or other key decision makers are on the Federal Government Exclusion List. Exclusions can be found at [www.sam.gov](http://www.sam.gov).

**SPECIAL COVENANTS OR REMARKS**

2. A. ADMINISTERING AGENCY shall conform to all State statutes, regulations and procedures (including those set forth in the Local Assistance Procedures Manual and the Local Assistance Program Guidelines, hereafter collectively referred to as "LOCAL ASSISTANCE PROCEDURES") relating to the federal-aid program, all Title 23 Code of Federal Regulation (CFR) and 2 CFR Part 200 federal requirements, and all applicable federal laws, regulations, and policy and procedural or instructional memoranda, unless otherwise specifically waived as designated in the executed project-specific PROGRAM SUPPLEMENT.
- B. Invoices shall be formatted in accordance with LOCAL ASSISTANCE PROCEDURES.
- C. ADMINISTERING AGENCY must have at least one copy of supporting backup documentation for costs incurred and claimed for reimbursement by ADMINISTERING AGENCY. ADMINISTERING AGENCY agrees to submit supporting backup documentation with invoices if requested by State. Acceptable backup documentation includes, but is not limited to, agency's progress payment to the contractors, copies of cancelled checks showing amounts made payable to vendors and contractors, and/or a computerized summary of PROJECT costs.
- D. Indirect Cost Allocation Plan/Indirect Cost Rate Proposals (ICAP/ICRP), Central Service Cost Allocation Plans and related documentation are to be prepared and provided to STATE (Caltrans Audits & Investigations) for review and approval prior to ADMINISTERING AGENCY seeking reimbursement of indirect costs incurred within each fiscal year being claimed for State and federal reimbursement. ICAPs/ICRPs must be prepared in accordance with the requirements set forth in 2 CFR, Part 200, Chapter 5 of the Local Assistance Procedural Manual, and the ICAP/ICRP approval procedures established by STATE.
- E. STATE will withhold the greater of either two (2) percent of the total of all federal funds encumbered for each PROGRAM SUPPLEMENT or \$40,000 until ADMINISTERING AGENCY submits the Final Report of Expenditures for each completed PROGRAM SUPPLEMENT PROJECT.
- F. Payments to ADMINISTERING AGENCY for PROJECT-related travel and subsistence (per diem) expenses of ADMINISTERING AGENCY forces and its contractors and subcontractors claimed for reimbursement or as local match credit shall not exceed rates authorized to be paid rank and file STATE employees under current State Department of Personnel Administration (DPA) rules. If the rates invoiced by ADMINISTERING AGENCY are in excess of DPA rates, ADMINISTERING AGENCY is responsible for the cost difference, and any overpayments inadvertently paid by STATE shall be reimbursed to STATE by ADMINISTERING AGENCY on demand within thirty (30) days of such invoice.

03-SAC-0-FOL  
STPL-5288(052)

### SPECIAL COVENANTS OR REMARKS

G. ADMINISTERING AGENCY agrees to comply with 2 CFR, Part 200, Uniform Administrative Requirements, Cost Principles and Audit Requirement for Federal Awards.

H. ADMINISTERING AGENCY agrees, and will assure that its contractors and subcontractors will be obligated to agree, that Contract Cost Principles and Procedures, 48 CFR, Federal Acquisition Regulations System, Chapter 1, Part 31, et seq., shall be used to determine the allowability of individual PROJECT cost items.

I. Every sub-recipient receiving PROJECT funds under this AGREEMENT shall comply with 2 CFR, Part 200, 23 CFR, 48 CFR Chapter 1, Part 31, Local Assistance Procedures, Public Contract Code (PCC) 10300-10334 (procurement of goods), PCC 10335-10381 (non-A&E services), and other applicable STATE and FEDERAL regulations.

J. Any PROJECT costs for which ADMINISTERING AGENCY has received payment or credit that are determined by subsequent audit to be unallowable under 2 CFR, Part 200, 23 CFR, 48 CFR, Chapter 1, Part 31, and other applicable STATE and FEDERAL regulations, are subject to repayment by ADMINISTERING AGENCY to STATE.

K. STATE reserves the right to conduct technical and financial audits of PROJECT WORK and records and ADMINISTERING AGENCY agrees, and shall require its contractors and subcontractors to agree, to cooperate with STATE by making all appropriate and relevant PROJECT records available for audit and copying as required by the following paragraph:

ADMINISTERING AGENCY, ADMINISTERING AGENCY'S contractors and subcontractors, and STATE shall each maintain and make available for inspection and audit by STATE, the California State Auditor, or any duly authorized representative of STATE or the United States all books, documents, papers, accounting records, and other evidence pertaining to the performance of such contracts, including, but not limited to, the costs of administering those various contracts and ADMINISTERING AGENCY shall furnish copies thereof if requested. All of the above referenced parties shall make such AGREEMENT, PROGRAM SUPPLEMENT, and contract materials available at their respective offices at all reasonable times during the entire PROJECT period and for three (3) years from the date of submission of the final expenditure report by the STATE to the FHWA.

L. ADMINISTERING AGENCY, its contractors and subcontractors shall establish and maintain a financial management system and records that properly accumulate and segregate reasonable, allowable, and allocable incurred PROJECT costs and matching funds by line item for the PROJECT. The financial management system

03-SAC-0-FOL  
STPL-5288(052)

### SPECIAL COVENANTS OR REMARKS

of ADMINISTERING AGENCY, its contractors and all subcontractors shall conform to Generally Accepted Accounting Principles, enable the determination of incurred costs at interim points of completion, and provide support for reimbursement payment vouchers or invoices set to or paid by STATE.

M. ADMINISTERING AGENCY is required to have an audit in accordance with the Single Audit Act of 2 CFR 200 if it expends \$750,000 or more in Federal Funds in a single fiscal year of the Catalogue of Federal Domestic Assistance.

N. ADMINISTERING AGENCY agrees to include all PROGRAM SUPPLEMENTS adopting the terms of this AGREEMENT in the schedule of projects to be examined in ADMINISTERING AGENCY's annual audit and in the schedule of projects to be examined under its single audit prepared in accordance with 2 CFR, Part 200.

O. ADMINISTERING AGENCY shall not award a non-A&E contract over \$5,000, construction contracts over \$10,000, or other contracts over \$25,000 [excluding professional service contracts of the type which are required to be procured in accordance with Government Code sections 4525 (d), (e) and (f)] on the basis of a noncompetitive negotiation for work to be performed under this AGREEMENT without the prior written approval of STATE. Contracts awarded by ADMINISTERING AGENCY, if intended as local match credit, must meet the requirements set forth in this AGREEMENT regarding local match funds.

P. Any subcontract entered into by ADMINISTERING AGENCY as a result of this AGREEMENT shall contain provisions B, C, F, H, I, K, and L under Section 2 of this agreement.

3. In the event that right of way acquisition for or construction of this project of the initial federal authorization for preliminary engineering is not started by the close of the tenth fiscal year following the fiscal year in which the project is authorized, the ADMINISTERING AGENCY shall repay the Federal Highway Administration through Caltrans the sum of Federal funds paid under the terms of this agreement.

4. Appendix E of the Title VI Assurances (US DOT Order 1050.2A)

During the performance of this agreement, the ADMINISTERING AGENCY, ADMINISTERING AGENCY'S contractors and subcontractor, (hereinafter referred to as the "contractor") agrees to comply with the following nondiscrimination statutes and authorities; including but not limited to:

Pertinent Nondiscrimination Authorities:

- A. Title VI of the Civil Rights Act of 1964 (42 U.S.C. 2000d et seq., 78 stat. 252), (prohibits discrimination on the basis of race, color, national origin); and 49 CFR Part 21.
- B. The Uniform Relocation Assistance and Real Property Acquisition Policies Act of



03-SAC-0-FOL  
STPL-5288(052)

### SPECIAL COVENANTS OR REMARKS

1970, (42 U.S.C. 4601), (prohibits unfair treatment of persons displaced or whose property has been acquired because of Federal or Federal-aid programs and projects);

C. Federal-Aid Highway Act of 1973, (23 U.S.C. 324 et seq.), (prohibits discrimination on the basis of sex);

D. Section 504 of the Rehabilitation Act of 1973, (29 U.S.C. 794 et seq.), as amended, (prohibits discrimination on the basis of disability); and 49 CFR Part 27;

E. The Age Discrimination Act of 1975, as amended, (42 U.S.C. 6101 et seq.), (prohibits discrimination on the basis of age);

F. Airport and Airway Improvement Act of 1982, (49 U.S.C. 4 71, Section 4 7123), as amended, (prohibits discrimination based on race, creed, color, national origin, or sex);

G. The Civil Rights Restoration Act of 1987, (PL 100-209), (Broadened the scope, coverage and applicability of Title VI of the Civil Rights Act of 1964, The Age Discrimination Act of 1975 and Section 504 of the Rehabilitation Act of 1973, by expanding the definition of the terms "programs or

activities" to include all of the programs or activities of the Federal-aid recipients, subrecipients and contractors, whether such programs or activities are Federally funded or not);

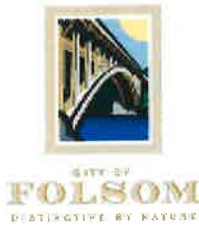
H. Titles II and III of the Americans with Disabilities Act, which prohibit discrimination on the basis of disability in the operation of public entities, public and private transportation systems, places of public accommodation, and certain testing entities (42 U.S.C. 12131-12189) as implemented by Department of Transportation regulations at 49 C.F.R. parts 37 and 38;

I. The Federal Aviation Administration's Nondiscrimination statute (49 U.S.C. 47123) (prohibits discrimination on the basis of race, color, national origin, and sex);

J. Executive Order 12898, Federal Actions to Address Environmental Justice in Minority Populations and Low-Income Populations, which ensures nondiscrimination against minority populations by discouraging programs, policies, and activities with disproportionately high and adverse human health or environmental effects on minority and low-income populations;

K. Executive Order 13166, Improving Access to Services for Persons with Limited English Proficiency, and resulting agency guidance, national origin discrimination includes discrimination because of limited English proficiency (LEP). To ensure compliance with Title VI, you must take reasonable steps to ensure that LEP persons have meaningful access to your programs (70 Fed. Reg. at 74087 to 74100);

L. Title IX of the Education Amendments of 1972, as amended, which prohibits you from discriminating because of sex in education programs or activities (20 U.S.C. 1681 et seq).



# Folsom City Council Staff Report



<b>MEETING DATE:</b>	8/23/2022
<b>AGENDA SECTION:</b>	Consent Calendar
<b>SUBJECT:</b>	Resolution No. 10897 – A Resolution Authorizing the City Manager to Execute an Agreement with Pape Machinery for the Purchase of a Wheel Loader Tractor
<b>FROM:</b>	Public Works Department

### RECOMMENDATION / CITY COUNCIL ACTION

The Public Works Department recommends that the City Council pass and adopt Resolution No. 10897 – A Resolution Authorizing the City Manager to Execute an Agreement with Pape Machinery for the Purchase of a Wheel Loader Tractor.

### BACKGROUND / ISSUE

The Public Works Department must maintain a fleet of collection vehicles that is able to provide efficient and reliable solid waste collection service. The City’s requirement for these collection vehicles is based on the need to replace its aging fleet and to provide the current level of services. The vehicle being purchased will replace a wheel loader tractor already sold from the Solid Waste fleet.

This resolution will authorize the City Manager to execute an agreement with Pape Machinery for the purchase of one wheel loader tractor. The total cost for the purchase of this vehicle will not exceed \$136,822.56. Sufficient funds to purchase the wheel loader tractor are budgeted and available in the Fiscal Year 2022-23 Solid Waste Operating Fund (Fund 540).

### POLICY / RULE

Section 2.36.120 of the Folsom Municipal Code states, in part, that contracts for supplies, equipment, services, and construction with an estimated value of \$66,141 or greater shall be awarded by the City Council.

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

### **ANALYSIS**

Sourcewell is a national cooperative purchasing entity of which the City of Folsom is a member. The City has purchased numerous items through Sourcewell in the past. Pape Machinery has a current contract with Sourcewell for wheel loader tractors at a price that has been assessed to be fair, reasonable, and competitive.

Sourcewell contract number #032119-JDC will be utilized for the purchase of solid waste collection vehicles.

- John Deere 244L Wheel Loader Tractor - \$136,822.56

This price includes taxes, tire fees, and delivery.

### **FINANCIAL IMPACT**

A total of \$5,142,714 has been appropriated in the Fiscal Year 2022-23 Solid Waste Operating Budget to purchase vehicles. The Department is requesting that the contract be authorized for a not to exceed amount of \$136,823. Sufficient funds to purchase this replacement vehicle are budgeted and available in the Fiscal Year 2022-23 Solid Waste Operating Fund (Fund 540).

### **ENVIRONMENTAL REVIEW**

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

### **ATTACHMENT**

Resolution No. 10897 – A Resolution Authorizing the City Manager to Execute an Agreement with Pape Machinery for the Purchase of a Wheel Loader Tractor

Submitted,

Mark Rackovan, PUBLIC WORKS DIRECTOR

**RESOLUTION NO. 10897**

**A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE AN AGREEMENT WITH PAPE MACHINERY FOR THE PURCHASE OF A WHEEL LOADER TRACTOR**

**WHEREAS**, the Public Works Department has validated its need to purchase one wheel loader tractor based on the departments solid waste vehicle replacement and expansion schedule; and

**WHEREAS**, this purchase will be made through Sourcewell, which used its recognized cooperative purchasing agreement to award a contract to Pape Machinery in an amount not to exceed \$136,822.56; and

**WHEREAS**, sufficient funds are available in the Fiscal Year 2022-23 Solid Waste Fund (Fund 540) Operating Budget, which includes \$5,142,714 for the purchase of vehicles; and

**WHEREAS**, staff recommends the execution of a contract with Pape Machinery for the purchase of one wheel loader tractor; and

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

**NOW, THEREFORE, BE IT RESOLVED** that the City Council of the City of Folsom authorizes the City Manager to execute an agreement with Pape Machinery for the purchase of one John Deere 244L Wheel Loader Tractor for the Public Works Department for a not to exceed amount of \$136,823.

**PASSED AND ADOPTED** this 23<sup>rd</sup> day of August 2022, by the following roll-call vote:

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

\_\_\_\_\_  
Kerri M. Howell, MAYOR

ATTEST:

\_\_\_\_\_  
Christa Freemantle, CITY CLERK

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CITY OF  
**FOLSOM**  
DISTINGUISH BY NATURE

## Folsom City Council Staff Report

<b>MEETING DATE:</b>	8/23/2022
<b>AGENDA SECTION:</b>	Consent Calendar
<b>SUBJECT:</b>	Resolution No. 10899 – A Resolution Authorizing the City Manager to Execute a Construction Agreement with Doug Veerkamp General Engineering, Inc. for the Fire Station 34 Phase-1 Project
<b>FROM:</b>	Fire Department

### **RECOMMENDATION / CITY COUNCIL ACTION**

The Fire Department recommends that the City Council pass and approve Resolution No. 10899 – A Resolution authorizing the City Manager to execute a construction agreement with Doug Veerkamp General Engineering, Inc. for the Fire Station 34 Phase-1 Project.

### **BACKGROUND / ISSUE**

As part of the City of Folsom Fire Department strategic plan, the Fire Department fiscal year 2022-23 budget included the Fire Station 34 project with a total project budget of \$11,860,200. Architectural services to develop a concept design for Fire Station 34 are already in progress and the station will be located in the Folsom Plan Area at Westwood Drive and Old Ranch Way. The Fire Department has carefully examined the service delivery needs of Folsom and determined that the location is optimal for a Fire Station.

Fire Station 34 project is divided into two distinct phases which will extend into fiscal year 2023-24. Phase-1 of the Fire Station 34 project consists of civil engineering site improvements including grading, drainage, utilities, and building pad construction.

**POLICY / RULE**

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

**ANALYSIS**

Public Works staff prepared the bid package, and the project was publicly advertised on July 19, 2022. Bids were opened on August 5, 2022, with the following submissions received:

1. Doug Veerkamp General Engineering, Inc.	\$682,916
2. BRCO Constructors, Inc.	\$898,000
3. Gabe Mendez, Inc.	\$900,000

The construction consultants estimate for this project was \$675,000.

**FINANCIAL IMPACT**

The contract with Doug Veerkamp General Engineering, Inc., the lowest responsive responsible bidder, would be authorized for \$682,916 with a total project budget of \$751,208, which includes a ten percent contingency of \$68,292 for potential unseen site work issues.

The project is included in the Fiscal Year 2022-23 Capital Improvement Plan utilizing impact fees. The Folsom Plan Area Capital Improvement Fund (Fund 472) has sufficient funds budgeted and available for this agreement in the amount of \$682,916 and the budget amount of \$751,208.

**ENVIRONMENTAL REVIEW**

This project is Categorically Exempt from the California Environmental Quality Act under Section 153332 (In-Fill Development Project) of the CEQA Guidelines.

**ATTACHMENTS**

1. Resolution No. 10899 – A Resolution authorizing the City Manager to execute a construction agreement with Doug Veerkamp General Engineering, Inc. for the Fire Station 34 Phase-1 Project

Submitted,

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Ken Cusano, Fire Chief

**RESOLUTION NO. 10899**

**A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE A CONSTRUCTION AGREEMENT WITH DOUG VEERKAMP GENERAL ENGINEERING, INC. FOR THE FIRE STATION 34 PHASE-1 PROJECT**

**WHEREAS**, the City of Folsom desires to begin Phase-1 construction for Fire Station 34 in the Folsom Plan Area; and

**WHEREAS**, this project was publicly advertised on July 19, 2022, and the bids were received on August 5, 2022, with Doug Veerkamp General Engineering, Inc. being the lowest responsive responsible bidder; and

**WHEREAS**, the agreement with Doug Veerkamp General Engineering, Inc. would be executed in the amount of \$682,916.

**WHEREAS**, the project budget would include a ten percent contingency in the amount of \$68,292 for a total project budget for Phase-1 Construction of \$751,208; and

**WHEREAS**, funds in the amount of \$751,208 are budgeted and available in the Folsom Plan Area Improvement Fund (Fund 472); and

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

**NOW, THEREFORE, BE IT RESOLVED** that the City Council of the City of Folsom authorizes the City Manager to execute a construction agreement with Doug Veerkamp General Engineering, Inc. for the Fire Station 34 Phase-1 Project in the amount of \$682,916 and the budget for this agreement in the amount not to exceed \$751,208 in the Folsom Plan Area Capital Improvement Fund (Fund 472).

**PASSED AND ADOPTED** this 23<sup>rd</sup> day of August 2022, by the following roll-call vote:

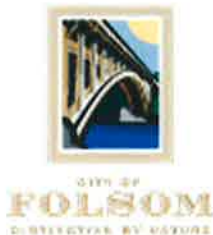
**AYES:** Councilmember(s):  
**NOES:** Councilmember(s):  
**ABSENT:** Councilmember(s):  
**ABSTAIN:** Councilmember(s):

\_\_\_\_\_  
Kerri M. Howell, MAYOR

ATTEST:

\_\_\_\_\_  
Christa Freemantle, CITY CLERK

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## Folsom City Council Staff Report

<b>MEETING DATE:</b>	8/23/2022
<b>AGENDA SECTION:</b>	Consent Calendar
<b>SUBJECT:</b>	Resolution No. 10900 - A Resolution Repealing Resolution No. 10527 and Designating Conflict of Interest Filing Positions and Disclosure Categories
<b>FROM:</b>	City Clerk's Department

### **RECOMMENDATION / CITY COUNCIL ACTION**

Staff recommends that the City Council approve Resolution No. 10900 - A Resolution Repealing Resolution No. 10527 and Designating Conflict of Interest Filing Positions and Disclosure Categories.

### **BACKGROUND / ISSUE**

Each local agency is required to declare a Conflict of Interest Code pursuant to Government Code section 87300. The City of Folsom's Conflict of Interest Code is found in Chapter 2.34 of the Folsom Municipal Code. The Political Reform Act requires agencies to review the provisions of their Conflict of Interest Code to determine whether revisions are necessary to update the Conflict of Interest Code.

The appendix of designated positions lists those positions within the City that involve the making, or participation in making, decisions that may affect the financial interest of the employee. Each position is identified by one or more of the disclosure categories, depending upon the function of the position. For example, a position that involves contracting and purchasing duties falls within disclosure category 2.



## **POLICY / RULE**

Section 7.01 of the Charter of the City of Folsom provides that “[t]he use of public office for private gain is prohibited. The City Council shall implement this prohibition by ordinance adopting and assuring compliance with the laws of the State of California regarding such conflicts....”

Folsom Municipal Code section 2.34.030 et seq. authorizes the City Council to designate by resolution those positions which are deemed to make or participate in the making of decisions which may have a material effect on any financial interest.

The Political Reform Act, Government Code Section 87303 et seq. requires agencies to review the provisions of their Conflict of Interest Code every even-numbered year to determine if revisions are required.

## **ANALYSIS**

Staff reviewed Folsom Municipal Code Chapter 2.34 with departments to determine the need to add or remove positions from the filing obligation. The filing obligation requirement of existing filers was reviewed based on the responsibility of making or participating in the making of decisions that may foreseeably have a material effect on any personal financial interest.

Since the City Council last updated the Conflict of Interest Code, positions have been added, re-assigned, deleted and/or re-titled. Therefore, the appendix of designated positions requires updating. It is important to clarify that while there are many changes to the list of designated filers, no employee-filled designated positions have been removed from the list.

## **ATTACHMENTS**

1. Resolution No. 10900 - A Resolution Repealing Resolution No. 10527 and Designating Conflict of Interest Filing Positions and Disclosure Categories
2. Redline Version of Changes
3. Resolution No. 10527 - A Resolution Repealing Resolution No. 10129 and Designating Conflict of Interest Filing Positions and Disclosure Categories

Submitted,

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Christa Freemantle, CMC  
City Clerk

# ATTACHMENT 1

**RESOLUTION NO. 10900****A RESOLUTION REPEALING RESOLUTION NO. 10527  
AND DESIGNATING CONFLICT OF INTEREST FILING POSITIONS  
AND DISCLOSURE CATEGORIES**

**WHEREAS**, the Political Reform Act, Government Code Section 87303 et seq. requires that agencies review biennially in even-numbered years the provisions of their Conflict of Interest Code, which includes designated positions and disclosure categories; and

**WHEREAS**, persons holding these positions are designated public officials, officials, employees and consultants as defined in Government Code Section 82019 et seq. are deemed to make or participate in the making of decisions which may foreseeably have a material effect on any personal financial interest; and

**WHEREAS**, Chapter 2.34 of the Folsom Municipal Code pertaining to the Conflict of Interest Code, authorizes the City Council to designate by resolution those positions which should file statements of economic interests; and

**WHEREAS**, that as a result of the review mandated by Government Code Section 87300 et seq. it has been determined that the current list of designated positions and disclosure categories should be updated:

**NOW THEREFORE, BE IT RESOLVED**, that Resolution No. 10527, which established the prior list of designated filers and disclosure categories is hereby repealed; and

**BE IT FURTHER RESOLVED**, that all public officials, officials, elected and appointed officers, persons holding designated positions and consultants that are subject to the filing and disclosure requirements pursuant to Exhibit "A" in accordance to the disclosure categories as set forth in Exhibit "B" shall file their statements of economic interests with the city clerk.

**PASSED AND ADOPTED** on this 23<sup>rd</sup> day of August 2022, by the following roll-call vote:

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

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Kerri M. Howell, MAYOR

ATTEST:

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Christa Freemantle, CITY CLERK

**EXHIBIT "A"**

**CITY OF FOLSOM  
CONFLICT OF INTEREST CODE  
APPENDIX OF DESIGNATED OFFICIALS/EMPLOYEES**

I. Designated Positions.

The positions listed below constitute the list of designated positions required by the City of Folsom's conflict of interest code (Folsom Municipal Code Chapter 2.34). Individuals holding these positions as designated public officials, officials, employees and consultants as defined in Government Code Section 82019 et seq. are deemed to make or participate in the making of decisions which may foreseeably have a material effect on any financial interest. The individuals occupying the designated positions shall disclose their economic interests in accordance with the corresponding disclosure categories, defined in Exhibit B.

<b>Appendix of Designated Positions</b>	
<b>Appointed Officials/Positions Title</b>	<b>Disclosure Categories</b>
<b>City Attorney's Department</b>	
Assistant City Attorney	1
City Attorney	87200 filer*
Legal Analyst	2, 4
<b>City Clerk's Department</b>	
City Clerk	1
Deputy City Clerk	2
<b>City Council Members</b>	
(City Council Members also file as Public Financing Authority Members)	87200 filers*
<b>City Council Candidates</b>	
	87200 filers*
<b>City Manager's Department</b>	
City Manager	87200 filer*
Communications Director	2

<b>Commission/Committee Members</b>	
Arts and Cultural Commission	3, 4
Historic District Commission	3, 4
Landscaping & Lighting District Advisory Committee	3, 4
Library Commission	3, 4
Parks and Recreation Commission	3, 4
Traffic Safety Committee	3, 4
Utility Commission	3, 4
<b>Community Development Department</b>	
Arborist	3, 4
Assistant Planner	2, 3
Associate Civil Engineer	2, 3
Associate Planner	3
Building Inspector I/II	3, 4
Building Inspector Supervisor	3, 4
Building Official / Building Services Supervisor	1
Code Enforcement Officer I/II	2, 3
Code Enforcement Supervisor	3, 4
Community Development Director	1
Construction Inspector I/II	3, 4
Plan Check Engineer	3, 4
Planning Manager	1
Principal Civil Engineer	1
Principal Planner	3, 4
Senior Building Inspector	3, 4
Senior Civil Engineer	2, 3
Senior Code Enforcement Officer	2, 3
Senior Engineering Technician I/II	1
Senior Planner	3, 4
<b>Environmental and Water Resources Department</b>	
Associate Civil Engineer	2, 3
Director of Environmental/Water Resources	1
PW / Utilities Section Manager	2, 3, 4
Senior Civil Engineer	2, 3
Utility maintenance Supervisor	2, 4
Water Distribution Supervisor	2, 4
Water Management Coordinator	2
Water Treatment Plant Supervisor	2, 4
Wastewater Collection Supervisor	2, 4



<b>Finance Department</b>	
Chief Financial Officer / Finance Director	87200 filer*
Deputy Treasurer	2
Senior Financial Analyst	2
Financial Services Manager	1
Information Systems Manager	2
Revenue Supervisor	1
<b>Fire Department</b>	
Administrative Assistant	2
Administrative Technician	2
Deputy Fire Marshal	2
Fire Battalion Chief	2
Fire Chief	1
Fire Division Chief	2
Fire Prevention Officer	2
<b>Human Resources Department</b>	
Human Resources Director	1
Senior Management Analyst	2
<b>Library Services</b>	
Library Manager	2
<b>Parks and Recreation Department</b>	
Community and Cultural Services Manager	2, 3
Facilities Maintenance Supervisor	2, 3
Municipal Landscape Services Manager	2, 3
Municipal Landscape Services Supervisor	2, 3
Parks and Recreation Director	1
Parks / Facilities Maintenance Manager	2, 3
Parks Maintenance Supervisor	2, 3
Recreation Supervisor	2, 3
Senior Management Analyst	2, 3
Senior Parks Planner	2, 3
Senior Trails Planner	2, 3
Zoo Manager	2, 3

<b>Planning Commission Members</b>	87200 filers*
<b>Police Department</b>	
Animal Control Officer	2, 4
Police Chief	1
Police Commander	2
Police Lieutenant	4
<b>Public Works Department</b>	
Associate Civil Engineer	2, 3
Construction Inspector I/II	2, 3
Public Works Director	1
Environmental Specialist Supervisor	2, 4
Management Analyst	2
PW / Utilities Section Manager	2, 3, 4
Public Works Section Manager (Engineer)	2, 3, 4
Senior Civil Engineer	2, 3
Senior Management Analyst	2, 4
Streets Operations Supervisor	2, 3
Solid Waste / Fleet Manager	2, 4
Traffic Control / Lighting Supervisor	2, 4

\* "87200 Filer(s)" refers to filers identified within Government Code section 87200 et seq. This section establishes certain requirements for members of planning commissions, mayors, city managers, city attorneys, city treasurers, members of city councils, other public officials who manage public investments, and candidates for any of these offices to file statements of economic interest disclosing investments, interests in real property (excluding principal or personal residence) and any income received.

## EXHIBIT "B"

### CITY OF FOLSOM CONFLICT OF INTEREST CODE DISCLOSURE CATEGORIES

#### Disclosure Categories

##### **Category 1 – Officials and employees whose duties are broad and indefinable:**

Investments and business positions in business entities, and income including loans, gifts, and travel payments from sources located in or doing business in the jurisdiction.

Interests in real property located in the jurisdiction, including property located within a two-mile radius of any property owned or used by the City or within two miles of the boundaries of the City.

##### **Category 2 – Officials and employees whose duties involve contracting or purchasing:**

Investments and business positions in business entities and sources of income including those that provide services, supplies, materials, machinery or equipment of the type utilized by the City.

##### **Category 3 – Officials and employees whose decisions may affect real property interests:**

Investments and business positions in business entities and income including loans, gifts, and travel payments from sources that provide services, supplies, materials, machinery, or equipment of the type utilized by the City.

Engage in land development, construction or the acquisition or sale of real property.

Interests in real property located within the jurisdiction, including property located within a two-mile radius of any property owned or used by the City.

##### **Category 4 – Officials and employees with regulatory powers:**

Investments and business positions in business entities and sources of income including loans, gifts, and travel payments from sources that provide services, supplies, materials, machinery, or equipment of the type utilized by the department or division to which the filer is assigned.

#### **Regulations Regarding Gifts**

Gifts from outside the agency's jurisdiction shall not be required to be reported if the purpose of disclosure of the gift does not have some connection with or bearing upon the duties of the position. (18730.1, Title 2, Div 6, CA Code of Regulations)

## ATTACHMENT 2

**EXHIBIT "A"**

**CITY OF FOLSOM  
CONFLICT OF INTEREST CODE  
APPENDIX OF DESIGNATED OFFICIALS/EMPLOYEES**

I. Designated Positions.

The positions listed below constitute the list of designated positions required by the City of Folsom's conflict of interest code (Folsom Municipal Code Chapter 2.34). Individuals holding these positions as designated public officials, officials, employees and consultants as defined in Government Code Section 82019 et seq. are deemed to make or participate in the making of decisions which may foreseeably have a material effect on any financial interest. The individuals occupying the designated positions shall disclose their economic interests in accordance with the corresponding disclosure categories, defined in Exhibit B.

<b>Appendix of Designated Positions</b>	
<b>Appointed Officials/Positions Title</b>	<b>Disclosure Categories</b>
<b>City Attorney's Department</b>	
Assistant City Attorney	1
City Attorney	87200 filer*
Legal Analyst	2, 4
<b>City Clerk's Department</b>	
City Clerk	1
Deputy City Clerk	2
<b>City Council Members</b>	
(City Council Members also file as Public Financing Authority Members)	87200 filers*
<b>City Council Candidates</b>	
	87200 filers*
<b>City Manager's Department</b>	
City Manager	87200 filer*
Communications Director	2



<b>Commission/Committee Members</b>	
Arts and Cultural Commission	3, 4
Historic District Commission	3, 4
Landscaping & Lighting District Advisory Committee	3, 4
Library Commission	3, 4
Parks and Recreation Commission	3, 4
Traffic Safety Committee	3, 4
Utility Commission	3, 4
<b>Community Development Department</b>	
Arborist	3, 4
Assistant Planner	2, 3
Associate Civil Engineer	2, 3
Associate Planner	3
Building Inspector I/II	3, 4
Building Inspector Supervisor	3, 4
Building Official / Building Services Supervisor	1
Code Enforcement Officer I/II	2, 3
Code Enforcement Supervisor	3, 4
Community Development Director	1
Construction Inspector I/II	3, 4
Plan Check Engineer	3, 4
Planning Manager	1
Principal Civil Engineer	1
Principal Planner	3, 4
Senior Building Inspector	3, 4
Senior Civil Engineer	2, 3
Senior Code Enforcement Officer	2, 3
Senior Engineering Technician I/II	1
Senior Planner	3, 4
<b>Environmental and Water Resources Department</b>	
Associate Civil Engineer	2, 3
Director of Environmental/Water Resources	1
PW / Utilities Section Manager	2, 3, 4
Senior Civil Engineer	2, 3
Utility maintenance Supervisor	2, 4
Water Distribution Supervisor	2, 4
Water Management Coordinator	2
Water Treatment Plant Supervisor	2, 4

Waste Water Collection Supervisor	2, 4
<b>Finance Department</b>	
Chief Financial Officer / Finance Director	87200 filer*
Deputy Treasurer	2
<del>Senior Financial Analyst Financial Analyst I/II</del>	2
Financial Services Manager	1
Information Systems Manager	2
<del>Revenue Supervisor Revenue / Disbursements Manager</del>	1
<b>Fire Department</b>	
Administrative Assistant	2
Administrative Technician	2
Deputy Fire Marshal	2
Fire Battalion Chief	2
Fire Chief	1
Fire Division Chief	2
Fire Prevention Officer	2
<b>Human Resources Department</b>	
Human Resources Director	1
Senior Management Analyst	2
<b>Library Services</b>	
Library Manager	2
<b>Parks and Recreation Department</b>	
Community and Cultural Services Manager	2, 3
Facilities Maintenance Supervisor	2, 3
Municipal Landscape Services Manager	2, 3
Municipal Landscape Services Supervisor	2, 3
Parks and Recreation Director	1
Parks / Facilities Maintenance Manager	2, 3
Parks Maintenance Supervisor	2, 3
Recreation Supervisor	2, 3
<del>Senior Management Analyst</del>	2, 3
Senior Parks Planner	2, 3
Senior Trails Planner	2, 3
Zoo Manager	2, 3

<b>Planning Commission Members</b>	87200 filers*
<b>Police Department</b>	
Animal Control Officer	2, 4
Police Chief	1
Police Commander	2
Police Lieutenant	4
<b>Public Works Department</b>	
Associate Civil Engineer	2, 3
Construction Inspector I/II	2, 3
Public Works Director	1
Environmental Specialist Supervisor	2, 4
Management Analyst	2
PW / Utilities Section <del>m</del> Manager	2, 3, 4
Public Works Section Manager (Engineer)	2, 3, 4
Senior Civil Engineer	2, 3
Senior Management Analyst	2, 4
Streets Operations Supervisor	2, 3
Solid Waste / Fleet Manager	2, 4
Traffic Control / Lighting Supervisor	2, 4

\* "87200 Filer(s)" refers to filers identified within Government Code section 87200 et seq. This section establishes certain requirements for members of planning commissions, mayors, city managers, city attorneys, city treasurers, members of city councils, other public officials who manage public investments, and candidates for any of these offices to file statements of economic interest disclosing investments, interests in real property (excluding principal or personal residence) and any income received.

**EXHIBIT "B"**

**CITY OF FOLSOM  
CONFLICT OF INTEREST CODE  
DISCLOSURE CATEGORIES**

**Disclosure Categories****Category 1 – Officials and employees whose duties are broad and indefinable:**

Investments and business positions in business entities, and income including loans, gifts, and travel payments from sources located in or doing business in the jurisdiction.

Interests in real property located in the jurisdiction, including property located within a two-mile radius of any property owned or used by the City or within two miles of the boundaries of the City.

**Category 2 – Officials and employees whose duties involve contracting or purchasing:**

Investments and business positions in business entities and sources of income including those that provide services, supplies, materials, machinery or equipment of the type utilized by the City.

**Category 3 – Officials and employees whose decisions may affect real property interests:**

Investments and business positions in business entities and income including loans, gifts, and travel payments from sources that provide services, supplies, materials, machinery, or equipment of the type utilized by the City.

Engage in land development, construction or the acquisition or sale of real property.

Interests in real property located within the jurisdiction, including property located within a two-mile radius of any property owned or used by the City.

**Category 4 – Officials and employees with regulatory powers:**

Investments and business positions in business entities and sources of income including loans, gifts, and travel payments from sources that provide services, supplies, materials, machinery, or equipment of the type utilized by the department or division to which the filer is assigned.

**Regulations Regarding Gifts**

Gifts from outside the agency's jurisdiction shall not be required to be reported if the purpose of disclosure of the gift does not have some connection with or bearing upon the duties of the position. (18730.1, Title 2, Div 6, CA Code of Regulations)

## ATTACHMENT 3



**RESOLUTION NO. 10527**

**A RESOLUTION REPEALING RESOLUTION NO. 10129  
AND DESIGNATING CONFLICT OF INTEREST FILING POSITIONS  
AND DISCLOSURE CATEGORIES**

**WHEREAS**, the Political Reform Act, Government Code Section 87303 et seq. requires that agencies review biennially in even-numbered years the provisions of their Conflict of Interest Code, which includes designated positions and disclosure categories; and

**WHEREAS**, persons holding these positions are designated public officials, officials, employees and consultants as defined in Government Code Section 82019 et seq. are deemed to make or participate in the making of decisions which may foreseeably have a material effect on any personal financial interest; and

**WHEREAS**, Chapter 2.34 of the Folsom Municipal Code pertaining to the Conflict of Interest Code, authorizes the City Council to designate by resolution those positions which should file statements of economic interests; and

**WHEREAS**, that as a result of the review mandated by Government Code Section 87300 et seq. it has been determined that the current list of designated positions and disclosure categories should be updated:

**NOW THEREFORE, BE IT RESOLVED**, that Resolution No. 10129, which established the prior list of designated filers and disclosure categories is hereby repealed; and

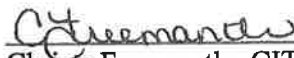
**BE IT FURTHER RESOLVED**, that all public officials, officials, elected and appointed officers, persons holding designated positions and consultants that are subject to the filing and disclosure requirements pursuant to Exhibit "A" in accordance to the disclosure categories as set forth in Exhibit "B" shall file their statements of economic interests with the city clerk.

**PASSED AND ADOPTED** this 22<sup>nd</sup> day of September 2020, by the following roll-call vote:

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

  
 Sarah Aquino, MAYOR

ATTEST:

  
 Christa Freemantle, CITY CLERK

**EXHIBIT "A"**

**CITY OF FOLSOM  
CONFLICT OF INTEREST CODE  
APPENDIX OF DESIGNATED OFFICIALS/EMPLOYEES**

I. Designated Positions.

The positions listed below constitute the list of designated positions required by the City of Folsom's conflict of interest code (Folsom Municipal Code Chapter 2.34). Individuals holding these positions as designated public officials, officials, employees and consultants as defined in Government Code Section 82019 et seq. are deemed to make or participate in the making of decisions which may foreseeably have a material effect on any financial interest. The individuals occupying the designated positions shall disclose their economic interests in accordance with the corresponding disclosure categories, defined in Exhibit B.

<b>Appendix of Designated Positions</b>	
<b>Appointed Officials/Positions Title</b>	<b>Disclosure Categories</b>
<b>City Attorney's Department</b>	
Assistant City Attorney	1
City Attorney	87200 filer*
Legal Analyst	2, 4
<b>City Clerk's Department</b>	
City Clerk	1
Deputy City Clerk	2
<b>City Council Members</b>	
(City Council Members also file as Public Financing Authority Members)	87200 filers*
<b>City Council Candidates</b>	
	87200 filers*
<b>City Manager's Department</b>	
City Manager	87200 filer*
Communications Director	2

<b>Commission/Committee Members</b>	
Arts and Cultural Commission	3, 4
Historic District Commission	3, 4
Landscaping & Lighting District Advisory Committee	3, 4
Library Commission	3, 4
Parks and Recreation Commission	3, 4
Traffic Safety Committee	3, 4
Utility Commission	3, 4
<b>Community Development Department</b>	
Arborist	3, 4
Assistant Planner	2, 3
Associate Civil Engineer	2, 3
Associate Planner	3
Building Inspector I/II	3, 4
Building Inspector Supervisor	3, 4
Building Official / Building Services Supervisor	1
Code Enforcement Officer I/II	2, 3
Code Enforcement Supervisor	3, 4
Community Development Director	1
Construction Inspector I/II	3, 4
Plan Check Engineer	3, 4
Planning Manager	1
Principal Civil Engineer	1
Principal Planner	3, 4
Senior Building Inspector	3, 4
Senior Civil Engineer	2, 3
Senior Code Enforcement Officer	2, 3
Senior Engineering Technician I/II	1
Senior Planner	3, 4
<b>Environmental and Water Resources Department</b>	
Associate Civil Engineer	2, 3
Director of Environmental/Water Resources	1
PW / Utilities Section Manager	2, 3, 4
Senior Civil Engineer	2, 3
Utility maintenance Supervisor	2, 4
Water Distribution Supervisor	2, 4
Water Management Coordinator	2
Water Treatment Plant Supervisor	2, 4

Waste Water Collection Supervisor	2, 4
<b>Finance Department</b>	
Chief Financial Officer / Finance Director	87200 filer*
Deputy Treasurer	2
Financial Analyst I/II	2
Financial Services Manager	1
Information Systems Manager	2
Revenue / Disbursements Manager	1
<b>Fire Department</b>	
Administrative Assistant	2
Administrative Technician	2
Deputy Fire Marshal	2
Fire Battalion Chief	2
Fire Chief	1
Fire Division Chief	2
Fire Prevention Officer	2
<b>Human Resources Department</b>	
Human Resources Director	1
Senior Management Analyst	2
<b>Library Services</b>	
Library Manager	2
<b>Parks and Recreation Department</b>	
Community and Cultural Services Manager	2, 3
Facilities Maintenance Supervisor	2, 3
Municipal Landscape Services Manager	2, 3
Municipal Landscape Services Supervisor	2, 3
Parks and Recreation Director	1
Parks / Facilities Maintenance Manager	2, 3
Parks Maintenance Supervisor	2, 3
Recreation Supervisor	2, 3
Management Analyst	2, 3
Senior Parks Planner	2, 3
Senior Trails Planner	2, 3
Zoo Manager	2, 3

<b>Planning Commission Members</b>	87200 filers*
<b>Police Department</b>	
Animal Control Officer	2, 4
Police Chief	1
Police Commander	2
Police Lieutenant	4
<b>Public Works Department</b>	
Associate Civil Engineer	2, 3
Construction Inspector I/II	2, 3
Public Works Director	1
Environmental Specialist Supervisor	2, 4
Management Analyst	2
PW / Utilities Section manager	2, 3, 4
Public Works Section Manager (Engineer)	2, 3, 4
Senior Civil Engineer	2, 3
Senior Management Analyst	2, 4
Streets Operations Supervisor	2, 3
Solid Waste / Fleet Manager	2, 4
Traffic Control / Lighting Supervisor	2, 4

\* "87200 Filer(s)" refers to filers identified within Government Code section 87200 et seq. This section establishes certain requirements for members of planning commissions, mayors, city managers, city attorneys, city treasurers, members of city councils, other public officials who manage public investments, and candidates for any of these offices to file statements of economic interest disclosing investments, interests in real property (excluding principal or personal residence) and any income received.



**EXHIBIT "B"**

**CITY OF FOLSOM  
CONFLICT OF INTEREST CODE  
DISCLOSURE CATEGORIES**

**Disclosure Categories****Category 1 – Officials and employees whose duties are broad and indefinable:**

Investments and business positions in business entities, and income including loans, gifts, and travel payments from sources located in or doing business in the jurisdiction.

Interests in real property located in the jurisdiction, including property located within a two-mile radius of any property owned or used by the City or within two miles of the boundaries of the City.

**Category 2 – Officials and employees whose duties involve contracting or purchasing:**

Investments and business positions in business entities and sources of income including those that provide services, supplies, materials, machinery or equipment of the type utilized by the City.

**Category 3 – Officials and employees whose decisions may affect real property interests:**

Investments and business positions in business entities and income including loans, gifts, and travel payments from sources that provide services, supplies, materials, machinery, or equipment of the type utilized by the City.

Engage in land development, construction or the acquisition or sale of real property.

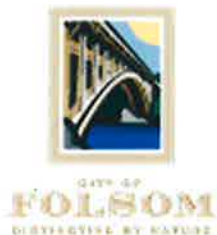
Interests in real property located within the jurisdiction, including property located within a two-mile radius of any property owned or used by the City.

**Category 4 – Officials and employees with regulatory powers:**

Investments and business positions in business entities and sources of income including loans, gifts, and travel payments from sources that provide services, supplies, materials, machinery, or equipment of the type utilized by the department or division to which the filer is assigned.

**Regulations Regarding Gifts**

Gifts from outside the agency's jurisdiction shall not be required to be reported if the purpose of disclosure of the gift does not have some connection with or bearing upon the duties of the position. (18730.1, Title 2, Div 6, CA Code of Regulations)



## Folsom City Council Staff Report

<b>MEETING DATE:</b>	8/23/2022
<b>AGENDA SECTION:</b>	Consent Calendar
<b>SUBJECT:</b>	Resolution No. 10901 – A Resolution Authorizing the City Manager to Execute a Subdivision Improvement Agreement and Accept Offers of Dedication for the Russell Ranch Phase 2 Village Nos. 1, 2 & 4 Subdivision, and Approval of the Final Map for the Russell Ranch Phase 2 Village Nos. 1, 2 & 4 Subdivision
<b>FROM:</b>	Community Development Department

### **RECOMMENDATION / CITY COUNCIL ACTION**

Staff recommends that the City Council move to adopt:

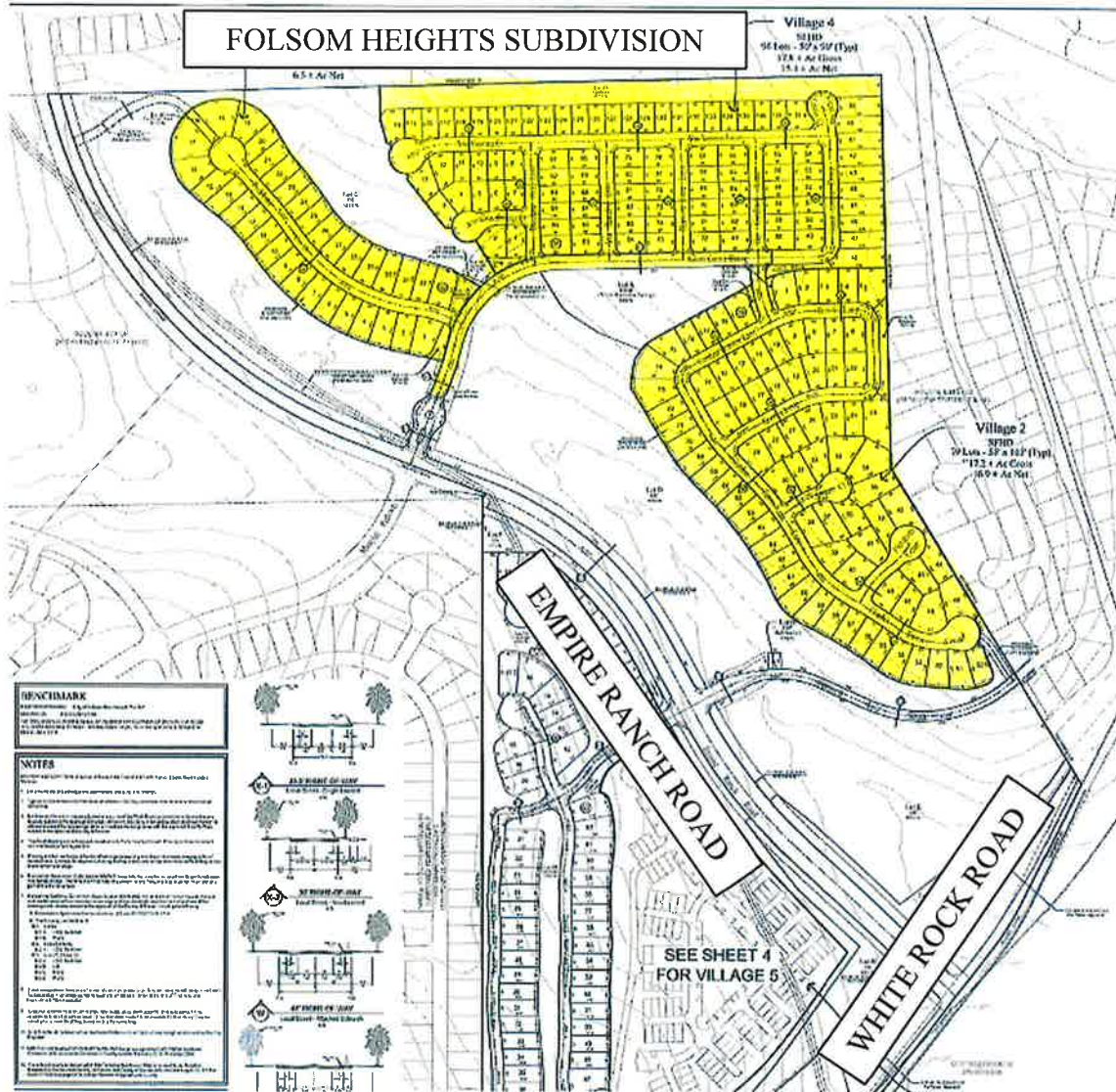
Resolution No. 10901 – A Resolution Authorizing the City Manager to Execute a Subdivision Improvement Agreement and Accept Offers of Dedication for the Russell Ranch Phase 2 Village Nos. 1, 2 & 4 Subdivision, and Approval of the Final Map for the Russell Ranch Phase 2 Village Nos. 1, 2 & 4 Subdivision

### **BACKGROUND / ISSUE**

The Amended Vesting Tentative Subdivision Map for the Russell Ranch Phase 2 Village Nos. 1, 2 & 4 subdivision was approved by the City Council on January 25, 2022.

The action for consideration by the City Council is the approval of the Final Map and Subdivision Improvement Agreement for the Russell Ranch Phase 2 Village Nos. 1, 2 & 4 subdivision. The Final Map for the Russell Ranch Phase 2 Village Nos. 1, 2 & 4 subdivision will create a total of 208 single-family residential lots. With the approval of the Final Map, the subdivision process for this project will be complete.

The Russell Ranch Phase 2, Village Nos. 1, 2 & 4 subdivision is located on the east side of Empire Ranch Road south and west of the Folsom Heights subdivision and north of White Rock Road in the Folsom Plan Area (FPA) (see below).



**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 Russell Ranch Phase 2 Village Nos. 1, 2 & 4 subdivision have been reviewed by the Community Development Department and other City departments. The Final Map has been found to be in substantial compliance with the approved Amended Tentative Subdivision Map, and all conditions pertaining to the map have been satisfied.

Attached is a table which includes the conditions of approval for the Russell Ranch Phase 2 village Nos 1, 2 & 4 Amended Vesting Tentative Subdivision Map. The tables include information

concerning when the condition is required to be satisfied (e.g. at Final Map, building permit, etc.), which City department is responsible to verify that it has been satisfied, and comments or an explanation on how the condition was satisfied.

## **ENVIRONMENTAL REVIEW**

Ascent Environmental Consultants prepared an analysis of the Project dated November 16, 2021 which was approved by the City Council on January 25, 2022. The Project was evaluated for potential new or different impacts in compliance with Section 15162 of the State CEQA Guidelines. Per State CEQA Guidelines Section 15162(b), if changes to a project or its circumstances occur or new information becomes available after adoption of a negative declaration, the lead agency shall prepare a subsequent EIR if required due to new information, new significant effects, or substantially more adverse impacts. Otherwise, the lead agency shall determine whether to prepare a subsequent negative declaration, an addendum, or no further documentation. The conclusion drawn from the analysis is that none of the changes or revisions proposed by the project would result in significant new or substantially more severe environmental impacts, consistent with Public Resources Code Section 21166 and State CEQA Guidelines Sections 15162, 15163, 15164, and 15168. Technical documentation that supports the conclusions is available from the City on-line at [www.folsom.ca.us](http://www.folsom.ca.us). Based on the analysis, the impacts of the Project are determined to be adequately addressed by the FPASP EIR/EIS, the Russell Ranch EIR, and the Russell Ranch Lots 24-32 Environmental Checklist and Addendum. No new impacts as a result of the Project have been identified.

## **ATTACHMENTS**

1. Resolution No. 10901 - A Resolution Authorizing the City Manager to Execute a Subdivision Improvement Agreement and Accept Offers of Dedication for the Russell Ranch Phase 2 Village Nos. 1, 2 & 4 Subdivision, and Approval of the Final Map for the Russell Ranch Phase 2 Village Nos. 1, 2 & 4 Subdivision
2. Russell Ranch Phase 2 Village Nos. 1, 2 & 4 Subdivision Improvement Agreement
3. Russell Ranch Phase 2 Village Nos. 1, 2 & 4 Final Map
4. Russell Ranch Phase 2 Village Nos. 1, 2 & 4 Amended Vesting Tentative Subdivision Map
5. Table of Conditions of Approval for the Russell Ranch Phase 2 Village Nos. 1, 2 & 4 Amended Vesting Tentative Subdivision Map

Submitted,




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PAM JOHNS  
Community Development Director



## **ATTACHMENT 1**

**RESOLUTION NO. 10901 - A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE A SUBDIVISION IMPROVEMENT AGREEMENT AND ACCEPT OFFERS OF DEDICATION FOR THE RUSSELL RANCH PHASE 2 VILLAGE NOS. 1, 2 & 4 SUBDIVISION, AND APPROVAL OF THE FINAL MAP FOR THE RUSSELL RANCH PHASE 2 VILLAGE NOS. 1, 2 & 4 SUBDIVISION**



**RESOLUTION NO. 10901**

**A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE A SUBDIVISION IMPROVEMENT AGREEMENT AND ACCEPT OFFERS OF DEDICATION FOR THE RUSSELL RANCH PHASE 2 VILLAGE NOS. 1, 2 & 4 SUBDIVISION, AND APPROVAL OF THE FINAL MAP FOR THE RUSSELL RANCH PHASE 2 VILLAGE NOS. 1, 2 & 4 SUBDIVISION**

**WHEREAS**, the Final Map for the Russell Ranch Phase 2 Village Nos. 1, 2 & 4 subdivision has been reviewed and approved by the City Engineer as complying with the approved or conditionally approved Amended Vesting Tentative Subdivision Map for the subdivision; and

**WHEREAS**, the City Council has reviewed the Final Map for the Russell Ranch Phase 2 Village Nos. 1, 2 & 4 subdivision; and

**WHEREAS**, the City Council agrees to accept, subject to improvement, any and all offers of dedication as shown on the Final Map for the Russell Ranch Phase 2 Village Nos. 1, 2 & 4 subdivision.

**NOW, THEREFORE, BE IT RESOLVED** by the City Council of the City of Folsom that the Final Map for the Russell Ranch Phase 2 Village Nos. 1, 2 & 4 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, L.L.C. and AG Essential Housing CA 4, L.P. in a form acceptable to the City Attorney and accept the offers of dedication for the Russell Ranch Phase 2 Village Nos. 1, 2 & 4 subdivision.

**PASSED AND ADOPTED** this 23rd day of August 2022, by the following roll-call vote:

AYES: Councilmember(s)

NOES: Councilmember(s)

ABSENT: Councilmember(s)

ABSTAIN: Councilmember(s)

\_\_\_\_\_  
Kerri M. Howell, MAYOR

ATTEST:

\_\_\_\_\_  
Christa Freemantle, CITY CLERK

## **ATTACHMENT 2**

### **RUSSELL RANCH PHASE 2 VILLAGE NOS. 1, 2 & 4 SUBDIVISION IMPROVEMENT AGREEMENT**

No Fee Document Pursuant to Government Code Section 6103.

RECORDING REQUESTED BY:

City of Folsom

WHEN RECORDED MAIL TO:

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

SPACE ABOVE THIS LINE RESERVED FOR RECORDER'S USE

CITY OF FOLSOM

SUBDIVISION IMPROVEMENT AGREEMENT

This Agreement is made and entered into this \_\_\_\_\_ day of \_\_\_\_\_ 2022, by and between the City of Folsom, hereinafter referred to as "City", AG Essential Housing CA 4, L.P., a Delaware Limited Partnership hereinafter referred to a "Owner" and Lennar Homes of California, Inc., a California Corporation hereinafter referred to as "Subdivider".

RECITALS

- A. Owner 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. Owner is vested with fee title to the proposed subdivision of land commonly known and described as **Russell Ranch Phase 2 Village Nos. 1, 2 & 4** and is herein referred to as the "subdivision". Owner desires Subdivider to construct on said property certain public improvements in connection with the subdivision.
- C. Owner 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 shall furnish, construct, and install at its 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 SIX HUNDRED EIGHTY-SIX THOUSAND TWO HUNDRED SIXTY-FIVE AND 00/100 DOLLARS (\$4,686,265.00)**.
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 SIX HUNDRED EIGHTY-SIX THOUSAND TWO HUNDRED SIXTY-FIVE AND 00/100 DOLLARS (\$4,686,265.00)**, 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 SIX HUNDRED EIGHTY-SIX THOUSAND TWO HUNDRED SIXTY-FIVE AND 00/100 DOLLARS (\$4,686,265.00)**, 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 Owner and Subdivider shall jointly and severally 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 Owner and 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 Owner and 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, Owner and Subdivider acknowledge and agree to the provisions of this Section and that it is a material element of consideration. Owner and



Subdivider shall, at their 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. Owner/Subdivider Not Agent of City. Neither Owner or Subdivider nor any of their agents or contractors are or shall be considered to be agents of City in connection with the performance of Owner's and 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:

**United State Fire Insurance Company  
305 Madison Avenue  
Morristown, NJ 07960  
Amanda R. Turman-Avina, Attorney-in-Fact**

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


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

**AG ESSENTIAL HOUSING CA 4, L.P.,  
a Delaware Limited Partnership**

BY: 

BY: \_\_\_\_\_

Print Name: Larry Galco

Print Name: \_\_\_\_\_

TITLE: Vice Pres

TITLE: \_\_\_\_\_

DATE: 6/29/22

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 7/18/22

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 – **Russell Ranch Phase 2 Village Nos 1, 2 & 4**



### 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 Placer )

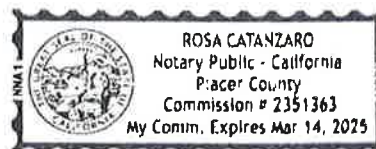
On July 5, 2022 before me, Rosa Catanzaro, Notary Public  
(insert name and title of the officer)

personally appeared Larry Gualco  
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 *Rosa Catanzaro* (Seal)



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

**SUBDIVIDER**

**LENNAR HOMES OF CALIFORNIA, INC.,**  
a California Corporation

**AG ESSENTIAL HOUSING CA 4, L.P.,**  
a Delaware Limited Partnership

BY: \_\_\_\_\_

BY: Steven S. Benson

Print Name: \_\_\_\_\_

Print Name: Steven S. Benson  
Manager of AGWIP Assot Management, LLC, an Arizona limited liability company, Authorized Agent of AG Essential

TITLE: \_\_\_\_\_

TITLE: Housing CA 4, L.P. a Delaware limited partnership

DATE: \_\_\_\_\_

DATE: 6.29.22

**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 – Russell Ranch Phase 2 Village Nos 1, 2 & 4

City of Folsom  
Subdivision Improvement Agreement  
Russell Ranch

STATE OF ARIZONA}

COUNTY OF MARICOPA}

BEFORE ME, the undersigned authority, a Notary Public in and for the State of Arizona, on this day personally appeared Steven S. Benson, Manager of AGWIP Asset Management, LLC, an Arizona limited liability company, Authorized Agent of AG Essential Housing CA 4, L.P., a Delaware limited partnership, known to me to be the person whose name is subscribed to the foregoing instrument and acknowledged to me that ( )he executed the same for the purposes and consideration therein expressed, in the capacity therein stated, and as the act and deed of said company.

Given under my hand and seal of office this 29 day of June, 2022.

*Jaime Marie Adams*

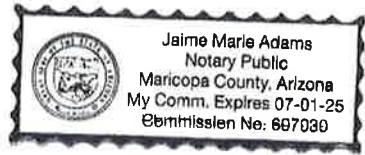
Notary's Signature

Jaime Marie Adams

Name typed or printed

07/01/2025

Commission Expires



6/14/2022



EXHIBIT A

**FOLSOM PLAN AREA**

*Bond Estimate Summary  
for*

*Russell Ranch Phase 2 - Villages 1, 2, & 4*

		<u>Total Cost</u>	<u>Cost to Complete</u>
Villages 1, 2, & 4	\$	8,066,061	\$ 4,686,265
<hr/>			
Subtotal	\$	8,066,061	\$ 4,686,265
<b>TOTAL Costs</b>	<b>\$</b>	<b>8,066,061</b>	<b>\$ 4,686,265</b>

**FOLSOM PLAN AREA**  
 Bond Estimate for  
 Russel Ranch Phase 2 - Villages 1, 2, & 4



Item No	Quantity	Unit	Description	Unit Price	Total	% Complete	Cost to Complete
<b>Site Preparation &amp; Earthwork</b>							
1	45	AC	Clearing & Grubbing	\$ 200.00	\$ 9,000.00	100%	\$ -
2	45	AC	Erosion Control	\$ 1,000.00	\$ 45,000.00	100%	\$ -
Subtotal Grading & Site Prep					\$ 54,000.00		\$ -
<b>Sanitary Sewer System</b>							
1	5,837	LF	8" Sanitary Sewer, PVC SDR 26	\$ 70.00	\$ 408,590.00	100%	\$ -
2	2,870	LF	6" Sanitary Sewer, PVC SDR 26	\$ 50.00	\$ 143,500.00	100%	\$ -
3	42	EA	48" Standard Sanitary Sewer MH	\$ 4,500.00	\$ 189,000.00	100%	\$ -
4	2	EA	48" Standard Sanitary Sewer Manhole (Epoxy Lined)	\$ 6,500.00	\$ 13,000.00	100%	\$ -
5	3	EA	60" Standard Sanitary Sewer MH	\$ 6,500.00	\$ 19,500.00	100%	\$ -
6	2	EA	Connection to Existing Sewer Main	\$ 500.00	\$ 1,000.00	100%	\$ -
7	208	EA	4" Sanitary Sewer Service	\$ 1,000.00	\$ 208,000.00	100%	\$ -
Subtotal Sewer					\$ 982,590.00		\$ -
<b>Storm Drain System</b>							
1	3,052	LF	12" Storm Drain, RCP CL III	\$ 45.00	\$ 137,340.00	100%	\$ -
2	1,624	LF	15" Storm Drain, RCP CL III	\$ 55.00	\$ 89,313.95	100%	\$ -
3	1,266	LF	18" Storm Drain, RCP CL III	\$ 60.00	\$ 75,935.40	100%	\$ -
4	588	LF	24" Storm Drain, RCP CL III	\$ 65.00	\$ 38,210.25	100%	\$ -
5	1,161	LF	30" Storm Drain, RCP CL III	\$ 70.00	\$ 81,235.70	100%	\$ -
6	369	LF	36" Storm Drain, RCP CL III	\$ 80.00	\$ 29,540.00	100%	\$ -
7	40	EA	48" Standard Storm Drain Manhole	\$ 5,000.00	\$ 200,000.00	100%	\$ -
8	17	EA	60" Standard Storm Drain Manhole	\$ 7,000.00	\$ 119,000.00	100%	\$ -
9	2	EA	72" Standard Storm Drain Manhole	\$ 9,000.00	\$ 18,000.00	100%	\$ -
10	21	EA	Modified Type 'B' Drainage Inlet	\$ 3,500.00	\$ 73,500.00	100%	\$ -
11	33	EA	Type GOL-7 (On Grade) Drainage Inlet	\$ 4,500.00	\$ 148,500.00	100%	\$ -
12	7	EA	Type GOL-10 (On Grade) Drainage Inlet	\$ 7,500.00	\$ 52,500.00	100%	\$ -
Subtotal Storm Drain					\$ 1,063,075.30		\$ -
<b>Potable Water Distribution System</b>							
1	936	LF	6" Water Main, PVC C900 CL 200	\$ 45.00	\$ 42,120.00	100%	\$ -
2	6,965	LF	8" Water Main, PVC C900 CL 200	\$ 55.00	\$ 383,075.00	100%	\$ -
3	1,345	LF	12" Water Main, PVC C900 CL 200	\$ 65.00	\$ 87,425.00	100%	\$ -
4	4	EA	6" Gate Valve	\$ 1,500.00	\$ 6,000.00	100%	\$ -
5	33	EA	8" Gate Valve	\$ 2,000.00	\$ 66,000.00	100%	\$ -
6	9	EA	12" Butterfly Valve	\$ 2,500.00	\$ 22,500.00	100%	\$ -
7	4	EA	4" Blow-off Valve & Box	\$ 2,500.00	\$ 10,000.00	100%	\$ -
8	2	EA	Remove Blow-Off Valve & Connect	\$ 500.00	\$ 1,000.00	100%	\$ -
9	370	LF	4" PVC (SCH 80) Irrigation Sleeves	\$ 15.00	\$ 5,550.00	100%	\$ -
10	185	LF	6" PVC (SCH 80) Irrigation Sleeves	\$ 20.00	\$ 3,700.00	100%	\$ -
11	26	EA	Fire Hydrant Assembly (6" Lead & Appurtenances)	\$ 5,000.00	\$ 130,000.00	100%	\$ -
12	208	EA	1" Water Service	\$ 1,000.00	\$ 208,000.00	100%	\$ -
13	2	EA	2" Air & Vacuum Release Valve	\$ 3,500.00	\$ 7,000.00	100%	\$ -
14	1	EA	Water Sampling Station	\$ 500.00	\$ 500.00	100%	\$ -
Subtotal Water					\$ 972,870.00		\$ -





**FOLSOM PLAN AREA**  
 Bond Estimate for  
 Russel Ranch Phase 2 - Villages 1, 2, & 4

Item No	Quantity	Unit	Description	Unit Price	Total	% Complete	Cost to Complete
<b>Concrete</b>							
1	3,342	LF	Type 2 Vertical Curb & Gutter	\$ 20.00	\$ 66,840.00	0%	\$ 66,840.00
2	14,306	LF	Mountable Curb & Gutter	\$ 25.00	\$ 357,650.00	0%	\$ 357,650.00
3	72,515	SF	Sidewalk (6" PCC)	\$ 5.00	\$ 362,575.00	0%	\$ 362,575.00
4	45	EA	Curb Ramp	\$ 2,500.00	\$ 112,500.00	0%	\$ 112,500.00
5	20	EA	Concrete Survey Monument	\$ 300.00	\$ 6,000.00	0%	\$ 6,000.00
Subtotal Concrete					\$ 905,565.00		\$ 905,565.00
<b>Streetwork</b>							
1	6,287	Ton	Asphalt Concrete (Type 'B')	\$ 80.00	\$ 502,956.22	0%	\$ 502,956.22
2	21,762	Ton	Aggregate Base (Class 2)	\$ 20.00	\$ 435,246.00	0%	\$ 435,246.00
3	483	SF	Pavement Markings	\$ 5.00	\$ 2,415.00	0%	\$ 2,415.00
4	353	LF	12" Limit Line (Stop Sign)	\$ 2.00	\$ 706.00	0%	\$ 706.00
5	11	EA	Stop Sign (R1-1) On Post	\$ 500.00	\$ 5,500.00	0%	\$ 5,500.00
6	11	EA	Street Name Sign On Post	\$ 500.00	\$ 5,500.00	0%	\$ 5,500.00
7	1	EA	Miscellaneous Signs	\$ 300.00	\$ 300.00	0%	\$ 300.00
8	19	EA	No Parking Sign (R26) On Post	\$ 500.00	\$ 9,500.00	0%	\$ 9,500.00
9	208	LOT	Joint Trench	\$ 8,000.00	\$ 1,664,000.00	0%	\$ 1,664,000.00
10	1	EA	Streetlight Service Point	\$ 10,500.00	\$ 10,500.00	0%	\$ 10,500.00
11	40	EA	LED Streetlight (including conduit, wiring & appurtenances)	\$ 11,600.00	\$ 464,000.00	0%	\$ 464,000.00
Subtotal Streetwork					\$ 3,100,623.22		\$ 3,100,623.22
<b>Landscaping</b>							
1	20,332	SF	Landscaping	\$ 10.00	\$ 203,320.00	0%	\$ 203,320.00
2	101,474	SF	Landscaping ( Hydroseeding )	\$ 0.50	\$ 50,737.00	0%	\$ 50,737.00
Subtotal Landscaping					\$ 254,057.00		\$ 254,057.00
TOTAL Subdivision Improvements					\$ 7,332,780.52		\$ 4,260,245.22
Contingency				10%	\$ 733,280.00		\$ 426,020.00
Total Cost Estimate					\$ 8,066,060.52		\$ 4,686,265.22

**Summary**

	Total Cost	Cost to Complete
Site Preparation & Earthwork	\$ 54,000.00	\$ -
Sewer	\$ 982,590.00	\$ -
Storm Drain	\$ 1,063,075.30	\$ -
Potable Water	\$ 972,870.00	\$ -
Concrete	\$ 905,565.00	\$ 905,565.00
Streetwork	\$ 3,100,623.22	\$ 3,100,623.22
Landscaping	\$ 254,057.00	\$ 254,057.00
Contingency	\$ 733,280.00	\$ 426,020.00
<b>TOTALS</b>	<b>\$ 8,066,060.52</b>	<b>\$ 4,686,265.22</b>

# **ATTACHMENT 3**

## **RUSSELL RANCH PHASE 2 VILLAGE NOS. 1, 2 & 4 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 "RUSSELL RANCH PHASE 2 VILLAGES 1, 2 AND 4" 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 RIGHT-OF-WAYS AND AS PUBLIC UTILITY EASEMENTS SILENT GROVE DRIVE, PARKLAND COURT, CONEFLOWER COURT, VIA VERONA DRIVE, VIA VERONA COURT, PLEASANT HILL WAY, VIA RANCHO WAY, HARVEST GATE WAY, SKY GARDEN WAY, SILENT GROVE COURT, GARDEN TERRACE DRIVE, BROOKS CIRCLE, AMARO COURT, FLORASOTA COURT AND GARDEN TERRACE COURT TO THE CITY OF FOLSOM AS SHOWN HEREON.

WE DO HEREBY DEDICATE FOR SPECIFIC PURPOSES THE FOLLOWING:

1. PUBLIC UTILITY EASEMENTS 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 2A, 2B, 4B & 1C AND THOSE STRIPS OF LAND TWELVE AND ONE-HALF (12.5) FEET IN WIDTH SHOWN HEREON AND DESIGNATED "PUBLIC UTILITY EASEMENT" (P.U.E.).
2. AN EASEMENT FOR INGRESS AND EGRESS FOR SUPPORT AND USE BY LAW ENFORCEMENT, FIRE PROTECTION, WELFARE AND OTHER PUBLIC AGENCIES, THEIR VEHICLES AND PERSONNEL OVER LOT 1C SHOWN HEREON AND DESIGNATED "EMERGENCY VEHICLE ACCESS EASEMENT" (E.V.A.).
3. A PUBLIC EASEMENT FOR CONSTRUCTION AND MAINTAINING CENTRALIZED MAIL DELIVERY UNITS, PEDESTALS AND SLABS, TOGETHER WITH ANY AND ALL APPURTENANCES THERETO INCLUDING PEDESTRIAN ACCESS FOR DELIVERY AND RECEIPT OF MAIL ON, OVER, AND ACROSS STRIPS OF LAND FIVE (5) FEET IN WIDTH CONTIGUOUS TO ALL RIGHT-OF-WAYS.

AG ESSENTIAL HOUSING CA 4 L.P.  
A DELAWARE LIMITED PARTNERSHIP

BY: AGHIP ASSET MANAGEMENT, LLC, AN ARIZONA LIMITED LIABILITY COMPANY  
AUTHORIZED AGENT

NAME: STEVEN S. BENSON, MANAGER DATE:

**NOTARY'S ACKNOWLEDGMENT**

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

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

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

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

WITNESS MY HAND AND OFFICIAL SEAL.

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



VICINITY MAP  
N.T.S.

NAV D88 BENCHMARK-CITY OF FOLSOM

BENCHMARK - 70' ELEVATION = 783.91' NAVD88

BRASS DISK STAMPED "CITY OF FOLSOM BM 770" ON THE NORTHEAST CORNER OF A CONCRETE PAD WITH ELECTRICAL PANELS ON THE EAST SIDE OF A CELLULAR TOWER SITE. LOCATION OF SITE IS APPROXIMATELY 0.2 MILES SOUTH OF HIGHWAY 50 AND 1.26 MILES EAST OF THE E. BIDWELL OVERPASS. APPROXIMATE LATITUDE: N38° 38' 33.99" LONGITUDE: W121° 05' 28.89".

THE BASIS FOR LEVELS WERE RUN FROM COUNTY BENCHMARK U01B-009 STAMPED "X-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 AG ESSENTIAL HOUSING CA 4 L.P. IN JANUARY 2020. I HEREBY STATE THAT THIS FINAL MAP SUBSTANTIALLY CONFORMS TO THE CONDITIONALLY APPROVED TENTATIVE MAP THAT THE MONUMENTS WILL BE OF THE CHARACTER AND WILL OCCUPY THE POSITIONS AS INDICATED AND WILL BE SET BY JUNE 30, 2024 AND THAT SAID MONUMENTS WILL BE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED.

MACKAY & SOMPS CIVIL ENGINEERS, INC.



**FOR REVIEW ONLY**

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

DATE: 05-13-2022

**CITY ENGINEER'S STATEMENT**

I HEREBY STATE THAT I HAVE EXAMINED THIS FINAL MAP OF "RUSSELL RANCH PHASE 2 VILLAGES 1, 2 AND 4" AND FIND IT TO BE SUBSTANTIALLY THE SAME AS THE TENTATIVE MAP APPROVED BY THE CITY COUNCIL OF THE CITY OF FOLSOM, AND THAT ALL PROVISIONS OF THE SUBDIVISION MAP ACT AND ALL APPLICABLE CITY ORDINANCES HAVE BEEN COMPLIED WITH.

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

DATE:

**CITY SURVEYOR'S STATEMENT**

I HEREBY STATE THAT I HAVE EXAMINED THIS FINAL MAP OF "RUSSELL RANCH PHASE 2 VILLAGES 1, 2 AND 4" AND I AM SATISFIED THAT SAID MAP IS TECHNICALLY CORRECT.

GERALD A. YOUNG, L.S. 3862  
CITY SURVEYOR  
CITY OF FOLSOM  
LICENSE EXPIRES: 6/30/2024

DATE:

**CITY CLERK'S STATEMENT**

I HEREBY STATE THAT THE CITY COUNCIL OF THE CITY OF FOLSOM HAS APPROVED THIS FINAL MAP OF "RUSSELL RANCH PHASE 2 VILLAGES 1, 2 AND 4", AND HAS ACCEPTED, ON BEHALF OF THE PUBLIC, SUBJECT TO IMPROVEMENTS, ALL RIGHTS-OF-WAY AND EASEMENTS OFFERED HEREON FOR DEDICATION IN ACCORDANCE WITH THE TERMS OF THAT OFFER AND HAS APPROVED THE ABANDONMENT OF THE EASEMENTS LISTED HEREON.

CHRISTA FREEMANTLE  
CITY CLERK

DATE:

**RECORDER'S STATEMENT**

FILED THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2022, AT \_\_\_\_\_, IN BOOK \_\_\_\_\_ OF MAPS, AT PAGE \_\_\_\_\_ AT THE REQUEST OF MACKAY & SOMPS CIVIL ENGINEERS, INC. TITLE TO THE LAND INCLUDED IN THIS FINAL MAP BEING VESTED AS PER CERTIFICATE NO. \_\_\_\_\_ ON FILE IN THIS OFFICE.

DONNA ALLRED  
SACRAMENTO COUNTY RECORDER  
STATE OF CALIFORNIA

BY: \_\_\_\_\_ DEPUTY  
FEE: \$ \_\_\_\_\_

**FINAL MAP (PN 17-288)  
RUSSELL RANCH PHASE 2  
VILLAGES 1, 2 AND 4**

A MERGER AND RESUBDIVISION OF LOT 1 AS SHOWN AND SO DESIGNATED ON THAT CERTAIN MAP TITLED "FINAL MAP (PN 17-288) RUSSELL RANCH PHASE 2 LARGE LOT" FILED FOR RECORD ON OCTOBER 30, 2016, IN BOOK 407 OF MAPS, AT PAGE 1, SACRAMENTO COUNTY RECORDS, AND RESULTANT PARCEL 2A AND RESULTANT PARCEL 4A, AS DESCRIBED IN THAT CERTAIN CERTIFICATE OF COMPLIANCE - LOT LINE ADJUSTMENT RECORDED JUNE 10, 2019, AS DOCUMENT NO. 231906100486, OFFICIAL RECORDS OF SACRAMENTO COUNTY  
A PORTION OF SECTION 15, T. 9 N., R. 8 E., M.D.B.M.

CITY OF FOLSOM • SACRAMENTO COUNTY • CALIFORNIA

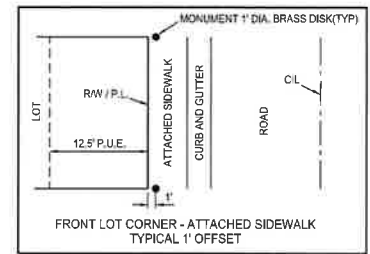


MAY 2022  
SHEET 1 OF 10

NOTES

- 1. ALL CURVE DIMENSIONS ARE RADIUS, ARC LENGTH AND DELTA. ALL DISTANCES SHOWN ARE GROUND DISTANCES AND ARE IN FEET AND DECIMALS THEREOF. DUE TO ROUNDING THE SUM OF INDIVIDUAL DIMENSIONS MAY NOT EQUAL THE OVERALL DIMENSION.
- 2. THIS FINAL MAP CONTAINS 42.444± ACRES GROSS CONSISTING OF 208 RESIDENTIAL LOTS AND 8 LETTERED LOTS.
- 3. A PRELIMINARY GEOTECHNICAL ENGINEERING REPORT FOR THE RUSSELL RANCH SOUTH (PROJECT NO. E99027.004) WAS PREPARED BY YOUNGDAHL CONSULTING GROUP, INC ON DECEMBER 06, 2013 AND MAY BE AVAILABLE FOR PUBLIC INSPECTION AT THE CITY OF FOLSOM COMMUNITY DEVELOPMENT DEPARTMENT.
- 4. ALL FRONT LOT CORNERS WILL BE SET WITH A 1" DIAMETER BRASS DISC STAMPED 'LS 9265' ON THE SIDEWALK WITH A 100 FOOT OFFSET ON THE SIDE PROPERTY LINE EXTENDED. (SEE DETAILS HEREON).
- 5. REAR CORNERS WILL BE SET WITH A 5/8" REBAR AND PLASTIC CAP STAMPED 'LS 9265', UNLESS SHOWN OTHERWISE.
- 6. PROPERTY SUBJECT TO COMMUNITY FACILITIES DISTRICT SCHOOL FACILITIES IMPROVEMENT DISTRICT NO.3 PER 20060707 O.R. 0642.
- 7. PROPERTY SUBJECT TO A PENDING SCHOOL FACILITIES IMPROVEMENT DISTRICT NO. 2.
- 8. PROPERTY SUBJECT TO COMMUNITY FACILITIES DISTRICT 2013-1 (WATER FACILITIES AND SUPPLY) PER 20131230 O.R. 0311.
- 9. PROPERTY SUBJECT TO COMMUNITY FACILITIES DISTRICT NO.17 (WILLOW HILL PIPELINE) PER 20150325 O.R. 0353.
- 10. PROPERTY SUBJECT TO COMMUNITY FACILITIES DISTRICT NO. 20 (RUSSELL RANCH) PER 20171115 O.R. 1203.
- 11. PROPERTY SUBJECT TO COMMUNITY FACILITIES DISTRICT NO.18 (FOLSOM PLAN AREA - AREA WIDE IMPROVEMENTS AND SERVICES) PER 20151205 O.R. 0427 AND DECLARING MODIFICATIONS DN 201811160485.
- 12. PROPERTY SUBJECT TO TERMS AND PROVISIONS CONTAINED IN "TIER 1 DEVELOPMENT AGREEMENT RELATIVE TO THE FOLSOM SOUTH SPECIFIC PLAN" PER 20110803 O.R. 0422 AND "ASSIGNMENT AND ASSUMPTION AGREEMENT RELATIVE TO THE FOLSOM SOUTH SPECIFIC PLAN TIER 1 DEVELOPMENT AGREEMENT" PER 20130523 O.R. 1121, 20140715 O.R. 0405, 20150415 O.R. 1326, 20150710 O.R. 0642, DN 201806130769, DN 201807060265 AND DN 202012212152.
- 13. PROPERTY SUBJECT TO "WATER SUPPLY AND FACILITIES FINANCING PLAN AND AGREEMENT BETWEEN THE CITY OF FOLSOM AND CERTAIN LANDOWNERS IN THE FOLSOM PLAN AREA" PER 20130124 O.R. 1382, "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" PER 20130523 O.R. 1122, 20140603 O.R. 0559 & 0660 AND 20151211 O.R. 0142 AND "ASSIGNMENT AND ASSUMPTION AGREEMENT TO WATER SUPPLY AND FACILITIES FINANCING PLAN AND AGREEMENT BETWEEN THE CITY OF FOLSOM AND LANDOWNERS IN THE FOLSOM PLAN AREA" PER DN 20201212163.
- 14. PROPERTY SUBJECT TO PERPETUAL, NONEXCLUSIVE EASEMENT FOR AVIGATION AND INCIDENTAL PURPOSES IN FAVOR OF COUNTY OF SACRAMENTO AND CITY OF FOLSOM PER 20140715 O.R. 0406, 20140826 O.R. 1509 AND 20141128 O.R. 0592.
- 15. PROPERTY SUBJECT TO TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "AGREEMENT AFFECTING REAL PROPERTY (INCLUSIONARY HOUSING AGREEMENT)" PER 20150710 O.R. 0641.
- 16. PROPERTY SUBJECT TO TERMS AND PROVISIONS CONTAINED IN THE DOCUMENTS ENTITLED "AGREEMENT FOR RIGHT OF WAY DEDICATION AND ACQUISITION FOR THE MAINLINE D3 SEGMENT OF THE CAPITAL SOUTHEAST CONNECTOR BETWEEN THE NEW HOME COMPANY RUSSELL RANCH, LLC AND THE CAPITAL SOUTHEAST CONNECTOR JOINT POWERS AUTHORITY" PER 20160225 O.R. 0300.
- 17. PROPERTY SUBJECT TO THE TERMS AND PROVISIONS OF THE COST SHARING AGREEMENT (FOLSOM PLAN AREA PHASE 1 WATER AND SEWER IMPROVEMENTS) PER 20170417 O.R. 0878.
- 18. LOTS 1A, 1B, 1C, 2A, 2B, 4A, 4B & 4C ARE LANDSCAPING LOTS AND WILL BE DEEDED TO AND MAINTAINED BY THE RUSSELL RANCH COMMUNITY ASSOCIATION AND MAINTAINED IN ACCORDANCE WITH THE COVENANTS, CONDITIONS AND RESTRICTIONS GOVERNING THIS SUBDIVISION.
- 19. PROPERTY SUBJECT TO A PRIVATE EASEMENT, TO BE RECORDED, IN FAVOR OF THE HOME OWNER'S ASSOCIATION ON, OVER, UNDER AND ACROSS THOSE STRIPS OF LAND SHOWN HEREON AND DESIGNATED RESTRICTIVE USE EASEMENTS (R.E.). THE PURPOSE OF THE EASEMENT IS TO ALLOW THE HOME OWNER'S ASSOCIATION TO REGULATE THE LANDSCAPING AND CONSTRUCTION OF ALL STRUCTURES (FOR EXAMPLE, FENCING AND RETAINING WALLS) WITHIN THE EASEMENT AREA TO MAINTAIN VIEWS AND PRESERVE THE STRUCTURAL STABILITY OF ENGINEERED SLOPES.
- 20. PROPERTY SUBJECT TO DECLARATION OF COVENANTS AND RESTRICTIONS PER 20170619 O.R. 0891.

- 21. PROPERTY SUBJECT TO DECLARATION OF COVENANTS AND RESTRICTIONS RECORDED MARCH 19, 2020 PER 20200319 O.R. 0895, MODIFICATIONS RECORDED OCTOBER 28, 2020 PER 20201028 O.R. 2320 AND TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "PARTIAL ASSIGNMENT OF DECLARANT'S RIGHTS" RECORDED DECEMBER 21, 2020 PER 20201221 O.R. 2161.
- 22. PROPERTY SUBJECT TO THE TERMS, PROVISIONS CONTAINED IN THAT DOCUMENT ENTITLED "SUPPLEMENTAL IMPROVEMENT AGREEMENT (FOLSOM PLAN AREA - SCOTT ROAD IMPROVEMENT)" PER 20170706 O.R. 0935.
- 23. LOTS 1A, 1B, 1C, 2A, 2B, 4A, 4B & 4C SUBJECT TO THE RUSSELL RANCH PHASE 2 FUEL MODIFICATION PLAN, PREPARED BY A FUHRMAN LEAHY LAND GROUP, ON FILE WITH THE CITY OF FOLSOM COMMUNITY DEVELOPMENT DEPARTMENT.
- 24. PROPERTY SUBJECT TO THE TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "AGREEMENT ESTABLISHING DEVELOPMENT COVENANTS, CONDITIONS AND RESTRICTIONS", EXECUTED BY AND BETWEEN THE NEW HOME COMPANY NORTHERN CALIFORNIA, LLC, A DELAWARE LIMITED LIABILITY COMPANY AND AG ESSENTIAL HOUSING CA 4, L.P., A DELAWARE LIMITED PARTNERSHIP, RECORDED DECEMBER 21, 2020, PER DN 202012212154 OF OFFICIAL RECORDS AND MODIFICATIONS PER DN 202105111551.
- 25. PROPERTY SUBJECT TO THE TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "MEMORANDUM OF OPTION AGREEMENT", EXECUTED BY AND BETWEEN AG ESSENTIAL HOUSING CA 4, L.P., A DELAWARE LIMITED PARTNERSHIP AND LENMAR HOMES OF CALIFORNIA, INC., A CALIFORNIA CORPORATION, RECORDED FEBRUARY 26, 2021, AS DN 202102262013 O.R.
- 26. PURSUANT TO SECTION 66434(G) OF THE SUBDIVISION MAP ACT, THE FILING OF THIS FINAL MAP SHALL CONSTITUTE THE ABANDONMENT OF THE EASEMENTS LISTED BELOW, NOT SHOWN HEREON, THAT FALL WITHIN THE SUBJECT PROPERTY:
  - A. P.U.E./P.A.E./L.E. WITHIN LOTS 1 AND 4 AS SHOWN ON 407 B.M. 1
  - B. IOD WITHIN LOTS 1 AND 4 AS SHOWN ON 407 B.M. 1

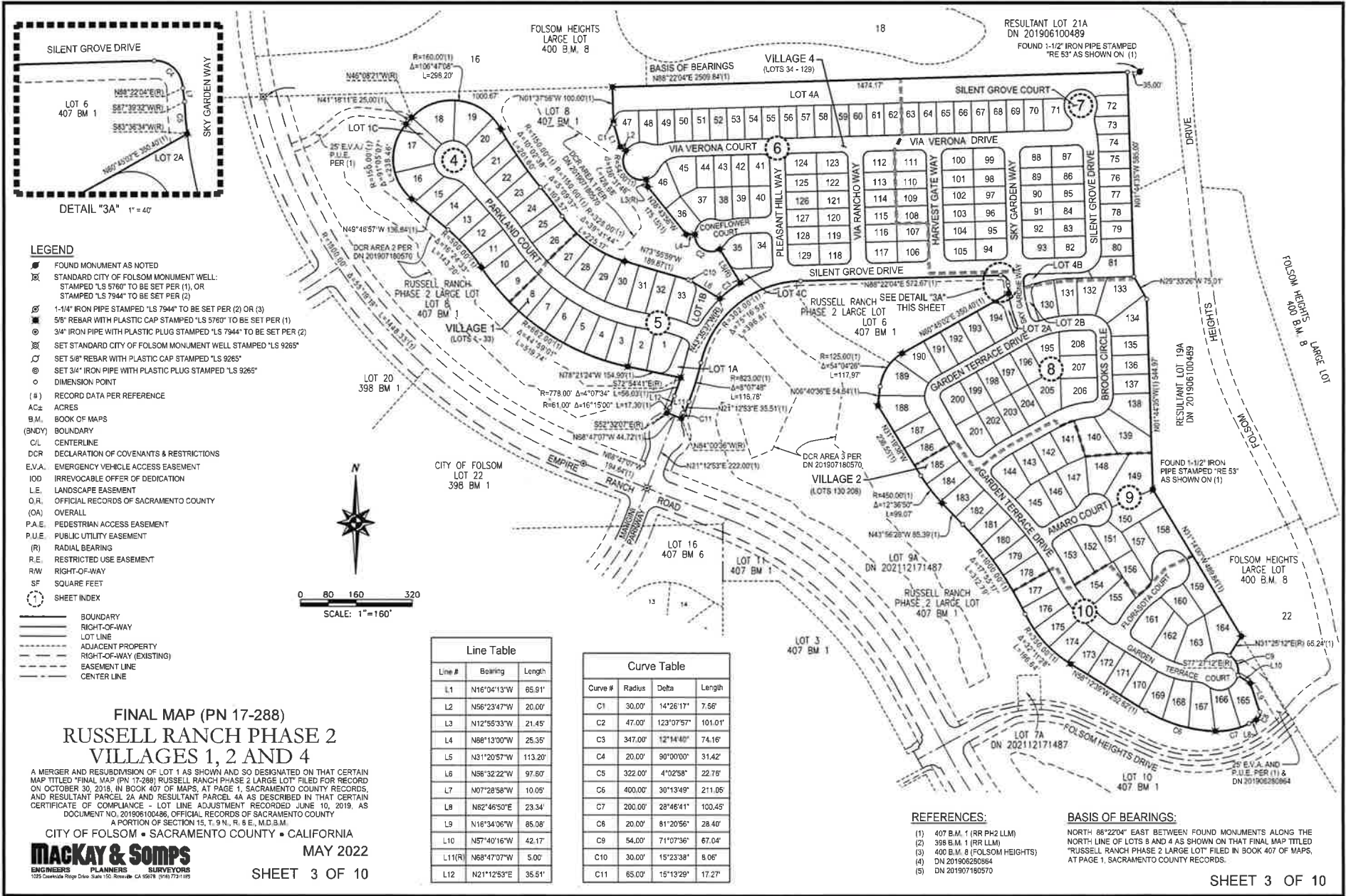


FINAL MAP (PN 17-288)  
**RUSSELL RANCH PHASE 2**  
**VILLAGES 1, 2 AND 4**

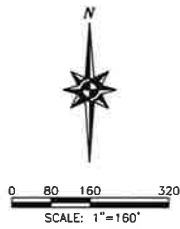
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 A PORTION OF SECTION 15, T. 9 N., R. 8 E., M.D.B.M.

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 SHEET 2 OF 10





- LEGEND**
- FOUND MONUMENT AS NOTED
  - STANDARD CITY OF FOLSOM MONUMENT WELL: STAMPED "LS 5760" TO BE SET PER (1), OR STAMPED "LS 7944" TO BE SET PER (2)
  - 1-1/4" IRON PIPE STAMPED "LS 7944" TO BE SET PER (2) OR (3)
  - 5/8" REBAR WITH PLASTIC CAP STAMPED "LS 5760" TO BE SET PER (1)
  - 3/4" IRON PIPE WITH PLASTIC PLUG STAMPED "LS 7944" TO BE SET PER (2)
  - SET STANDARD CITY OF FOLSOM MONUMENT WELL STAMPED "LS 9265"
  - SET 5/8" REBAR WITH PLASTIC CAP STAMPED "LS 9265"
  - SET 3/4" IRON PIPE WITH PLASTIC PLUG STAMPED "LS 9265"
  - DIMENSION POINT
  - (#) RECORD DATA PER REFERENCE
  - AC= ACRES
  - B.M. BOOK OF MAPS
  - (BNDY) BOUNDARY
  - CL CENTERLINE
  - DECLARATION OF COVENANTS & RESTRICTIONS
  - E.V.A. EMERGENCY VEHICLE ACCESS EASEMENT
  - IOD IRREVOCABLE OFFER OF DEDICATION
  - L.E. LANDSCAPE EASEMENT
  - O.R. OFFICIAL RECORDS OF SACRAMENTO COUNTY
  - (OA) OVERALL
  - P.A.E. PEDESTRIAN ACCESS EASEMENT
  - P.U.E. PUBLIC UTILITY EASEMENT
  - (R) RADIAL BEARING
  - R.E. RESTRICTED USE EASEMENT
  - R.W. RIGHT-OF-WAY
  - SF SQUARE FEET
  - SHEET INDEX
  - BOUNDARY
  - RIGHT-OF-WAY
  - LOT LINE
  - ADJACENT PROPERTY
  - RIGHT-OF-WAY (EXISTING)
  - EASEMENT LINE
  - CENTER LINE



Line #	Bearing	Length
L1	N16°04'13"W	65.91'
L2	N56°23'47"W	20.00'
L3	N12°55'33"W	21.45'
L4	N88°13'00"W	25.35'
L5	N31°20'57"W	113.20'
L6	N56°32'22"W	97.60'
L7	N07°28'58"W	10.05'
L8	N82°46'50"E	23.34'
L9	N16°34'06"W	85.08'
L10	N57°40'16"W	42.17'
L11(R)	N68°47'07"W	5.00'
L12	N21°12'53"E	35.51'

Curve #	Radius	Delta	Length
C1	30.00'	14°26'17"	7.56'
C2	47.00'	123°07'57"	101.01'
C3	347.00'	12°14'40"	74.16'
C4	20.00'	90°00'00"	31.42'
C5	322.00'	4°02'58"	22.78'
C6	400.00'	30°13'49"	211.05'
C7	200.00'	28°46'41"	100.45'
C8	20.00'	81°20'56"	28.40'
C9	54.00'	71°07'36"	67.04'
C10	30.00'	15°23'38"	8.06'
C11	65.00'	15°13'29"	17.27'

**FINAL MAP (PN 17-288)  
RUSSELL RANCH PHASE 2  
VILLAGES 1, 2 AND 4**

A MERGER AND RESUBDIVISION OF LOT 1 AS SHOWN AND SO DESIGNATED ON THAT CERTAIN MAP TITLED "FINAL MAP (PN 17-288) RUSSELL RANCH PHASE 2 LARGE LOT" FILED FOR RECORD ON OCTOBER 30, 2018, IN BOOK 407 OF MAPS, AT PAGE 1, SACRAMENTO COUNTY RECORDS, AND RESULTANT PARCEL 2A AND RESULTANT PARCEL 4A AS DESCRIBED IN THAT CERTAIN CERTIFICATE OF COMPLIANCE - LOT LINE ADJUSTMENT RECORDED JUNE 10, 2019, AS DOCUMENT NO. 201906100486, OFFICIAL RECORDS OF SACRAMENTO COUNTY  
A PORTION OF SECTION 15, T. 9 N., R. 5 E., M.D.B.M.

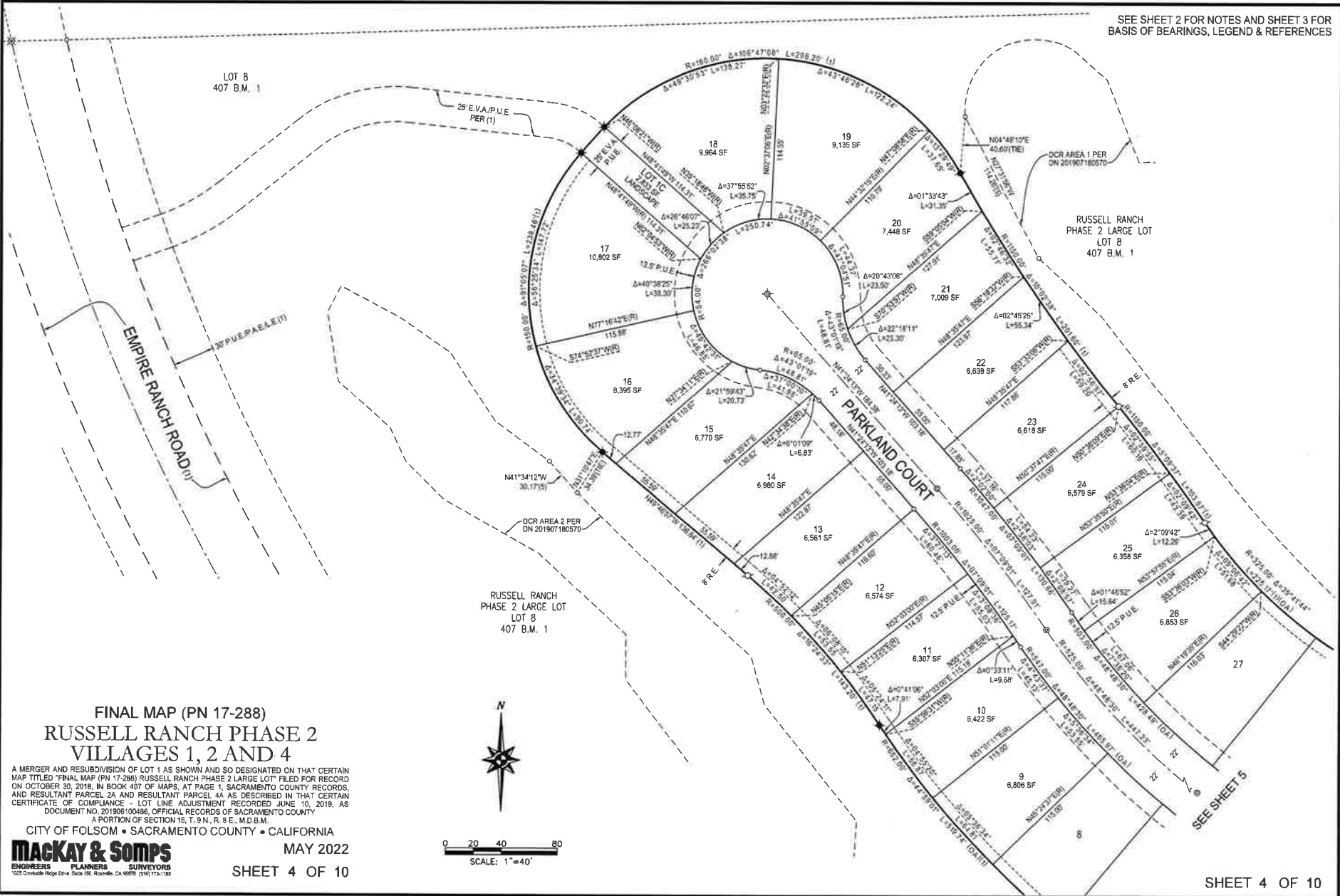
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SHEET 3 OF 10

- REFERENCES:**
- (1) 407 B.M. 1 (RR PH2 LLM)
  - (2) 398 B.M. 1 (RR LLM)
  - (3) 400 B.M. 8 (FOLSOM HEIGHTS)
  - (4) DN 201906260864
  - (5) DN 201907160570

**BASIS OF BEARINGS:**  
NORTH 86°22'04" EAST BETWEEN FOUND MONUMENTS ALONG THE NORTH LINE OF LOTS 8 AND 4 AS SHOWN ON THAT FINAL MAP TITLED "RUSSELL RANCH PHASE 2 LARGE LOT" FILED IN BOOK 407 OF MAPS, AT PAGE 1, SACRAMENTO COUNTY RECORDS.



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



**FINAL MAP (PN 17-288)  
RUSSELL RANCH PHASE 2  
VILLAGES 1, 2 AND 4**

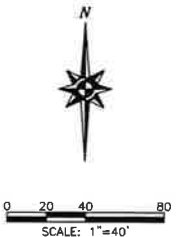
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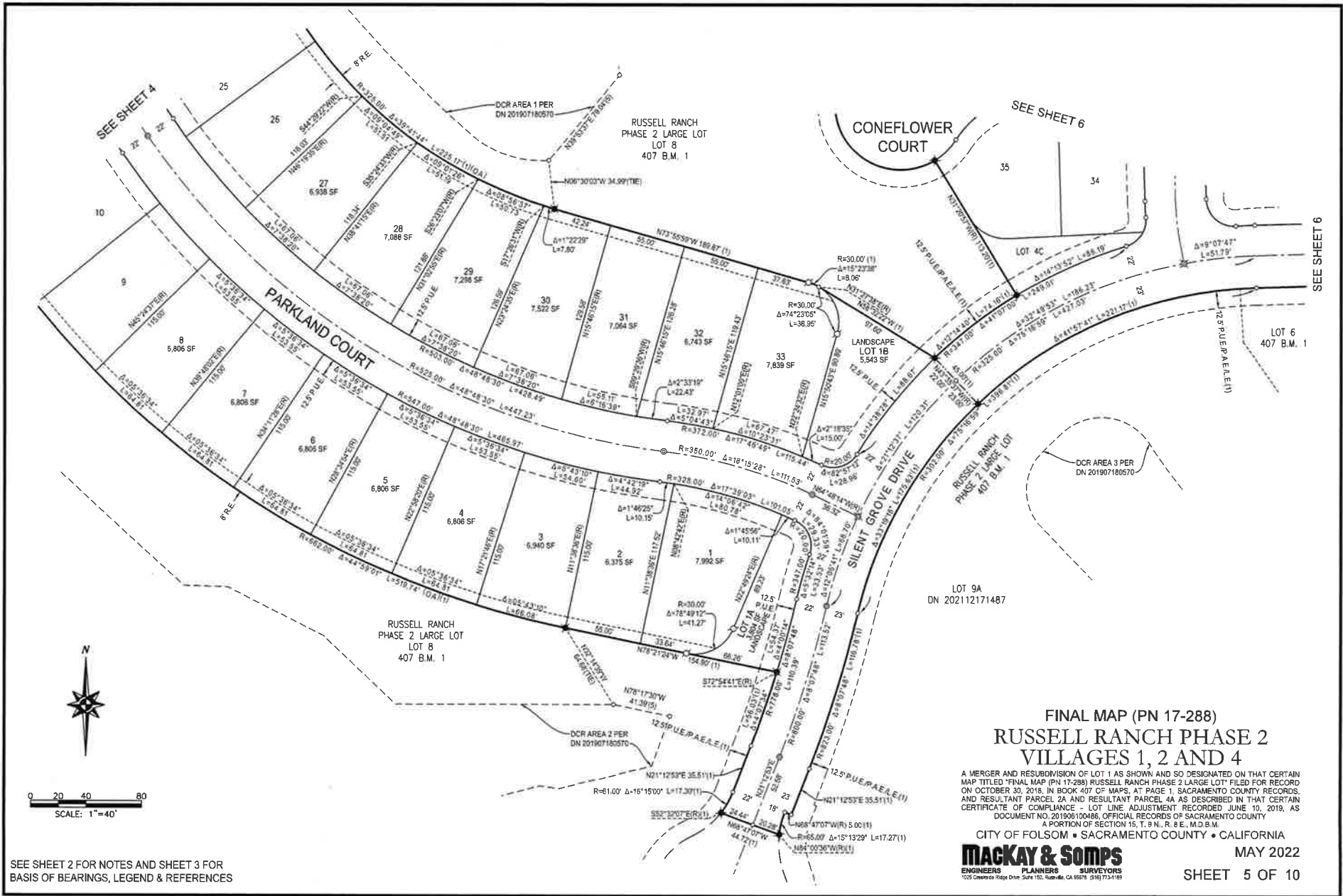
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SHEET 4 OF 10



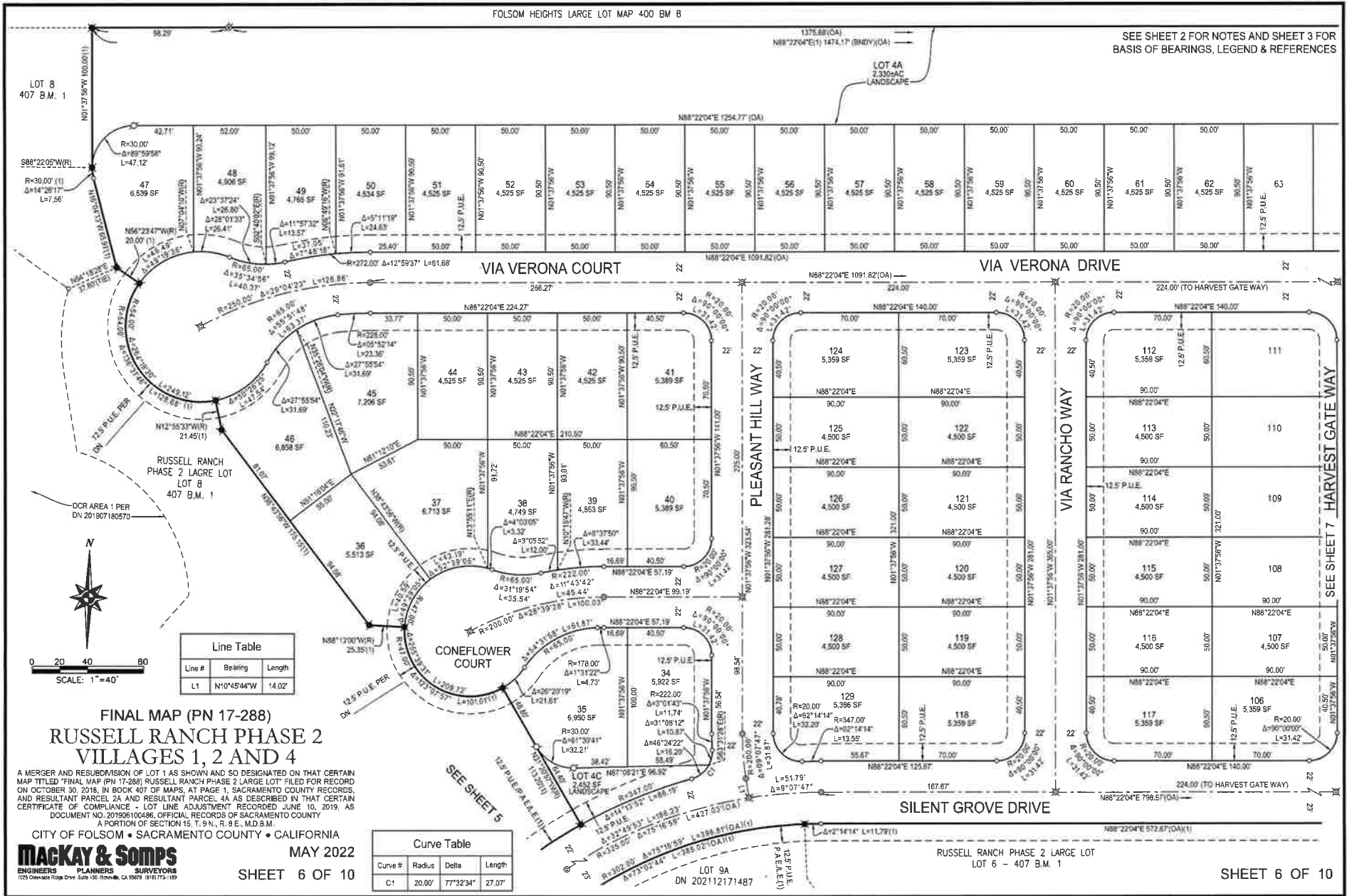
SEE SHEET 5



FINAL MAP (PN 17-288)  
 RUSSELL RANCH PHASE 2  
 VILLAGES 1, 2 AND 4

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FOLSOM HEIGHTS LARGE LOT MAP 400 BM B

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

LOT 8  
407 B.M. 1

LOT 4A  
2.330± AC  
LANDSCAPE

VIA VERONA COURT

VIA VERONA DRIVE

RUSSELL RANCH  
PHASE 2 LACRE LOT  
LOT 8  
407 B.M. 1



0 20 40 80  
SCALE: 1"=40'

Line #	Bearing	Length
L1	N10°45'44"W	14.02'

FINAL MAP (PN 17-288)  
RUSSELL RANCH PHASE 2  
VILLAGES 1, 2 AND 4

A MERGER AND RESUBDIVISION OF LOT 1 AS SHOWN AND SO DESIGNATED ON THAT CERTAIN MAP TITLED "FINAL MAP (PN 17-288) RUSSELL RANCH PHASE 2 LARGE LOT" FILED FOR RECORD ON OCTOBER 30, 2018, IN BOOK 407 OF MAPS, AT PAGE 1, SACRAMENTO COUNTY RECORDS, AND RESULTANT PARCEL 2A AND RESULTANT PARCEL 4A AS DESCRIBED IN THAT CERTAIN CERTIFICATE OF COMPLIANCE - LOT LINE ADJUSTMENT RECORDED JUNE 10, 2019, AS DOCUMENT NO. 201906100486, OFFICIAL RECORDS OF SACRAMENTO COUNTY  
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SHEET 6 OF 10

Curve #	Radius	Delta	Length
C1	20.00'	77°32'34"	27.07'

SILENT GROVE DRIVE

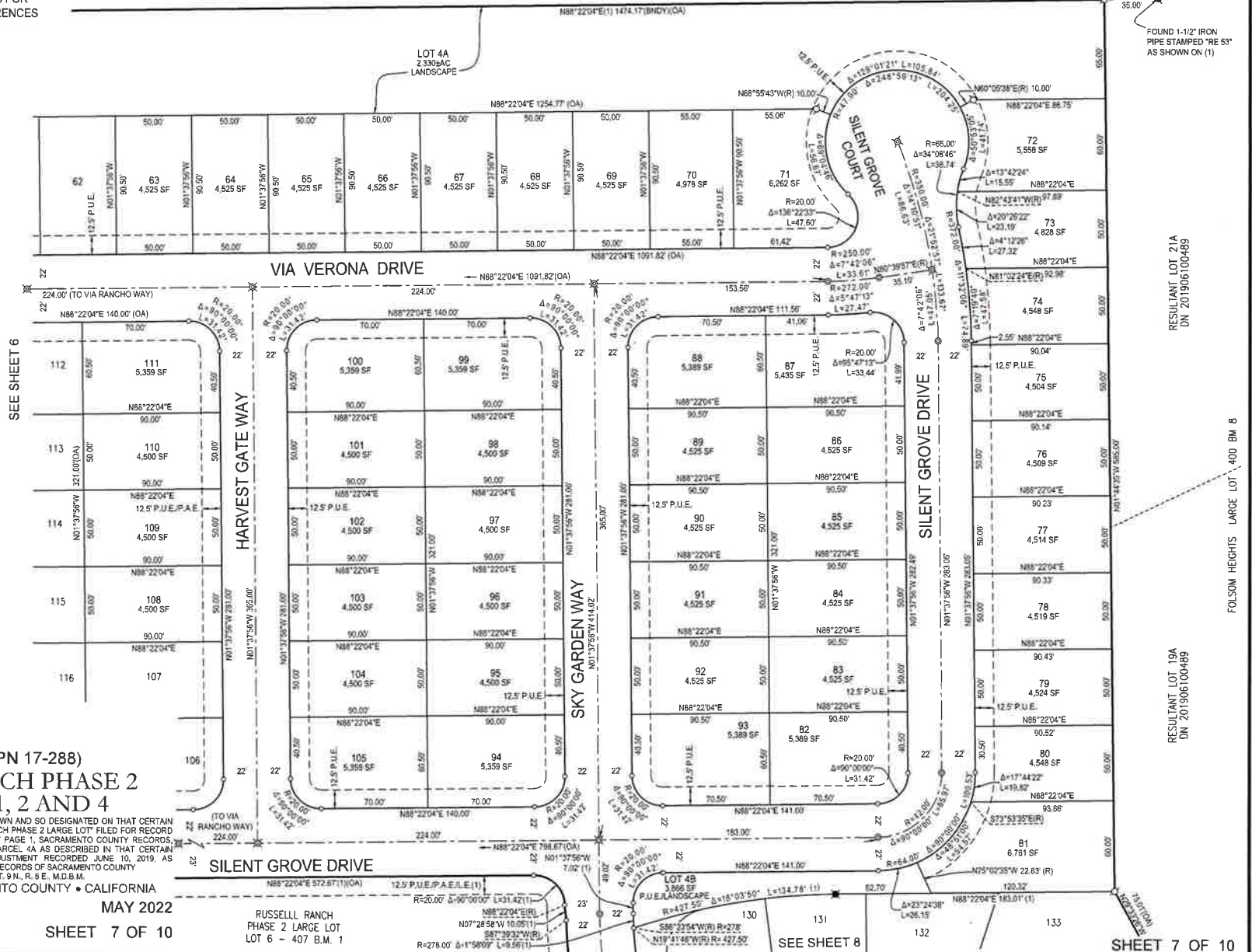
RUSSELL RANCH PHASE 2 LARGE LOT  
LOT 6 - 407 B.M. 1

SHEET 6 OF 10



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

FOLSOM HEIGHTS LARGE LOT 400 BM 8



RESULTANT LOT 21A  
DN 201906100489

FOLSOM HEIGHTS LARGE LOT 400 BM 8

RESULTANT LOT 19A  
DN 201906100489

SHEET 7 OF 10

### FINAL MAP (PN 17-288) RUSSELL RANCH PHASE 2 VILLAGES 1, 2 AND 4

A MERGER AND RESUBDIVISION OF LOT 1 AS SHOWN AND SO DESIGNATED ON THAT CERTAIN MAP TITLED "FINAL MAP (PN 17-288) RUSSELL RANCH PHASE 2 LARGE LOT" FILED FOR RECORD ON OCTOBER 30, 2018, IN BOOK 407 OF MAPS, AT PAGE 1, SACRAMENTO COUNTY RECORDS, AND RESULTANT PARCEL 2A AND RESULTANT PARCEL 4A AS DESCRIBED IN THAT CERTAIN CERTIFICATE OF COMPLIANCE - LOT LINE ADJUSTMENT RECORDED JUNE 10, 2019, AS DOCUMENT NO. 201906100488, OFFICIAL RECORDS OF SACRAMENTO COUNTY A PORTION OF SECTION 15, T. 9 N., R. 3 E., M.D.B.M.

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SHEET 7 OF 10

FINAL MAP (PN 17-288)  
**RUSSELL RANCH PHASE 2**  
**VILLAGES 1, 2 AND 4**

A MERGER AND RESUBDIVISION OF LOT 1 AS SHOWN AND SO DESIGNATED ON THAT CERTAIN MAP TITLED "FINAL MAP (PN 17-288) RUSSELL RANCH PHASE 2 LARGE LOT" FILED FOR RECORD ON OCTOBER 30, 2018, IN BOOK 407 OF MAPS, AT PAGE 1, SACRAMENTO COUNTY RECORDS, AND RESULTANT PARCEL 2A AND RESULTANT PARCEL 4A AS DESCRIBED IN THAT CERTAIN CERTIFICATE OF COMPLIANCE - LOT LINE ADJUSTMENT RECORDED JUNE 10, 2019, AS DOCUMENT NO. 201906100486, OFFICIAL RECORDS OF SACRAMENTO COUNTY, A PORTION OF SECTION 15, T. 9 N., R. 8 E., M.D.B.M.

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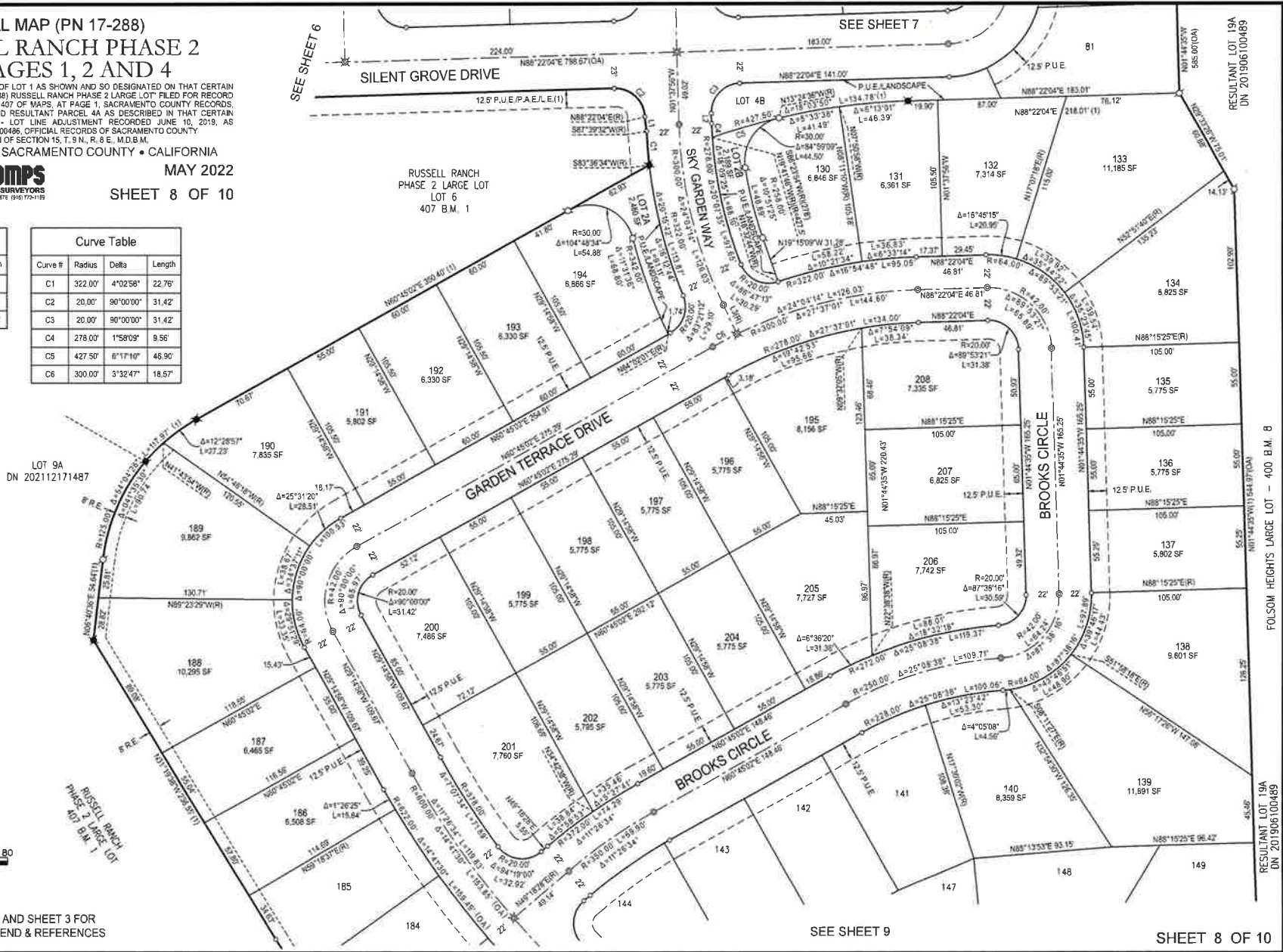
SHEET 8 OF 10

Line #	Bearing	Length
L1	N07°28'58"W	10.05'
L2	N01°37'56"W	7.02'
L3	N25°42'11"W	21.59'

Curve #	Radius	Delta	Length
C1	322.00'	4°02'58"	22.76'
C2	20.00'	90°00'00"	31.42'
C3	20.00'	90°00'00"	31.42'
C4	278.00'	1°58'09"	9.56'
C5	427.50'	6°11'10"	46.90'
C6	300.00'	3°32'47"	18.57'



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

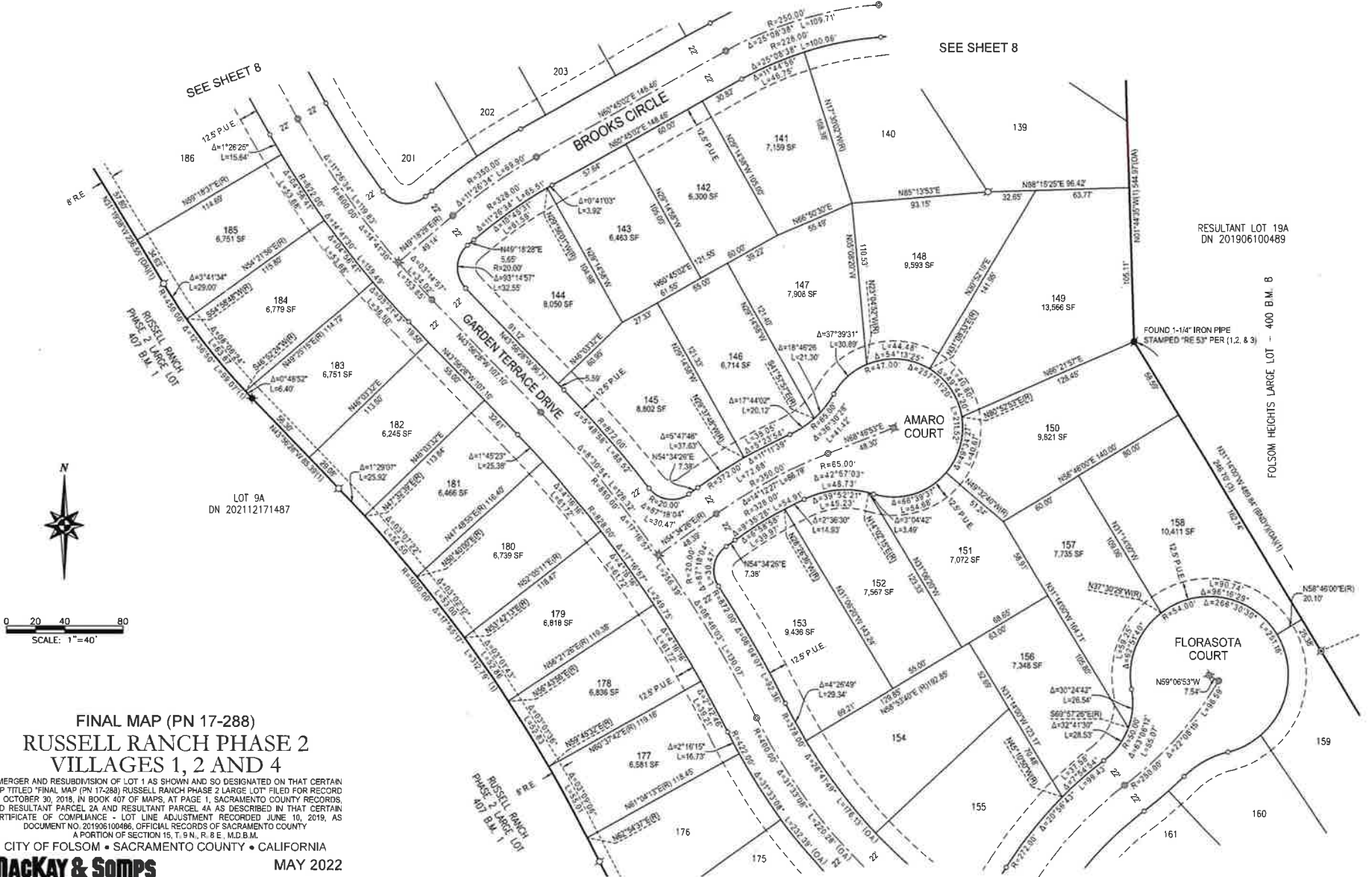


SEE SHEET 9

SHEET 8 OF 10



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



RESULTANT LOT 19A  
DN 201906100489

FOUND 1-1/4" IRON PIPE  
STAMPED "RES 53" PER (1,2, & 3)

FOLSOM HEIGHTS LARGE LOT - 400 B.M. 8



0 20 40 80  
SCALE: 1"=40'

FINAL MAP (PN 17-288)  
RUSSELL RANCH PHASE 2  
VILLAGES 1, 2 AND 4

A MERGER AND RESUBDIVISION OF LOT 1A AS SHOWN AND SO DESIGNATED ON THAT CERTAIN MAP TITLED FINAL MAP (PN 17-288) RUSSELL RANCH PHASE 2 LARGE LOT FILED FOR RECORD ON OCTOBER 30, 2019, IN BOOK 407 OF MAPS, AT PAGE 1, SACRAMENTO COUNTY RECORDS, AND RESULTANT PARCEL 2A AND RESULTANT PARCEL 4A AS DESCRIBED IN THAT CERTAIN CERTIFICATE OF COMPLIANCE - LOT LINE ADJUSTMENT RECORDED JUNE 10, 2019, AS DOCUMENT NO. 201906100489, OFFICIAL RECORDS OF SACRAMENTO COUNTY  
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SHEET 9 OF 10

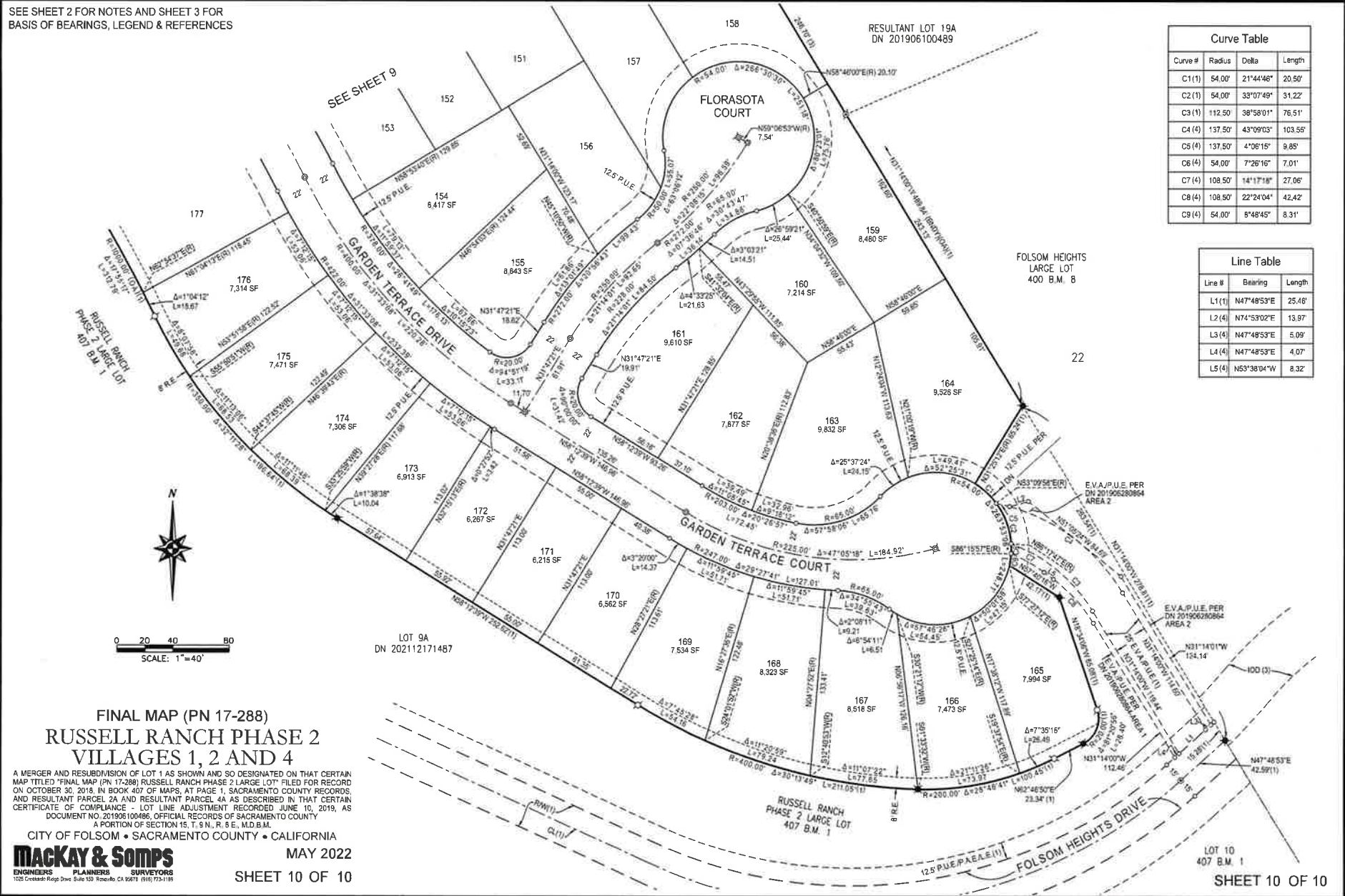
SEE SHEET 10

SHEET 9 OF 10

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

Curve Table			
Curve #	Radius	Delta	Length
C1 (1)	54.00'	21°44'46"	20.50'
C2 (1)	54.00'	33°07'49"	31.22'
C3 (1)	112.50'	38°58'01"	76.51'
C4 (4)	137.50'	43°09'03"	103.59'
C5 (4)	137.50'	4°06'15"	9.85'
C6 (4)	54.00'	7°26'16"	7.01'
C7 (4)	108.50'	14°17'18"	27.06'
C8 (4)	108.50'	22°24'04"	42.42'
C9 (4)	54.00'	6°48'45"	8.31'

Line Table		
Line #	Bearing	Length
L1 (1)	N47°48'53"E	25.46'
L2 (4)	N74°53'02"E	13.97'
L3 (4)	N47°48'53"E	5.09'
L4 (4)	N47°48'53"E	4.07'
L5 (4)	N53°38'04"W	8.32'



FINAL MAP (PN 17-288)  
 RUSSELL RANCH PHASE 2  
 VILLAGES 1, 2 AND 4

A MERGER AND RESUBDIVISION OF LOT 1 AS SHOWN AND SO DESIGNATED ON THAT CERTAIN MAP TITLED "FINAL MAP (PN 17-288) RUSSELL RANCH PHASE 2 LARGE LOT" FILED FOR RECORD ON OCTOBER 30, 2018, IN BOOK 407 OF MAPS, AT PAGE 1, SACRAMENTO COUNTY RECORDS, AND RESULTANT PARCEL 2A AND RESULTANT PARCEL 4A AS DESCRIBED IN THAT CERTAIN CERTIFICATE OF COMPLIANCE - LOT LINE ADJUSTMENT RECORDED JUNE 10, 2019, AS DOCUMENT NO. 201905100486, OFFICIAL RECORDS OF SACRAMENTO COUNTY.

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 SHEET 10 OF 10

# **ATTACHMENT 4**

## **RUSSELL RANCH PHASE 2 VILLAGE NOS. 1, 2 & 4 AMENDED VESTING TENTATIVE SUBDIVISION MAP**

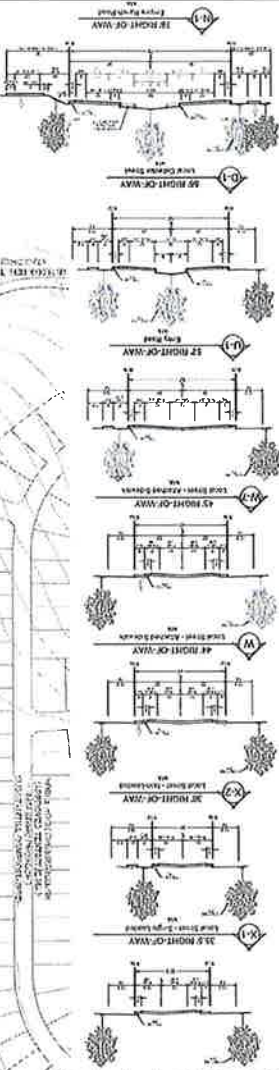
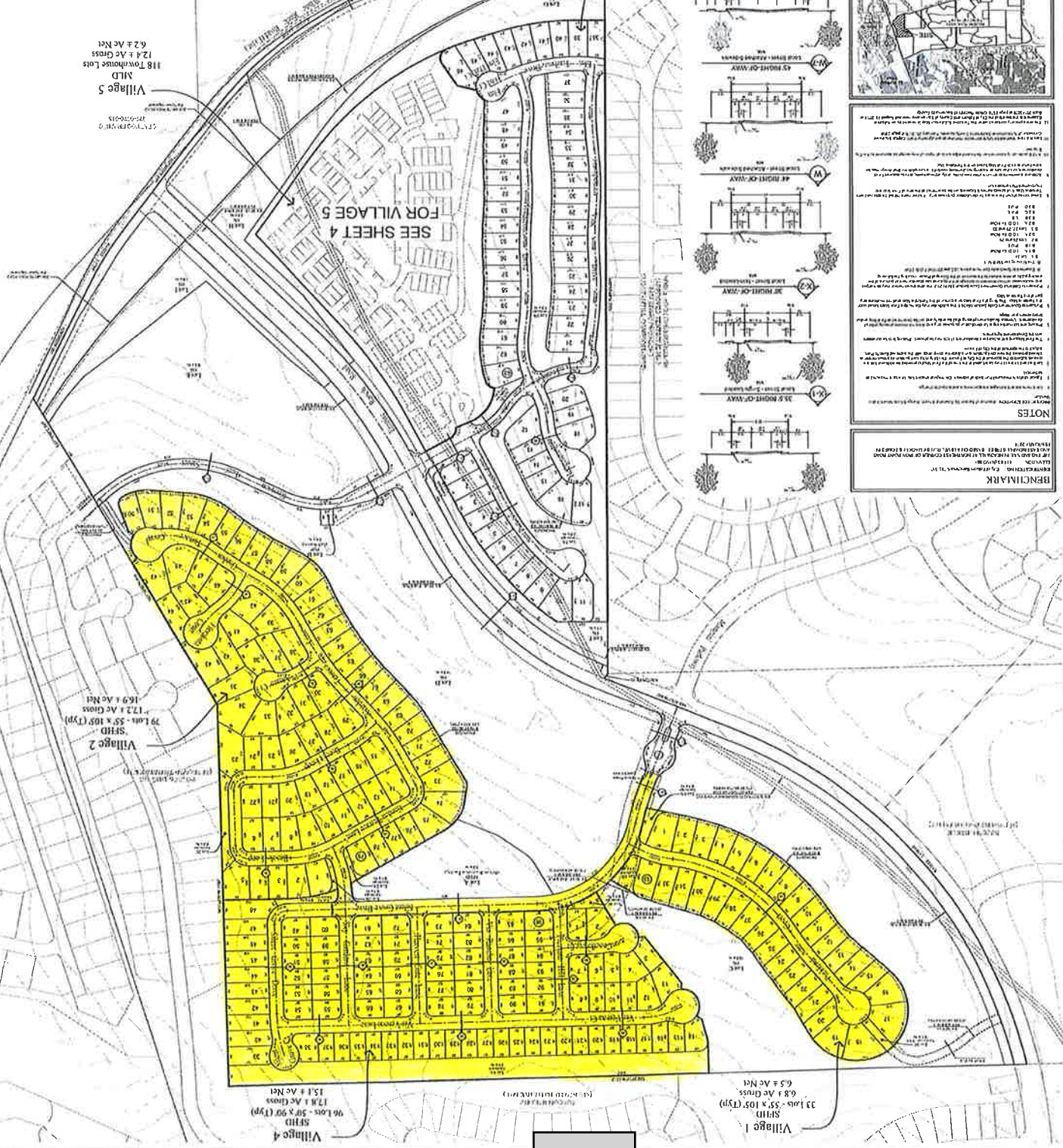


# Russell Ranch

Small Lot  
VESTING TENTATIVE SUBDIVISION MAP  
Lots 24 thru 32



Lot No.	Area (Ac)	Area (Sq Ft)	Notes
1	0.10	4356	
2	0.10	4356	
3	0.10	4356	
4	0.10	4356	
5	0.10	4356	
6	0.10	4356	
7	0.10	4356	
8	0.10	4356	
9	0.10	4356	
10	0.10	4356	
11	0.10	4356	
12	0.10	4356	
13	0.10	4356	
14	0.10	4356	
15	0.10	4356	
16	0.10	4356	
17	0.10	4356	
18	0.10	4356	
19	0.10	4356	
20	0.10	4356	
21	0.10	4356	
22	0.10	4356	
23	0.10	4356	
24	0.10	4356	
25	0.10	4356	
26	0.10	4356	
27	0.10	4356	
28	0.10	4356	
29	0.10	4356	
30	0.10	4356	
31	0.10	4356	
32	0.10	4356	



**NOTES**

1. THE PROPOSED SUBDIVISION MAP IS SUBJECT TO THE APPROVAL OF THE LOCAL AGENCIES AND THE STATE OF CALIFORNIA.
2. THE PROPOSED SUBDIVISION MAP IS SUBJECT TO THE APPROVAL OF THE LOCAL AGENCIES AND THE STATE OF CALIFORNIA.
3. THE PROPOSED SUBDIVISION MAP IS SUBJECT TO THE APPROVAL OF THE LOCAL AGENCIES AND THE STATE OF CALIFORNIA.
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8. THE PROPOSED SUBDIVISION MAP IS SUBJECT TO THE APPROVAL OF THE LOCAL AGENCIES AND THE STATE OF CALIFORNIA.

**BENCHMARK**

THE BENCHMARK IS THE POINT OF BEGINNING FOR THE PROPOSED SUBDIVISION MAP. THE BENCHMARK IS THE POINT OF BEGINNING FOR THE PROPOSED SUBDIVISION MAP.

# **ATTACHMENT 5**

## **TABLE OF CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH PHASE 2 VILLAGE NOS. 1, 2 & 4 AMENDED VESTING TENTATIVE SUBDIVISION MAP**



<b>CONDITIONS OF APPROVAL FOR THE AMENDED RUSSELL RANCH LOTS 24-32 SUBDIVISION PROJECT (PN 21-118)                      WEST OF EL DORADO COUNTY LINE, EAST OF PLACERVILLE ROAD, AND NORTH OF WHITE ROCK ROAD                      SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP</b>						
#	Mitigation Measure	Condition of Approval	When Required	Responsible Department	Comments	Condition Satisfied?
1.		<p><u><i>Condition 1 is amended as follows:</i></u></p> <p><b><i>Final Development Plans</i></b>                      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"> <li>1. Vicinity Map</li> <li>2. FPASP Development Activity bar Chart, dated January 17, 2018</li> <li>3. General Plan Amendment Exhibit, dated January 26, 2018</li> <li>4. Trail System Modification Exhibit, dated January 26, 2018</li> <li>5. Large Lot Vesting Tentative Subdivision Map, dated <del>January 24, 2018</del> <b><u>May 7, 2021</u></b></li> <li>6. Small-Lot Vesting Tentative Subdivision Map, <del>January 24, 2018</del> <b><u>October 26, 2021</u></b></li> <li>7. <b><u>Amended</u></b> Preliminary Grading Plan, dated <del>January 24, 2018</del> <b><u>May 7, 2021</u></b></li> <li>8. <b><u>Amended</u></b> Preliminary Utility Plan, dated <del>January 24, 2018</del> <b><u>May 7, 2021</u></b></li> <li>9. Village 5 Small-Lot Vesting Tentative Subdivision Map, dated January 24, 2018</li> <li>10. Village 5 Preliminary Grading Plan, January 24, 2018</li> <li>11. Village 5 Preliminary Utility Plan, January 24, 2018</li> <li>12. Initial Design for Empire Ranch Road/White Rock Road Interchange, dated January 24, 2018</li> <li>13. Phase 1 of the Capital Southeast Connector dated January 24, 2018</li> <li>14. Conceptual Phasing Plan, dated January 29, 2018</li> <li>15. On-Site and Off-Site Infrastructure Phasing Plan, dated January 29, 2018</li> <li>16. Measure W Open Space Exhibit, dated January 26, 2018</li> <li>17. <b><u>Russell Ranch Design Guidelines with redlines, dated April 2021.</u></b></li> <li>18. <b><u>Russell Ranch Phase 2 Environmental Documentation Supporting Addendum to the Folsom Plan Area Specific Plan EIR/EIS dated November 15, 2021</u></b></li> <li>19. <b><u>Russell Ranch Design Set dated November 16, 2021</u></b>                      The Large-Lot Vesting Tentative Subdivision Map, Small-Lot Vesting Tentative Subdivision Map and Design Guidelines Amendment (Russell Ranch Lots 24 through 32 Subdivision) are approved for the development of a 389-unit residential project Implementation of the project shall be consistent with the above referenced items and these conditions of approval.</li> </ol> <p>The Large-Lot Vesting Tentative Subdivision Map, Small-Lot Vesting Tentative Subdivision Map, and Design Guidelines Amendment (Russell Ranch Lots 24 through 32 Subdivision) are approved for the development of a 389-unit residential project. Implementation of the Project shall be consistent with the above referenced items and these conditions of approval.</p>	G, I, M, B	CD (P)(E)	<p>The Community Development Department has reviewed and approved the improvement plans and the final map for the project. The approved improvement plans are in substantial compliance with the preliminary grading and drainage plans, the preliminary site and utility plans, offsite infrastructure exhibit, the preliminary landscape plans and the community design guidelines.</p> <p>The final map for this subdivision is in substantial compliance with the approved Vesting Tentative Subdivision Map.</p>	Yes

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2.	✓	<p><u><i>Condition 2 is amended as follows:</i></u></p> <p><b><i>Mitigation Monitoring</i></b>                      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 <b>are included as an Attachment A to these conditions and</b> 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>	G, I	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
3.		<p><b><i>Plan Submittal</i></b>                      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, M	CD (P)(E)(B)	Improvement plans for Empire Ranch Road, Mangini Parkway, and this subdivision have been reviewed approved by the City. Landscape plans for Empire Ranch Road and Mangini Parkway have also been reviewed and approved by the City.	Yes
4.		<p><b><i>Validity</i></b>                      This approval of the Small-Lot Vesting Tentative Subdivision Map shall be valid for a period of sixty months pursuant to Section 16.16.110A of the Folsom Municipal Code and the Subdivision Map Act. The term of the approved Inclusionary Housing Agreement and Inclusionary Housing Plan shall be as set forth in Section 2.2.2D of the First Amendment to ARDA, subject only to the exceptions stated therein and as amended in Section 1.7 of the Second Amendment to ARDA. The term of the Project Design Guidelines shall track the term of the Second Amended and Restated Tier 1 Development Agreement.</p>	O, G	CD (P)	The amended small-lot vesting tentative subdivision map for the subdivision was approved by the City Council on January 25, 2022.	Yes

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5.		<p><b><u>Condition 5 is amended as follows:</u></b></p> <p><b><u>Street Names</u></b>                      The street names identified below shall be used for the Final Small-Lot Map: Empire Ranch Road, Elm Trail, Rosie Terrace, Highgate terrace, Parasol, Garden terrace, Hillgrass, Amaro, Harvest Gate, Crimson Leaf, Silent Grove, Vidalia, Sky Gardens, Climbing Vine, Via Rancho, Pleasant Hill, Coneflower Via Verona, Parkland, <b><u>Via Rancho, Harvest Gate, Sky Garden, Silent Grove Garden Terrace and Brooks.</u></b></p>	M	CD (E)(P)	The required street names are shown on the final map for the subdivision and have been approved by the Planning Commission.	Yes
6.		<p><b><u>Indemnity for City</u></b>                      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"> <li>• The City bears its own attorney’s fees and costs; and</li> <li>• The City defends the claim, action or proceeding in good faith</li> </ul> <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

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7.		<b><i>Small-Lot Vesting Tentative Subdivision Map</i></b> The Small-Lot Vesting Tentative Subdivision map is expressly conditioned upon compliance with all environmental mitigation measures in the Folsom Plan Area Specific Plan (FEIR/EIS), the Russell Ranch FEIR, and the Russell Ranch Lots 24 through 32 Subdivision Addendum.	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
8.		<b><i>ARDA and Amendments</i></b> The owner/applicant shall comply with all provisions of Amendment No. 1 to the Tier 1 Amended and Restated Development Agreement and the Second Amendment thereto, and any approved amendments by and between the City and the owner/applicant of the project.	G, I, M, B	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

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9.		<p><u><i>Condition 9 is amended as follows:</i></u></p> <p><b>Homeowners Association</b>                      The owner/applicant shall for one or more Homeowners Associations for the ownership and maintenance of all private streets including the private street storm drainage systems, sewer and water lines within the I Courts in Village 5, and landscaped open spaces and common areas on hillsides, etc. (Lots A, 1A, 1B, 2A, 2B, 3A, 3 B 4A, 4B, 5A, 5B). The Homeowners Association shall also be responsible for monitoring and ensuring maintenance of the landscaping within the open space.</p> <p><del>The property owners of all created lots within Phases 1, 2 and 4 shall be age restricted communities limited to buyers who are 55 years of age or older as is permitted by law.</del></p> <p>In addition, CC&amp;R's shall be prepared by the owner/applicant and shall be subject to review and approval by the Community Development Department for compliance with this approval and with the Folsom Municipal Code and adopted policies, prior to recordation of the Final Map.</p> <p>The owner/applicant shall propose a funding mechanism (including but not limited to Homeowner's Association or a Project Maintenance Community Facilities District) subject to the approval of the Community Development Department of the non-Measure W landscaped open space.</p>	M	CD (P), PW	<p>The owner/applicant has formed a Homeowner's Association (HOA) for this subdivision. In addition, the owner/applicant has provided a funding mechanism for the HOA to fund the operation and maintenance of the landscaped areas in the open space and common area parcels in the subdivision.</p> <p>The community Development Department has reviewed and approved the C.C. &amp; R.'s for the subdivision and these C.C. &amp; R.'s include the required disclosures.</p>	Yes
<b>POLICE/SECURITY REQUIREMENT</b>						
10.		<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"> <li>• 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.</li> <li>• Security measures for the safety of all construction equipment and unit appliances.</li> </ul> <p>Landscaping shall not cover exterior doors or windows, block line-of-sight at intersections or screen overhead lighting.</p>	G, I, B	PD	<p>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.</p>	Yes



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<b>DEVELOPMENT COSTS AND FEE REQUIREMENTS</b>						
11.		<b>Taxes and Fees</b> The owner/applicant shall pay all applicable taxes, fees and charges for the project at the rate and amount required by the Public Facilities Financing Plan and Amendment No. 1 to the Tier 1 Amended and Restated Development Agreement.	OG	CD (P)(E)	The owner/applicant has paid all current taxes and fees associated with this subdivision.	Yes
12.		<b>Assessments</b> If applicable, the owner/applicant shall pay off any existing assessments against the property, or file necessary segregation request and pay applicable fees.	OG	CD (E)	The owner/applicant has paid all taxes and fees associated with this subdivision and filed a tax segregation request for applicable taxes.	Yes
13.		<b>FPASP Development Impact Fees</b> The owner/applicant shall be subject to all Folsom Plan Area Specific Plan Area development impact fees in place at the time of approval or subsequently adopted consistent with the Public Facilities Financing Plan (PFFP), Development Agreement and amendments thereto, unless exempt by previous agreement. The owner/applicant shall be subject to all applicable Folsom Plan Area plan-wide development impact fees in effect at such time that a building permit is issued. These fees may include, but are not limited to, the Folsom Plan Area Specific Plan Fee, Specific Plan Infrastructure Fee (SPIF), Solid Waste Fee, Corporation Yard Fee, Transportation Management Fee, Transit Fee, Highway 50 Interchange Fee, General Park Equipment Fee, Housing Trust Fee, etc.  Any protest to such for all fees, dedications, reservations or other exactions imposed on this project will begin on the date of final approval (February 27, 2018), or otherwise shall be governed by the terms of Amendment No. 1 to ARDA. The fees shall be calculated at the fee rate set forth in the PFFP and the ARDA.	B	CD (P), PW, PK	The Owner/Applicant shall pay all required City fees and Plan Area wide fees prior to issuance of building permits.	Condition will be satisfied prior to issuance of a building permit.

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14.		<b><i>Legal Counsel</i></b> The City, at its sole discretion, may utilize the services of outside legal counsel to assist in the implementation of this project, including, but not limited to, drafting, reviewing and/or revising agreements and/or other documentation for the project. If the City utilizes the services of such outside legal counsel, the City shall provide notice to the owner/applicant of the outside counsel selected, the scope of work and hourly rates, and the owner/applicant shall reimburse the City for all outside legal fees and costs incurred and documented by the City for such services. The owner/applicant may be required, at the sole discretion of the City Attorney, to submit a deposit to the City for these services prior to initiation of the services. The owner/applicant shall be responsible for reimbursement to the City for the services regardless of whether a deposit is required.	OG	CD (P)(E)	The City has not yet utilized any outside services for any type of legal issues for this subdivision. If at any time during the development of this subdivision, any outside legal services were necessary, the owner/applicant would be required to comply with this condition.	Yes
15.		<b><i>Consultant Services</i></b> If the City utilizes the services of consultants to prepare special studies or provide specialized design review or inspection services for the project, the City shall provide notice to the owner/applicant of the outside consultant selected, the scope of work and hourly rates, and the owner/applicant shall reimburse the City for actual costs incurred and documented in utilizing these services, including administrative costs for City personnel. A deposit for these services shall be provided prior to initiating review of the Grading Plan, Final Map, improvement plans, or beginning inspection, whichever is applicable.	G, I, M, B	CD (P)(E)	The City has provided notice to the owner/applicant for various Consultants performing services for the development of this subdivision. The City has collected deposits in advance of such work for these services.	Yes
<b>GRADING PERMIT REQUIREMENTS</b>						

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16.		<p><b>Phasing Plan</b>                      The owner/applicant shall prepare a complete and comprehensive phasing plan and shall submit the phasing plan to the City for each proposed phase of development. The phasing plan shall include all required infrastructure for each proposed phase of development. The infrastructure shall include all required on-site and off-site improvements, but not limited to, water system improvements (distribution and transmission mains, booster pump stations, water reservoirs, PRV stations, etc.), recycled water mains and associated infrastructure, sanitary sewer improvements (sewer mains, lift stations, forced mains, etc.) roadway and transportation improvements, storm drainage improvements (detention/water quality basins, outfalls, etc.) and all other necessary improvements required for each phase of development. The phasing plan shall include itemized cost estimates for all required improvements and the phasing plan shall be reviewed and approved by the City prior to approval of grading and/or improvements plans.</p> <p>The City Engineer may condition the phasing to ensure that each phase functions independently and is consistent with the minimum utility and access standards of the City. All maps filed in phases will be required to have two points of access for vehicle access (except as approved by the Fire Department) and/or general traffic purposes for each phase and all off-site utilities deemed necessary as determined by the City Engineer.</p>	G, I, M	CD (E), EWR, PW, FD	The owner/applicant submitted a phasing plan for this subdivision which was reviewed and approved by the Community Development Department. All required infrastructure necessary to allow development to proceed in this subdivision has been completed in accordance with the approved phasing plan.	Yes
17.		<p><b>Off-site improvements/Rights of Entry</b>                      For any improvements constructed on private property that are not under the ownership or control of the owner/applicant, all rights-of-entry, and if necessary, a permanent easement shall be obtained and provided to the City. All rights of entry, construction easements, either permanent or temporary and other easements shall be obtained as set forth in Amendment No. 1 to ARDA, which shall be fully executed by all affected parties and shall be recorded with the Sacramento County Recorder, where applicable, prior to approval of grading and/or improvement plans.</p>	G	CD (E)	The owner/applicant obtained all Rights of Entry, construction easements and grant deeds for all off-site improvements prior to commencement of grading. All rights-of-entry are on file with the Community Development Department.	Yes
18.		<p><b>Grading in Utility Easement</b>                      The owner/applicant shall obtain a consent agreement, letter of waiver and/or an encroachment permit from Pacific Gas &amp; Electric, SMUD, WAPA, etc. for any proposed grading and/or construction in any existing tower line and/or underground facility easement. The owner/applicant shall provide the approved consent agreement, letter of waiver and/or encroachment permit to the City prior to approval of any grading and/or improvement plans.</p>	G	CD (E)	The owner/applicant obtained an encroachment permit from the City for all work required in the public right-of-way. In addition, the owner/applicant obtained all required public utility easements from both SMUD and PG & E prior to commencement of grading and construction in this subdivision.	Yes

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19.		<b><i>Mine Shaft Remediation</i></b> The owner/applicant shall locate and remediate all antiquated mine shafts, drifts, open cuts, tunnels, and water conveyance or impoundment structures existing on the project site, with specific recommendations for the sealing, filling, or removal of each that meet all applicable health, safety and engineering standards. Recommendations shall be prepared by an appropriately licensed engineer or geologist. All remedial plans shall be reviewed and approved by the City prior to approval of grading plans.	G	CD (E)	During the course of grading and construction for this subdivision no mine shafts or tunnels were located or discovered.	Yes
20.		<b><i>Prepare Traffic Control Plan.</i></b> Prior to construction, a Traffic Control Plan for roadways and intersections affected by construction shall be prepared. The Traffic Control Plan shall designate haul routes and comply with requirements in the encroachment permits issued by the City of Rancho Cordova, Sacramento County, and Caltrans and any other local agencies, including but not limited to the City, if applicable. The Traffic Control Plan to be prepared by the project construction contractor(s) shall, at minimum, include the following measures: <ul style="list-style-type: none"> <li>• Maintaining the maximum amount of travel lane capacity during non-construction periods, possible, and advanced notice to drivers through the provision of construction signage.</li> <li>• Maintaining alternate one-way traffic flow past the lay down area and site access when feasible.</li> <li>• 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).</li> <li>• 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.</li> </ul> A phone number and community contact for inquiries about the schedule of the construction throughout the construction period. This information will be posted in a local newspaper, via the City's web site, or at City Hall and will be updated on a monthly basis.	G	CD (E)	The required Traffic Control Plans in this condition are no longer applicable. This condition was added to the project since the original concept for water supply contemplated extending a large diameter water main from the Sacramento River to the FPA. In lieu of the water supply being extended through the various jurisdictions noted in this condition, the water supply provided to the FPA comes from conservation efforts by the City to provide the needed water supply for the FPA. The new water supply proposal was validated in 2014.	Yes
21.		<b><i>State and Federal Permits</i></b> 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

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22.		<p><b>Animal Barrier</b></p> <p>To discourage the migration of undesirable small animals (including snakes) into adjacent developed properties during the development of the project, the owner/applicant shall install a barrier along all areas adjacent to developed residential properties and parks to the satisfaction of the Community Development Department and consistent with a qualified biologist's recommendations. In general, the barrier may consist of wire-mesh fabric with openings not exceeding 1/2-inch width. The height of the barrier shall be at least 18 inches (above the ground surface), and may be buried into the ground at least twelve inches. The barrier shall be supported with metal stakes at no more than 10-foot spacing. The barrier shall be installed by the owner/applicant, as approved by the Community Development Department and a qualified biologist, prior to any construction disturbance on the site, including clearing and grading operations.</p>	G	CD (E)(P)	The subdivision did not have any exiting residents along the entire subdivision boundary. Therefore, there is no requirement to install the animal barrier in accordance with this condition of approval.	Yes
23.		<p><b>Landslide/Slope Failure</b></p> <p>The owner/applicant shall retain an appropriately licensed engineer during the grading activities to identify existing landslides and potential slope failure hazards. The said engineer shall be notified a minimum of two days prior to any site clearing or grading to facilitate meetings with the grading contractor in the field.</p>	G	CD (E) PW	The owner/applicant retained a geotechnical engineer and implemented recommendations for this mitigation measure. A geotechnical report outlining these recommendations is available from Community Development Department.	Yes
IMPROVEMENT PLAN REQUIREMENTS						
24.		<p><b>Improvement Plans</b></p> <p>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.</p>	M	CD (E)	The owner/applicant submitted improvement plans for all infrastructure improvements required to serve this subdivision. The City Engineer has reviewed and approved all required improvement plans to serve this subdivision. Copies of the improvement plans are available from the Community Development Department.	Yes



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25.		The owner/applicant shall include all record information for rights of entry, easements, temporary and permanent construction easements, slope easements, etc. for all proposed improvements on adjoining properties not owned by the owner/applicant and impacted by the owner/applicants improvements. The record information and the recorded boundaries of all work on adjoining properties shall be included on all grading and/or improvement plans prior to plan approval.	G, I	CD (E)	The owner/applicant obtained all Rights of Entry, construction easements and grant deeds for all off-site improvements prior to commencement of grading. All rights-of-entry are on file with the Community Development Department.	Yes
26.		<b>Improvements in the PFFP</b> The owner/applicant shall be subject to all thresholds, timelines and deadlines for the construction and final completion of various improvements for the entire Folsom Plan Area. The various improvements are outlined and detailed in the Folsom Plan Area Specific Plan Public Facilities Financing Plan (PFFP) dated January 28, 2014 and adopted by City of Folsom Resolution No. 9298. These improvements in the PFFP include, but are not limited to, the backbone infrastructure water (water reservoirs, water transmission mains, booster pump stations, pressure reducing valve stations, etc.), sanitary sewer (lift stations and forced mains) systems, recycled water mains and associated infrastructure, roadway and transportation (future interchanges, major arterial roadways, etc.) improvements, aquatic center (community pool), parks, fire stations, municipal services center, community library, etc The thresholds and timelines included in the PFFP require facilities to be constructed and completed based on number of building permits issued and in some cases, number of residential units that are occupied. The owner/applicant shall be required to address these thresholds and timelines as the project moves forward through the various developments stages and shall be subject to the various fair share requirements, subject to the provisions of the PFFP, the ARDA and any amendment thereto.	G, I	CD(E)(P)(B), PW, FD, EWR, PR	The owner/applicant has either constructed or participated financially in the construction all required infrastructure necessary to serve this subdivision. The required infrastructure has been completed and accepted by the City and is currently in operation. As building permits are issued in this subdivision and in other subdivisions in the Folsom Plan Area, impact fees are collected to fund various public facilities. The construction of various public facilities will be complete as timelines and thresholds are achieved.	Yes
27.		<b>Standard Construction Specifications and Details</b> 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 grading and improvement plans prepared in accordance with the City's Standard Specifications. The City has approved all of the improvement plans for the subdivision.	Yes

<b>CONDITIONS OF APPROVAL FOR THE AMENDED RUSSELL RANCH LOTS 24-32 SUBDIVISION PROJECT (PN 21-118)                      WEST OF EL DORADO COUNTY LINE, EAST OF PLACERVILLE ROAD, AND NORTH OF WHITE ROCK ROAD                      SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP</b>						
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28.		<p><b>Water and Sewer Infrastructure</b>                      All City-owned water and sewer infrastructure shall be placed within the street right of way unless otherwise approved by the City. In the event that a City-maintained public water or sewer main needs to be placed in an area other than the public right of way, such as through an open space corridor, landscaped area, etc., the following criteria must be met;</p> <ul style="list-style-type: none"> <li>• The owner/applicant shall provide public sewer and water main easements</li> <li>• 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.</li> <li>• In no case shall a City-maintained public water or public sewer line be placed on private residential property.</li> <li>• The domestic water and irrigation system owned and maintained by the City shall be separately metered per City of Folsom <u>Standard Construction Specifications and Details</u>.</li> </ul> <p>All publicly owned water and sewer lines and services shall be accessible for operations, maintenance, and repair. Non-accessible situations would include placing mains and services behind retaining walls, placing public mains on private property, etc. In no event shall a public water or public sewer line be placed on private residential property. For example, installing a waterline on the property line between two single family homes.</p>	I	CD (E)	The owner/applicant has installed all sewer and water infrastructure within public street rights of way and public water and sewer main easements.	Yes
29.		<p><b>Water and Sewer in I courts</b>                      The water services and sewer services in the I-Courts within Village 5 shall be privately owned and maintained by the owner/applicant and the owner-applicant shall create a funding mechanism for repair and maintenance of this section of the water and sewer services to the satisfaction of the Community Development Department.</p>	I	CD (E)	This condition is not applicable to this subdivision. This condition will be satisfied prior to approval of the future Russell Ranch Phase 2 Village 5 subdivision.	Yes
30.		<p><b>Utility Coordination</b>                      The owner/applicant shall coordinate the planning, development and completion of this project with the various utility agencies (i.e., SMUD, PG&amp;E, etc.). The owner/applicant shall provide the City with written confirmation of public utility service prior to approval of all final maps.</p>	I	CD (P)(E)	The owner/applicant has coordinated with the various public utility companies and the public utility easements are shown on the final map.	Yes

<b>CONDITIONS OF APPROVAL FOR THE AMENDED RUSSELL RANCH LOTS 24-32 SUBDIVISION PROJECT (PN 21-118)                      WEST OF EL DORADO COUNTY LINE, EAST OF PLACERVILLE ROAD, AND NORTH OF WHITE ROCK ROAD                      SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP</b>						
#	Mitigation Measure	Condition of Approval	When Required	Responsible Department	Comments	Condition Satisfied?
31.		<b><i>Replacing Hazardous Facilities</i></b> 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 will replace any damaged areas along site frontage and/or boundaries due to construction damage prior to acceptance of any of the improvements in the subdivision prior to acceptance of the improvements by the City.	Yes
32.		<b><i>Vertical Curb</i></b> All curbs located adjacent to landscaping, whether natural or manicured, and where parking is allowed shall be vertical.	I	CD (P)(B)	The Community Development Department has reviewed and approved the improvement plans for this subdivision to verify compliance with this condition.	Yes
33.		<b><i>Class II Bike Lanes</i></b> All Class II bike lane legends shall be striped and painted green. No parking shall be permitted within the Class II bike lanes.	I	CD (E)(P)	All Class II bike lanes have been constructed in accordance with the Specific Plan, Design Guidelines and City standards.	Yes

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34.		<p><b>Master Plan Updates</b>                      The City has approved the Folsom Plan Area Storm Drainage Master Plan, Wastewater Master Plan, and Sewer Master Plan. The owner/applicant shall submit complete updates to the approved master plans, if applicable, for the proposed changes to the master plans as a result of the proposed project. The updates to the master plans for the proposed project shall be reviewed and approved by the City prior to approval of grading and/or improvement plans.</p> <p>The plans shall be accompanied by engineering studies supporting the sizing, location, and timing of the proposed facilities. Improvements shall be constructed in phases as the project develops in accordance with the approved master plans, including any necessary off-site improvements to support development of a particular phase or phases, subject to prior approval by the City. Off-site improvements may include roadways to provide secondary access, water transmission lines or distribution facilities to provide a looped water system, sewer trunk mains and lift stations, water quality facilities, non-potable water pipelines and infrastructure, and drainage facilities including on or off-site detention. No changes in infrastructure from that shown on the approved master plan shall be permitted unless and until the applicable master plan has been revised and approved by the City. Final lot configurations may need to be modified to accommodate the improvements identified in these studies to the satisfaction of the City.</p> <p>The owner/applicant shall provide sanitary sewer, water and storm drainage improvements with corresponding easements, as necessary, in accordance with these studies and the latest edition of the City of Folsom <u>Standard Construction Specifications and Details, and the Design and Procedures Manual and Improvement Standards</u>.</p> <p>The storm drainage design shall provide for no net increase in run-off under post-development conditions.</p>	G, I	CD(E), EWR, PW	The Owner/applicant has provided updated Master Plans for approval prior to the issuance of a grading permit. Copies of the Master Plans are available from the Community Development Department. The storm drainage system for the subdivision provides for no net increase in run-off under post development conditions.	Yes
35.		<p><b>Litter Control</b>                      During Construction, the owner/applicant shall be responsible for litter control and sweeping of all paved surfaces in accordance with City standards. All on-site storm drains shall be cleaned immediately before the commencement of the rainy season (October 15).</p>	OG	CD (E)	The owner/applicant has complied with this provision and completed periodic on-site cleaning and sweeping of the project site.	Yes

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<b>ENVIRONMENTAL AND WATER RESOURCES REQUIREMENTS</b>						
36.		<b><i>Water Infrastructure Design</i></b> The owner/applicant shall design all water reservoirs, water booster pump stations, pressure reducing valve stations, and sewer lift stations, and shall coordinate the design with the Community Development Department and the Environmental and Water Resources Department.	I	CD (E), EWR	The Community Development Department and the Environmental & Water Resources Department has reviewed and approved the Russell Ranch Phase 2 Sanitary Sewer Lift Station that will serve this subdivision.	Yes
37.		<b><i>Water Meter Fixed Network System</i></b> 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
<b>FIRE DEPT REQUIREMENTS</b>						
38.		<b><i>Prepare fuel modification plan (FMP).</i></b> If applicable, the owner/applicant shall submit a Fuel Modification Plan to the City for review and preliminary approval from the Fire Code Official prior to any Final and/or Parcel Map. Final approval of the plan by the Fire Code Official shall occur prior to the issuance of a permit for any new construction. A Fuel Modification Plan shall consist of a set of scaled plans showing fuel modification zones indicated with applicable assessment notes, a detailed landscape plan and an irrigation plan. A fuel modification plan submitted for approval shall be prepared by one of the following: a California state licensed landscape architect, or state licensed landscape contractor, or a landscape designer, or an individual with expertise acceptable to the Fire Code Official. The owner/applicant shall obtain off-site easements for the required for the fuel modification buffer.  The owner/applicant agree to be responsible for the long-term maintenance of the Fuel Modification Plan. Notification of fuel modification requirements are to be made upon sale to new property owners. Proposed changes to the approved Fuel Modification Plan shall be submitted to the Fire Code Official for approval prior to implementation.	G, I, M, B	CD (P), FD	The owner/applicant submitted the required Fuel Modification Plan to the City Fire Department for review and approval. A copy of the approved Fuel Modification Plan is on file with the Fire Department and the Community Development Department.	Yes



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39.		<p><b>All-Weather Access and Fire Hydrants</b>                      The owner/applicant shall provide all-weather access and fire hydrants before combustible materials are allowed on any project site or other approved alternative method as approved by the Fire Code Official/Fire Chief. All-weather emergency access roads and fire hydrants (tested and flushed) shall be provided before combustible material or vertical construction is allowed on any project site or other approved alternative method as approved by the Fire Code Official/Fire Chief. (All-weather access is defined as six inches of compacted aggregate base from May 1 to September 30 and two inch asphalt concrete over six inch aggregate base from October to April 30). The building shall have illuminated addresses visible from the street or drive fronting the property. Size and location of address identification shall be reviewed and approved by the Fire Marshal.</p> <ul style="list-style-type: none"> <li>Residential Fire-Flow with Automatic Fire Sprinkler System: The required fire-flow for the residential portion of the project is determined to be 875 GPM for one hour.</li> <li>All public streets shall meet City of Folsom Street Standards unless an alternative is specifically included within this approval.</li> <li>The maximum length of any dead end street shall not exceed 500 feet in accordance with the Folsom Fire Code (unless approved by the Fire Department). Several streets indicated on the plans are dead ends greater than 500 feet. In such cases, a second emergency access will be required.</li> <li>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.</li> <li>The HOA shall be required and have the ability to tow away vehicles parked within fire access lanes. These provisions shall be recorded within the CCR's for the subdivision, and the City shall review the conditions of the CCR's to ensure that the intent is met.</li> <li>Property fence lines along open space boundaries shall be constructed of noncombustible materials.</li> <li>The first Fire Station planned for the Folsom Plan Area shall be completed and operational at the time that the threshold of 1,500 occupied homes within the Folsom Plan Area is met.</li> </ul>	G, I, M, B	CD (P), FD	The owner/applicant has designed and received approval for all weather access improvements and fire hydrants for the subdivision. Building permits will not be issued prior to these improvements being completed to the satisfaction of the Community Development Department and the Fire Department.	Condition will be satisfied prior to issuance of a building permit

CONDITIONS OF APPROVAL FOR THE AMENDED RUSSELL RANCH LOTS 24-32 SUBDIVISION PROJECT (PN 21-118) WEST OF EL DORADO COUNTY LINE, EAST OF PLACERVILLE ROAD, AND NORTH OF WHITE ROCK ROAD SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP						
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40.		<p><u><i>Condition of Approval 40 is deleted in its entirety as gates are no longer proposed.</i></u></p> <p><i>Private Gated Entries</i>                      Prior to approval of improvement plans, all private gated entry designs shall be reviewed and approved by the Community Development Department and Fire Department. Pedestrian gates, which are to remain unlocked, shall be provided on each side of any gated entries where a sidewalk occurs, to facilitate improved pedestrian circulation and to eliminate the requirement for pedestrians to cross the street in order to enter or exit any proposed subdivision. The gates shall be equipped with the "Click to Enter" gate opening system (or some other product) to allow emergency vehicle access by 2-way radio frequency to open the gates. Should vehicle stacking not be sufficient, the Community Development Department may require the gates to remain open during peak hours. The homeowner's association whose boundary covers the private gate shall comply with this requirement and the owner/applicant shall ensure this requirement is in the HOA CC&amp;R's.</p>	I, OG	CD (E) FD	This condition was deleted from the project and is therefore no longer required for this subdivision.	Yes
41.		<p><i>Utility Lines</i>                      All future utility lines lower than 69 kv shall be placed underground within and along the perimeter of the project at the developer's cost. The owner/applicant shall dedicate to SMUD all necessary underground easements for the electrical facilities that will be necessary to service development of the project.</p>	I	CD (E) FD	All proposed public utility service lines to all of the lots in the subdivision have been placed underground in compliance with this condition. All required public utility easements are shown on the final map for the subdivision.	Yes

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<b>LANDSCAPE/TREE PRESERVATION REQUIREMENTS</b>						
42.		<p><b><u>Condition of Approval 42 is amended as follows:</u></b></p> <p><b><u>Landscaping Plans</u></b>                      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 Russell Ranch Subdivision project.</p> <p><b><u>No turf shall be allowed in the front yards of homes (excluding Village 3 which has already received Design Review approval for turf). Alternative drought tolerant landscaping shall be used for the remaining Project areas. The Russell Ranch Design Guidelines shall be modified to prohibit turf in the front yards of Russell Ranch Lots 24 to 32 Subdivisions (Excluding Village 3).</u></b></p>	I, OG	CD(P), PW	The owner/applicant has prepared a landscape plans for all supporting backbone roadways and any applicable detention basins. The landscape plans have been reviewed and approved by the City and the landscape improvements are currently under construction. The landscape plans are in accordance with all City requirements, this condition of approval and the Design Guidelines for the Folsom Plan Area.	Yes

<b>CONDITIONS OF APPROVAL FOR THE AMENDED RUSSELL RANCH LOTS 24-32 SUBDIVISION PROJECT (PN 21-118)                      WEST OF EL DORADO COUNTY LINE, EAST OF PLACERVILLE ROAD, AND NORTH OF WHITE ROCK ROAD                      SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP</b>						
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43.		<b><i>Right of Way Landscaping</i></b> Landscaping along all road rights of way and in public open space lots shall be installed when the adjoining road or lots are constructed.	I, OG	CD (P), PW	The Community Development Department has reviewed and approved the landscape plans for this subdivision to verify compliance with this condition.	Yes
<b>MAP REQUIREMENTS</b>						
44.		<b><i>Subdivision Improvement Agreement</i></b> Prior to the approval of any Final Map, the owner/applicant shall enter into a subdivision improvement agreement with the City, identifying all required improvements, if any, to be constructed with each proposed phase of development. The owner/applicant shall provide security acceptable to the City, guaranteeing construction of the improvements.	M	CD (E)	The required subdivision improvement agreement is included as part of the City staff report accompanying the final map for City Council approval. The resolution approving the final map for this subdivision includes a statement authorizing the City Manager to execute the subdivision improvement agreement for the subdivision along with approval of the final map.	Yes

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45.		<p><b><u>Condition of Approval 45 is deleted in its entirety as it is duplicative (COA 9)</u></b></p> <p><i>Homeowners Association</i> The owner/applicant shall for one or more Homeowners Associations for the ownership and maintenance of all private streets including the private street storm drainage systems, sewer and water lines within the I Courts in Village 5, and landscaped open spaces and common areas on hillsides, etc. (Lots A, 1A, 1B, 2A, 2B, 3A, 3 B 4A, 4B, 5A, 5B). The Homeowners Association shall also be responsible for monitoring and ensuring maintenance of the landscaping within the open space.</p> <p>The property owners of all created lots within Phases 1, 2 and 4 shall be age restricted communities limited to buyers who are 55 years of age or older as is permitted by law.</p> <p>In addition, CC&amp;R's shall be prepared by the owner/applicant and shall be subject to review and approval by the Community Development Department for compliance with this approval and with the Folsom Municipal Code and adopted policies, prior to recordation of the Final Map.</p> <p>The owner/applicant shall propose a funding mechanism (including but not limited to Homeowner's Association or a Project Maintenance Community Facilities District) subject to the approval of the Community Development Department of the non Measure W landscaped open space.</p>	M	CD (P), PW	This condition has been deleted and therefore it is no longer applicable to this subdivision.	Yes
46.		<p><b>Large Lot Final Map</b> Prior to the recording of any phase of the Vesting Small Lot Tentative Subdivision Map, the Russell Ranch Lots 24 through 32 Vesting Large Lot Tentative Subdivision Map shall be recorded.</p>	M	CD (P), PW	The Large Lot Final Map for Russell Ranch Phase 2 Lots 24-32 has been recorded in Book 407 of Maps at Page 001 on October 31, 2018.	Yes
47.		<p><b>Centralized Mail Delivery Units</b> 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



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48.		<p><b>Financing Districts</b></p> <p>The owner/applicant shall form a Landscape and Lighting Assessment District, a Community Services District, and/ or a Home Owners Association, which shall be responsible for maintenance of all common areas, maintenance of all on-site landscaping, maintenance of storm drainage facilities, maintenance of storm water detention/detention basins and associated channels, maintenance of water quality ponds, and maintenance of any other site facilities in the subdivision (Lots A, B, C, D, E, F and G) throughout the life of the project to the satisfaction of the Community Development Department.</p>	M	CD (P)(E)	The owner/applicant has formed a Homeowner's Association (HOA) for this subdivision. In addition, the owner/applicant has provided a funding mechanism for the HOA to fund the operation and maintenance of the landscaped areas in the open space and common area parcels in the subdivision.	Yes
49.		<p><b>Public Utility Easements</b></p> <p>The owner/applicant shall dedicate public easements for water, sewer, and sidewalks within the private streets, as well as public utility easements for underground public facilities on properties adjacent to the streets. Twelve and one-half-foot (12.5') wide Public Utility Easements for underground public facilities shall be dedicated adjacent to all private and public streets for other public utilities (i.e., SMUD, Pacific Gas and Electric, cable television, telephone). The width of the public utility easements adjacent to public and private streets may be reduced with prior approval from public utility companies. 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
50.		<p><b>Final Map Phasing</b></p> <p>Should multiple Final Maps be filed by the owner/applicant, the phasing of maps shall be to the satisfaction of the Community Development Department.</p>	M	CD (E)	The City Engineer has approved the phasing plan for this final map.	Yes
51.		<p><b>Backbone Infrastructure</b></p> <p>As provided for in the ARDA and the Amendment No. 1 thereto, the owner/applicant shall provide fully executed grant deeds, legal descriptions, and plats for all necessary Backbone Infrastructure to serve the project, including but not limited to lands, public rights of way, public utility easements, public water main easements, public sewer easements, irrevocable offers of dedication and temporary construction easements. All required easements as listed necessary for the Backbone Infrastructure shall be reviewed and approved by the City and recorded with the Sacramento County Recorder pursuant to the timing requirements set forth in Section 3.8 of the ARDA, and any amendments thereto.</p>	M	CD (E)	The owner/applicant provided all necessary public utility easements, grant deeds, offers of dedication or temporary construction easements required to build all of the required Backbone Infrastructure needed to serve the subdivision. These were recorded with Sacramento County Recorder by separate instrument	Yes

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52.		<b><i>New Permanent Benchmarks</i></b> 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 as directed by the City Engineer. The type and specifications for the permanent benchmarks shall be provided by the City. The new benchmarks shall be placed by the owner/applicant within 6 months from the date of approval of the vesting tentative subdivision map.	M	CD (E)	The owner/applicant has installed new benchmarks per the direction of the City Engineer. The required benchmarks are in place and currently in use.	Yes
53.		<b><i>Community Facilities Districts and Financing Plans</i></b> Prior to approval of the first small lot final map and in accordance with Amendment No. 1 of the ARDA and any further amendments thereto, the owner/applicant is required to complete the following where applicable: <ul style="list-style-type: none"> <li>• Formation and approval by the City Council of the Aquatic Center CFD.</li> <li>• Formation and approval by the City Council of the Parks, Trails, Landscape Corridors, Medians and Open Space Maintenance CFD.</li> <li>• Formation and approval by the City Council of the Storm Drainage Maintenance CFD (unless such drainage maintenance is included in the Services CFD).</li> <li>• Formation and approval by the City Council of the Street Maintenance District/Lighting Maintenance District CFD (unless such street maintenance is included in the Services CFD).</li> <li>• Formation and approval by the City Council of the Open Space Management and Financing Plan.</li> </ul> Formation and approval by the City Council of the Drainage Facilities Maintenance and Financing Plan.	M	CD (E)	The City Council adopted Resolution No. 9666 and 9667 for the formation of CFD No. 18, which includes the special tax assessments for all of the items listed in this condition. All of the required CFD's included in this condition have been established and approved by the City Council.	Yes
<b>BUILDING PERMIT REQUIREMENTS</b>						

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54.		<p><b>Master Plans</b>                      The owner/applicant shall prepare complete and updated change pages to master plans for transportation (including roadway, bikeway, transit and pedestrian facilities), water (including reclaimed), sewer, grading and drainage (including boundaries of the 100-year floodplain) to the extent applicable as a result of the Specific Plan Amendment to the satisfaction of the City prior to the approval of a final map, improvement plans or grading plans. Timelines for approval of specified plans, guidelines, funding mechanisms, community facilities districts and land dedications set forth in Section 2.5.3 of the ARDA and any amendments thereto shall apply. The master plans shall be accompanied by engineering studies supporting the sizing, location and timing of the proposed facilities. Improvements shall be constructed in phases as the project develops in accordance with these approved master plans and the provisions of Sections 3.7, 3.9 and 3.9.1 of the ARDA and any amendments thereto. These phases may include necessary off-site improvements to support development of a particular phase or phases subject to prior approval of the City. These off-site improvements may include roadways to provide secondary public access, water transmission mains for different pressure zones or distribution mains to provide a looped water system, booster pumps and reservoirs to provide adequate water pressure and flow, sewer trunk mains and temporary and/or permanent lift stations, temporary and/or permanent water quality/detention basins and drainage facilities and/or outfalls. No changes in infrastructure from those shown in the complete and updated approved master plans shall be permitted unless and until the applicable master plan has been reviewed and approved by the City. Final lot/parcel configurations may need to be modified to accommodate the improvements identified in these studies as determined by the City. Any and all modifications to existing lots/parcels necessary shall be the sole responsibility of the owner/applicant.</p>	B	CD (E, 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.	Yes
55.		<p><b>Completion of Infrastructure Improvements</b>                      All on and off-site subdivision and Backbone Infrastructure improvements required to serve this project and any subsequent phase of the project, including but not limited to, roadway and transportation improvements, sanitary sewer, water, storm drainage, water quality/detention basins, etc. shall be completed to the satisfaction of the City prior to issuance of the first building permit within the project.</p>	B	CD (E)	The Community Development Department has reviewed and approved all of the on-site and off-site improvements required to serve this subdivision. The Community Development Department will verify that these improvements have been completed in accordance with these plans prior to issuance of a building permit in this subdivision.	Condition of approval will be satisfied prior to issuance of a building permit.

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56.		The Russell Ranch Design Guidelines shall include a provision that all trash bins in residential areas shall be enclosed and screened from view except when they are on the street. Truck access to the bin shall be subject to approval by the City.	B	CD (B)	The Community Development Department will review and approve all residential site plans prior to issuance of a building permit to verify compliance with this condition.	Condition of approval will be satisfied prior to issuance of a building permit.
57.		<b>Recorded Final Map</b> Prior to the issuance of building permits, the owner/applicant shall provide a digital copy of the recorded Final Map (in AutoCAD format) to the Community Development Department. The exception to this requirement are model homes; subject to approval of the Community Development Department, building permits for model homes only may be issued prior to recording of the Final Map.	B	CD (E)	The Community Development Department will require the copies of the recorded final map to be submitted prior to approval of the first building permit in the subdivision.	Condition of approval will be satisfied prior to issuance of a building permit.
58.		<b>Recorded Final Map</b> 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. The exception to this requirement are model homes; subject to approval of the Community Development Department, building permits for model homes only may be issued prior to recording of the Final Map.	B	CD (P), FCUSD	The Community Development Department will require the copies of the recorded final map to be submitted to the Folsom-Cordova Unified School District prior to approval of the first building permit in the subdivision.	Condition of approval will be satisfied prior to issuance of a building permit.
59.		<b>Design Review Approval</b> Prior to issuance of a building permit for any residential units or the private recreational facility within the subdivision, the owner/applicant shall obtain Design Review and/or Planned Development approval from the Planning Commission for all buildings to be built within the subdivision. If the architecture is not consistent with the Russell Ranch Design Guidelines, the owner applicant may modify the plans or apply for a modification to the Design Guidelines to be approved by the Planning Commission.	B	CD (P)	The owner/applicant be required to obtain Design review approval from the City Planning Commission for the proposed residential units in the subdivision.	Condition of approval will be satisfied prior to issuance of a building permit.

CONDITIONS OF APPROVAL FOR THE AMENDED RUSSELL RANCH LOTS 24-32 SUBDIVISION PROJECT (PN 21-118) WEST OF EL DORADO COUNTY LINE, EAST OF PLACERVILLE ROAD, AND NORTH OF WHITE ROCK ROAD SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP						
#	Mitigation Measure	Condition of Approval	When Required	Responsible Department	Comments	Condition Satisfied?
60.		Final exterior building and site lighting plans shall be submitted for review and approval by Community Development Department for aesthetics, level of illumination, glare and trespass prior to the issuance of any building permits. The exterior building and site lighting will be required to achieve energy efficient standards by installing high-intensity discharge (mercury vapor, high pressure sodium, or similar) lamps. In addition, lighting shall be equipped with a timer or photo condenser. Lighting shall be designed to be directed downward onto the project site and away from adjacent properties and public rights-of-way. Building-attached light fixtures shall be subject to review and approval by the Community Development Department to ensure that they have an architecturally consistent and appropriate design.	M,B	CD (E) (B) PW	The Community Development Department will review and approve all residential site plans prior to issuance of a building permit to verify compliance with this condition.	Condition of approval will be satisfied prior to issuance of a building permit.
61.		The owner/applicant agrees to pay to the Folsom-Cordova Unified School District the maximum fee authorized by law for the construction and/or reconstruction of school facilities. The applicable fee shall be the fee established by the School District that is in effect at the time of the issuance of a building permit. Specifically, the owner/applicant agrees to pay any and all fees and charges and comply with any and all dedications or other requirements authorized under Section 17620 of the Education Code; Chapter 4.7 (commencing with Section 65970) of the Government Code; and Sections 65995, 65995.5 and 65995.7 of the Government Code.	M,B	CD (E) (B) PW	The Owner/Applicant shall pay all required school fees prior to issuance of building permits.	Condition of approval will be satisfied prior to issuance of a building permit.
62.		<b>Credit Reimbursement Agreement</b> Prior to the recordation of the first Final Map, the owner/applicant and City shall enter into a credit and reimbursement agreement for constructed improvements that included in the Folsom Plan Area's Public Facilities Financing Plan.	M	CE (E)	The owner/applicant has executed a Specific Plan Infrastructure Fee (SPIF) Agreement with the City for this subdivision.	Yes
<b>ARCHITECTURE DESIGN REQUIREMENTS</b>						
63.		<b>Walls/Fences/Gates</b> The final location, design, height, materials, and colors of the walls, fences, and gates shall be subject to review and approval by the Community Development Department to ensure consistency with the Russell Ranch Design Guidelines.	B	CD (P) (E)	All sound wall and fencing plans for the subdivision have been reviewed and approved by the City. There are no gates proposed for this subdivision.	Yes
64.		<b>Mechanical Equipment Screening</b> All mechanical equipment shall be concealed from view of public streets, neighboring properties and nearby higher buildings where practicable to the satisfaction of the Community Development Department.	B	CD (P) (E)	The Community Development Department will review and approve all future building permits to verify compliance with this condition of approval.	Condition of approval will be satisfied prior to issuance of a building permit.



<b>CONDITIONS OF APPROVAL FOR THE AMENDED RUSSELL RANCH LOTS 24-32 SUBDIVISION PROJECT (PN 21-118)                      WEST OF EL DORADO COUNTY LINE, EAST OF PLACERVILLE ROAD, AND NORTH OF WHITE ROCK ROAD                      SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP</b>						
#	Mitigation Measure	Condition of Approval	When Required	Responsible Department	Comments	Condition Satisfied?
65.		<b><i>Bicycle Trail System Modifications</i></b> The owner/applicant shall incorporate the design and grading for the proposed Class I bike trails and Class II on-street bike lanes into the improvement plans consistent with the Russell Ranch Proposed Trail System Modification Exhibit dated January 26, 2018.	I	CD (E)	All bike trails and bike lanes for the subdivision have been reviewed and approved by the City and are consistent with the required Trail Modification Exhibit dated January 26, 2018.	Yes
66.		<b><i>White Rock Road Frontage Improvements</i></b> The owner/applicant shall construct shoulder improvements along the project's entire frontage of westbound White Rock Road to the satisfaction of the City prior to approval of the Phase I Final Map or upon the construction of the future Empire Ranch Road connection to White Rock Road, whichever occurs first. In lieu of constructing the aforementioned interim shoulder improvements, the owner/applicant may enter into a Subdivision Improvement Agreement with the City and post adequate security to the City's satisfaction to ensure construction of said improvements; the security shall be for a minimum period of 10 years. If construction of the Capital Southeast Connector Project between East Bidwell Street and the El Dorado County line has commenced during the term of the Subdivision Improvement Agreement, then the shoulder improvement condition will be deemed satisfied and the security shall be released to the owner/applicant.	M	CD (E)	The owner/applicant has executed a Deferred Improvement Agreement with the City and provided a performance bond to fund the installation of the shoulder improvements along the project's entire frontage of White Rock Road. The term of the DIA is for 10 years in accordance with the condition of approval. It is anticipated that the JPA Connector Mainline would be constructed during this 10 year period.	Yes

MITIGATION MONITORING AND REPORTING PROGRAM – RUSSELL RANCH (LOTS 24 THROUGH 32) PROJECT						
	Mitigation Number (Source)	Mitigation Measure	Timing	Responsible Agency	Comments	Condition Satisfied?
<b>Aesthetics</b>						
67.	3A.1-4 (FPASP EIR/EIS)	<p><b>Screen Construction Staging Areas</b>                      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.	Construction staging areas for this subdivision were included on the grading plans approved by the Community Development Department and the staging areas are located away from biologically sensitive areas.	Yes
68.	4.1-1 (RR EIR)	<p><b>Material Storage Areas</b>                      The owner/applicant of all project phases shall locate staging and material storage areas as far away from sensitive biological resources and sensitive land uses (e.g., residential areas, schools, parks) as feasible. Staging and material storage areas shall be screened from adjacent occupied land uses in earlier development phases to the maximum extent practicable. Screens may include, but are not limited to, the use of visual barriers such as berms or fences. Staging and material storage areas shall be shown on all grading and/or improvement plans prior to plan approval by the City.</p>	Before approval of grading plans and during construction for all project phases.	City of Folsom Community Development Department.	Construction staging areas for this subdivision were included on the grading plans approved by the Community Development Department and the staging areas are located away from biologically sensitive areas.	Yes
69.	4.1-2 (RR EIR)	<p><b>Lighting Plan</b>                      The owner/applicant of all project phases shall submit a lighting plan for the project to the Community Development Department. The lighting plan shall be consistent with the Design Guidelines:                      ▲ shield or screen lighting fixtures to direct the light downward and prevent light spill on adjacent properties;</p>	Before approval of building permits.	City of Folsom Community Development Department.	The owner/applicant submitted a Lighting Plan for all backbone roadways and the subdivision in accordance with the Design Guidelines and City Standards for Street Lighting. The Lighting Plan was reviewed and approved by the City prior to	Yes

MITIGATION MONITORING AND REPORTING PROGRAM – RUSSELL RANCH (LOTS 24 THROUGH 32) PROJECT						
	Mitigation Number (Source)	Mitigation Measure	Timing	Responsible Agency	Comments	Condition Satisfied?
		<ul style="list-style-type: none"> <li>▲ 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;</li> <li>▲ for public lighting in residential neighborhoods, prohibit the use of light fixtures that are of unusually high intensity or that blink or flash;</li> <li>▲ 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.</li> </ul>			improvement plan approval. A copy of the lighting plans are available at the Community Development Department	
<b>Air Quality</b>						
70.	3A.2-1a (FPASP EIR/EIS)	<p><b>Basic Construction Emission Control Practices</b>                      The owner/applicant shall implement Sacramento Metropolitan Air Quality Management District’s list of Basic Construction Emission Control Practices, Enhanced Fugitive Particulate Matter Dust Control Practices (listed below), and Enhanced Exhaust Control Practices or whatever mitigation measures are recommended by Sacramento Metropolitan Air Quality Management District at the time individual portions of the site undergo construction. In addition to Sacramento Metropolitan Air Quality Management District – recommended measures, construction operations shall comply with all applicable Sacramento Metropolitan Air Quality Management District rules and regulations. The following shall be noted on Grading Plans and building construction plans:</p> <p><b>Basic Construction Emission Control Practices</b></p> <ul style="list-style-type: none"> <li>▲ Water all exposed surfaces two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads. The owner/applicant shall not be permitted to use potable water from the City of Folsom water system for grading and/or construction while the City is in a stage 3 (water warning), stage 4 (water crisis), or stage 5 (water emergency) conservation stage as determined by the City and in conformance with Chapter 13.26 Water Conservation of the Folsom Municipal Code (FMC). The City may prohibit the use of potable water for grading and/or construction purposes on the project in its sole discretion regardless of the Water Conservation Stage.</li> </ul>	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 grading and improvement plans for the subdivision included the applicable notes. Additionally, monthly equipment usage and emissions were reported to the Sacramento Metropolitan Air Quality Management District. Dust control best management practices were implemented to control fugitive dust and offsite track out material.	Yes

MITIGATION MONITORING AND REPORTING PROGRAM – RUSSELL RANCH (LOTS 24 THROUGH 32) PROJECT						
	Mitigation Number (Source)	Mitigation Measure	Timing	Responsible Agency	Comments	Condition Satisfied?
70 Cont.		<ul style="list-style-type: none"> <li>▲ Cover or maintain at least two feet of free board space on haul trucks transporting soil, sand, or other loose material on the site. Any haul trucks that would be traveling along freeways or major roadways shall be covered.</li> <li>▲ 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.</li> <li>▲ Limit vehicle speeds on unpaved roads to 15 miles per hour (mph).</li> <li>▲ All roadways, driveways, sidewalks, parking lots to be paved should be completed as soon as possible. In addition, building foundations shall be laid as soon as possible after grading unless seeding or soil binders are used.</li> <li>▲ 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.</li> <li>▲ Maintain all construction equipment in proper working condition according to manufacturer's specifications. The equipment shall be checked by a certified mechanic and determine to be running in proper condition before it is operated.</li> </ul> <p><b>Enhanced Fugitive Particulate Matter Dust Control Practices – Soil Disturbance Areas</b></p> <ul style="list-style-type: none"> <li>▲ Water exposed soil with adequate frequency for continued moist soil. However, do not overwater to the extent that sediment flows off the site.</li> <li>▲ Suspend excavation, grading, and/or demolition activity when wind speeds exceed 20 mph.</li> <li>▲ Install wind breaks (e.g., plant trees, solid fencing) on windward side(s) of construction areas.</li> <li>▲ Plant vegetative ground cover (fast-germinating native grass seed) in disturbed areas as soon as possible. Water appropriately until vegetation is established.</li> </ul> <p><b>Enhanced Fugitive Particulate Matter Dust Control Practices – Unpaved Roads</b></p> <ul style="list-style-type: none"> <li>▲ Install wheel washers for all exiting trucks, or wash off all trucks and equipment leaving the site.</li> <li>▲ 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.</li> <li>▲ Post a publicly visible sign with the telephone number and person to contact at the construction site regarding dust complaints. This person shall respond and take corrective action within 48 hours. The phone number of Sacramento Metropolitan</li> </ul>				

MITIGATION MONITORING AND REPORTING PROGRAM – RUSSELL RANCH (LOTS 24 THROUGH 32) PROJECT						
	Mitigation Number (Source)	Mitigation Measure	Timing	Responsible Agency	Comments	Condition Satisfied?
70 Cont.		<p>Air Quality Management District and the City contact person shall also be posted to ensure compliance.</p> <p><b>Enhanced Exhaust Control Practices</b></p> <ul style="list-style-type: none"> <li>▲ The owner/applicant shall provide a plan, for approval by the City of Folsom Community Development Department and Sacramento Metropolitan Air Quality Management District, demonstrating that the heavy-duty (50 horsepower [hp] or more) offroad vehicles to be used in the construction project, including owned, leased, and subcontractor vehicles, will achieve a project wide fleet-average 20% NOX reduction and 45% particulate reduction compared to the most current California Air Resources Board (ARB) fleet average that exists at the time of construction. Acceptable options for reducing emissions may include use of late-model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or other options as they become available.</li> <li>▲ The owner/applicant shall submit to the City of Folsom Community Development Department and Sacramento Metropolitan Air Quality Management District a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 hp, that would be used an aggregate of 40 or more hours during any portion of the construction project. The inventory shall include the horsepower rating, engine production year, and projected hours of use for each piece of equipment. The inventory shall be updated and submitted monthly throughout the duration of the project, except that an inventory shall not be required for any 30-day period in which no construction activity occurs. At least 48 hours prior to the use of heavy-duty off-road equipment, the project representative shall provide Sacramento Metropolitan Air Quality Management District with the anticipated construction timeline including start date, and name and phone number of the project manager and on-site foreman.</li> <li>▲ Sacramento Metropolitan Air Quality Management District's Construction Mitigation Calculator can be used to identify an equipment fleet that achieves this reduction (Sacramento Metropolitan Air Quality Management District 2007a). The project shall ensure that emissions from all off-road diesel powered equipment used on the SPA do not exceed 40% opacity for more than three minutes in any one hour. Any equipment found to exceed 40 percent opacity (or Ringelmann 2.0) shall be repaired immediately, and the City and Sacramento Metropolitan Air Quality Management District shall be notified within 48 hours of identification of non-compliant equipment. A visual survey of all in-operation equipment shall be made at</li> </ul>				



MITIGATION MONITORING AND REPORTING PROGRAM – RUSSELL RANCH (LOTS 24 THROUGH 32) PROJECT						
	Mitigation Number (Source)	Mitigation Measure	Timing	Responsible Agency	Comments	Condition Satisfied?
70 Cont.		<p>least weekly, and a monthly summary of the visual survey results shall be submitted throughout the duration of the project, except that the monthly summary shall not be required for any 30-day period in which no construction activity occurs. The monthly summary shall include the quantity and type of vehicles surveyed as well as the dates of each survey. Sacramento Metropolitan Air Quality Management District staff and/or other officials may conduct periodic site inspections to determine compliance. Nothing in this mitigation measure shall supersede other Sacramento Metropolitan Air Quality Management District or state rules or regulations.</p> <p>If at the time of construction, Sacramento Metropolitan Air Quality Management District has adopted a regulation or new guidance applicable to construction emissions, compliance with the regulation or new guidance may completely or partially replace this mitigation if it is equal to or more effective than the mitigation contained herein, and if Sacramento Metropolitan Air Quality Management District so permits. Such a determination shall be supported by a project-level analysis and be approved by Sacramento Metropolitan Air Quality Management District.</p>				
71.	3A.2-1b (FPASP EIR/EIS)	<p><b>Pay Off-Site Mitigation Fee to Sacramento Metropolitan Air Quality Management District to Off-Set NOX Emissions Generated by Construction of Off and On-Site Elements.</b></p> <p>The owner/applicant(s) shall pay Sacramento Metropolitan Air Quality Management District a mitigation fee for the purpose of reducing NOX emissions to a less-than-significant level (i.e., less than 85 lb/day). The specific fee amounts shall be calculated when the daily construction emissions can be more accurately determined: that is, the City and the owner/applicants shall establish the phasing by which development would occur, and the owner/applicants shall develop a detailed construction schedule. Calculation of fees associated with each project development phase shall be conducted by the owner/applicant(s) in consultation with Sacramento Metropolitan Air Quality Management District staff before the approval of grading plans by the City. The owner/applicant(s) for all project phases shall pay into Sacramento Metropolitan Air Quality Management District’s mitigation fund to further mitigate construction-generated emissions of NOX that exceed Sacramento Metropolitan Air Quality Management District’s daily emission threshold of 85 lb/day. The calculation of daily NOX emissions shall be based on the cost rate established by Sacramento Metropolitan Air Quality Management District at the time the calculation and payment are made. The determination of the final mitigation fee shall be conducted in coordination with Sacramento Metropolitan Air Quality Management District 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 owner/applicant has coordinated with and paid all required mitigation fees to the SMAQMD.	Yes

MITIGATION MONITORING AND REPORTING PROGRAM – RUSSELL RANCH (LOTS 24 THROUGH 32) PROJECT						
	Mitigation Number (Source)	Mitigation Measure	Timing	Responsible Agency	Comments	Condition Satisfied?
72.	3A.2-1d (FPASP EIR/EIS)	<p><b>Implement SMAQMD’s Basic Construction Emission Control Practices during Construction of all Off- site Elements located in Sacramento County.</b></p> <p>The applicants responsible for the construction of each off-site element in Sacramento County shall require their contractors to implement SMAQMD’s Basic Construction Emission Control Practices during construction. A list of SMAQMD’s Basic Construction Emission Control Practices is provided under Mitigation Measure 3A.2-1a.</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 with the affected oversight agency(ies) (i.e., Sacramento County or Caltrans) to implement SMAQMD’s Basic Construction Emission Control Practices or comparable feasible measures.</p>	Before the approval of all grading plans by the City.	City of Folsom Community Development Department	The owner/applicant has obtained approval from the SMAQMD for all of the proposed equipment utilized throughout the course of grading for the subdivision. The owner/applicant provided monthly compliance reports to SMAQMD and paid all necessary mitigation fees determined to be in excess of the approved threshold for PM10 emissions. There were no sensitive receptors in the vicinity of the subdivision and all of the grading for the subdivision were in the boundaries of the City of Folsom.	Yes
73.	3A.2-1f (FPASP EIR/EIS)	<p><b>Implement SMAQMD’s Enhanced Exhaust Control Practices during Construction of all Off-site Elements.</b></p> <p>Implement SMAQMD’s Enhanced Exhaust Control Practices, which are listed in Mitigation Measure 3A.2-1a, in order to control NO<sub>x</sub> emissions generated by construction of all off-site elements (in Sacramento and El Dorado Counties, or Caltrans right-of-way).</p>	Before the approval of all grading plans from the respective air district (SMAQMD)	<p>1. For the two roadway connections in El Dorado Hills: El Dorado County Development Services Department.</p> <p>2. For the detention basin west of Prairie City Road: Sacramento County</p>	The owner/applicant has obtained approval from the SMAQMD for all of the proposed equipment utilized throughout the course of grading for the subdivision. The owner/applicant provided monthly compliance reports to SMAQMD and paid all necessary mitigation fees determined to be in excess of the approved threshold for PM10 emissions. There were no sensitive receptors in the vicinity of the subdivision and all of the grading for the subdivision were	Yes

MITIGATION MONITORING AND REPORTING PROGRAM – RUSSELL RANCH (LOTS 24 THROUGH 32) PROJECT						
	Mitigation Number (Source)	Mitigation Measure	Timing	Responsible Agency	Comments	Condition Satisfied?
73 Cont.				Planning and Community Development Department.  3. For the U.S. 50 interchange improvements: Caltrans.	in the boundaries of the City of Folsom.	
74.	3A.2-1g (FPASP EIR/EIS)	<p><b>Pay Off-site Mitigation Fee to SMAQMD to Off-Set NO<sub>x</sub> Emissions Generated by Construction of Off- site Elements.</b></p> <p>The off-site elements could 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). Therefore, the responsible project applicant(s) for each off-site element in Sacramento County shall pay SMAQMD an off-site mitigation fee for implementation of each off-site element in Sacramento County for the purpose of reducing NOX emissions to a less-than-significant level (i.e., less than 85 lb/day). The specific fee amounts shall be calculated when the daily construction emissions can be more accurately determined. This calculation shall occur if the City/USACE certify the EIR/EIS and select and approves the Proposed Project or one of the other four other action alternatives, the City, Sacramento County, and the applicants establish the phasing by which construction of the off- site elements would occur, and the applicants develop a detailed construction schedule. Calculation of fees associated with each off-site element shall be conducted by the project applicant(s) in consultation with SMAQMD staff before the approval of respective grading plans by Sacramento County. The project applicant(s) responsible for each off-site element in Sacramento County 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 NO<sub>x</sub> 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. Because the fee is based on the mass quantity of emissions that exceed SMAQMD’s daily threshold of significance of 85 lb/day, total fees for construction of the off- site elements</p>	Before the approval of each grading plan for the off-site elements in Sacramento County.	1. For all off-site improvements within Sacramento County: Sacramento County Planning and 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	The owner/applicant has obtained approval from the SMAQMD for all of the proposed equipment utilized throughout the course of grading for the subdivision. The owner/applicant provided monthly compliance reports to SMAQMD and paid all necessary mitigation fees determined to be in excess of the approved threshold for PM10 emissions. There were no sensitive receptors in the vicinity of the subdivision and all of the grading for the subdivision were in the boundaries of the City of Folsom.	Yes

MITIGATION MONITORING AND REPORTING PROGRAM – RUSSELL RANCH (LOTS 24 THROUGH 32) PROJECT						
	Mitigation Number (Source)	Mitigation Measure	Timing	Responsible Agency	Comments	Condition Satisfied?
74 Cont.		would vary according to the timing and potential overlap of construction schedules for off-site elements. This measure applies only to those off-site elements located in SMAQMD’s jurisdiction (i.e., in Sacramento County) because EDCAQMD does not offer a similar off-set fee program for construction-generated NOX emissions in its jurisdiction. (This fee is used by SMAQMD to purchase off-site emissions reductions. Such purchases are made through SMAQMD’s Heavy Duty Incentive Program, through which select owners of heavy-duty equipment in Sacramento County can repower or retrofit their old engines with cleaner engines or technologies.) 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., Sacramento County or Caltrans).		mitigation fee to SMAQMD.  2. For the U.S. 50 interchange improvements: Caltrans 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.		
75.	3A.2-1h (FPASP EIR/EIS)	<b>Analyze and Disclose Projected PM10 Emission Concentrations at Nearby Sensitive Receptors Resulting from Construction of Off-site Elements.</b> Prior to construction of each off-site element located in Sacramento County that would involve site grading or earth disturbance activity that would exceed 15 acres in one day, the responsible agency or its selected consultant shall conduct detailed dispersion modeling of construction-generated PM10 emissions pursuant to Sacramento Metropolitan Air Quality Management District guidance that is in place at the time the analysis is performed. Sacramento Metropolitan Air Quality Management District emphasizes that PM10 emission concentrations at nearby sensitive receptors be disclosed in project-level CEQA analysis. Each project-level analysis shall incorporate detailed parameters of the construction equipment and activities, including the year during which construction would be performed, as well as the proximity of potentially affected receptors, including receptors proposed by the project that exist at the time the construction activity would occur. If the modeling	1. For all off-site improvements within unincorporated Sacramento County: Before the approval of the respective grading plans from the Sacramento County	1. For all off-site improvements within Sacramento County: Sacramento County Planning and Community Development Department.	The owner/applicant has obtained approval from the SMAQMD for all of the proposed equipment utilized throughout the course of grading for the subdivision. The owner/applicant provided monthly compliance reports to SMAQMD and paid all necessary mitigation fees determined to be in excess of the approved threshold for PM10 emissions. There were no	Yes

MITIGATION MONITORING AND REPORTING PROGRAM – RUSSELL RANCH (LOTS 24 THROUGH 32) PROJECT						
	Mitigation Number (Source)	Mitigation Measure	Timing	Responsible Agency	Comments	Condition Satisfied?
75 Cont.		analysis determines that construction activity would result in an exceedance or substantial contribution to the CAAQS and NAAQS at a nearby receptor, then the owner/applicant(s) shall require their respective contractors to implement additional measures for controlling construction-generated PM10 exhaust emission and fugitive PM10 dust emissions in accordance with Sacramento Metropolitan Air Quality Management District guidance, requirements, and/or rules that apply at the time the project-level analysis is performed. It is likely that these measures would be the same or similar to those listed as Enhanced Fugitive PM Dust Control Practices for Soil Disturbance Areas and Unpaved Roads and Enhanced Exhaust Control Practices. Dispersion modeling is not required for the two El Dorado County roadway connections because the total amount of disturbed acreage is expected to be less than the EDCAQMD screening level of 12 acres. Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries shall be developed by the owner/applicant(s) of each applicable project phase in consultation with the affected oversight agency(ies) (i.e., Sacramento County or Caltrans).	Planning and Community Development Department  2. For the U.S. 50 interchange improvements: Before the approval of construction plans from Caltrans.	2. For the U.S. 50 interchange improvements: Caltrans.	sensitive receptors in the vicinity of the subdivision and all of the grading for the subdivision were in the boundaries of the City of Folsom.	
76.	3A.2-2 (FPASP EIR/EIS)	<b>Implement All Measures Prescribed by the Air Quality Mitigation Plan to Reduce Operational Air Pollutant Emissions.</b> 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 owner/applicant has obtained approval from the SMAQMD for all of the proposed equipment utilized throughout the course of grading for the subdivision. The owner/applicant provided monthly compliance reports to SMAQMD and paid all necessary mitigation fees determined to be in excess of the approved threshold for PM10 emissions. There were no sensitive receptors in the vicinity of the subdivision and all of the grading for the subdivision were in the boundaries of the City of Folsom.	Yes



MITIGATION MONITORING AND REPORTING PROGRAM – RUSSELL RANCH (LOTS 24 THROUGH 32) PROJECT						
	Mitigation Number (Source)	Mitigation Measure	Timing	Responsible Agency	Comments	Condition Satisfied?
77.	4.2-3 (RR EIR)	<p><b>Naturally Occurring Asbestos</b>                      Prior to the commencement of any site-disturbing activities, the owner/applicant shall demonstrate to the satisfaction of the Sacramento Metropolitan Air Quality Management District that Naturally Occurring Asbestos does not exist on site. To demonstrate the owner/applicant shall obtain the services of a California Certified Geologist to conduct a thorough site investigation of the development area per the protocol outlined in the California Geological Survey Special Report 124 to determine whether and where Naturally Occurring Asbestos is present in the soil and rock on the project site and/or areas that would be disturbed by the project, except for those areas previously explored and sampled for Naturally Occurring Asbestos as part of the Geotechnical Engineering Study for Russell Ranch South prepared by Youndahl Consulting Group, Inc. in December 2013. The site investigation shall include the collection of three soil and rock samples per acre to be analyzed via the California Air Resources Board 435 Method, or other acceptable method agreed upon by Sacramento Metropolitan Air Quality Management District and the City. If the investigation determines that Naturally Occurring Asbestos is not present on the project site, then the owner/applicant shall submit a Geologic Exemption to Sacramento Metropolitan Air Quality Management District as allowed under Title 17, Section 93105, Asbestos Airborne Toxic Control Measure for Construction, Grading, Quarrying, and Surface Mining (Asbestos ATCM). The owner/applicant shall submit proof of compliance with the above to the Community Development Department for review and approval prior to the commencement of any site-disturbing activities.</p> <p>If the site investigation determines that Naturally Occurring Asbestos is present on the project site, or alternatively if the owner/applicant elects to assume presence of trace Naturally Occurring Asbestos, then, prior to commencement of any ground disturbance activity, the owner/applicant shall submit to the Sacramento Metropolitan Air Quality Management District for review and approval an Asbestos Dust Mitigation Plan, including, but not limited to, control measures required by the Asbestos ATCM, such as vehicle speed limitations, application of water prior to and during ground disturbance, keeping storage piles wet or covered, and track-out prevention and removal. The project applicant shall submit proof of compliance with the above to the Community Development Department for review and approval prior to the commencement of any site-disturbing activities. Upon approval of the Asbestos Dust Control Plan by the SMAQMD, the applicant shall ensure that construction contractors implement the terms of the plan throughout the construction period.</p>	Before the approval of all grading plans by the City and throughout project construction, where applicable, for all project phases.	City of Folsom Community Development Department.	The owner/applicant retained a Certified Geologist with Youngdahl & Associates to prepare an Air Quality Management Plan. The Air Quality Management Plan was approved by the SMAQMD prior to commencement of grading in the subdivision.	Yes

MITIGATION MONITORING AND REPORTING PROGRAM – RUSSELL RANCH (LOTS 24 THROUGH 32) PROJECT						
	Mitigation Number (Source)	Mitigation Measure	Timing	Responsible Agency	Comments	Condition Satisfied?
77 Cont.		If NOA is determined to be located on the surface of the project site, all surface soil containing NOA shall be replaced with clean soil or capped with another material (e.g., cinder or rubber), subject to review and approval by the City Engineer.				
<b>Biological Resources</b>						
78.	4.3-1 (RR EIR)	<p><b>Special-status plant species.</b> Prior to the initiation of construction activities, the applicant shall retain a qualified biologist/botanist to consult with the appropriate regulatory agencies (CDFW and USFWS) to determine if additional plant surveys are required. Written results of the consultation efforts shall be provided to the Folsom Community Development Department. If the regulatory agencies (CDFW and USFWS) determine additional plant surveys are required, the following shall be implemented:</p> <ul style="list-style-type: none"> <li>▲ The project applicant shall retain a qualified botanist to conduct protocol-level preconstruction special-status plant surveys for all potentially occurring species in all areas that have not previously been surveyed for special- status plants. If special-status plants are not found during focused surveys, the botanist shall document the findings in a letter report to USFWS, CDFW and, the City of Folsom, and no further mitigation shall be required.</li> <li>▲ If special-status plant populations are found, the project applicant shall consult with CDFW and USFWS, as appropriate, depending on species status, to determine the appropriate mitigation measures for direct and indirect impacts on any special-status plant population that could occur as a result of project implementation. Mitigation measures may include preserving and enhancing existing populations, creation of off-site populations on project mitigation sites through seed collection or transplantation, and/or restoring or creating suitable habitat in sufficient quantities to achieve no net loss of occupied habitat or individuals.</li> <li>▲ If potential impacts on special-status plant species are likely, a mitigation and monitoring plan shall be developed before the approval of grading plans or any ground-breaking activity within 250 feet of a special- status plant population. The mitigation plan shall be submitted to the City of Folsom for review and approval. It shall be submitted concurrently to CDFW or USFWS, as appropriate, depending on species status, for review and comment. The plan shall require maintaining viable plant populations on-site and shall identify avoidance measures for any existing population(s) to be retained and compensatory measures for any populations directly affected. Possible avoidance measures include fencing populations before construction and exclusion of project activities from</li> </ul>	Prior to the initiation of construction activities	City of Folsom Community Development Department  CDFW  USFWS	ECORP Consulting, Inc. conducted protocol -level special status plant surveys. No special status plant species, federally or state listed were recorded during the early or late season surveys within the project site. A notice of survey completion was submitted to the City and the appropriate State and Federal agencies on October 20, 2016. Survey results were also included in the CDFW 1602 application. All required surveys were completed in accordance with this condition prior to commencement of grading in the subdivision.	Yes

MITIGATION MONITORING AND REPORTING PROGRAM – RUSSELL RANCH (LOTS 24 THROUGH 32) PROJECT						
	Mitigation Number (Source)	Mitigation Measure	Timing	Responsible Agency	Comments	Condition Satisfied?
78 Cont.		<p>the fenced-off areas, and construction monitoring by a qualified botanist to keep construction crews away from the population. The mitigation plan shall also include monitoring and reporting requirements for populations to be preserved on site or protected or enhanced off-site.</p> <p>▲ If relocation efforts are part of the mitigation plan, the plan shall include details on the methods to be used, including collection, storage, propagation, receptor site preparation, installation, long-term protection and management, monitoring and reporting requirements, and remedial action responsibilities should the initial effort fail to meet long-term monitoring requirements.</p> <p>If off-site mitigation includes dedication of conservation easements, purchase of mitigation credits or other off-site conservation measures, the details of these measures shall be included in the mitigation plan, including information on responsible parties for long-term management, conservation easement holders, long-term management requirements, and other details, as appropriate to target the preservation of long term viable populations.</p>				
79.	4.3-3(a) (RR EIR)	<p><b>Conduct environmental awareness training for construction employees.</b>                      Prior to initiation of construction activities, the project applicant shall employ a qualified biologist to conduct environmental awareness training for construction employees. The training will describe the importance of on-site biological resources, including special-status wildlife habitats; potential nests of special-status birds; and roosting habitat for special-status bats. The biologist will also explain the importance of other responsibilities related to the protection of wildlife during construction, such as inspecting open trenches and looking under vehicles and machinery prior to moving them to ensure there are no lizards, snakes, small mammals, or other wildlife that could become trapped, injured, or killed in construction areas or under equipment.</p> <p>A qualified biologist shall conduct environmental awareness training for construction employees prior to construction activity. The training will 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 will also explain the importance of other responsibilities related to the protection of wildlife during construction, such as inspecting open trenches and looking under vehicles and machinery prior to moving them to ensure there are no lizards, snakes, small mammals, or other wildlife that could become trapped, injured, or killed in construction areas or under equipment.</p> <p>Environmental awareness training will be conducted prior to construction activity.</p>	Prior to the initiation of construction activities	City of Folsom Community Development Department	The owner/applicant provided Environmental Awareness Training to all contractors prior to commencement of grading. The owner/applicant provided copies of the roster to the City for those receiving training prior to commencement of grading. A training video was provided for subsequent training of new employees. Employees that completed training were supplied a completion sticker to display on their hard hats.	Yes

MITIGATION MONITORING AND REPORTING PROGRAM – RUSSELL RANCH (LOTS 24 THROUGH 32) PROJECT						
	Mitigation Number (Source)	Mitigation Measure	Timing	Responsible Agency	Comments	Condition Satisfied?
80.	4.3-3(b) (RR EIR)	<b>Conduct preconstruction western spadefoot toad survey.</b> The project applicant shall retain a qualified biologist to conduct a preconstruction survey for Western spadefoot toad within 48 hours of the initiation of construction activities for each phase of development. The preconstruction surveys shall evaluate suitable habitats for this species, as determined by the qualified biologist. If no Western spadefoot toad individuals are found during the preconstruction survey, the biologist shall document the findings in a letter report to CDFW and the City of Folsom, and no further mitigation shall be required. If Western spadefoot toad individuals are found, the qualified biologist shall consult with CDFW to determine appropriate avoidances measures. Mitigation measures may include relocation of aquatic larvae, construction monitoring, or preserving and enhancing existing populations.	Prior to the initiation of construction activities	City of Folsom Community Development Department	ECORP Consulting, Inc. conducted preconstruction surveys for this species. No spadefoot toads were documented during the surveys. Survey results were submitted to CDFW and verified by the City and the City’s environmental consultant prior to the commencement of grading.	Yes
81.	4.3-4 (RR EIR)	<b>Western Pond Turtle.</b> The project applicant(s), shall retain a qualified biologist to conduct preconstruction survey for Western pond turtle within 48 hours of the initiation of construction activities for each phase of development. The preconstruction surveys shall evaluate suitable habitats for this species, as determined by the qualified biologist. If no western pond turtles are found during the preconstruction survey, the biologist shall document the findings in a letter report to CDFW and the City of Folsom, and no further mitigation shall be required. If western pond turtles are found, the qualified biologist shall capture and relocate the turtles to a suitable preserved location in the vicinity of the project.	Within 48 hours prior to the initiation of construction activities for each phase of development	City of Folsom Community Development Department  CDFW	ECORP Consulting, Inc. conducted preconstruction surveys for this species within all suitable habitat. No western pond turtles were found during the surveys. Survey results were submitted to CDFW and the City prior to commencement of grading and construction.	Yes
82.	4.3-5(a) (RR EIR)	<b>Swainson’s hawk nesting habitat.</b> To mitigate impacts on Swainson’s hawk a qualified biologist shall be retained to conduct preconstruction surveys and to identify active nests on and within 0.5-mile of the project area. The surveys shall be conducted before the approval of grading and/or improvement plans (as applicable) and no less than 14 days and no more than 30 days before the beginning of construction. 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. If active nests are found, impacts on nesting Swainson’s hawks shall be avoided by establishing appropriate buffers around the nests. No project activity shall commence within the buffer area until the young have fledged, the nest is no longer active, or until a qualified biologist has determined in coordination with CDFW that reducing the buffer would not result in nest abandonment. CDFW guidelines recommend implementation of 0.25- or 0.5-	Prior to approval of Grading or Improvement Plans and not less than 14 days or more than 30 days before the beginning of construction	City of Folsom Community Development Department  CDFW	ECORP Consulting, Inc. conducted preconstruction surveys for Swainson’s hawks. No active nests were observed during the surveys. Survey results were submitted to CDFW and the City prior to commencement of grading in the subdivision.	Yes

MITIGATION MONITORING AND REPORTING PROGRAM – RUSSELL RANCH (LOTS 24 THROUGH 32) PROJECT						
Mitigation Number (Source)	Mitigation Measure	Timing	Responsible Agency	Comments	Condition Satisfied?	
	mile-wide buffers, but the size of the buffer may be adjusted if a qualified biologist and the City, in consultation with CDFW, 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.					
83.	4.3-5(b) (RR EIR, updated per 2018 RR Checklist)	<p><b>Swainson’s hawk foraging habitat.</b>            To mitigate for the loss of Swainson’s hawk foraging habitat, the project applicant(s) shall identify permanent impacts to foraging habitat and prepare and implement a Swainson’s hawk mitigation plan specific to the project. The Swainson’s hawk mitigation plan shall be consistent with the Swainson’s Hawk Mitigation Plan – Folsom Plan Area Specific Plan (prepared by ECORP Consulting, Inc. and dated May 2, 2017, and any City-approved addenda), including but not limited to the requirements described below.            Before the approval of grading and improvement plans, or before any ground-disturbing activities, whichever occurs first, the project applicant shall secure suitable Swainson’s hawk foraging habitat to ensure appropriate mitigation of habitat value for Swainson’s hawk foraging habitat that is permanently lost as a result of the project, as determined by the City after consultation with CDFW and a qualified biologist.            The mitigation ratio shall be based on Swainson’s hawk nesting distribution and an assessment of habitat quality, availability, and use within the project area and shall be consistent with the 1994 DFG Swainson’s Hawk Guidelines included in the Staff Report Regarding Mitigation for Impacts to Swainson’s Hawks (Buteo swainsoni) in the Central Valley of California. Such mitigation shall be accomplished through purchase of credits at an approved mitigation bank, the transfer of fee title, or perpetual conservation easement. If non-bank mitigation is proposed, the mitigation land shall be located within the known foraging area and within Sacramento County. The City, after consultation with CDFW, will determine the appropriateness of the mitigation land.            The project applicant shall transfer said Swainson’s hawk mitigation land, through either conservation easement or fee title, to a third-party, nonprofit conservation organization (Conservation Operator), with the City and CDFW named as third-party beneficiaries. The Conservation Operator shall be a qualified conservation easement land manager that manages land as its primary function. Additionally, the Conservation Operator shall be a tax-exempt nonprofit conservation organization that meets the criteria of Civil Code Section 815.3(a) and shall be selected or approved by the City, after consultation with CDFW. After consultation with CDFW and the Conservation Operator, the City shall approve the content and form of the conservation easement. The City, CDFW, and the Conservation Operator</p>	<p>Prior to approval of Grading and Improvement Plans, or before any ground-disturbing activities, whichever occurs first</p>	<p>City of Folsom Community Development Department  CDFW</p>	<p>The owner has secured and recorded a Conservation Easement on a City approved Swainson’s hawk foraging habitat mitigation site in Sacramento County. The foraging site was approved in advance by the CDFW. A copy of the recorded easement is on file with the Community Development Department</p>	Yes



MITIGATION MONITORING AND REPORTING PROGRAM – RUSSELL RANCH (LOTS 24 THROUGH 32) PROJECT						
	Mitigation Number (Source)	Mitigation Measure	Timing	Responsible Agency	Comments	Condition Satisfied?
83. Cont.		<p>shall each have the power to enforce the terms of the conservation easement. The Conservation Operator shall monitor the easement in perpetuity to assure compliance with the terms of the easement.</p> <p>After consultation with the City, The project applicant, CDFW, and the Conservation Operator, shall establish an endowment or some other financial mechanism that is sufficient to fund in perpetuity the operation, maintenance, management, and enforcement of the conservation easement. If an endowment is used, either the endowment funds shall be submitted to the City for impacts on lands within the City’s jurisdiction to an appropriate third-party nonprofit conservation agency, or they shall be submitted directly to the third-party nonprofit conservation agency in exchange for an agreement to manage and maintain the lands in perpetuity. The Conservation Operator shall not sell, lease, or transfer any interest of any conservation easement or mitigation land it acquires without prior written approval of the City and CDFW.</p> <p>If the Conservation Operator ceases to exist, the duty to hold, administer, manage, maintain, and enforce the interest shall be transferred to another entity acceptable to the City and CDFW. The City Planning Department shall ensure that mitigation habitat established for impacts on habitat within the City’s planning area is properly established and is functioning as habitat by conducting regular monitoring of the mitigation site(s) for the first ten years after establishment of the easement.</p>				

MITIGATION MONITORING AND REPORTING PROGRAM – RUSSELL RANCH (LOTS 24 THROUGH 32) PROJECT						
	Mitigation Number (Source)	Mitigation Measure	Timing	Responsible Agency	Comments	Condition Satisfied?
84.	4.3-6(a) (RR EIR)	<b>Burrowing Owl Preconstruction survey.</b> A qualified biologist shall be retained by the project applicant to conduct a preconstruction survey to identify active burrows within the project area. The surveys shall be conducted no less than 14 days and no more than 30 days before the beginning of construction activities for each phase of development. The preconstruction survey shall follow the protocols outlined in the Staff Report on Burrowing Owl Mitigation (CDFG 2012).	No less than 14 days and no more than 30 days before the beginning of construction activities for each phase of development	City of Folsom Community Development Department	ECORP Consulting, Inc. conducted preconstruction nesting raptor surveys, including burrowing owls. No burrowing owl nesting activity was observed during any of the surveys. Results of the surveys were submitted to the CDFW and the City prior to commencement of grading in the subdivision.	Yes
85.	4.3-6(b) (RR EIR)	<b>Burrowing Owl Active burrows.</b> If active burrows are found, a mitigation plan shall be submitted to the City for review and approval before any ground-disturbing activities. The City shall consult with CDFW. The mitigation plan may consist of installation of one-way doors on all burrows to allow owls to exit, but not reenter, and construction of artificial burrows within the project vicinity, as needed; however, burrowing owl exclusions may only be used if a qualified biologist verifies that the burrow does not contain eggs or dependent young. If active burrows contain eggs and/or young, no construction shall occur within 50 feet of the burrow until young have fledged. Once it is confirmed that there are no owls inside burrows, these burrows may be collapsed.	Prior to ground disturbing activities if active owl burrows are found	City of Folsom Community Development Department  CDFW	ECORP Consulting, Inc. conducted preconstruction nesting raptor surveys, including burrowing owls. No burrowing owl nesting activity was observed during any of the surveys. Results of the surveys were submitted to the CDFW and the City prior to commencement of grading in the subdivision.	Yes
86.	4.3-7 (RR EIR)	<b>Tricolored blackbird.</b> A qualified biologist shall conduct a preconstruction survey for any project activity that would occur during the tricolored blackbird's nesting season (March 1–August 31). The preconstruction survey shall be conducted before any activity occurring within 500 feet of suitable nesting habitat, including freshwater marsh and areas of riparian scrub vegetation. The survey shall be conducted within 14 days before project activity begins. If no tricolored blackbird colony is present, no further mitigation is required. If a colony is found, the qualified biologist shall establish a buffer around the nesting colony. No project activity shall commence within the buffer area until a qualified biologist confirms that the colony is no longer active. The size of the buffer shall be determined in consultation with CDFW. Buffer size is anticipated to range from 100 to 500 feet, depending on the nature of	Prior to the initiation of construction activities during the nesting season (March 1 – August 31) occurring within 500 feet of suitable nesting habitat	City of Folsom Community Development Department  CDFW	ECORP Consulting, Inc. conducted preconstruction nesting bird surveys for tricolored blackbird. No tricolored blackbird nesting colonies were observed during these surveys. Survey results were submitted to CDFW and the City prior to commencement of grading in the subdivision.	Yes

MITIGATION MONITORING AND REPORTING PROGRAM – RUSSELL RANCH (LOTS 24 THROUGH 32) PROJECT						
	Mitigation Number (Source)	Mitigation Measure	Timing	Responsible Agency	Comments	Condition Satisfied?
		the project activity, the extent of existing disturbance in the area, and other relevant circumstances.				
87.	4.3-8(a) (RR EIR)	<p><b>Nesting raptors.</b> To mitigate impacts on nesting raptors, a qualified biologist shall be retained to conduct a preconstruction survey to identify active nests on and within 0.5 miles of the project area. The surveys shall be conducted no less than 14 days and no more than 30 days before the beginning of construction activities for each phase of development. If active nests are found, impacts on nesting raptors shall be avoided by establishing appropriate buffers around the nests. No project activity shall commence within the buffer area until the young have fledged, the nest is no longer active, or until a qualified biologist has determined in coordination with CDFW that reducing the buffer would not result in nest abandonment. The buffer may be adjusted if a qualified biologist and the City, in consultation with CDFW, 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>	No less than 14 days and no more than 30 days before the beginning of construction activities for each phase of development	City of Folsom Community Development Department  CDFW	ECORP Consulting, Inc. conducted preconstruction nesting raptor surveys, one red-tail hawk was observed nesting within the project footprint area. A 100-foot buffer was established in coordination with CDFW. The nest was monitored until the nest became inactive. Survey and monitoring results were submitted to CDFW.	Yes
88.	4.3-8(b) (RR EIR)	<p><b>Other nesting special-status and migratory birds.</b> A qualified biologist shall conduct a preconstruction survey for any project activity that would occur in suitable nesting habitat during the avian nesting season (approximately March 1–August 31). The preconstruction survey shall be conducted within 14 days before any activity occurring within 100 feet of suitable nesting habitat. Suitable habitat includes annual grassland, valley needlegrass grassland, freshwater seep, vernal pool, seasonal wetland, and intermittent drainage habitat within the project site. If no active special-status or other migratory bird nests are present, no further mitigation is required. If an active nest is found, the qualified biologist shall establish a buffer around the nest. No project activity shall commence within the buffer area until a qualified biologist confirms that the nest is no longer active. The size of the buffer shall be determined in consultation with CDFW. Buffer size is anticipated to range from 50 to 100 feet, depending on the nature of the project activity, the extent of existing disturbance in the area, and other relevant circumstances.</p>	Prior to any construction activities that would occur between approximately March 1 and August 31	City of Folsom Community Development Department  CDFW	ECORP Consulting, Inc. conducted preconstruction nesting bird surveys within the project area. A cliff swallow colony was observed under the Highway 50 overpass. A 25-50-foot buffer was established in consultation with CDFW and the colony was monitored to assess impacts. Survey and monitoring logs were submitted to CDFW. No other nesting activity was recorded during the preconstruction surveys.	Yes
89.	4.3-10 (RR EIR)	<p><b>American badger.</b> The project applicant(s) shall retain a qualified biologist to conduct preconstruction American badger burrow surveys within 48 hours of the initiation of construction activity. If no American badger burrows are found during the preconstruction survey, the biologist shall document the findings in a letter report to CDFW and the City of Folsom, and no further</p>	With 48 hours of the initiation of construction activity	City of Folsom Community Development Department	ECORP Consulting, Inc. conducted preconstruction den surveys for American Badger activity within the project area. No American Badger	Yes

MITIGATION MONITORING AND REPORTING PROGRAM – RUSSELL RANCH (LOTS 24 THROUGH 32) PROJECT						
	Mitigation Number (Source)	Mitigation Measure	Timing	Responsible Agency	Comments	Condition Satisfied?
		mitigation shall be required. If potential American badger burrows are found, the qualified biologist shall consult with CDFW to determine appropriate measures.		CDFW	activity/burrows were observed during the surveys. Survey results were submitted to CDFW and the City prior to commencement of grading in the subdivision.	
90.	4.3-11(a) (RR EIR, updated per 2018 RR Checklist)	<p><b>Clean Water Act Sections 401 and 404.</b>                      The project applicant shall comply with permits obtained under Sections 401 and 404 of the CWA or the State’s Porter-Cologne Act and implement all permit conditions for the proposed project. All permits, regulatory approvals, and permit conditions for effects on wetland habitats shall be secured and conditions implemented before implementation of any grading activities within 250 feet of Waters of the U.S. or wetland habitats, including Waters of the State, that potentially support federally-listed species, or within 100 feet of any other Waters of the U.S. or wetland habitats, including Waters of the State. The project applicant shall adhere to all conditions outlined in the permits. The project applicant shall commit to replace, restore, or enhance on a “no net loss” basis (in accordance with USACE and the Central Valley RWQCB) the acreage of all wetlands and other Waters of the U.S. that would be removed, lost, and/or degraded with implementation of the project. Wetland habitat shall be restored, enhanced, and/or replaced at an acreage and location and by methods agreeable to USACE, the Central Valley RWQCB, and the City, as appropriate, depending on agency jurisdiction, and as determined during the Section 401 and Section 404 permitting processes. All mitigation requirements to satisfy the requirements of the City and the Central Valley RWQCB, for impacts on the non-jurisdictional wetlands beyond the jurisdiction of USACE, shall be determined and implemented before grading plans are approved.</p> <p>A water quality certification pursuant to Section 401 of the CWA is required before issuance of the record of decision and before issuance of the Section 404 permit. Before construction in any areas containing wetland features, the project applicant shall obtain water quality certification for the project. Any measures required as part of the issuance of water quality certification shall be implemented.</p>	Prior to the approval of Grading and Improvement Plans and before any groundbreaking activity associated with each distinct project phase	City of Folsom Community Development Department  USACE  Central Valley RWQCB	The owner/applicant obtained the 401 Certification from the Regional Water Board and the 404 individual permit and grading authorization from the U.S. Army Corps of Engineers for the Backbone improvements and project specific improvements prior to implementing ground disturbing activity. All wetland mitigation credits were purchased prior to construction and additional permit conditions were met prior to ground breaking activities and submitted to the applicable agencies. Compliance reports are on file with the Community Development Department.	Yes
91.	4.3-11(b) (RR EIR)	<p><b>Master Streambed Alteration Agreement.</b>                      The project applicant shall amend, if necessary, and implement the original Section 1602 Master Streambed Alteration Agreement received from CDFW for all construction activities that would occur in the bed and bank of CDFW jurisdictional features within the project site.</p>	60 days prior to the commencement of construction	City of Folsom Community Development Department	A Master Streambed Alteration Agreement was issued for FPASP in Feb. 2014 that includes the Russell Ranch	Yes

MITIGATION MONITORING AND REPORTING PROGRAM – RUSSELL RANCH (LOTS 24 THROUGH 32) PROJECT						
	Mitigation Number (Source)	Mitigation Measure	Timing	Responsible Agency	Comments	Condition Satisfied?
95 Cont.		As outlined in the Master Streambed Alteration Agreement, the project applicant shall submit a Sub-Notification Form (SNF) to CDFW 60 days prior to the commencement of construction to notify CDFW of the project. Any conditions of issuance of the Master Streambed Alteration Agreement shall be implemented as part of those project construction activities that would adversely affect the bed and bank within on-site drainage channels subject to CDFW jurisdiction. The agreement shall be executed by the project applicant and CDFW before the approval of any grading or improvement plans or any construction activities in any project phase that could potentially affect the bed and bank of on-site drainage channels under CDFW jurisdiction.		CDFW	subdivision. A sub-notification for the Russell Ranch subdivision was submitted to CDFW and approved on Mar 8, 2017. Compliance of sub-notification conditions was accomplished by mitigating streambed impacts through purchase of floodplain riparian preservation credits and mitigation for loss of blackbird foraging habitat through habitat creation at the Folsom Heights Preserve.	
92.	4.3-11(c) (RR EIR, updated per 2018 RR Checklist)	<p><b>Valley Needlegrass.</b> The project applicant will comply with the Conceptual Valley Needlegrass Grassland Mitigation and Monitoring Plan – Folsom Plan Area Specific Plan (prepared by ECORP Consulting, Inc. and dated October 6, 2016, and any City-approved addenda). The following measures shall be implemented to mitigate for losses of valley needlegrass grassland:</p> <ul style="list-style-type: none"> <li>▲ Valley needlegrass grassland will be established (restored) within the FPASP’s Passive Recreation Open Space in areas that are currently characterized by annual grassland (Restoration Areas), at a minimum ratio of 1:1 acres of restored grassland to acres of impacted grassland.</li> <li>▲ Needlegrass plants may be established via seeding, planting nursery-grown transplants (plugs), or translocating existing needlegrass individuals from impact areas. If practicable, needlegrass populations that will be impacted by the Project should be salvaged by collecting seed from existing plants for use in Restoration Areas, or by translocating existing plants to open space areas.</li> <li>▲ Valley needlegrass grassland Restoration Areas will be monitored twice during the first year following planting, and annually for the four subsequent years for a total of five years.</li> <li>▲ A success criteria of 80 percent of the target acreage (or as otherwise agreed upon in consultation with the California Department of Fish and Wildlife (CDFW) should be established by the fifth year of monitoring.</li> </ul>	Prior to any groundbreaking activities	City of Folsom Community Development Department  CDFW	A Valley Needlegrass Mitigation Plan (Plan) was submitted and approved by the City. Valley Needlegrass impacts (0.049-ac) for this project were mitigated by transplanting the needlegrass plants into approved Open Space areas, per the Plan. The needlegrass plants transplant took place on April 24 and 25, 2017 by SMP eco services.	Yes



MITIGATION MONITORING AND REPORTING PROGRAM – RUSSELL RANCH (LOTS 24 THROUGH 32) PROJECT						
Mitigation Number (Source)	Mitigation Measure	Timing	Responsible Agency	Comments	Condition Satisfied?	
<b>Cultural Resources</b>						
93.	4.4-1 (RR EIR, updated per 2018 RR Checklist)	<p><b>Comply with the Programmatic Agreement and Carry Out Mitigation.</b></p> <p>The FAPA provides a management framework for identifying historic properties and Historical Resources through inventories and evaluations, determining adverse effects, and resolving those adverse effects with appropriate mitigation. Proof of compliance with the applicable procedures in the FAPA and implementation of applicable HPTP (Westwood and Knapp 2013b and 2013c) with regard to mitigation for the Keefe-McDerby Mine Ditch and Brooks Hotel Site is to be provided to the City’s Community Development Department prior to authorization of any ground-disturbing activities. Proof of compliance is defined as written approval from the USACE of all applicable mitigation documentation generated from implementation of an approved HPTP and includes the following mitigation actions:</p> <ul style="list-style-type: none"> <li>▲ Historic American Engineering Record (HAER) Documentation of the Keefe-McDerby Mine Ditch (P-34-1475): in consultation with the National Park Service, the USACE shall require the completion of Historic American Engineering Record program documentation.</li> <li>▲ Data Recovery Excavations of the Brooks Hotel Site (P-34-2166): Data recovery shall follow the standards and guidelines in the HPTP. The results of excavation, laboratory analysis, artifact analysis, and archival research, shall be documented in a confidential data recovery technical report, which shall be submitted to the City’s Community Development Department.</li> </ul> <p>Geoarchaeological Monitoring: Due to a potential for deeply buried archaeological resources down to a depth of 1.5m (approximately five feet) below soil formations known as the T-2 terrace, where colluvial deposits grade onto the T-2 terrace, and along the distal edge of tributary alluvial fans, all ground-disturbing activity in those areas shall be monitored by a qualified professional archaeologist with a specialization in geoarchaeology. Monitoring is no longer needed once subsurface disturbance extends beyond 1.5m below surface.</p>	<p>Prior to authorization of any ground disturbing activities in any given segment of the project area</p>	<p>City of Folsom Community Development Department</p> <p>USACE</p> <p>NPS</p>	<p>The US Army Corps of Engineers approved the mitigation documentation for the Keefe—McDerby Mine Ditch on August 26, 2015, and the documentation was approved by the National Park Service on November 9, 2015. Copies of the approval letters and the documentation are on file with the Community Development Dept.</p> <p>The US Army Corps of Engineers approved the data recovery report for the Brooks Hotel site on March 30, 2015. A copy of the report and the approval letter are on file with the Community Development Department.</p> <p>The US Army Corps of Engineers further verified that all pre-construction requirements under the First Amended Programmatic Agreement were completed</p>	Yes

MITIGATION MONITORING AND REPORTING PROGRAM – RUSSELL RANCH (LOTS 24 THROUGH 32) PROJECT						
	Mitigation Number (Source)	Mitigation Measure	Timing	Responsible Agency	Comments	Condition Satisfied?
93 Cont.					<p>to its satisfaction on February 16, 2017. The California State Historic Preservation Officer concurred with this finding on March 24, 2017. A copy of these letters are on file with the Community Development Dept.</p> <p>All ground disturbing activities in the areas that required geoarchaeological monitoring were monitored by a qualified geoarchaeologist. No resources were found during monitoring. A copy of the monitoring report is on file with the Community Development Dept.</p>	
94.	4.4-2(a) (RR EIR, updated per 2018 RR Checklist)	<p><b>Conduct construction worker awareness training, on-site monitoring if required, stop work if cultural resources are discovered, asses the significance of the find, and perform treatment or avoidance as required.</b></p> <ul style="list-style-type: none"> <li>▲ To reduce potential impacts to previously undiscovered cultural resources, the Project applicant(s) shall retain a qualified archaeologist to conduct training for construction supervisors. Construction supervisors shall inform the workers about the possibility of encountering buried cultural resources and inform the workers of the proper procedures should cultural resources be encountered. Proof of the contractor awareness training shall be submitted to the City’s Community Development Department in the form of a copy of training materials and the completed training attendance roster.</li> <li>▲ Should any cultural resources, such as structural features, bone or shell, artifacts, or architectural remains be encountered during any construction activities, work shall</li> </ul>	Prior to start of any ground-disturbing activities	<p>City of Folsom Community Development Department</p> <p>USACE</p>	<p>The owner/applicant retained a qualified archeologist and provided Workers Awareness Training to all new construction personnel. A copy of the training video and attendance records are available from the Community Development Department.</p>	Yes

MITIGATION MONITORING AND REPORTING PROGRAM – RUSSELL RANCH (LOTS 24 THROUGH 32) PROJECT							
	Mitigation Number (Source)	Mitigation Measure	Timing	Responsible Agency	Comments	Condition Satisfied?	
94 Cont.		be suspended within 200 feet of the find and the City of Folsom and USACE shall be notified immediately. The City shall retain a qualified archaeologist who shall conduct a field investigation of the specific site and shall evaluate the significance of the find by evaluating the resource for eligibility for listing on the CRHR and the NRHP. If the resource is eligible for listing on the CRHR or NRHP and would be subject to disturbance or destruction, the actions required by the FAPA and subsequent documentation shall be implemented. The City of Folsom Community Development Department and USACE shall be responsible for approval of recommended mitigation if it is determined to be feasible in light of the approved land uses, and shall implement the approved mitigation and seek written approval on mitigation documentation before resuming construction activities at the archaeological site.				No cultural materials were discovered during ground-disturbing activities	
95.	4.4-2(b) (RR EIR, updated per 2018 RR Checklist)	<p><b>Suspend ground-disturbing activities if human remains are encountered and comply with California Health and Safety Code procedures.</b></p> <p>In the event that human remains are discovered, construction activities within 150 feet of the discovery shall be halted or diverted and the requirements for managing unanticipated discoveries in 3A.5-3 shall be implemented. In addition, the provisions of § 7050.5 of the California Health and Safety Code, § 5097.98 of the California PRC, and Assembly Bill (AB) 2641 shall be implemented. When human remains are discovered, state law requires that the discovery be reported to the County Coroner (§ 7050.5 of the Health and Safety Code) and that reasonable protection measures be taken during construction to protect the discovery from disturbance (AB 2641). If the Coroner determines the remains are Native American, the Coroner shall notify the NAHC, which then designates a Native American Most Likely Descendant (MLD) for the Project (§ 5097.98 of the PRC). The designated MLD then has 48 hours from the time access to the property is granted to make recommendations concerning treatment of the remains (AB 2641). If the landowner does not agree with the recommendations of the MLD, the NAHC can mediate (§ 5097.94 of the PRC). If no agreement is reached, the landowner must rebury the remains where they will not be further disturbed (§ 5097.98 of the PRC). This will also include either recording the site with the NAHC or the appropriate information center; using an open space or conservation zoning designation or easement; or recording a deed restriction with the county in which the property is located (AB 2641).</p>	During construction if human remains are discovered	Sacramento County Coroner  Native American Heritage Commission  City of Folsom Community Development Department	No human remains were discovered during the course of grading and construction.	Yes	
<b>Geology and Soils</b>							

MITIGATION MONITORING AND REPORTING PROGRAM – RUSSELL RANCH (LOTS 24 THROUGH 32) PROJECT						
	Mitigation Number (Source)	Mitigation Measure	Timing	Responsible Agency	Comments	Condition Satisfied?
96.	VI-1 (FPASP EIS/EIR)	<b>Geotechnical Recommendations</b> The owner/applicant shall submit to the Engineering Division, for review and approval, a grading plan for the project site which ensures that all geotechnical recommendations specified in the geotechnical report are properly incorporated and utilized in the design.	Prior to the issuance of a grading permit	City of Folsom Engineering Division	The owner/applicant submitted a grading plan incorporating all geotechnical recommendations for review and received approval by the City prior to commencement of grading in the Spring of 2021.	Yes
97.	VI-2 (FPASP EIS/EIR)	<b>Foundation Plans</b> All foundation plans shall be reviewed and approved by the Building Safety Division, respectively, prior to issuance of building permits to ensure that all geotechnical recommendations specified in the geotechnical report are properly incorporated and utilized in the design.	Prior to issuance of building permits	City of Folsom Building Safety Division	The Community Development Department will review and approve all residential site plans to verify compliance with this condition.	Condition will be satisfied prior to issuance of a building permit.
98.	VI-3 (FPASP EIS/EIR)	<b>Geotechnical Monitoring Program</b> The owner/applicant shall contract with a geotechnical engineer who shall develop a program to monitor the sites during construction to ensure compliance with the recommendations presented in the geotechnical report(s) and conditions for performing such monitoring. The geotechnical monitoring program shall include a description of the improvements areas where geotechnical monitoring shall be required. The completed program shall be submitted to the City prior to approval of any grading and/or improvement plan.	Prior to initiation of ground disturbance	City of Folsom Community Development Department	The owner/applicant submitted a plan and retained Youngdahl & Associates for monitoring and testing during construction. Copies of the plan and test results are on file with Youngdahl and have been provided to the City as required by the Community Development Department prior to approval of the grading plans.	Yes
<b>Greenhouse Gas Emissions</b>						
99.	3A.4-1 (FPASP EIR/EIS)	<b>Implement Additional Measures to Control Construction-Generated GHG Emissions.</b> 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	Before approval of small-lot final maps and building permits for all	1. For all project-related improvements that would be located within the City of	The owner/applicant is required to submit a monthly equipment usage report to the Sacramento Metropolitan Air Quality Management District (SMAQMD). Copies of the	Yes

MITIGATION MONITORING AND REPORTING PROGRAM – RUSSELL RANCH (LOTS 24 THROUGH 32) PROJECT						
	Mitigation Number (Source)	Mitigation Measure	Timing	Responsible Agency	Comments	Condition Satisfied?
99 Cont.		<p>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> <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"> <li>▲ Improve fuel efficiency from construction equipment: <ul style="list-style-type: none"> <li>▪ reduce unnecessary idling (modify work practices, install auxiliary power for driver comfort);</li> <li>▪ perform equipment maintenance (inspections, detect failures early, corrections);</li> <li>▪ train equipment operators in proper use of equipment;</li> <li>▪ use the proper size of equipment for the job; and</li> <li>▪ use equipment with new technologies (repowered engines, electric drive trains). <ul style="list-style-type: none"> <li>▲ Use alternative fuels for electricity generators and welders at construction sites such as propane or solar, or use electrical power.</li> <li>▲ 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).</li> </ul> </li> </ul> </li> </ul>	discretionary development project, including all on- and off-site elements and implementation throughout project construction.	Folsom: City of Folsom Community Development Department.  2. For all on- and off-site project-related activities within the City of Folsom and Sacramento County.	monthly reports are available upon request from the City.  The Solid Waste Diversion and Recycling was not required as the Off-site Water Facilities do not include the construction of the Off Site Water Facilities in Rancho Cordova and unincorporated areas of Sacramento County.	



MITIGATION MONITORING AND REPORTING PROGRAM – RUSSELL RANCH (LOTS 24 THROUGH 32) PROJECT						
	Mitigation Number (Source)	Mitigation Measure	Timing	Responsible Agency	Comments	Condition Satisfied?
99 Cont.		<ul style="list-style-type: none"> <li>▲ Encourage and provide carpools, shuttle vans, transit passes and/or secure bicycle parking for construction worker commutes.</li> <li>▲ 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.</li> <li>▲ Recycle or salvage non-hazardous construction and demolition debris (goal of at least 75% by weight).</li> <li>▲ 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).</li> <li>▲ Minimize the amount of concrete used for paved surfaces or use a low carbon concrete option.</li> <li>▲ Produce concrete on-site if determined to be less emissive than transporting ready mix.</li> <li>▲ 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).</li> <li>▲ Develop a plan in consultation with SMAQMD to efficiently use water for adequate dust control. This may consist of the use of nonpotable water from a local source.</li> </ul> <p>In addition to SMAQMD-recommended measures, construction activity shall comply with all applicable rules and regulations established by SMAQMD and ARB.</p>				
100.	3A.4-2a (FPASP EIR/EIS)	<p><b>Implement Additional Measures to Reduce Operational GHG Emissions.</b></p> <p>Each increment of new development within the project site requiring a discretionary approval (e.g., proposed tentative subdivision map, conditional use permit), shall be subject to a project-specific environmental review (which could support an applicable exemption, negative or mitigated negative declaration or project-specific EIR) and will require that GHG emissions from operation of each phase of development, including supporting roadway and infrastructure improvements that are part of the selected action alternative, will be reduced by an amount sufficient to achieve the 2020-based threshold of significance of 4.36 CO<sub>2</sub>e/SP/year for development that would become operational on or before the year 2020, and the 2030-based threshold of significance of 2.86 CO<sub>2</sub>e/SP/year for development that would become operational on or before the year 2030.</p> <p>The above-stated thresholds of significance may be subject to change if SMAQMD approves its own GHG significance thresholds, in which case, SMAQMD-adopted thresholds will be</p>	Before approval of final maps and building permits for all project phases, including all on and off-site elements.	City of Folsom Community Development Department.	The owner/applicant has included several approved recommendations from the SMAQMD for implementation during construction.	Yes

MITIGATION MONITORING AND REPORTING PROGRAM – RUSSELL RANCH (LOTS 24 THROUGH 32) PROJECT						
	Mitigation Number (Source)	Mitigation Measure	Timing	Responsible Agency	Comments	Condition Satisfied?
100 Cont.		<p>used. The amount of GHG reduction required to achieve the applicable significance thresholds will furthermore depend on existing and future regulatory measures including those developed under AB 32).</p> <p>For each increment of new discretionary development, the City shall submit to the project applicant(s) a list of potentially feasible GHG reduction measures to be considered in the development design. The City’s list of potentially feasible GHG reduction measures shall reflect the current state of the regulatory environment, available incentives, and thresholds of significance that may be developed by SMAQMD, which will evolve under the mandate of AB 32 and Executive Order S-3-05. If the project applicant(s) asserts it cannot meet the 2020-based goal, then the report shall also demonstrate why measures not selected are considered infeasible. The City shall review and ensure inclusion of the design features in the proposed project before applicant(s) can receive the City’s discretionary approval for the any increment of development. In determining what measures should appropriately be imposed by the City under the circumstances, the City shall consider the following factors:</p> <ul style="list-style-type: none"> <li>▲ the extent to which rates of GHG emissions generated by motor vehicles traveling to, from, and within the SPA are projected to decrease over time as a result of regulations, policies, and/or plans that have already been adopted or may be adopted in the future by ARB or other public agency pursuant to AB 32, or by EPA;</li> <li>▲ the extent to which mobile-source GHG emissions, which at the time of writing this EIR/EIS comprise a substantial portion of the state’s GHG inventory, can also be reduced through design measures that result in trip reductions and reductions in trip length;</li> <li>▲ the extent to which GHG emissions emitted by the mix of power generation operated by SMUD, the electrical utility that will serve the SPA, are projected to decrease pursuant to the Renewables Portfolio Standard required by SB 1078 and SB 107, as well as any future regulations, policies, and/or plans adopted by the federal and state governments that reduce GHG emissions from power generation;</li> <li>▲ the extent to which any stationary sources of GHG emissions that would be operated on a proposed land use (e.g., industrial) are already subject to regulations, policies, and/or plans that reduce GHG emissions, particularly any future regulations that will be developed as part of ARB’s implementation of AB 32, or other pertinent regulations on stationary sources that have the indirect effect of reducing GHG emissions;</li> <li>▲ the extent to which other mitigation measures imposed on the project to reduce other air pollutant emissions may also reduce GHG emissions;</li> </ul>				

MITIGATION MONITORING AND REPORTING PROGRAM – RUSSELL RANCH (LOTS 24 THROUGH 32) PROJECT						
Mitigation Number (Source)	Mitigation Measure	Timing	Responsible Agency	Comments	Condition Satisfied?	
100 Cont.	<ul style="list-style-type: none"> <li>▲ the extent to which the feasibility of existing GHG reduction technologies may change in the future, and to which innovation in GHG reduction technologies will continue, effecting cost-benefit analyses that determine economic feasibility; and</li> <li>▲ whether the total costs of proposed mitigation for GHG emissions, together with other mitigation measures required for the proposed development, are so great that a reasonably prudent property owner would not proceed with the project in the face of such costs.</li> </ul> <p>In considering how much, and what kind of, mitigation is necessary in light of these factors, the City shall consider the following list of options, though the list is not intended to be exhaustive, as GHG emission reduction strategies and their respective feasibility are likely to evolve over time. These measures are derived from multiple sources including the Mitigation Measure Summary in Appendix B of the California Air Pollution Control Officer's Association (CAPCOA) white paper, CEQA &amp; Climate Change (CAPCOA 2009a); CAPCOA's Model Policies for Greenhouse Gases in General Plans (CAPCOA 2009b); and the California Attorney General's Office publication, The California Environmental Quality Act: Addressing Global Warming Impacts at the Local Agency Level (California Attorney General's Office 2008).</p> <p><b>Energy Efficiency</b></p> <ul style="list-style-type: none"> <li>▲ Include clean alternative energy features to promote energy self-sufficiency (e.g., photovoltaic cells, solar thermal electricity systems, small wind turbines).</li> <li>▲ Design buildings to meet CEC Tier II requirements (e.g., exceeding the requirements of the Title 24 [as of 2007] by 35%).</li> <li>▲ Site buildings to take advantage of shade and prevailing winds and design landscaping and sun screens to reduce energy use.</li> <li>▲ Install efficient lighting in all buildings (including residential). Also install lighting control systems, where practical. Use daylight as an integral part of lighting systems in all buildings.</li> <li>▲ Install light-colored "cool" pavements, and strategically located shade trees along all bicycle and pedestrian routes.</li> </ul> <p><b>Water Conservation and Efficiency</b></p> <ul style="list-style-type: none"> <li>▲ With the exception of ornamental shade trees, use water-efficient landscapes with native, drought-resistant species in all public area and commercial landscaping. Use water-efficient turf in parks and other turf-dependent spaces.</li> <li>▲ Install the infrastructure to use reclaimed water for landscape irrigation and/or washing cars.</li> </ul>					

MITIGATION MONITORING AND REPORTING PROGRAM – RUSSELL RANCH (LOTS 24 THROUGH 32) PROJECT						
Mitigation Number (Source)	Mitigation Measure	Timing	Responsible Agency	Comments	Condition Satisfied?	
100 Cont.	<ul style="list-style-type: none"> <li>▲ Install water-efficient irrigation systems and devices, such as soil moisture-based irrigation controls.</li> <li>▲ Design buildings and lots to be water-efficient. Only install water-efficient fixtures and appliances.</li> <li>▲ Restrict watering methods (e.g., prohibit systems that apply water to nonvegetated surfaces) and control runoff. Prohibit businesses from using pressure washers for cleaning driveways, parking lots, sidewalks, and street surfaces. These restrictions should be included in the Covenants, Conditions, and Restrictions of the community.</li> <li>▲ Provide education about water conservation and available programs and incentives.</li> <li>▲ To reduce stormwater runoff, which typically bogs down wastewater treatment systems and increases their energy consumption, construct driveways to single-family detached residences and parking lots and driveways of multifamily residential uses with pervious surfaces. Possible designs include Hollywood drives (two concrete strips with vegetation or aggregate in between) and/or the use of porous concrete, porous asphalt, turf blocks, or pervious pavers.</li> </ul> <p><b>Solid Waste Measures</b></p> <ul style="list-style-type: none"> <li>▲ Reuse and recycle construction and demolition waste (including, but not limited to, soil, vegetation, concrete, lumber, metal, and cardboard).</li> <li>▲ Provide interior and exterior storage areas for recyclables and green waste at all buildings.</li> <li>▲ Provide adequate recycling containers in public areas, including parks, school grounds, golf courses, and pedestrian zones in areas of mixed-use development.</li> <li>▲ Provide education and publicity about reducing waste and available recycling services.</li> </ul> <p><b>Transportation and Motor Vehicles</b></p> <ul style="list-style-type: none"> <li>▲ Promote ride-sharing programs and employment centers (e.g., by designating a certain percentage of parking spaces for ride-sharing vehicles, designating adequate passenger loading and unloading zones and waiting areas for ride-share vehicles, and providing a Web site or message board for coordinating ride-sharing).</li> <li>▲ Provide the necessary facilities and infrastructure in all land use types to encourage the use of low- or zero-emission vehicles (e.g., electric vehicle charging facilities and conveniently located alternative fueling stations).</li> </ul> <p>At industrial and commercial land uses, all forklifts, “yard trucks,” or vehicles that are predominately used on-site at non-residential land uses shall be electric-powered or powered</p>					

MITIGATION MONITORING AND REPORTING PROGRAM – RUSSELL RANCH (LOTS 24 THROUGH 32) PROJECT						
Mitigation Number (Source)	Mitigation Measure	Timing	Responsible Agency	Comments	Condition Satisfied?	
	by biofuels (such as biodiesel [B100]) that are produced from waste products, or shall use other technologies that do not rely on direct fossil fuel consumption.					
101.	3A.4-2b (FPASP EIR/EIS)	<p><b>Participate in and Implement an Urban and Community Forestry Program and/or Off-Site Tree</b></p> <p>Program to Off-Set Loss of On-Site Trees. The trees on the project site contain sequestered carbon and would continue to provide future carbon sequestration during their growing life. For all harvestable trees that are subject to removal, the project applicant(s) for any particular discretionary development application shall participate in and provide necessary funding for urban and community forestry program (such as the UrbanWood program managed by the Urban Forest Ecosystems Institute [Urban Forest Ecosystems Institute 2009]) to ensure that wood with an equivalent carbon sequestration value to that of all harvestable removed trees is harvested for an end-use that would retain its carbon sequestration (e.g., furniture building, cabinet making). For all nonharvestable trees that are subject to removal, the project applicant(s) shall develop and fund an off-site tree program that includes a level of tree planting that, at a minimum, increases carbon sequestration by an amount equivalent to what would have been sequestered by the blue oak woodland during its lifetime. This program shall be funded by the project applicant(s) of each development phase and reviewed for comment by an independent Certified Arborist unaffiliated with the project applicant(s) and shall be coordinated with the requirements of Mitigation Measure 3.3-5, as stated in Section 3A.3, "Biological Resources - Land." Final approval of the program shall be provided by the City. Components of the program may include, but not be limited to, providing urban tree canopy in the City of Folsom, or reforestation in suitable areas outside the City. Reforestation in natural habitat areas outside the City of Folsom would simultaneously mitigate the loss of oak woodland habitat while planting trees within the urban forest canopy would not. The California Urban Forestry Greenhouse Gas Reporting Protocol shall be used to assess this mitigation program (CCAR 2008). All unused vegetation and tree material shall be mulched for use in landscaping on the project site, shipped to the nearest composting facility, or shipped to a landfill that is equipped with a methane collection system, or combusted in a biomass power plant. Tree and vegetative material should not be burned on- or off-site unless used as fuel in a biomass power plant.</p>	Before approval of final maps and/or building permits for all project phases requiring discretionary approval, including all on- and off-site elements.	City of Folsom Community Development Department.	The Owner/applicant in consultation with the City arborist determined that the tree removal associated with these improvements were not harvestable trees. The Owner/applicant was still required to provide mitigation for the trees and/or tree canopy that was permitted for removal during construction.	Yes



MITIGATION MONITORING AND REPORTING PROGRAM – RUSSELL RANCH (LOTS 24 THROUGH 32) PROJECT						
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<b>Hazards and Hazardous Materials</b>						
102.	3A.7-4 (FPASP EIR/EIS)	<p><b>Prepare a Seismic Refraction Survey and Obtain Appropriate Permits for All On-Site and Off-site Elements East of Old Placerville Road.</b></p> <p>Prior to the commencement of grading and construction activities east of Old Placerville Road, the owner/applicant(s) for any discretionary development application shall retain a licensed geotechnical engineer to perform a seismic refraction survey. Project-related excavation activities shall be carried out as recommend by the geotechnical engineer. Excavation may include the use of heavy-duty equipment such as large bulldozers or large excavators, and may include blasting. Appropriate permits for blasting operations shall be obtained from the relevant City or county jurisdiction prior to the start of any blasting activities.</p> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries shall be coordinated by the owner/applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties).</p>	Prior to initiation of ground disturbance	City of Folsom Engineering Division	The owner/applicant submitted a Seismic Refraction Survey prepared by a licensed geotechnical engineer with Youngdahl & Associates to the City prior to commencement of grading and construction in the Phase 1 subdivision. The Seismic Refraction Survey is on file with the Community Development Department. Compliance has been monitored through construction	Yes
103.	3A.8-7 (FPASP EIR/EIS)	<p><b>Prepare and Implement a Vector Control Plan in Consultation with the Sacramento-Yolo Mosquito and Vector Control District.</b></p> <p>To ensure that operation and design of the stormwater system, including multiple planned detention basins, is consistent with the recommendations of the Sacramento-Yolo Mosquito and Vector Control District regarding mosquito control, the project applicant(s) of all project phases shall prepare and implement a Vector Control Plan. This plan shall be prepared in coordination with the Sacramento-Yolo Mosquito and Vector Control District and shall be submitted to the City for approval before issuance of the grading permit for the detention basins under the City’s jurisdiction. For the off-site detention basin, the plan shall be submitted to Sacramento County for approval before issuance of the grading permit for the off-site detention basin. The plan shall incorporate specific measures deemed sufficient by the City to minimize public health risks from mosquitoes, and as contained within the Sacramento-Yolo Mosquito and Vector Control District BMP Manual (Sacramento-Yolo Mosquito and Vector Control District 2008). The plan shall include, but is not limited to, the following components:</p> <ul style="list-style-type: none"> <li>▲ Description of the project.</li> </ul>	Prior to the issuance of grading permits for the project water features	City of Folsom Community Development Department  Sacramento-Yolo Mosquito and Vector Control District	A Vector Control Plan was prepared and submitted to the City for review and approval. The plan incorporated various Best Management Practices in consultation with the Sacramento-Yolo Mosquito and Vector Control District. A copy of the Vector Control Plan is available from the Community Development Department.	Yes

MITIGATION MONITORING AND REPORTING PROGRAM – RUSSELL RANCH (LOTS 24 THROUGH 32) PROJECT						
	Mitigation Number (Source)	Mitigation Measure	Timing	Responsible Agency	Comments	Condition Satisfied?
103 Cont.		<ul style="list-style-type: none"> <li>▲ Description of detention basins and all water features and facilities that would control on-site water levels.</li> <li>▲ Goals of the plan.</li> <li>▲ Description of the water management elements and features that would be implemented, including:                             <ul style="list-style-type: none"> <li>i. BMPs that would be implemented on-site;</li> <li>ii. public education and awareness;</li> <li>iii. sanitary methods used (e.g., disposal of garbage);</li> <li>iv. mosquito control methods used (e.g., fluctuating water levels, biological agents, pesticides, larvacides, circulating water); and</li> <li>v. stormwater management (consistent with Stormwater Management Plan).</li> </ul> </li> <li>▲ Long-term maintenance of the detention basins and all related facilities (e.g., specific ongoing enforceable conditions or maintenance by a homeowner’s association).</li> </ul> <p>To reduce the potential for mosquitoes to reproduce in the detention basins, the project applicant(s) shall coordinate with the Sacramento- Yolo Mosquito and Vector Control District to identify and implement BMPs based on their potential effectiveness for SPA conditions. Potential BMPs could include, but are not limited to, the following:</p> <ul style="list-style-type: none"> <li>i. build shoreline perimeters as steep and uniform as practicable to discourage dense plant growth;</li> <li>ii. perform routine maintenance to reduce emergent plant densities to facilitate the ability of mosquito predators (i.e., fish) to move throughout vegetated area;</li> <li>iii. design distribution piping and containment basins with adequate slopes to drain fully and prevent standing water. The design slope should take into consideration buildup of sediment between maintenance periods. Compaction during grading may also be needed to avoid slumping and settling;</li> <li>iv. coordinate cleaning of catch basins, drop inlets, or storm drains with mosquito treatment operations;</li> <li>v. enforce the prompt removal of silt screens installed during construction when no longer needed to protect water quality;</li> <li>vi. if the sump, vault, or basin is sealed against mosquitoes, with the exception of the inlet and outlet, submerge the inlet and outlet completely to reduce the available surface area of water for mosquito egg– laying (female mosquitoes can fly through pipes); and</li> </ul>				

MITIGATION MONITORING AND REPORTING PROGRAM – RUSSELL RANCH (LOTS 24 THROUGH 32) PROJECT						
Mitigation Number (Source)	Mitigation Measure	Timing	Responsible Agency	Comments	Condition Satisfied?	
	<p>vii. design structures with the appropriate pumping, piping, valves, or other necessary equipment to allow for easy dewatering of the unit if necessary (Sacramento Yolo Mosquito and Vector Control District 2008).</p> <p>The project applicant(s) of the project phase containing the off-site detention basin shall coordinate mitigation for the off-site with the affected oversight agency (i.e., Sacramento County).</p>					
Hydrology and Water Quality						
104.	<p>3A.9-1 (FPASP EIR/EIS)</p> <p><b>Acquire Appropriate Regulatory Permits and Prepare and Implement SWPPP and BMPs.</b></p> <p>The owner/applicant(s) of all projects disturbing one or more acres (including phased construction of smaller areas which are part of a larger project) shall obtain coverage under the State Water Resources Control Board’s National Pollution Discharge Elimination System stormwater permit for general construction activity (Order 2009-0009-DWQ), including preparation and submittal of a project-specific Storm Water Pollution Prevention Permit at the time the Notice of Intent is filed. The Storm Water Pollution Prevention Permit and other appropriate plans shall identify and specify:</p> <ul style="list-style-type: none"> <li>▲ 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</li> <li>▲ the implementation of approved local plans, non-stormwater management controls, permanent post-construction BMPs, and inspection and maintenance responsibilities;</li> <li>▲ the pollutants that are likely to be used during construction that could be present in stormwater drainage and nonstormwater discharges, including fuels, lubricants, and other types of materials used for equipment operation;</li> <li>▲ 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;</li> <li>▲ personnel training requirements and procedures that shall be used to ensure that workers are aware of permit requirements and proper installation methods for BMPs specified in the Storm Water Pollution Prevention Permit; and</li> </ul>	<p>Prior to the issuance of grading permits for all on-site project phases and off-site elements and implementation throughout project construction</p>	<p>City of Folsom Community Development Department</p>	<p>The Owner/applicant has received a NPDES permit from the State Regional Water Quality Control Board (SRWQCB). The NDES Permit requires the implementation of BMP’s, monitoring and reporting for stormwater runoff. The NPDES Permit includes a Storm Water Pollution Prevention Plan (SWPPP), which outlines monitoring standards, frequency and baseline modeling. The Owner/applicant has submitted monthly reports to the City and SRWQCB.</p>	<p>Yes</p>	

MITIGATION MONITORING AND REPORTING PROGRAM – RUSSELL RANCH (LOTS 24 THROUGH 32) PROJECT						
	Mitigation Number (Source)	Mitigation Measure	Timing	Responsible Agency	Comments	Condition Satisfied?
104 Cont.		<ul style="list-style-type: none"> <li>▲ the appropriate personnel responsible for supervisory duties related to implementation of the Storm Water Pollution Prevention Permit.</li> </ul> <p>Where applicable, Best Management Practices identified in the Storm Water Pollution Prevention Permit shall be in place throughout all site work and construction/demolition activities and shall be used in all subsequent site development activities. Best Management Practices may include, but are not limited to, such measures as those listed below:</p> <ul style="list-style-type: none"> <li>▲ 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.</li> <li>▲ Establishing permanent vegetative cover to reduce erosion in areas disturbed by construction by slowing runoff velocities, trapping sediment, and enhancing filtration and transpiration.</li> <li>▲ 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.</li> </ul> <p>A copy of the approved Storm Water Pollution Prevention Permit shall be maintained and available at all times on the construction site.</p>				

MITIGATION MONITORING AND REPORTING PROGRAM – RUSSELL RANCH (LOTS 24 THROUGH 32) PROJECT						
	Mitigation Number (Source)	Mitigation Measure	Timing	Responsible Agency	Comments	Condition Satisfied?
105.	3A.9-2 (FPASP EIR/EIS)	<p><b>Prepare and Submit Final Drainage Plans and Implement Requirements Contained in Those Plans.</b></p> <p>The owner/applicant(s) shall submit final drainage plans to the City demonstrating that off-site upstream runoff will be appropriately conveyed through the Folsom Plan Area, and that project-related on-site runoff will be appropriately conveyed and contained in detention basins or managed through other improvements (e.g., source controls, biotechnical stream stabilization) to reduce flooding and hydromodification impacts and provide water quality treatment.</p> <p>The plans shall include, but not be limited to, the following items:</p> <ul style="list-style-type: none"> <li>• 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;</li> <li>• 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;</li> <li>• a description of the proposed maintenance program for the on-site drainage system;</li> <li>• project-specific standards for installing drainage systems;</li> <li>• City flood control design requirements and measures designed to comply with them;</li> </ul> <p>Implementation of stormwater management BMPs that avoid increases in the erosive force of flows beyond a specific range of conditions needed to limit hydromodification and maintain current stream geomorphology. These Best Management Practices will be designed and constructed in accordance with the forthcoming Stormwater Quality Partnership Hydromodification Management Plan (to be adopted by the Regional Water Quality Control Board) and may include, but are not limited to, the following:</p> <ol style="list-style-type: none"> <li>i. Use of Low Impact Development (LID) techniques to limit increases in stormwater runoff at the point of origination (these may include, but are not limited to: surface swales; replacement of conventional impervious surfaces with pervious surfaces [e.g., porous pavement]; impervious surfaces disconnection; and trees planted to intercept stormwater);</li> <li>ii. Enlarged detention basins to minimize flow changes and changes to flow duration characteristics;</li> <li>iii. Bioengineered stream stabilization to minimize bank erosion, utilizing vegetative and rock stabilization, and inset floodplain restoration features that provide for enhancement of riparian habitat and maintenance of natural hydrologic and channel to floodplain interactions;</li> <li>iv. Minimize slope differences between any stormwater or detention facility</li> </ol>	Prior to approval of grading plans and building permits of all project phases	City of Folsom Public Works Department	The owner/applicant provided a preliminary drainage plan at the time of Tentative Map approval. A revised analysis was provided prior to the issuance of a grading permit. The revised analysis was reviewed by the City's Consultant (Mead & Hunt) to ensure that that the proposed drainage system was consistent with Mitigation Measure 3A-9.2. The improvement plans for this subdivision and the supporting backbone improvements contain detention basins, control structures and ditch systems in accordance with the Stormwater Quality Partnership Hydromodification Management Plan and in compliance with the FPA-Storm Drain Master Plan.	Yes



MITIGATION MONITORING AND REPORTING PROGRAM – RUSSELL RANCH (LOTS 24 THROUGH 32) PROJECT						
	Mitigation Number (Source)	Mitigation Measure	Timing	Responsible Agency	Comments	Condition Satisfied?
105 Cont.		<p>outfall channel with the existing receiving channel gradient to reduce flow velocity; and v. Minimize to the extent possible detention basin, bridge embankment, and other encroachments into the channel and floodplain corridor, and utilize open bottom box culverts to allow sediment passage on smaller drainage courses.</p> <p>The final drainage plan shall demonstrate to the satisfaction of the City of Folsom Community Development and Public Works Departments that 100-year (0.01 AEP) flood flows would be appropriately channeled and contained, such that the risk to people or damage to structures within or down gradient of the Folsom Plan Area would not occur, and that hydromodification would not be increased from pre-development levels such that existing stream geomorphology would be changed (the range of conditions should be calculated for each receiving water if feasible, or a conservative estimate should be used, e.g., an Ep of 1 ±10% or other as approved by the Sacramento Stormwater Quality Partnership and/or City of Folsom).</p>				
106.	3A.9-3 (FPASP EIR/EIS)	<p><b>Develop and Implement a BMP and Water Quality Maintenance Plan.</b></p> <p>A detailed BMP and water quality maintenance plan shall be prepared by a qualified engineer retained by the owner/applicant(s) for the project. The plan shall finalize the water quality improvements and further detail the structural and nonstructural BMPs proposed for the project. The plan shall include the elements described below.</p> <ul style="list-style-type: none"> <li>▲ A quantitative hydrologic and water quality analysis of proposed conditions incorporating the proposed drainage design features.</li> <li>▲ Predevelopment and post development calculations demonstrating that the proposed water quality BMPs meet or exceed requirements established by the City of Folsom and including details regarding the size, geometry, and functional timing of storage and release pursuant to the latest edition of the “Stormwater Quality Design Manual for Sacramento and South Placer Regions” (the City’s MS4NPDES permit, page 46) and El Dorado County’s NPDES SWMP (County of El Dorado 2004).</li> <li>▲ Source control programs to control water quality pollutants on the SPA, which may include but are not limited to recycling, street sweeping, storm drain cleaning, household hazardous waste collection, waste minimization, prevention of spills and illegal dumping, and effective management of public trash collection areas.</li> <li>▲ 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.</li> <li>▲ LID control measures shall be integrated into the BMP and water quality maintenance plan. These may include, but are not limited to:</li> </ul>	Prior to the issuance of grading permits for all project phases and off-site elements and implementation throughout project construction.	<p>City of Folsom Community Development Department</p> <p>City of Folsom Public Works Department</p>	The Owner/Applicant is in compliance with the Storm Water Pollution Prevention Plan (SWPPP) for the subdivision. General notes have been included on the approved grading and public infrastructure plans to address this condition. Compliance has been monitored through construction inspection.	Yes

MITIGATION MONITORING AND REPORTING PROGRAM – RUSSELL RANCH (LOTS 24 THROUGH 32) PROJECT						
	Mitigation Number (Source)	Mitigation Measure	Timing	Responsible Agency	Comments	Condition Satisfied?
106 Cont.		i. Surface swales; ii. Replacement of conventional impervious surfaces with pervious surfaces (e.g., porous pavement); iii. Impervious surfaces disconnection; and iv. Trees planted to intercept stormwater.  New stormwater facilities shall be placed along the natural drainage courses within the Specific Plan Area (SPA) to the extent practicable so as to mimic the natural drainage patterns. The reduction in runoff as a result of the LID configurations shall be quantified based on the runoff reduction credit system methodology described in the latest edition of the “Stormwater Quality Design Manual for the Sacramento and South Placer Regions, and proposed detention basins and other water quality BMPs shall be sized to handle these runoff volumes.				
<b>Noise</b>						
107.	3A.11-1 (FPASP EIR/EIS)	<p><b>Implement Noise-Reducing Construction Practices, Prepare and Implement a Noise Control Plan, and Monitor and Record Construction Noise near Sensitive Receptors.</b> The owner/applicant shall prepare and implement a construction noise management plan. This plan shall identify specific measures to ensure compliance with the noise control measures specified below. The noise control plan shall be submitted to the City of Folsom before any noise-generating construction activity begins and shall be noted on Grading Plans and building construction plans. Grading and construction shall not commence until the construction noise management plan is approved by the City of Folsom.</p> <ul style="list-style-type: none"> <li>▲ Noise-generating construction operations shall be limited to the hours between 7 a.m. and 7 p.m. Monday through Friday, and between 8 a.m. and 5 p.m. on Saturdays. No construction is allowed on Sundays.</li> <li>▲ All construction equipment and equipment staging areas shall be located as far as possible from nearby noise-sensitive land uses.</li> <li>▲ 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.</li> </ul>	Prior to submittal to the City of tentative maps or improvement plans.	City of Folsom Public Works Department.	The owner/applicant has included these practices and rules in the grading and improvement plans. A general note is included on the approved grading and infrastructure plans for this subdivision which addresses this condition. Compliance will be monitored through construction inspection.	Yes

MITIGATION MONITORING AND REPORTING PROGRAM – RUSSELL RANCH (LOTS 24 THROUGH 32) PROJECT						
	Mitigation Number (Source)	Mitigation Measure	Timing	Responsible Agency	Comments	Condition Satisfied?
107 Cont.		<ul style="list-style-type: none"> <li>▲ All motorized construction equipment shall be shut down when not in use to prevent idling.</li> <li>▲ Individual operations and techniques shall be replaced with quieter procedures (e.g., using welding instead of riveting, mixing concrete off- site instead of on-site).</li> <li>▲ 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.</li> <li>▲ 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.</li> <li>▲ 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).</li> </ul> <p>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.</p>				
108.	3A.11-3 (FPASP EIR/EIS, updated per 2018 Checklist)	<p><b>Implement Measures to Prevent Exposure of Sensitive Receptors to Groundborne Noise or Vibration from Project Generated Construction Activities.</b></p> <ul style="list-style-type: none"> <li>▲ To the extent feasible, blasting activities shall not be conducted within 275 feet of existing or future sensitive receptors.</li> <li>▲ To the extent feasible, bulldozing activities shall not be conducted within 50 feet of existing or future sensitive receptors.</li> <li>▲ All blasting shall be performed by a blast contractor and blasting personnel licensed to operate in the State of California.</li> </ul>	Before and during bulldozing and blasting activities on the SPA and within El Dorado Hills and the County of Sacramento	1. For all project-related improvements that would be located within the City of Folsom: City of Folsom Community Development	The owner/applicant implemented a blasting control plan in accordance with this mitigation measure.	Yes

MITIGATION MONITORING AND REPORTING PROGRAM – RUSSELL RANCH (LOTS 24 THROUGH 32) PROJECT						
	Mitigation Number (Source)	Mitigation Measure	Timing	Responsible Agency	Comments	Condition Satisfied?
108 Cont.		<ul style="list-style-type: none"> <li>▲ A blasting plan, including estimates of vibration levels at the residence closest to the blast, shall be submitted to the enforcement agency for review and approval prior to the commencement of the first blast.</li> <li>▲ Each blast shall be monitored and documented for groundbourne noise and vibration levels at the nearest sensitive land use and associated recorded submitted to the enforcement agency.</li> </ul> <p>To reduce the potential for annoyance because of blasting and blast-induced air overpressures, the peak value overpressures should not exceed 0.01 psi (equivalent to 110 dB Linear) at the nearest property line, which prevents damage or undue annoyance at neighboring properties. To the extent possible, blasting contractors will design blasts so that a worst-case blast would not exceed 0.01 psi. This generally is done through blast charge and interval delays.</p>		<p>Department.</p> <p>2. For the two roadway connections off-site into El Dorado Hills: El Dorado County Development Services Department.</p> <p>3. For the off-site detention basin west of Prairie City Road: Sacramento County Planning and Community Development Department.</p> <p>4. For the U.S. 50 interchange improvements: Caltrans.</p>		
109.	3A.11-5 (FPASP EIR/EIS, updated per 2018 Checklist)	<p>The project applicant(s) for any particular discretionary development project shall implement the following measures to reduce the effect of noise levels generated by on-site stationary noise sources that would be located within 600 feet of any noise-sensitive receptor:</p> <ul style="list-style-type: none"> <li>▲ Routine testing and preventive maintenance of emergency electrical generators shall be conducted during the less sensitive daytime hours (i.e., 7:00 a.m. to 6:00 p.m.).</li> </ul>	Before submittal of improvement plans for each project phase, and during	City of Folsom Community Development Department.	The owner/applicant has included these practices and rules in the grading and improvement plans. A general note is included on the approved grading and	Yes

MITIGATION MONITORING AND REPORTING PROGRAM – RUSSELL RANCH (LOTS 24 THROUGH 32) PROJECT						
	Mitigation Number (Source)	Mitigation Measure	Timing	Responsible Agency	Comments	Condition Satisfied?
		<p>All electrical generators shall be equipped with noise control (e.g., muffler) devices in accordance with manufacturers' specifications.</p> <ul style="list-style-type: none"> <li>▲ External mechanical equipment associated with buildings shall incorporate features designed to reduce noise emissions below the stationary noise source criteria. These features may include, but are not limited to, locating generators within equipment rooms or enclosures that incorporate noise-reduction features, such as acoustical louvers, and exhaust and intake silencers. Equipment enclosures shall be oriented so that major openings (i.e., intake louvers, exhaust) are directed away from nearby noise-sensitive receptors.</li> <li>▲ Parking lots shall be located and designed so that noise emissions do not exceed the stationary noise source criteria established in this analysis (i.e., 50 dB for 30 minutes in every hour during the daytime [7 a.m. to 10 p.m.] and less than 45 dB for 30 minutes of every hour during the night time [10 p.m. to 7 a.m.]). Reduction of parking lot noise can be achieved by locating parking lots as far away as feasible from noise sensitive land uses, or using buildings and topographic features to provide acoustic shielding for noise-sensitive land uses.</li> </ul> <p>Loading docks shall be located and designed so that noise emissions do not exceed the stationary noise source criteria established in this analysis (i.e., 50 dB for 30 minutes in every hour during the daytime [7 a.m. to 10 p.m.] and less than 45 dB for 30 minutes of every hour during the night time [10 p.m. to 7 a.m.]). Reduction of loading dock noise can be achieved by locating loading docks as far away as possible from noise sensitive land uses, constructing noise barriers between loading docks and noise-sensitive land uses, or using buildings and topographic features to provide acoustic shielding for noise-sensitive land uses.</p>	project operations for testing of emergency generators.		infrastructure plans for this subdivision which addresses this condition. Compliance will be monitored through construction inspection.	
110.	4.6-3(a) (RR EIR, updated per 2018 Checklist)	<p><b>Noise Barriers</b></p> <p>In conjunction with the submittal of improvement plans for each proposed development phase where noise barrier locations are recommended, the owner/applicant shall show on the Improvement Plans that sound walls and/or landscaped berms shall be constructed along US 50, White Rock Road, and Empire Ranch Road. The specific height and locations of the noise barriers shall be confirmed based upon the final approved site and grading plans. All required wall heights shall be relative to finished building pad elevations. Noise barrier walls shall be constructed of concrete masonry units, as required in the Planned Development Guidelines. Abrupt transitions exceeding two feet in height shall be avoided. The Grading and/or Improvement Plans shall be subject to review and approval by the City Engineer.</p>	In conjunction with submittal of Improvement Plans for the development phase where noise barrier locations are recommended	City of Folsom Community Development Department  City Engineer	The owner/applicant has included all the required sound walls and/or noise barriers included in the subdivisions noise analysis. The sound walls are included on the improvement and landscape plans for the subdivision.	Yes



MITIGATION MONITORING AND REPORTING PROGRAM – RUSSELL RANCH (LOTS 24 THROUGH 32) PROJECT						
	Mitigation Number (Source)	Mitigation Measure	Timing	Responsible Agency	Comments	Condition Satisfied?
110 Cont.		Alternatively, and at the owner/applicant’s request and in the City’s discretion, the owner/applicant may submit a site-specific acoustical analysis for a specific development phase where noise barrier locations are recommended, that is prepared by an acoustical consultant approved by the City of Folsom to determine and confirm whether sound attenuation is needed, taking into account site-specific conditions (e.g. site design, location of structures, building characteristics, building orientation, etc.) in accordance with adopted noise standards. If sound attenuation is determined by the City to be necessary, the site-specific acoustical analysis shall identify measures to reduce noise impacts to meet the City’s noise standards at these locations, including, but not limited to, constructing exterior sound walls, constructing barrier walls and/or berms with vegetation, or other alternative attenuation solution acceptable to the City, provided that the improvement plans are accompanied with the acoustical analysis that confirms whether any proposed alternative solution will meet the adopted City noise standard. The acoustical analysis shall also take into consideration sound attenuation mitigation that may be required of parcels adjacent to the noise barriers. Figure 4.12-1, below, shows where noise barriers are required in response to the site-specific noise analysis done for the Russell Ranch Lots 24-32 Project.				
111.	4.6-3(c) (RR EIR)	<b>Mechanical Ventilation</b> In conjunction with submittal of Building Permits, the owner/applicant shall show on the plans that mechanical ventilation shall be installed in all residential uses to allow residents to keep doors and windows closed, as desired for acoustical isolation. The building plans shall be subject to review and approval by the City Community Development Department.	In conjunction with submittal of Building Permits	City of Folsom Community Development Director	This condition will be reviewed and approved by the Community Development Department prior to the issuance of a building permit.	Condition will be satisfied prior to issuance of a building permit
<b>Public Services</b>						
112.	3A.14-2 (FPASP EIR/EIS)	<b>Incorporate California Fire Code; City of Folsom Fire Code Requirements; and EDHFD Requirements, if Necessary, into Project Design and Submit Project Design to the City of Folsom Fire Department for Review and Approval.</b> To reduce impacts related to the provision of new fire services, the owner/applicant shall do the following, as described below: Incorporate into project designs fire flow requirements based on the California Fire Code, Folsom Fire Code (City of Folsom Municipal Code Title 8, Chapter 8.36), and other applicable requirements based on the City of Folsom Fire Department fire prevention standards. Improvement plans showing the incorporation of automatic sprinkler systems, the	Prior to the issuance of building permits or prior to final inspections for all project phases	City of Folsom Fire Department  City of Folsom Community Development Department	The City of Folsom Fire Dept. has reviewed and approved the subdivision plans and any off-site improvements for compliance with this mitigation measure.	Yes

MITIGATION MONITORING AND REPORTING PROGRAM – RUSSELL RANCH (LOTS 24 THROUGH 32) PROJECT						
	Mitigation Number (Source)	Mitigation Measure	Timing	Responsible Agency	Comments	Condition Satisfied?
112 Cont.		<p>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>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>The Fire Dept. shall review and approve any improvement plans or building permits for accessibility of emergency fire equipment, fire hydrant flow location, and other construction features. The City shall not authorize the occupancy of any structures until the owner/applicant(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.</p>				
113.	3A.14-3 (FPASP EIR/EIS)	<p><b>Incorporate Fire Flow Requirements into Project Designs.</b>                      The owner/applicant(s) shall incorporate into their project designs fire flow requirements based on the California Fire Code, Folsom Fire Code and shall verify to the City of Folsom Fire Department that adequate water flow is available, prior to approval of improvement plans and issuance of occupancy permits or final inspections for all project phases.</p>	Prior to the issuance of building permits or prior to final inspections for all project phases	City of Folsom Fire Department  City of Folsom Community Development Department	The Community Development Department and the Fire department have reviewed all proposed improvement plans for the construction of the water and fire flow system for this subdivision.	Yes
<b>Transportation/Traffic</b>						
114.	4.8-1 (RR EIR)	<p><b>Traffic and Parking Management Plan</b>                      Prior to the approval of the grading plan and or construction, the owner/applicant shall prepare a construction traffic and parking management plan to the satisfaction of the City Traffic Engineer and subject to review by any affected agencies, if necessary. The plan shall ensure that acceptable operating conditions on local roadways and freeway facilities are maintained. At a minimum, the plan shall include the following:</p>	Prior to the beginning of construction	City Engineer	The owner/applicant submitted a joint traffic management plan that was approved by the City Engineer and is on file at the Community Development Department.	Yes

MITIGATION MONITORING AND REPORTING PROGRAM – RUSSELL RANCH (LOTS 24 THROUGH 32) PROJECT						
	Mitigation Number (Source)	Mitigation Measure	Timing	Responsible Agency	Comments	Condition Satisfied?
114 Cont.		<ul style="list-style-type: none"> <li>▲ Description of trucks including number and size of trucks per day (i.e., 85 trucks per day), expected arrival/departure times, and truck circulation patterns.</li> <li>▲ Description of staging area including location, maximum number of trucks simultaneously permitted in staging area, use of traffic control personnel, and specific signage.</li> <li>▲ Description of street closures and/or bicycle and pedestrian facility closures including duration, advance warning and posted signage, safe and efficient access routes for existing businesses and emergency vehicles, and use of manual traffic control.</li> <li>▲ Description of driveway access plan including provisions for safe vehicular, pedestrian, and bicycle travel, minimum distance from any open trench, special signage, and private vehicle accesses.</li> </ul>				
115.	4.8-2(a) (RR EIR)	<p><b>East Bidwell/Iron Point</b> Prior to issuance of a building permit, the owner/applicant shall pay a fair share fee to the City of Folsom towards the modification to the westbound approach to the East Bidwell Street/Iron Point Road intersection to include three left-turn lanes, two through lanes, and one right-turn lane.</p>	Prior to issuance of a building permit	City of Folsom Community Development Department	The condition is satisfied with the payment of the Specific Plan Infrastructure Fee (SPIF).	Condition will be satisfied prior to issuance of a building permit
116.	4.8-2(b) (RR EIR)	<p><b>White Rock Road / Placerville Road</b> Prior to issuance of a building permit, the owner/applicant shall pay a fair share through the Public Facilities Financing Plan (PFFP) fee to the City of Folsom towards the addition of a westbound right-turn lane to the White Rock Road/Placerville Road intersections.</p>	Prior to issuance of a building permit	City of Folsom Community Development Department	The condition is satisfied with the payment of the Specific Plan Infrastructure Fee (SPIF).	Condition will be satisfied prior to issuance of a building permit
117.	4.8-3 (RR EIR)	<p><b>US 50 from Sunrise Boulevard to East Bidwell Street/Scott Road</b> Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 between Sunrise Boulevard to East Bidwell Street/Scott Road (Freeway Segment 4). To ensure that Eastbound U.S. 50 operates at an acceptable LOS between Folsom Boulevard and Prairie City Road an auxiliary lane shall be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This improvement is included in the proposed 50 Corridor Mobility Fee Program. The owner/applicant shall pay its proportionate share of funding of improvements, as may be</p>	Prior to issuance of a building permit MOU	City of Folsom Community Development Department	The condition is satisfied with the payment of the Highway 50 Improvement Fee.	Condition will be satisfied prior to issuance of a building permit

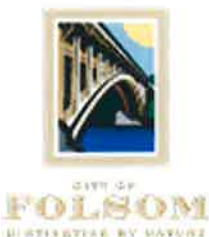
MITIGATION MONITORING AND REPORTING PROGRAM – RUSSELL RANCH (LOTS 24 THROUGH 32) PROJECT						
	Mitigation Number (Source)	Mitigation Measure	Timing	Responsible Agency	Comments	Condition Satisfied?
		determined by a nexus study or other appropriate and reliable mechanism paid for by owner/applicant, to reduce the impacts to Eastbound U.S. 50 between Sunrise Boulevard to East Bidwell Street/Scott Road (Freeway Segment 4).				
118.	4.8-6 (RR EIR)	<b>Scott Road/Easton Valley Parkway Intersection.</b> The owner/applicant shall pay a fair share fee to the City of Folsom towards the addition of a channelized westbound right-turn lane to the Scott Road/Easton Valley Parkway intersection.	Prior to the issuance of a building permit	City of Folsom Community Development Department	The condition is satisfied with the payment of the Specific Plan Infrastructure Fee (SPIF).	Condition will be satisfied prior to issuance of a building permit
<b>Utilities and Service Systems</b>						
119.	3A.16-1 (FPASP EIR/EIS)	<b>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.</b> The owner/applicant shall submit proof to the City of Folsom that an adequate wastewater conveyance system either has been constructed or is ensured through payment or other sureties to the City’s satisfaction. Both on-site wastewater conveyance infrastructure and off-site force main sufficient to provide adequate service to the project shall be in place for the amount of development identified in the tentative map before approval of the final map and issuance of building permits for all project phases, or their financing shall be ensured to the satisfaction of the City.	Prior to approval of final maps and issuance of building permits for any project phases	City of Folsom Community Development Department  City of Folsom Public Works Department	The owner/applicant has constructed the on-site and off-site sewer infrastructure to serve this subdivision. The off-site infrastructure includes the sewer trunk main, the Alder Creek Parkway sewer lift station and forced main.	Yes
120.	3A.16-3 (FPASP EIR/EIS)	<b>Demonstrate Adequate SRWTP Wastewater Treatment Capacity.</b> The owner/applicant shall demonstrate adequate capacity at the Sacramento Regional Water Treatment Plant for new wastewater flows generated by the project. This shall involve preparing a tentative map-level study and paying connection and capacity fees as identified by Sacramento Regional County Sanitation District. Approval of the final map and issuance of building permits for all project phases shall not be granted until the City verifies adequate Sacramento Regional Water Treatment Plant capacity is available for the amount of development identified in the tentative map. The written approval from the Sacramento Regional County Sanitation District shall be provided to the City.	Prior to approval of final maps and issuance of building permits for any project phases	City of Folsom Community Development Department  City of Folsom Public Works Department	The City obtained a letter from Regional San which provides verification that there is adequate capacity in the existing Regional San conveyance and treatment system to accommodate the entire Folsom Plan Area at buildout.	Yes

MITIGATION MONITORING AND REPORTING PROGRAM – RUSSELL RANCH (LOTS 24 THROUGH 32) PROJECT						
	Mitigation Number (Source)	Mitigation Measure	Timing	Responsible Agency	Comments	Condition Satisfied?
121.	3A.18-1 (FPASP EIR/EIS)	<p><b>Water Supply Availability</b>                      The owner/applicant shall submit proof of compliance with Government Code Section 66473.7 (SB 221) by demonstrating the availability of a reliable and sufficient water supply from a public water system for the amount of development that would be authorized by the final subdivision map. Such a demonstration shall consist of information showing that both existing sources are available or needed supplies and improvements will be in place prior to occupancy. The written proof of compliance shall be provided to the City and approved by the City prior to approval of any final map.</p>	Prior to approval of final maps and issuance of building permits for any project phases	City of Folsom Community Development Department  City of Folsom Public Works Department	The owner/applicant has constructed the necessary infrastructure to provide potable water to this subdivision. The potable water infrastructure will be approved by the City prior to issuance of the first building permit in this subdivision in compliance with this condition.	Yes
122.	3A.18-2a (FPASP EIR/EIS)	<p><b>Submit Proof of Adequate Off-Site Water Conveyance Facilities and Implement Off-Site Infrastructure Service System or Ensure That Adequate Financing Is Secured.</b>                      The owner/applicant shall submit proof to the City of Folsom that an adequate off-site water conveyance system either has been constructed or is ensured to the City's satisfaction. The off-site water conveyance infrastructure sufficient to provide adequate service to the project shall be in place for the amount of development identified in the tentative map before approval of a final subdivision map and issuance of building permits for all project phases, or their financing shall be ensured to the satisfaction of the City. A certificate of occupancy shall not be issued for any building within the Specific Plan Area until the water conveyance infrastructure sufficient to serve such building has been constructed and is in place to the satisfaction of the City.</p>	Prior to approval of final maps and issuance of building permits for any project phases	City of Folsom Community Development Department  City of Folsom Public Works Department	The off-site potable water infrastructure for this subdivision has been constructed to serve this subdivision. The City has verified that the off-site potable water infrastructure is adequate to serve this subdivision.	Yes
123.	3A.3-1a (FPASP EIR/EIS)	<p><b>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.</b>                      To minimize indirect effects on water quality and wetland hydrology, the owner/owner/applicant(s) shall include stormwater drainage plans and erosion and sediment control plans in their grading and/or improvement plans and shall submit these plans to the City for review and approval. Prior to approval of grading and/or improvement plans, the owner/applicant(s) for any particular discretionary development application shall obtain a NPDES Construction General Permit and Grading Permit, comply with the City's Grading Ordinance and City drainage and stormwater quality standards, and commit to implementing all measures in their drainage plans and erosion and sediment control plans to avoid and minimize erosion and runoff into Alder Creek and all wetlands and other waters that would remain on-site.</p>	Prior to the approval of Improvements and Drainage Plans	City of Folsom Public Works Department  Caltrans  USACE  Central Valley RWQCB	The owner/applicant provided a preliminary drainage plan at the time of Tentative Map approval. A revised analysis was provided prior to the issuance of a grading permit. The revised analysis was reviewed by the City's Consultant (Mead & Hunt) to ensure that that the proposed drainage system was consistent with Mitigation Measure 3A-9.2. The improvement plans for this subdivision and the supporting backbone improvements contain	Yes



MITIGATION MONITORING AND REPORTING PROGRAM – RUSSELL RANCH (LOTS 24 THROUGH 32) PROJECT						
	Mitigation Number (Source)	Mitigation Measure	Timing	Responsible Agency	Comments	Condition Satisfied?
123 Cont.		<p>The owner/applicant(s) shall implement stormwater quality treatment controls consistent with the Stormwater Quality Design Manual for Sacramento and South Placer Regions in effect at the time the application is submitted. Appropriate runoff controls such as berms, storm gates, off-stream detention basins, overflow collection areas, filtration systems, and sediment traps shall be implemented to control siltation and the potential discharge of pollutants. Development plans shall incorporate Low Impact Development (LID) features, such as pervious strips, permeable pavements, bioretention ponds, vegetated swales, disconnected rain gutter downspouts, and rain gardens, where appropriate. Use of LID features is recommended by the EPA to minimize impacts on water quality, hydrology, and stream geomorphology and is specified as a method for protecting water quality in the proposed specific plan. In addition, free spanning bridge systems shall be used for all roadway crossings over wetlands and other waters that are retained in the on-site open space. These bridge systems would maintain the natural and restored channels of creeks, including the associated wetlands, and would be designed with sufficient span width and depth to provide for wildlife movement along the creek corridors even during high-flow or flood events, as specified in the 404 permit.</p> <p>The owner/applicant shall be responsible for all necessary off-site improvements needed to support the Russell Ranch drainage system.</p>			detention basins, control structures and ditch systems in accordance with the Stormwater Quality Partnership Hydromodification Management Plan and in compliance with the FPA-Storm Drain Master Plan.	

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## Folsom City Council Staff Report

<b>MEETING DATE:</b>	8/23/2022
<b>AGENDA SECTION:</b>	Consent Calendar
<b>SUBJECT:</b>	Resolution No. 10902 – A Resolution Authorizing the City Manager to Execute a Subdivision Improvement Agreement and Accept Offers of Dedication for the Russell Ranch Phase 2 Village 3 Subdivision, and Approval of the Final Map for the Russell Ranch Phase 2 Village 3 Subdivision
<b>FROM:</b>	Community Development Department

### **RECOMMENDATION / CITY COUNCIL ACTION**

Staff recommends that the City Council move to adopt:

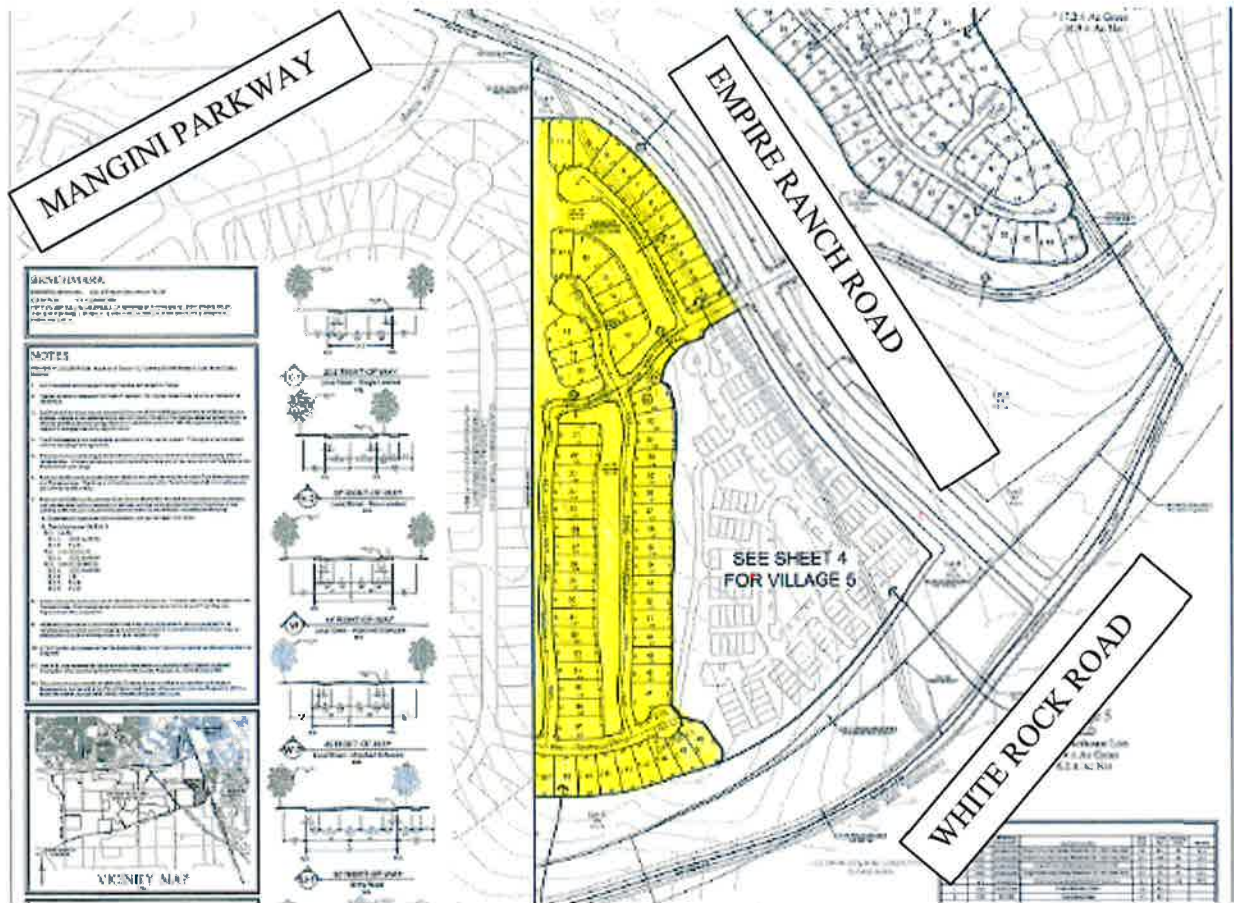
Resolution No. 10902 – A Resolution Authorizing the City Manager to Execute a Subdivision Improvement Agreement and Accept Offers of Dedication for the Russell Ranch Phase 2 Village 3 Subdivision, and Approval of the Final Map for the Russell Ranch Phase 2 Village 3 Subdivision.

### **BACKGROUND/ISSUE**

The Amended Vesting Tentative Subdivision Map for the Russell Ranch Phase 2 Village No. 3 subdivision was approved by the City Council on January 25, 2022.

The action for consideration by the City Council is the approval of the Final Map and Subdivision Improvement Agreement for the Russell Ranch Phase 2 Village No. 3 subdivision. The Final Map for the Russell Ranch Phase 2 Village No. 3 subdivision will create a total of 63 single-family high density (SFHD) residential lots. With the approval of the Final Map, the subdivision process for this project will be complete.

The Russell Ranch Phase 2 Village No. 3 subdivision is located on the west side of Empire Ranch Road north of White Rock Road and south of Mangini Parkway in the Folsom Plan Area (FPA) (see below).



**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 Russell Ranch Phase 2 Village No. 3 subdivision have been reviewed by the Community Development Department and other City departments. The Final Map has been found to be in substantial compliance with the approved Amended Tentative Subdivision Map, and all conditions pertaining to the map have been satisfied.

Attached is a table which includes the conditions of approval for the Russell Ranch Phase 2 Village No. 3 Vesting Tentative Subdivision Map. The tables include information concerning when the condition is required to be satisfied (e.g. at Final Map, building permit, etc.), which City department is responsible to verify that it has been satisfied, and comments or an explanation on how the condition was satisfied.

## **ENVIRONMENTAL REVIEW**

Ascent Environmental Consultants prepared an analysis of the Project dated November 16, 2021 which was approved by the City Council on January 25, 2022. The Project was evaluated for potential new or different impacts in compliance with Section 15162 of the State CEQA Guidelines. Per State CEQA Guidelines Section 15162(b), if changes to a project or its circumstances occur or new information becomes available after adoption of a negative declaration, the lead agency shall prepare a subsequent EIR if required due to new information, new significant effects, or substantially more adverse impacts. Otherwise, the lead agency shall determine whether to prepare a subsequent negative declaration, an addendum, or no further documentation. The conclusion drawn from the analysis is that none of the changes or revisions proposed by the project would result in significant new or substantially more severe environmental impacts, consistent with Public Resources Code Section 21166 and State CEQA Guidelines Sections 15162, 15163, 15164, and 15168. Technical documentation that supports the conclusions is available from the City on-line at [www.folsom.ca.us](http://www.folsom.ca.us). Based on the analysis, the impacts of the Project are determined to be adequately addressed by the FPASP EIR/EIS, the Russell Ranch EIR, and the Russell Ranch Lots 24-32 Environmental Checklist and Addendum. No new impacts as a result of the Project have been identified.

## **ATTACHMENTS**

1. Resolution No. 10902 - A Resolution Authorizing the City Manager to Execute a Subdivision Improvement Agreement and Accept Offers of Dedication for the Russell Ranch Phase 2 Village No. 3 Subdivision, and Approval of the Final Map for the Russell Ranch Phase 2 Village No. 3 Subdivision
2. Russell Ranch Phase 2 Village No. 3 Subdivision Improvement Agreement
3. Russell Ranch Phase 2 Village No. 3 Final Map
4. Russell Ranch Phase 2 Village No. 3 Amended Vesting Tentative Subdivision Map
5. Table of Conditions of Approval for the Russell Ranch Phase 2 Village No. 3 Amended Vesting Tentative Subdivision Map

## **RECOMMENDATION/CITY COUNCIL ACTION**

Staff recommends that the City Council move to adopt:

Resolution No. 10902 – A Resolution Authorizing the City Manager to Execute a Subdivision Improvement Agreement and Accept Offers of Dedication for the Russell Ranch Phase 2 Village No. 3 Subdivision, and Approval of the Final Map for the Russell Ranch Phase 2 Village No. 3 Subdivision

Submitted,





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PAM JOHNS  
Community Development Director

## **ATTACHMENT 1**

**RESOLUTION NO. 10902 - A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE A SUBDIVISION IMPROVEMENT AGREEMENT AND ACCEPT OFFERS OF DEDICATION FOR THE RUSSELL RANCH PHASE 2 VILLAGE NO. 3 SUBDIVISION, AND APPROVAL OF THE FINAL MAP FOR THE RUSSELL RANCH PHASE 2 VILLAGE NO. 3 SUBDIVISION**

**RESOLUTION NO. 10902**

**A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE A SUBDIVISION IMPROVEMENT AGREEMENT AND ACCEPT OFFERS OF DEDICATION FOR THE RUSSELL RANCH PHASE 2 VILLAGE NO. 3 SUBDIVISION, AND APPROVAL OF THE FINAL MAP FOR THE RUSSELL RANCH PHASE 2 VILLAGE NO. 3 SUBDIVISION**

**WHEREAS**, the Final Map for the Russell Ranch Phase 2 Village No. 3 subdivision has been reviewed and approved by the City Engineer as complying with the approved or conditionally approved Amended Vesting Tentative Subdivision Map for the subdivision; and

**WHEREAS**, the City Council has reviewed the Final Map for the Russell Ranch Phase 2 Village No. 3 subdivision; and

**WHEREAS**, the City Council agrees to accept, subject to improvement, any and all offers of dedication as shown on the Final Map for the Russell Ranch Phase 2 Village No. 3 subdivision.

**NOW, THEREFORE, BE IT RESOLVED** by the City Council of the City of Folsom that the Final Map for the Russell Ranch Phase 2 Village No. 3 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, L.L.C. and AG Essential Housing CA 4, L.P. in a form acceptable to the City Attorney and accept the offers of dedication for the Russell Ranch Phase 2 Village No. 3 subdivision.

**PASSED AND ADOPTED** this 23rd day of August 2022, by the following roll-call vote:

AYES: Councilmember(s)

NOES: Councilmember(s)

ABSENT: Councilmember(s)

ABSTAIN: Councilmember(s)

\_\_\_\_\_  
Kerri M. Howell, MAYOR

ATTEST:

\_\_\_\_\_  
Christa Freemantle, CITY CLERK

## **ATTACHMENT 2**

### **RUSSELL RANCH PHASE 2 VILLAGE NO. 3 SUBDIVISION IMPROVEMENT AGREEMENT**

No Fee Document Pursuant to Government Code Section 6103.

RECORDING REQUESTED BY:  
 City of Folsom

WHEN RECORDED MAIL TO:

NAME City of Folsom  
 City Clerk

MAILING ADDRESS 50 Natoma Street  
 CITY, STATE, ZIP CODE Folsom, CA 95630

SPACE ABOVE THIS LINE RESERVED FOR RECORDER'S USE

CITY OF FOLSOM

SUBDIVISION IMPROVEMENT AGREEMENT

This Agreement is made and entered into this \_\_\_\_\_ day of \_\_\_\_\_ 2022, by and between the City of Folsom, hereinafter referred to as "City", AG Essential Housing CA 4, L.P., a Delaware Limited Partnership hereinafter referred to a "Owner" and Lennar Homes of California, L.L.C., a California Limited Liability Company hereinafter referred to as "Subdivider".

RECITALS

- A. Owner 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. Owner is vested with fee title to the proposed subdivision of land commonly known and described as **Russell Ranch Phase 2 Village No. 3** and is herein referred to as the "subdivision". Owner desires Subdivider to construct on said property certain public improvements in connection with the subdivision.
- C. Owner 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 shall furnish, construct, and install at its 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 **THREE MILLION TWO HUNDRED SEVENTY THOUSAND EIGHT HUNDRED FORTY-ONE AND 00/100 DOLLARS (\$3,270,841.00)**.
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 **THREE MILLION TWO HUNDRED SEVENTY THOUSAND EIGHT HUNDRED FORTY-ONE AND 00/100 DOLLARS (\$3,270,841.00)**, 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 **THREE MILLION TWO HUNDRED SEVENTY THOUSAND EIGHT HUNDRED FORTY-ONE AND 00/100 DOLLARS (\$3,270,841.00)**, 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 Owner and Subdivider shall jointly and severally 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 Owner and 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 Owner and 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, Owner and Subdivider acknowledge and agree to the provisions of this Section and that it is a material element of consideration. Owner and Subdivider shall, at their 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. Owner/Subdivider Not Agent of City. Neither Owner or Subdivider nor any of their agents or contractors are or shall be considered to be agents of City in connection with the performance of Owner's and 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, L.L.C.  
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:

**XL Specialty Insurance Company  
535 Springfield Avenue, Suite 130  
Summit, NJ 07901  
Jessica Richmond, Attorney-in-Fact**

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

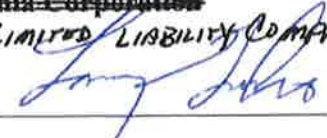
16. Attorney's Fees. In the event any legal action is brought to enforce or interpret this Agreement, the prevailing party shall be entitled to an award of reasonable attorney's fees, in addition to any other relief to which the prevailing party may be entitled.
17. Assignment. This Agreement shall bind 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.~~<sup>L.L.C.</sup>  
~~a California Corporation~~  
A CALIFORNIA LIMITED LIABILITY COMPANY

AG ESSENTIAL HOUSING CA 4, L.P.,  
a Delaware Limited Partnership

BY: 

BY: 

Print Name: LARRY GUASCO

Print Name: Steven S. Benson

TITLE: SR. VICE PRESIDENT

TITLE: Manager of AGWIP Asset Management, LLC, an Arizona limited liability company, Authorized Agent of AG Essential Housing CA 4, L.P., a Delaware limited partnership

DATE: 7/19/22

DATE: 7/18/22

**CITY OF FOLSOM, a Municipal Corporation**

\_\_\_\_\_  
**Elaine Andersen**  
CITY MANAGER

DATE \_\_\_\_\_

ATTEST:

\_\_\_\_\_  
**Christa Freemantle**  
CITY CLERK

DATE \_\_\_\_\_

APPROVED AS TO CONTENT:



DATE 8/5/22

**Pam Johns**  
COMMUNITY DEVELOPMENT DIRECTOR

APPROVED AS TO FORM:

DATE \_\_\_\_\_

**Steven Wang**  
CITY ATTORNEY

NOTICE: SIGNATURE(S) ON BEHALF OF "SUBDIVIDER" MUST BE NOTARIZED  
Certificate of Acknowledgement pursuant to Civil Code, Section 1189, must be attached.  
SUBDIVISION AGREEMENT – **Russell Ranch Phase 2 Village No. 3**

### 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 Placer

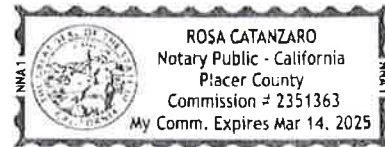
On July 19, 2022 before me, Rosa Catanzaro, Notary Public  
(insert name and title of the officer)

personally appeared Larry Gualco  
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  (Seal)



Subdivision Improvement Agreement  
Russell Ranch Phase 2 Village No.3

STATE OF ARIZONA}

COUNTY OF MARICOPA}

BEFORE ME, the undersigned authority, a Notary Public in and for the State of Arizona, on this day personally appeared Steven S. Benson Manager of AGWIP Asset Management, LLC, an Arizona limited liability company, Authorized Agent of AG Essential Housing CA 4, L.P., a Delaware limited partnership, known to me to be the person whose name is subscribed to the foregoing instrument and acknowledged to me that ( ) he executed the same for the purposes and consideration therein expressed, in the capacity therein stated, and as the act and deed of said company.

Given under my hand and seal of office this 18 day of July, 2022.

Jaime Marie Adams

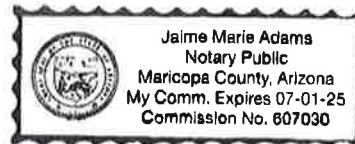
Notary's Signature

Jaime Marie Adams

Name typed or printed

07/01/2025

Commission Expires



6/23/2022



Exhibit A

# FOLSOM PLAN AREA

*Bond Estimate Summary  
for*

*Improvement Plans for Russell Ranch Phase 2 - Village 3*

		<u>Total Cost</u>	<u>Cost to Complete</u>
Village 3	\$	3,714,729	\$ 3,270,841
<hr/>			
Subtotal	\$	3,714,729	\$ 3,270,841
<b>TOTAL Costs</b>	<b>\$</b>	<b>3,714,729</b>	<b>\$ 3,270,841</b>





**FOLSOM PLAN AREA**  
 Bond Estimate for  
 Improvement Plans for Russell Ranch Phase 2 - Village 3

Item No	Quantity	Unit	Description	Unit Price	Total	% Complete	Cost to Complete
<b>Site Preparation &amp; Earthwork</b>							
1	17.2	AC	Clearing & Grubbing	\$ 200.00	\$ 3,440.00	100%	\$ -
2	17.2	AC	Erosion Control	\$ 1,000.00	\$ 17,200.00	100%	\$ -
Subtotal Grading & Site Prep					\$ 20,640.00		\$ -
<b>Sanitary Sewer System</b>							
1	701	LF	6" Sanitary Sewer, PVC SDR 26	\$ 50.00	\$ 35,060.00	100%	\$ -
2	2,783	LF	8" Sanitary Sewer, PVC SDR 26	\$ 70.00	\$ 194,838.00	100%	\$ -
3	16	EA	48" Standard Sanitary Sewer MH	\$ 4,500.00	\$ 72,000.00	100%	\$ -
4	1	EA	60" Standard Sanitary Sewer MH	\$ 6,500.00	\$ 6,500.00	100%	\$ -
5	1	EA	60" Standard Sanitary Sewer MH w/ Inside Drop Connection	\$ 11,000.00	\$ 11,000.00	100%	\$ -
5	1	EA	Connection to Existing Sewer Main	\$ 500.00	\$ 500.00	100%	\$ -
6	63	EA	4" Sanitary Sewer Service	\$ 1,000.00	\$ 63,000.00	100%	\$ -
Subtotal Sewer					\$ 382,898.00		\$ -
<b>Storm Drain System</b>							
1	1,787	LF	12" Storm Drain, RCP CL III	\$ 45.00	\$ 80,415.00	0%	\$ 80,415.00
2	235	LF	15" Storm Drain, RCP CL III	\$ 55.00	\$ 12,925.00	0%	\$ 12,925.00
3	330	LF	18" Storm Drain, RCP CL III	\$ 60.00	\$ 19,800.00	0%	\$ 19,800.00
4	1,255	LF	24" Storm Drain, RCP CL III	\$ 65.00	\$ 81,549.00	0%	\$ 81,549.00
5	129	LF	36" Storm Drain, RCP CL III	\$ 80.00	\$ 10,296.00	0%	\$ 10,296.00
6	21	EA	48" Standard Storm Drain Manhole	\$ 5,000.00	\$ 105,000.00	0%	\$ 105,000.00
7	3	EA	60" Standard Storm Drain Manhole	\$ 7,000.00	\$ 21,000.00	0%	\$ 21,000.00
8	1	EA	72" Standard Storm Drain Manhole	\$ 9,000.00	\$ 9,000.00	0%	\$ 9,000.00
9	2	EA	Type 'F' Drainage Inlet	\$ 2,000.00	\$ 4,000.00	0%	\$ 4,000.00
10	18	EA	Modified Type 'B' Drainage Inlet	\$ 3,500.00	\$ 63,000.00	0%	\$ 63,000.00
11	16	EA	Type GOL-7 (On Grade) Drainage Inlet	\$ 4,500.00	\$ 72,000.00	0%	\$ 72,000.00
12	1	EA	Type GOL-10 (On Grade) Drainage Inlet	\$ 7,500.00	\$ 7,500.00	0%	\$ 7,500.00
Subtotal Storm Drain					\$ 486,485.00		\$ 486,485.00
<b>Potable Water Distribution System</b>							
1	525	LF	6" Water Main, PVC C900 CL 200	\$ 50.00	\$ 26,250.00	0%	\$ 26,250.00
2	3,094	LF	8" Water Main, PVC C900 CL 200	\$ 55.00	\$ 170,170.00	0%	\$ 170,170.00
3	2	EA	6" Gate Valve	\$ 1,500.00	\$ 3,000.00	0%	\$ 3,000.00
4	14	EA	8" Gate Valve	\$ 2,000.00	\$ 28,000.00	0%	\$ 28,000.00
5	591	LF	4" PVC (SCH 80) Irrigation Sleeves	\$ 15.00	\$ 8,865.00	0%	\$ 8,865.00
6	320	LF	6" PVC (SCH 80) Irrigation Sleeves	\$ 20.00	\$ 6,400.00	0%	\$ 6,400.00
7	2	EA	Remove Blow-Off Valve & Connect	\$ 500.00	\$ 1,000.00	0%	\$ 1,000.00
8	15	EA	Fire Hydrant Assembly (6" Lead & Appurtenances)	\$ 5,000.00	\$ 75,000.00	0%	\$ 75,000.00
9	63	EA	1" Water Service	\$ 1,000.00	\$ 63,000.00	0%	\$ 63,000.00
10	3	EA	2" Air & Vacuum Release Valve	\$ 3,500.00	\$ 10,500.00	0%	\$ 10,500.00
11	1	EA	Water Sampling Station	\$ 500.00	\$ 500.00	0%	\$ 500.00
Subtotal Water					\$ 392,685.00		\$ 392,685.00



**FOLSOM PLAN AREA**  
 Bond Estimate for  
 Improvement Plans for Russell Ranch Phase 2 - Village 3

Item No	Quantity	Unit	Description	Unit Price	Total	% Complete	Cost to Complete
<b>Non-Potable Water Distribution System</b>							
1	415	LF	6" Non- Water Main, PVC C900 CL 200	\$ 50.00	\$ 20,750.00	0%	\$ 20,750.00
2	1	EA	2" Air & Vacuum Release Valve	\$ 3,500.00	\$ 3,500.00	0%	\$ 3,500.00
3	1	EA	6" Gate Valve	\$ 1,500.00	\$ 1,500.00	0%	\$ 1,500.00
4	1	EA	2" Water Service	\$ 3,500.00	\$ 3,500.00	0%	\$ 3,500.00
5	1	EA	Remove Blow-Off Valve & Connect	\$ 500.00	\$ 500.00	0%	\$ 500.00
Subtotal Non-Potable Water					\$ 29,750.00		\$ 29,750.00
<b>Concrete</b>							
1	3,920	LF	Type 2 Vertical Curb & Gutter	\$ 20.00	\$ 78,400.00	0%	\$ 78,400.00
2	3,602	LF	Modified Type 1 Curb & Gutter	\$ 20.00	\$ 72,040.00	0%	\$ 72,040.00
3	14	EA	Curb Ramps	\$ 2,500.00	\$ 35,000.00	0%	\$ 35,000.00
4	11,503	SF	Sidewalk (6" PCC)	\$ 5.00	\$ 57,515.00	0%	\$ 57,515.00
5	8	EA	Concrete Survey Monument	\$ 300.00	\$ 2,400.00	0%	\$ 2,400.00
Subtotal Concrete					\$ 245,355.00		\$ 245,355.00
<b>Streetwork</b>							
1	2,342	Ton	Asphalt Concrete (Type 'B')	\$ 80.00	\$ 187,360.00	0%	\$ 187,360.00
2	7,808	Ton	Aggregate Base (Class 2)	\$ 20.00	\$ 156,160.00	0%	\$ 156,160.00
3	248	SF	Pavement Markings	\$ 5.00	\$ 1,240.00	0%	\$ 1,240.00
4	178	LF	12" Limit Line (Stop Sign)	\$ 2.00	\$ 356.00	0%	\$ 356.00
5	5	EA	Stop Sign (R1-1) On Post	\$ 500.00	\$ 2,500.00	0%	\$ 2,500.00
6	4	EA	Street Name Sign On Post	\$ 500.00	\$ 2,000.00	0%	\$ 2,000.00
7	3	EA	No Parking Sign (R26) on Street Light (Sign Only)	\$ 300.00	\$ 900.00	0%	\$ 900.00
8	5	EA	No Parking Sign (R26) On Post	\$ 500.00	\$ 2,500.00	0%	\$ 2,500.00
9	1	EA	Streetlight Service Point	\$ 10,500.00	\$ 10,500.00	0%	\$ 10,500.00
10	19	EA	LED Streetlight (Including conduit, wiring & appurtenances)	\$ 11,600.00	\$ 220,400.00	0%	\$ 220,400.00
11	63	LOT	Joint Trench	\$ 8,000.00	\$ 504,000.00	0%	\$ 504,000.00
Subtotal Streetwork					\$ 1,087,916.00		\$ 1,087,916.00
<b>Landscaping</b>							
1	67,800	SF	Landscaping	\$ 10.00	\$ 678,000.00	0%	\$ 678,000.00
2	106,600	SF	Landscaping ( Hydroseeding )	\$ 0.50	\$ 53,300.00	0%	\$ 53,300.00
Subtotal Landscaping					\$ 731,300.00		\$ 731,300.00
<b>TOTAL Subdivision Improvements</b>					\$ 3,377,029.00		\$ 2,973,491.00
<b>Contingency</b>				10%	\$ 337,700.00		\$ 297,350.00
<b>Total Cost Estimate</b>					\$ 3,714,729.00		\$ 3,270,841.00

**Summary**

	Total Cost	Cost to Complete
Site Preparation & Earthwork	\$ 20,640.00	\$ -
Sewer	\$ 382,898.00	\$ -
Storm Drain	\$ 486,485.00	\$ 486,485.00
Potable Water	\$ 392,685.00	\$ 392,685.00
Non-Potable Water	\$ 29,750.00	\$ 29,750.00
Concrete	\$ 245,355.00	\$ 245,355.00
Streetwork	\$ 1,087,916.00	\$ 1,087,916.00
Landscaping	\$ 731,300.00	\$ 731,300.00
Contingency	\$ 337,700.00	\$ 297,350.00

**TOTALS** \$ 3,714,729.00 \$ 3,270,841.00

# **ATTACHMENT 3**

## **RUSSELL RANCH PHASE 2 VILLAGE NO. 3 FINAL MAP**



OPTIONEE'S STATEMENT

LNNAR HOMES OF CALIFORNIA, INC. A CALIFORNIA CORPORATION, AS OPTIONEE UNDER MEMORANDUM OF OPTION AGREEMENT RECORDED ON FEBRUARY 26, 2021, IN DOCUMENT NUMBER 202102282013, OFFICIAL RECORDS OF SACRAMENTO COUNTY, CALIFORNIA, HEREBY CONSENTS TO THE RECORDATION OF THIS MAP AND THE SUBDIVISION OF THE LANDS SHOWN HEREON.

NAME:
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.

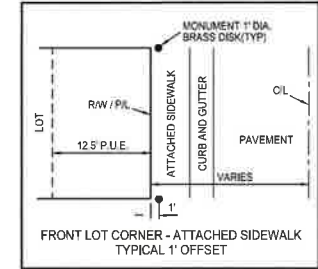
I CERTIFY UNDER PENALTY OF PERJURY UNDER THE LAWS OF THE STATE OF CALIFORNIA THAT THE FOREGOING PARAGRAPH IS TRUE AND CORRECT.

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, ARC LENGTH AND DELTA. ALL DISTANCES SHOWN ARE GROUND DISTANCES AND ARE IN FEET AND DECIMALS THEREOF. DUE TO ROUNDING THE SUM OF INDIVIDUAL DIMENSIONS MAY NOT EQUAL THE OVERALL DIMENSION.
2. THIS FINAL MAP CONTAINS 17.202 ± ACRES GROSS CONSISTING OF 63 RESIDENTIAL LOTS, AND 4 LETTER LOTS.
3. A PRELIMINARY GEOTECHNICAL ENGINEERING REPORT FOR THE RUSSELL RANCH SOUTH (PROJECT NO. E95027.004) WAS PREPARED BY YOUNGDAHL CONSULTING GROUP, INC. ON DECEMBER 06, 2013 AND MAY BE AVAILABLE FOR PUBLIC INSPECTION AT THE CITY OF FOLSOM COMMUNITY DEVELOPMENT DEPARTMENT.
4. ALL FRONT LOT CORNERS WILL BE SET WITH A 1.00 FOOT OFFSET ONTO THE ATTACHED SIDEWALK ON THE SIDE LOT LINE EXTENDED WITH A 1" DIAMETER BRASS DISC STAMPED "LS 9265" (SEE DETAIL THIS SHEET).
5. REAR CORNERS WILL BE SET WITH A 5/8" REBAR AND PLASTIC CAP STAMPED "LS 9265".
6. PROPERTY SUBJECT TO COMMUNITY FACILITIES DISTRICT SCHOOL FACILITIES IMPROVEMENT DISTRICT NO.3 PER 20060707 O.R. 0862.
7. PROPERTY SUBJECT TO A PENDING SCHOOL FACILITIES IMPROVEMENT DISTRICT NO. 2.
8. PROPERTY SUBJECT TO COMMUNITY FACILITIES DISTRICT 2013-1 (WATER FACILITIES AND SUPPLY) PER 20131230 O.R. 0311.
9. PROPERTY SUBJECT TO COMMUNITY FACILITIES DISTRICT NO.17 (WILLOW HILL PIPELINE) PER 20150325 O.R. 0353.
10. PROPERTY SUBJECT TO COMMUNITY FACILITIES DISTRICT NO. 20 (RUSSELL RANCH) DN 201711151203.
11. PROPERTY SUBJECT TO COMMUNITY FACILITIES DISTRICT NO.18 (FOLSOM PLAN AREA - AREA WIDE IMPROVEMENTS AND SERVICES) PER 20151209 O.R. 0427 AND DN 201811160465.
12. PROPERTY SUBJECT TO TERMS AND PROVISIONS CONTAINED IN "TIER 1 DEVELOPMENT AGREEMENT RELATIVE TO THE FOLSOM SOUTH-SPECIFIC PLAN" PER 20110803 O.R. 0422 AND "ASSIGNMENT AND ASSUMPTION AGREEMENT RELATIVE TO THE FOLSOM SOUTH-SPECIFIC PLAN TIER 1 DEVELOPMENT AGREEMENT" PER 20130523 O.R. 1121, 20140715 O.R. 0405, 20150415 O.R. 1326, 20150710 O.R. 0642, DN 201808130769, DN 201807060265, AND DN 202012212182.
13. PROPERTY SUBJECT TO "WATER SUPPLY AND FACILITIES FINANCING PLAN AND AGREEMENT BETWEEN THE CITY OF FOLSOM AND CERTAIN LANDOWNERS IN THE FOLSOM PLAN AREA" PER 20130124 O.R. 1382 AND "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" PER 20130523 O.R. 1122, 20140603 O.R. 0959 & 0960, 20151211 O.R. 0142, & DN 202012212183.
14. PROPERTY SUBJECT TO TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "AGREEMENT AFFECTING REAL PROPERTY (INCLUSIONARY HOUSING AGREEMENT) PER 20150710 O.R. 0841.
15. PROPERTY SUBJECT TO TERMS AND PROVISIONS CONTAINED IN THE DOCUMENTS ENTITLED "AGREEMENT FOR RIGHT OF WAY DEDICATION AND ACQUISITION FOR THE MAINLINE D3 SEGMENT OF THE CAPITAL SOUTHEAST CONNECTOR BETWEEN THE NEW HOME COMPANY RUSSELL RANCH, LLC AND THE CAPITAL SOUTHEAST CONNECTOR JOINT POWERS AUTHORITY" PER 20160225 O.R. 0300.
16. PROPERTY SUBJECT TO THE TERMS AND PROVISIONS OF THE COST SHARING AGREEMENT (FOLSOM PLAN AREA PHASE 1 WATER AND SEWER IMPROVEMENTS) PER 20170417 O.R. 0378.
17. PROPERTY SUBJECT TO DECLARATION OF COVENANTS AND RESTRICTIONS PER DN 201706190891.
18. PROPERTY SUBJECT TO THE TERMS, PROVISIONS CONTAINED IN THAT DOCUMENT ENTITLED "SUPPLEMENTAL AGREEMENT (FOLSOM PLAN AREA - SCOTT ROAD IMPROVEMENT)" PER DN 201707060935.
19. PROPERTY SUBJECT TO A PERPETUAL, NONEXCLUSIVE, ASSIGNABLE EASEMENT FOR AVIGATION AND INCIDENTAL PURPOSES PER 20140715 O.R. 0406, 20140826 O.R. 1509 AND 20141126 O.R. 0592.
20. PROPERTY SUBJECT TO DECLARATION OF COVENANTS AND RESTRICTIONS PER DN 202003190895, DN 202010282320, AND THE TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "PARTIAL ASSIGNMENT OF DECLARANT'S RIGHTS" PER DN 202012212181.
21. PROPERTY SUBJECT TO TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "AGREEMENT ESTABLISHING DEVELOPMENT COVENANTS, CONDITIONS AND RESTRICTIONS" PER DN 202012212184.
22. PROPERTY SUBJECT TO A PRIVATE EASEMENT, TO BE RECORDED, IN FAVOR OF THE RUSSELL RANCH COMMUNITY ASSOCIATION, ON, OVER, UNDER AND ACROSS THOSE STRIPS OF LAND SHOWN HEREON AND DESIGNATED RESTRICTIVE USE EASEMENTS (R.E.), THE PURPOSE OF THE EASEMENT IS TO ALLOW THE HOMEOWNER'S ASSOCIATION TO REGULATE THE LANDSCAPING AND CONSTRUCTION OF ALL STRUCTURES (FOR EXAMPLE, FENCING AND RETAINING WALLS) WITHIN THE EASEMENT AREA TO MAINTAIN VIEWS AND PRESERVE THE STRUCTURAL STABILITY OF ENGINEERED SLOPES.
23. LOTS 3A, 3B, 3C, & 3D ARE SUBJECT TO THE RUSSELL RANCH PHASE 2 FUEL MODIFICATION PLAN, PREPARED BY FUHRMAN LEAMY LAND GROUP, ON FILE WITH THE CITY OF FOLSOM COMMUNITY DEVELOPMENT DEPARTMENT.
24. LOTS 3A, 3B, 3C, & 3D ARE LANDSCAPING LOTS AND WILL BE DEEDED TO THE RUSSELL RANCH COMMUNITY ASSOCIATION AND MAINTAINED IN ACCORDANCE WITH THE COVENANTS, CONDITIONS AND RESTRICTIONS GOVERNING THIS SUBDIVISION.
25. THE 20' ACCESS EASEMENT PER 20110407 O.R. 0734 AND 20110407 O.R. 0735 HAS BEEN RELOCATED PER EASEMENT AGREEMENTS IN DN 201906120959 AND DN 201906121000.
26. PURSUANT TO SECTION 65434(G) OF THE SUBDIVISION MAP ACT, THE FILING OF THIS FINAL MAP SHALL CONSTITUTE THE ABANDONMENT OF THE EASEMENTS LISTED BELOW, NOT SHOWN HEREON, THAT FALL WITHIN THE SUBJECT PROPERTY:
A. LOT WITHIN LOTS AS SHOWN ON 497 B.M. 1 (TRUMPET VINE DRIVE)
B. RIGHT-OF-WAY (TRUMPET VINE DRIVE) REDEDICATED WITH THIS MAP

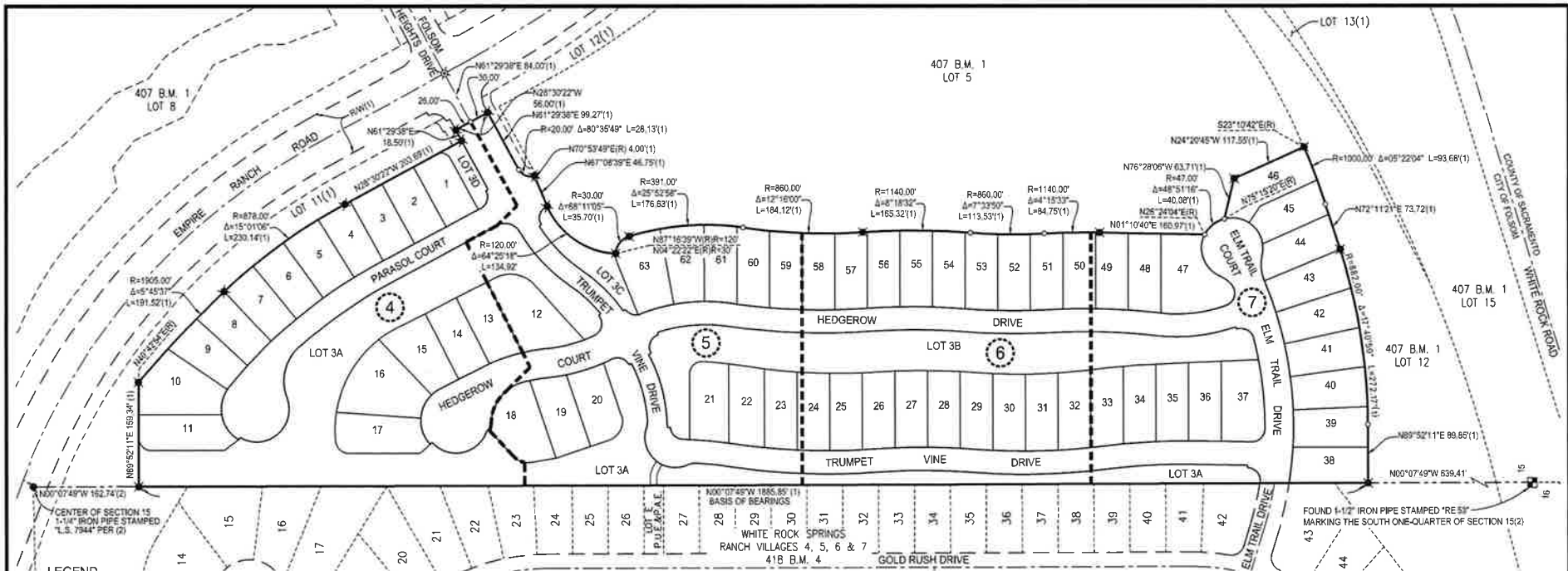


FINAL MAP (PN 17-288.03)
RUSSELL RANCH PHASE 2
VILLAGE 3

LOT 3, AS SHOWN AND SO DESIGNATED ON THAT CERTAIN FINAL MAP ENTITLED "FINAL MAP (PN 17-288) RUSSELL RANCH PHASE 2 LARGE LOT" FILED FOR RECORD ON OCTOBER 30, 2018 IN BOOK 407 OF MAPS, AT PAGE 1, SACRAMENTO COUNTY RECORDS, PORTION OF SECTION 15, T.9N., R.8E., M.D.B.M.

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JUNE 2022
SHEET 2 OF 7





**LEGEND**

- FOUND ONE-QUARTER SECTION CORNER AS NOTED
- ⊠ FOUND MONUMENT AS NOTED
- ⊡ FOUND STANDARD CITY OF FOLSOM MONUMENT WELL STAMPED "LS 7944"
- ⊞ FOUND 5/8" REBAR WITH PLASTIC CAP STAMPED "LS 5760" (1)
- ⊟ FOUND 3/4" IRON PIPE WITH PLASTIC PLUG STAMPED "LS 5760" (4)
- ⊠ SET STANDARD CITY OF FOLSOM MONUMENT WELL STAMPED "LS 9265"
- ⊞ SET 5/8" REBAR WITH PLASTIC CAP STAMPED "LS 9265"
- ⊟ SET 3/4" IRON PIPE WITH PLASTIC PLUG STAMPED "LS 9265"
- DIMENSION POINT
- ( ) RECORD DATA PER REFERENCE
- AC± ACRES
- B.M. BOOK OF MAPS
- BNDY BOUNDARY
- CL CENTERLINE
- I.O.D. IRREVOCABLE OFFER OF DEDICATION
- L.E. LANDSCAPE EASEMENT
- (OA) OVERALL
- O.R. OFFICIAL RECORDS OF SACRAMENTO COUNTY
- P.A.E. PEDESTRIAN ACCESS EASEMENT
- P.U.E. PUBLIC UTILITY EASEMENT
- (R) RADIAL BEARING
- R.E. RESTRICTED USE EASEMENT
- RAW RIGHT-OF-WAY
- SF SQUARE FEET
- ⊙ SHEET INDEX

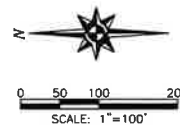
- BOUNDARY
- LOT LINE
- CENTERLINE
- LOT LINE / RIGHT-OF-WAY
- EX RIGHT-OF-WAY LINE
- EX I.O.D. LINE
- EASEMENT LINE
- SECTION LINE
- ADJACENT PROPERTY LINE
- MATCHLINE
- DETAIL AREA

**REFERENCES:**

- (1) 407 B.M. 1
- (2) 398 B.M. 1
- (3) 400 B.M. 8
- (4) 418 B.M. 4

**BASIS OF BEARINGS**

THE EAST LINE OF THE SOUTH-WEST ONE-QUARTER OF SECTION 15, TOWNSHIP 9 NORTH, RANGE 6 EAST, MOUNT DIABLO MERIDIAN AS SHOWN AND SO DESIGNATED ON THAT CERTAIN LARGE LOT FINAL MAP FILED FOR RECORD ON SEPTEMBER 21, 2017 IN BOOK 398 OF MAPS, AT PAGE 1, SACRAMENTO COUNTY RECORDS AND HAVING A BEARING OF NORTH 00°07'49" WEST.



**FINAL MAP (PN 17-288.03)  
RUSSELL RANCH PHASE 2  
VILLAGE 3**

LOT 3, AS SHOWN AND SO DESIGNATED ON THAT CERTAIN FINAL MAP ENTITLED "FINAL MAP (PN 17-288) RUSSELL RANCH PHASE 2 LARGE LOT" FILED FOR RECORD ON OCTOBER 30, 2018 IN BOOK 407 OF MAPS, AT PAGE 1, SACRAMENTO COUNTY RECORDS

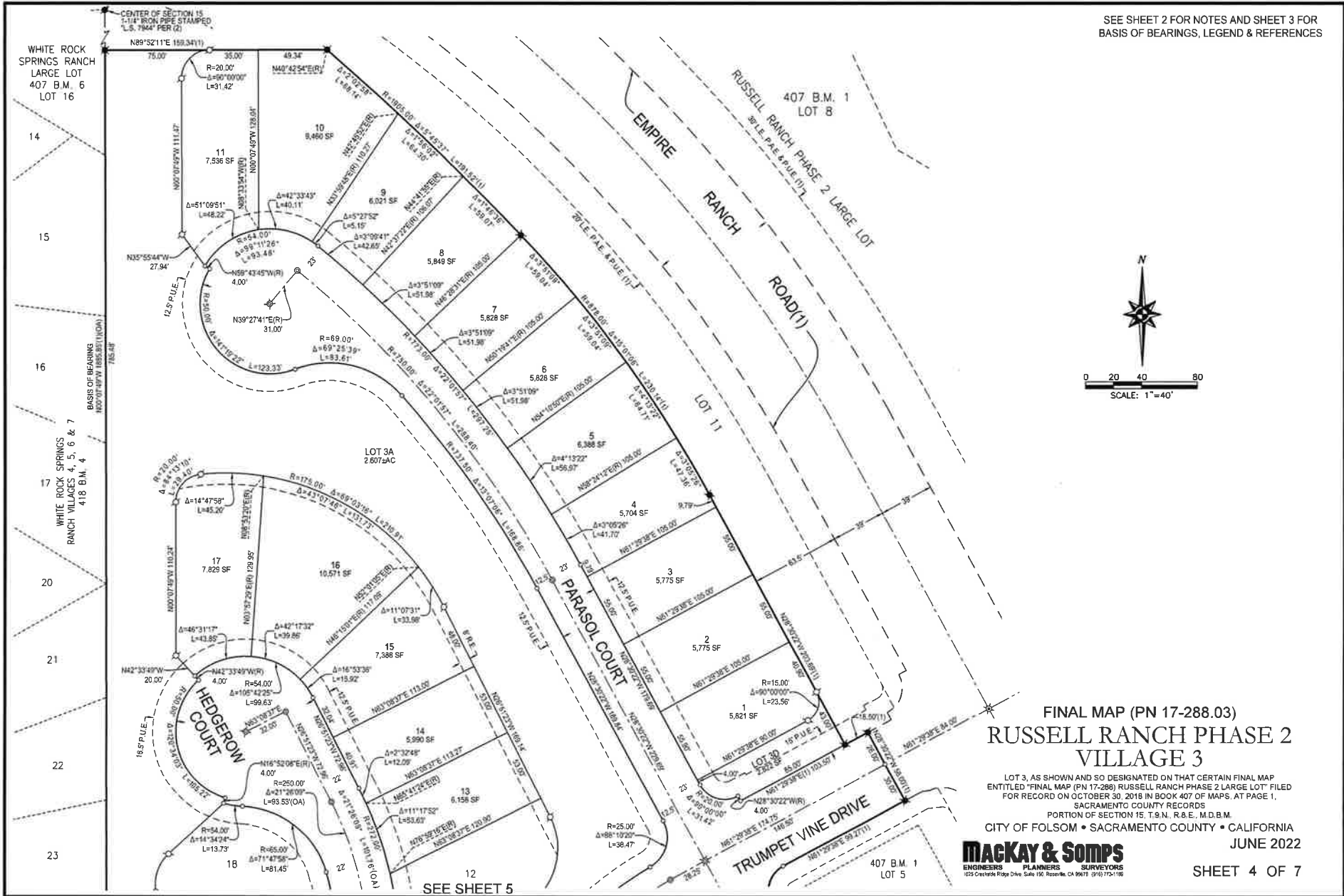
PORTION OF SECTION 15, T.9 N., R.6 E., M.D.B.M.  
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JUNE 2022

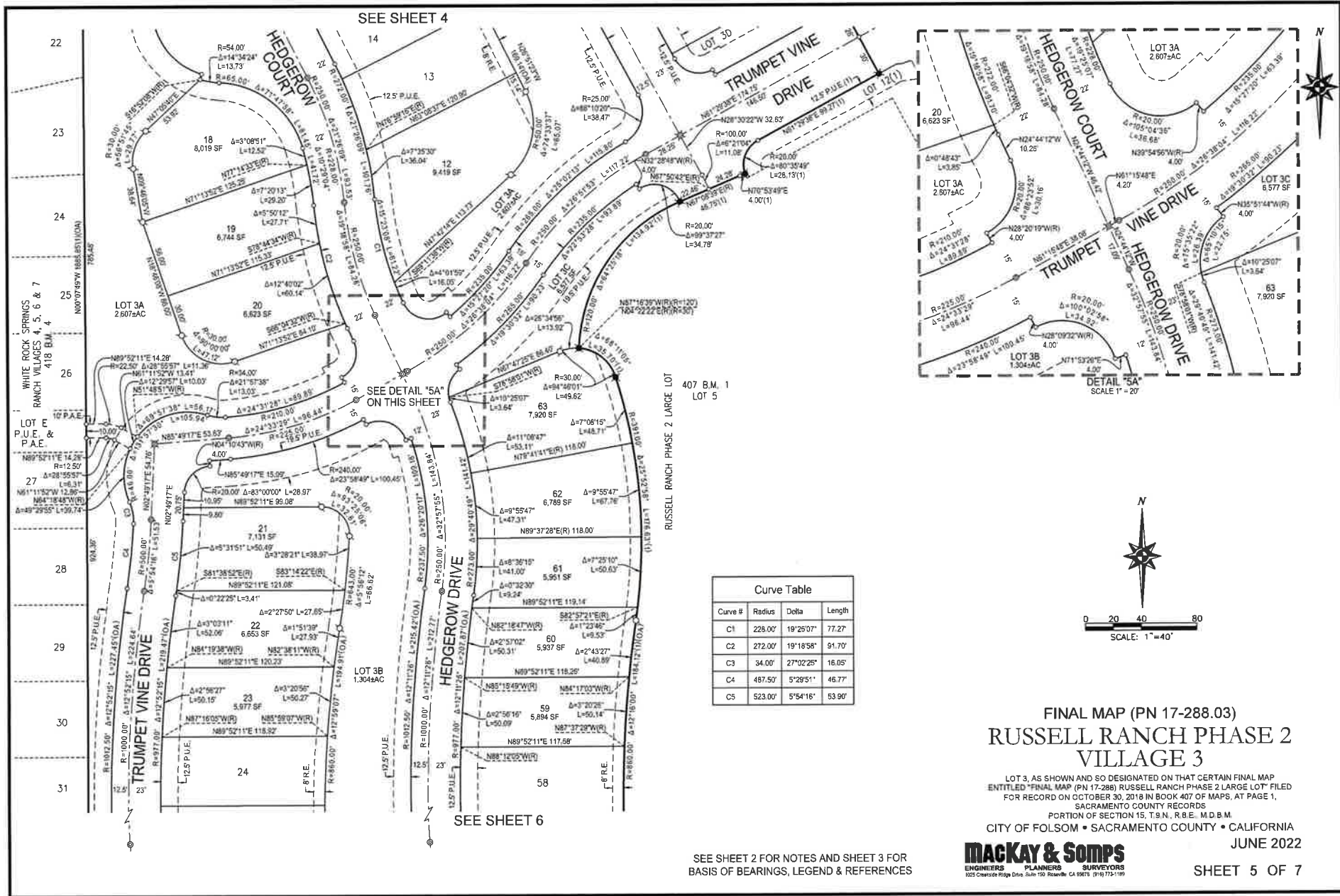
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SHEET 3 OF 7

SEE SHEET 2 FOR NOTES

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





Curve #	Radius	Delta	Length
C1	228.00'	19°25'07"	77.27'
C2	272.00'	19°18'58"	91.70'
C3	34.00'	27°02'25"	16.05'
C4	487.50'	5°29'51"	46.77'
C5	523.00'	5°54'16"	53.90'

FINAL MAP (PN 17-288.03)  
**RUSSELL RANCH PHASE 2  
 VILLAGE 3**

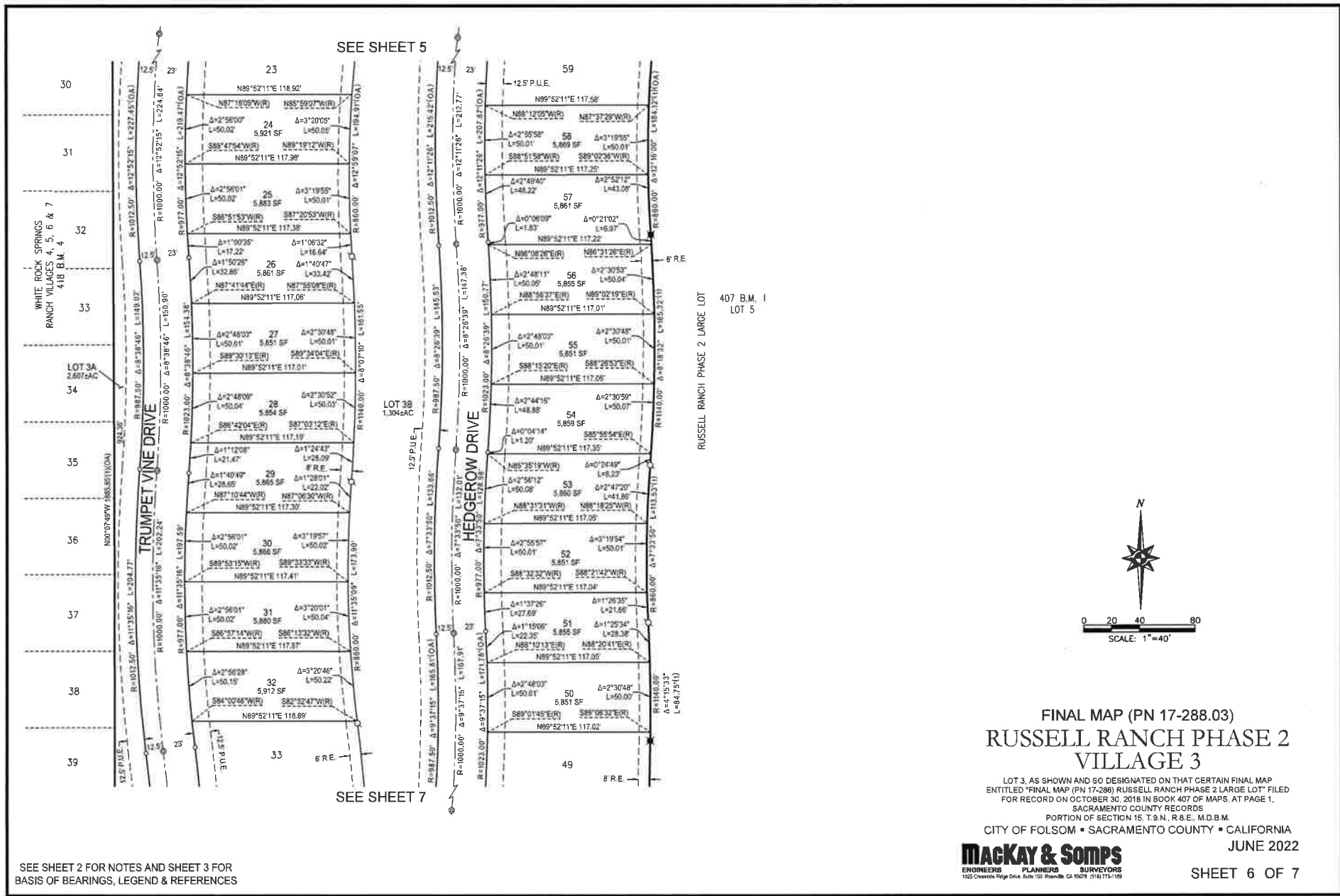
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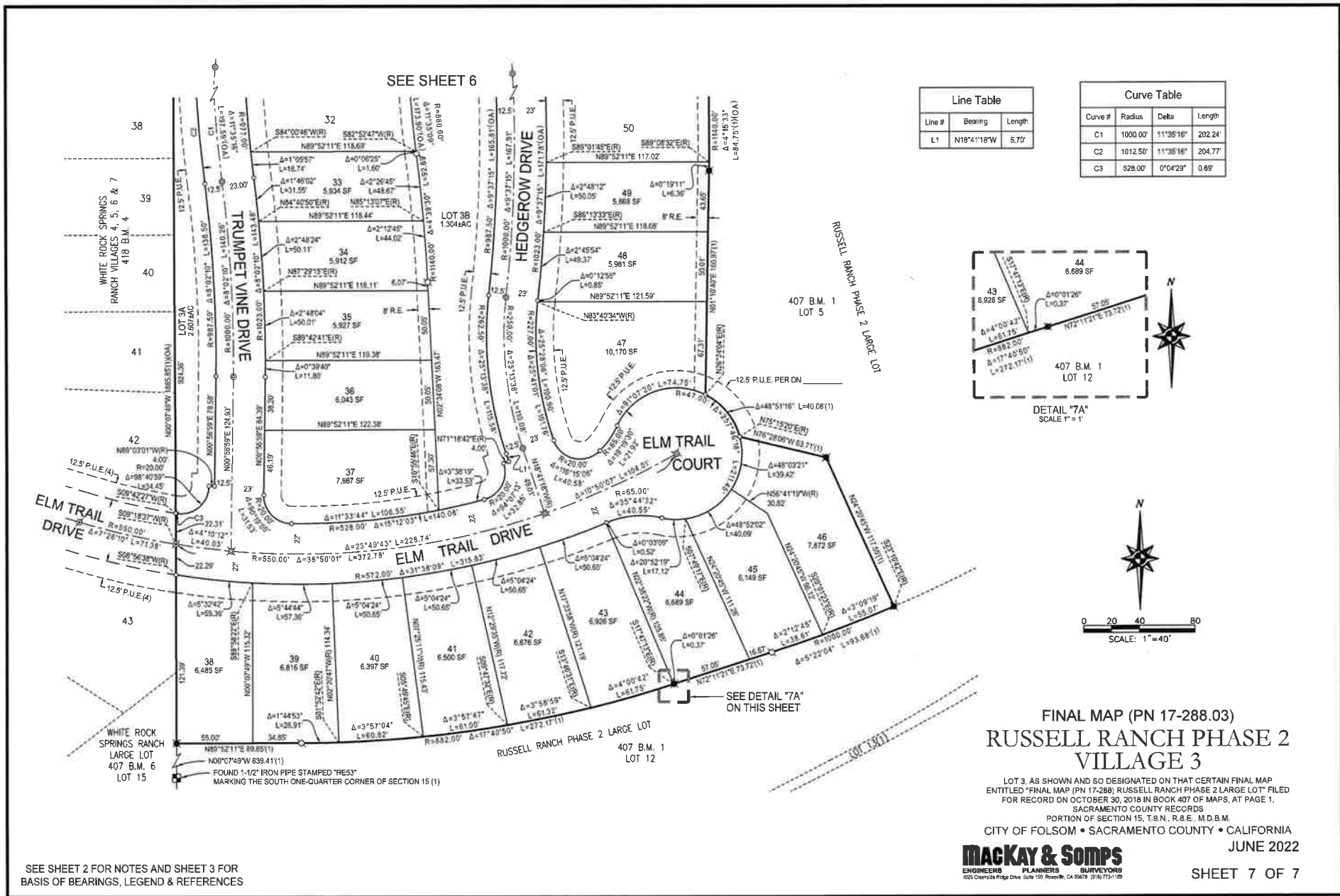
PORTION OF SECTION 15, T.8N., R.8E., M.D.B.M.  
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SEE SHEET 2 FOR NOTES AND SHEET 3 FOR BASIS OF BEARINGS, LEGEND & REFERENCES



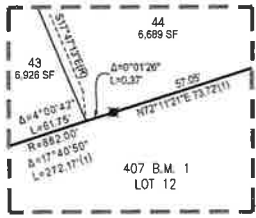




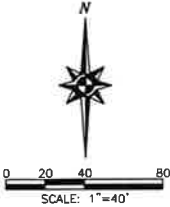
SEE SHEET 2 FOR NOTES AND SHEET 3 FOR BASIS OF BEARINGS, LEGEND & REFERENCES

Line Table		
Line #	Bearing	Length
L1	N18°41'18"W	5.70'

Curve Table			
Curve #	Radius	Delta	Length
C1	1000.00'	11°35'56"	202.24'
C2	1012.50'	11°35'16"	204.77'
C3	528.00'	0°04'29"	0.69'



DETAIL "7A"  
SCALE 1" = 1'



FINAL MAP (PN 17-288.03)  
**RUSSELL RANCH PHASE 2 VILLAGE 3**

LOT 3, AS SHOWN AND SO DESIGNATED ON THAT CERTAIN FINAL MAP ENTITLED "FINAL MAP (PN 17-288) RUSSELL RANCH PHASE 2 LARGE LOT" FILED FOR RECORD ON OCTOBER 30, 2018 IN BOOK 407 OF MAPS, AT PAGE 1, SACRAMENTO COUNTY RECORDS PORTION OF SECTION 15, T.8N., R.8E., M.D.B.M.

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JUNE 2022

SHEET 7 OF 7



# **ATTACHMENT 4**

## **RUSSELL RANCH PHASE 2 VILLAGE NO. 3 VESTING TENTATIVE SUBDIVISION MAP**



## **ATTACHMENT 5**

### **TABLE OF CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH PHASE 2 VILLAGE NO. 3 VESTING TENTATIVE SUBDIVISION MAP**

<b>CONDITIONS OF APPROVAL FOR THE AMENDED RUSSELL RANCH LOTS 24-32 SUBDIVISION PROJECT (PN 21-118)                      WEST OF EL DORADO COUNTY LINE, EAST OF PLACERVILLE ROAD, AND NORTH OF WHITE ROCK ROAD                      SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP</b>						
#	Mitigation Measure	Condition of Approval	When Required	Responsible Department	Comments	Condition Satisfied?
1.		<p><u><i>Condition 1 is amended as follows:</i></u></p> <p><b><i>Final Development Plans</i></b>                      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"> <li>1. Vicinity Map</li> <li>2. FPASP Development Activity bar Chart, dated January 17, 2018</li> <li>3. General Plan Amendment Exhibit, dated January 26, 2018</li> <li>4. Trail System Modification Exhibit, dated January 26, 2018</li> <li>5. Large Lot Vesting Tentative Subdivision Map, dated <del>January 24, 2018</del> <b>May 7, 2021</b></li> <li>6. Small-Lot Vesting Tentative Subdivision Map, <del>January 24, 2018</del> <b>October 26, 2021</b></li> <li>7. <b>Amended</b> Preliminary Grading Plan, dated <del>January 24, 2018</del> <b>May 7, 2021</b></li> <li>8. <b>Amended</b> Preliminary Utility Plan, dated <del>January 24, 2018</del> <b>May 7, 2021</b></li> <li>9. Village 5 Small-Lot Vesting Tentative Subdivision Map, dated January 24, 2018</li> <li>10. Village 5 Preliminary Grading Plan, January 24, 2018</li> <li>11. Village 5 Preliminary Utility Plan, January 24, 2018</li> <li>12. Initial Design for Empire Ranch Road/White Rock Road Interchange, dated January 24, 2018</li> <li>13. Phase 1 of the Capital Southeast Connector dated January 24, 2018</li> <li>14. Conceptual Phasing Plan, dated January 29, 2018</li> <li>15. On-Site and Off-Site Infrastructure Phasing Plan, dated January 29, 2018</li> <li>16. Measure W Open Space Exhibit, dated January 26, 2018</li> <li>17. <b>Russell Ranch Design Guidelines with redlines, dated April 2021.</b></li> <li>18. <b>Russell Ranch Phase 2 Environmental Documentation Supporting Addendum to the Folsom Plan Area Specific Plan EIR/EIS dated November 15, 2021</b></li> <li>19. <b>Russell Ranch Design Set dated November 16, 2021</b></li> </ol> <p>The Large-Lot Vesting Tentative Subdivision Map, Small-Lot Vesting Tentative Subdivision Map and Design Guidelines Amendment (Russell Ranch Lots 24 through 32 Subdivision) are approved for the development of a 389-unit residential project Implementation of the project shall be consistent with the above referenced items and these conditions of approval.</p> <p>The Large-Lot Vesting Tentative Subdivision Map, Small-Lot Vesting Tentative Subdivision Map, and Design Guidelines Amendment (Russell Ranch Lots 24 through 32 Subdivision) are approved for the development of a 389-unit residential project. Implementation of the Project shall be consistent with the above referenced items and these conditions of approval.</p>	G, I, M, B	CD (P)(E)	<p>The Community Development Department has reviewed and approved the improvement plans and the final map for the project. The approved improvement plans are in substantial compliance with the preliminary grading and drainage plans, the preliminary site and utility plans, offsite infrastructure exhibit, the preliminary landscape plans and the community design guidelines.</p> <p>The final map for this subdivision is in substantial compliance with the approved Vesting Tentative Subdivision Map.</p>	Yes



<b>CONDITIONS OF APPROVAL FOR THE AMENDED RUSSELL RANCH LOTS 24-32 SUBDIVISION PROJECT (PN 21-118)                      WEST OF EL DORADO COUNTY LINE, EAST OF PLACERVILLE ROAD, AND NORTH OF WHITE ROCK ROAD                      SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP</b>						
#	Mitigation Measure	Condition of Approval	When Required	Responsible Department	Comments	Condition Satisfied?
2.	✓	<p><u><i>Condition 2 is amended as follows:</i></u></p> <p><b>Mitigation Monitoring</b>                      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 <b>are included as an Attachment A to these conditions and</b> 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>	G, I	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
3.		<p><b>Plan Submittal</b>                      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, M	CD (P)(E)(B)	Improvement plans for Empire Ranch Road, Mangini Parkway, and this subdivision have been reviewed approved by the City. Landscape plans for Empire Ranch Road and Mangini Parkway have also been reviewed and approved by the City.	Yes
4.		<p><b>Validity</b>                      This approval of the Small-Lot Vesting Tentative Subdivision Map shall be valid for a period of sixty months pursuant to Section 16.16.110A of the Folsom Municipal Code and the Subdivision Map Act. The term of the approved Inclusionary Housing Agreement and Inclusionary Housing Plan shall be as set forth in Section 2.2.2D of the First Amendment to ARDA, subject only to the exceptions stated therein and as amended in Section 1.7 of the Second Amendment to ARDA. The term of the Project Design Guidelines shall track the term of the Second Amended and Restated Tier 1 Development Agreement.</p>	O, G	CD (P)	The amended small-lot vesting tentative subdivision map for the subdivision was approved by the City Council on January 25, 2022.	Yes



<b>CONDITIONS OF APPROVAL FOR THE AMENDED RUSSELL RANCH LOTS 24-32 SUBDIVISION PROJECT (PN 21-118)                      WEST OF EL DORADO COUNTY LINE, EAST OF PLACERVILLE ROAD, AND NORTH OF WHITE ROCK ROAD                      SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP</b>						
#	Mitigation Measure	Condition of Approval	When Required	Responsible Department	Comments	Condition Satisfied?
5.		<p><b><u>Condition 5 is amended as follows:</u></b></p> <p><b>Street Names</b>                      The street names identified below shall be used for the Final Small-Lot Map: Empire Ranch Road, Elm Trail, Rosie Terrace, Highgate terrace, Parasol, Garden terrace, Hillgrass, Amaro, Harvest Gate, Crimson Leaf, Silent Grove, Vidalia, Sky Gardens, Climbing Vine, Via Rancho, Pleasant Hill, Coneflower Via Verona, Parkland, <b><u>Via Rancho, Harvest Gate, Sky Garden, Silent Grove Garden Terrace and Brooks.</u></b></p>	M	CD (E)(P)	The required street names are shown on the final map for the subdivision and have been approved by the Planning Commission.	Yes
6.		<p><b>Indemnity for City</b>                      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"> <li>• The City bears its own attorney’s fees and costs; and</li> <li>• The City defends the claim, action or proceeding in good faith</li> </ul> <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

<b>CONDITIONS OF APPROVAL FOR THE AMENDED RUSSELL RANCH LOTS 24-32 SUBDIVISION PROJECT (PN 21-118)                      WEST OF EL DORADO COUNTY LINE, EAST OF PLACERVILLE ROAD, AND NORTH OF WHITE ROCK ROAD                      SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP</b>						
#	Mitigation Measure	Condition of Approval	When Required	Responsible Department	Comments	Condition Satisfied?
7.		<b><i>Small-Lot Vesting Tentative Subdivision Map</i></b> The Small-Lot Vesting Tentative Subdivision map is expressly conditioned upon compliance with all environmental mitigation measures in the Folsom Plan Area Specific Plan (FEIR/EIS), the Russell Ranch FEIR, and the Russell Ranch Lots 24 through 32 Subdivision Addendum.	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
8.		<b><i>ARDA and Amendments</i></b> The owner/applicant shall comply with all provisions of Amendment No. 1 to the Tier 1 Amended and Restated Development Agreement and the Second Amendment thereto, and any approved amendments by and between the City and the owner/applicant of the project.	G, I, M, B	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

<b>CONDITIONS OF APPROVAL FOR THE AMENDED RUSSELL RANCH LOTS 24-32 SUBDIVISION PROJECT (PN 21-118)                      WEST OF EL DORADO COUNTY LINE, EAST OF PLACERVILLE ROAD, AND NORTH OF WHITE ROCK ROAD                      SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP</b>						
#	Mitigation Measure	Condition of Approval	When Required	Responsible Department	Comments	Condition Satisfied?
9.		<p><u><b>Condition 9 is amended as follows:</b></u></p> <p><b>Homeowners Association</b>                      The owner/applicant shall for one or more Homeowners Associations for the ownership and maintenance of all private streets including the private street storm drainage systems, sewer and water lines within the I Courts in Village 5, and landscaped open spaces and common areas on hillsides, etc. (Lots A_1A, 1B, 2A, 2B, 3A, 3 B 4A, 4B, 5A, 5B). The Homeowners Association shall also be responsible for monitoring and ensuring maintenance of the landscaping within the open space.</p> <p><del>The property owners of all created lots within Phases 1, 2 and 4 shall be age restricted communities limited to buyers who are 55 years of age or older as is permitted by law.</del></p> <p>In addition, CC&amp;R's shall be prepared by the owner/applicant and shall be subject to review and approval by the Community Development Department for compliance with this approval and with the Folsom Municipal Code and adopted policies, prior to recordation of the Final Map.</p> <p>The owner/applicant shall propose a funding mechanism (including but not limited to Homeowner's Association or a Project Maintenance Community Facilities District) subject to the approval of the Community Development Department of the non-Measure W landscaped open space.</p>	M	CD (P), PW	<p>The owner/applicant has formed a Homeowner's Association (HOA) for this subdivision. In addition, the owner/applicant has provided a funding mechanism for the HOA to fund the operation and maintenance of the landscaped areas in the open space and common area parcels in the subdivision.</p> <p>The community Development Department has reviewed and approved the C.C. &amp; R.'s for the subdivision and these C.C. &amp; R.'s include the required disclosures.</p>	Yes
<b>POLICE/SECURITY REQUIREMENT</b>						
10.		<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"> <li>• 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.</li> <li>• Security measures for the safety of all construction equipment and unit appliances.</li> </ul> <p>Landscaping shall not cover exterior doors or windows, block line-of-sight at intersections or screen overhead lighting.</p>	G, I, B	PD	<p>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.</p>	Yes

<b>CONDITIONS OF APPROVAL FOR THE AMENDED RUSSELL RANCH LOTS 24-32 SUBDIVISION PROJECT (PN 21-118)                      WEST OF EL DORADO COUNTY LINE, EAST OF PLACERVILLE ROAD, AND NORTH OF WHITE ROCK ROAD                      SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP</b>						
#	Mitigation Measure	Condition of Approval	When Required	Responsible Department	Comments	Condition Satisfied?
<b>DEVELOPMENT COSTS AND FEE REQUIREMENTS</b>						
11.		<b>Taxes and Fees</b> The owner/applicant shall pay all applicable taxes, fees and charges for the project at the rate and amount required by the Public Facilities Financing Plan and Amendment No. 1 to the Tier 1 Amended and Restated Development Agreement.	OG	CD (P)(E)	The owner/applicant has paid all current taxes and fees associated with this subdivision.	Yes
12.		<b>Assessments</b> If applicable, the owner/applicant shall pay off any existing assessments against the property, or file necessary segregation request and pay applicable fees.	OG	CD (E)	The owner/applicant has paid all taxes and fees associated with this subdivision and filed a tax segregation request for applicable taxes.	Yes
13.		<b>FPASP Development Impact Fees</b> The owner/applicant shall be subject to all Folsom Plan Area Specific Plan Area development impact fees in place at the time of approval or subsequently adopted consistent with the Public Facilities Financing Plan (PFFP), Development Agreement and amendments thereto, unless exempt by previous agreement. The owner/applicant shall be subject to all applicable Folsom Plan Area plan-wide development impact fees in effect at such time that a building permit is issued. These fees may include, but are not limited to, the Folsom Plan Area Specific Plan Fee, Specific Plan Infrastructure Fee (SPIF), Solid Waste Fee, Corporation Yard Fee, Transportation Management Fee, Transit Fee, Highway 50 Interchange Fee, General Park Equipment Fee, Housing Trust Fee, etc.  Any protest to such for all fees, dedications, reservations or other exactions imposed on this project will begin on the date of final approval (February 27, 2018), or otherwise shall be governed by the terms of Amendment No. 1 to ARDA. The fees shall be calculated at the fee rate set forth in the PFFP and the ARDA.	B	CD (P), PW, PK	The Owner/Applicant shall pay all required City fees and Plan Area wide fees prior to issuance of building permits.	Condition will be satisfied prior to issuance of a building permit.

<b>CONDITIONS OF APPROVAL FOR THE AMENDED RUSSELL RANCH LOTS 24-32 SUBDIVISION PROJECT (PN 21-118)                      WEST OF EL DORADO COUNTY LINE, EAST OF PLACERVILLE ROAD, AND NORTH OF WHITE ROCK ROAD                      SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP</b>						
#	Mitigation Measure	Condition of Approval	When Required	Responsible Department	Comments	Condition Satisfied?
14.		<b><i>Legal Counsel</i></b> The City, at its sole discretion, may utilize the services of outside legal counsel to assist in the implementation of this project, including, but not limited to, drafting, reviewing and/or revising agreements and/or other documentation for the project. If the City utilizes the services of such outside legal counsel, the City shall provide notice to the owner/applicant of the outside counsel selected, the scope of work and hourly rates, and the owner/applicant shall reimburse the City for all outside legal fees and costs incurred and documented by the City for such services. The owner/applicant may be required, at the sole discretion of the City Attorney, to submit a deposit to the City for these services prior to initiation of the services. The owner/applicant shall be responsible for reimbursement to the City for the services regardless of whether a deposit is required.	OG	CD (P)(E)	The City has not yet utilized any outside services for any type of legal issues for this subdivision. If at any time during the development of this subdivision, any outside legal services were necessary, the owner/applicant would be required to comply with this condition.	Yes
15.		<b><i>Consultant Services</i></b> If the City utilizes the services of consultants to prepare special studies or provide specialized design review or inspection services for the project, the City shall provide notice to the owner/applicant of the outside consultant selected, the scope of work and hourly rates, and the owner/applicant shall reimburse the City for actual costs incurred and documented in utilizing these services, including administrative costs for City personnel. A deposit for these services shall be provided prior to initiating review of the Grading Plan, Final Map, improvement plans, or beginning inspection, whichever is applicable.	G, I, M, B	CD (P)(E)	The City has provided notice to the owner/applicant for various Consultants performing services for the development of this subdivision. The City has collected deposits in advance of such work for these services.	Yes
<b>GRADING PERMIT REQUIREMENTS</b>						



<b>CONDITIONS OF APPROVAL FOR THE AMENDED RUSSELL RANCH LOTS 24-32 SUBDIVISION PROJECT (PN 21-118)                      WEST OF EL DORADO COUNTY LINE, EAST OF PLACERVILLE ROAD, AND NORTH OF WHITE ROCK ROAD                      SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP</b>						
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16.		<p><b>Phasing Plan</b>                      The owner/applicant shall prepare a complete and comprehensive phasing plan and shall submit the phasing plan to the City for each proposed phase of development. The phasing plan shall include all required infrastructure for each proposed phase of development. The infrastructure shall include all required on-site and off-site improvements, but not limited to, water system improvements (distribution and transmission mains, booster pump stations, water reservoirs, PRV stations, etc.), recycled water mains and associated infrastructure, sanitary sewer improvements (sewer mains, lift stations, forced mains, etc.) roadway and transportation improvements, storm drainage improvements (detention/water quality basins, outfalls, etc.) and all other necessary improvements required for each phase of development. The phasing plan shall include itemized cost estimates for all required improvements and the phasing plan shall be reviewed and approved by the City prior to approval of grading and/or improvements plans.</p> <p>The City Engineer may condition the phasing to ensure that each phase functions independently and is consistent with the minimum utility and access standards of the City. All maps filed in phases will be required to have two points of access for vehicle access (except as approved by the Fire Department) and/or general traffic purposes for each phase and all off-site utilities deemed necessary as determined by the City Engineer.</p>	G, I, M	CD (E), EWR, PW, FD	The owner/applicant submitted a phasing plan for this subdivision which was reviewed and approved by the Community Development Department. All required infrastructure necessary to allow development to proceed in this subdivision has been completed in accordance with the approved phasing plan.	Yes
17.		<p><b>Off-site improvements/Rights of Entry</b>                      For any improvements constructed on private property that are not under the ownership or control of the owner/applicant, all rights-of-entry, and if necessary, a permanent easement shall be obtained and provided to the City. All rights of entry, construction easements, either permanent or temporary and other easements shall be obtained as set forth in Amendment No. 1 to ARDA, which shall be fully executed by all affected parties and shall be recorded with the Sacramento County Recorder, where applicable, prior to approval of grading and/or improvement plans.</p>	G	CD (E)	The owner/applicant obtained all Rights of Entry, construction easements and grant deeds for all off-site improvements prior to commencement of grading. All rights-of-entry are on file with the Community Development Department.	Yes
18.		<p><b>Grading in Utility Easement</b>                      The owner/applicant shall obtain a consent agreement, letter of waiver and/or an encroachment permit from Pacific Gas &amp; Electric, SMUD, WAPA, etc. for any proposed grading and/or construction in any existing tower line and/or underground facility easement. The owner/applicant shall provide the approved consent agreement, letter of waiver and/or encroachment permit to the City prior to approval of any grading and/or improvement plans.</p>	G	CD (E)	The owner/applicant obtained an encroachment permit from the City for all work required in the public right-of-way. In addition, the owner/applicant obtained all required public utility easements from both SMUD and PG & E prior to commencement of grading and construction in this subdivision.	Yes

<b>CONDITIONS OF APPROVAL FOR THE AMENDED RUSSELL RANCH LOTS 24-32 SUBDIVISION PROJECT (PN 21-118)                      WEST OF EL DORADO COUNTY LINE, EAST OF PLACERVILLE ROAD, AND NORTH OF WHITE ROCK ROAD                      SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP</b>						
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19.		<b>Mine Shaft Remediation</b> The owner/applicant shall locate and remediate all antiquated mine shafts, drifts, open cuts, tunnels, and water conveyance or impoundment structures existing on the project site, with specific recommendations for the sealing, filling, or removal of each that meet all applicable health, safety and engineering standards. Recommendations shall be prepared by an appropriately licensed engineer or geologist. All remedial plans shall be reviewed and approved by the City prior to approval of grading plans.	G	CD (E)	During the course of grading and construction for this subdivision no mine shafts or tunnels were located or discovered.	Yes
20.		<b>Prepare Traffic Control Plan.</b> Prior to construction, a Traffic Control Plan for roadways and intersections affected by construction shall be prepared. The Traffic Control Plan shall designate haul routes and comply with requirements in the encroachment permits issued by the City of Rancho Cordova, Sacramento County, and Caltrans and any other local agencies, including but not limited to the City, if applicable. The Traffic Control Plan to be prepared by the project construction contractor(s) shall, at minimum, include the following measures: <ul style="list-style-type: none"> <li>• Maintaining the maximum amount of travel lane capacity during non-construction periods, possible, and advanced notice to drivers through the provision of construction signage.</li> <li>• Maintaining alternate one-way traffic flow past the lay down area and site access when feasible.</li> <li>• 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).</li> <li>• 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.</li> </ul> A phone number and community contact for inquiries about the schedule of the construction throughout the construction period. This information will be posted in a local newspaper, via the City's web site, or at City Hall and will be updated on a monthly basis.	G	CD (E)	The required Traffic Control Plans in this condition are no longer applicable. This condition was added to the project since the original concept for water supply contemplated extending a large diameter water main from the Sacramento River to the FPA. In lieu of the water supply being extended through the various jurisdictions noted in this condition, the water supply provided to the FPA comes from conservation efforts by the City to provide the needed water supply for the FPA. The new water supply proposal was validated in 2014.	Yes
21.		<b>State and Federal Permits</b> 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

<b>CONDITIONS OF APPROVAL FOR THE AMENDED RUSSELL RANCH LOTS 24-32 SUBDIVISION PROJECT (PN 21-118)                      WEST OF EL DORADO COUNTY LINE, EAST OF PLACERVILLE ROAD, AND NORTH OF WHITE ROCK ROAD                      SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP</b>						
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22.		<b><i>Animal Barrier</i></b> To discourage the migration of undesirable small animals (including snakes) into adjacent developed properties during the development of the project, the owner/applicant shall install a barrier along all areas adjacent to developed residential properties and parks to the satisfaction of the Community Development Department and consistent with a qualified biologist's recommendations. In general, the barrier may consist of wire-mesh fabric with openings not exceeding 1/2-inch width. The height of the barrier shall be at least 18 inches (above the ground surface), and may be buried into the ground at least twelve inches. The barrier shall be supported with metal stakes at no more than 10-foot spacing. The barrier shall be installed by the owner/applicant, as approved by the Community Development Department and a qualified biologist, prior to any construction disturbance on the site, including clearing and grading operations.	G	CD (E)(P)	The subdivision did not have any exiting residents along the entire subdivision boundary. Therefore, there is no requirement to install the animal barrier in accordance with this condition of approval.	Yes
23.		<b><i>Landslide/Slope Failure</i></b> The owner/applicant shall retain an appropriately licensed engineer during the grading activities to identify existing landslides and potential slope failure hazards. The said engineer shall be notified a minimum of two days prior to any site clearing or grading to facilitate meetings with the grading contractor in the field.	G	CD (E) PW	The owner/applicant retained a geotechnical engineer and implemented recommendations for this mitigation measure. A geotechnical report outlining these recommendations is available from Community Development Department.	Yes
<b>IMPROVEMENT PLAN REQUIREMENTS</b>						
24.		<b><i>Improvement Plans</i></b> 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

<b>CONDITIONS OF APPROVAL FOR THE AMENDED RUSSELL RANCH LOTS 24-32 SUBDIVISION PROJECT (PN 21-118)                      WEST OF EL DORADO COUNTY LINE, EAST OF PLACERVILLE ROAD, AND NORTH OF WHITE ROCK ROAD                      SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP</b>						
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25.		The owner/applicant shall include all record information for rights of entry, easements, temporary and permanent construction easements, slope easements, etc. for all proposed improvements on adjoining properties not owned by the owner/applicant and impacted by the owner/applicants improvements. The record information and the recorded boundaries of all work on adjoining properties shall be included on all grading and/or improvement plans prior to plan approval.	G, I	CD (E)	The owner/applicant obtained all Rights of Entry, construction easements and grant deeds for all off-site improvements prior to commencement of grading. All rights-of-entry are on file with the Community Development Department.	Yes
26.		<b>Improvements in the PFFP</b> The owner/applicant shall be subject to all thresholds, timelines and deadlines for the construction and final completion of various improvements for the entire Folsom Plan Area. The various improvements are outlined and detailed in the Folsom Plan Area Specific Plan Public Facilities Financing Plan (PFFP) dated January 28, 2014 and adopted by City of Folsom Resolution No. 9298. These improvements in the PFFP include, but are not limited to, the backbone infrastructure water (water reservoirs, water transmission mains, booster pump stations, pressure reducing valve stations, etc.), sanitary sewer (lift stations and forced mains) systems, recycled water mains and associated infrastructure, roadway and transportation (future interchanges, major arterial roadways, etc.) improvements, aquatic center (community pool), parks, fire stations, municipal services center, community library, etc The thresholds and timelines included in the PFFP require facilities to be constructed and completed based on number of building permits issued and in some cases, number of residential units that are occupied. The owner/applicant shall be required to address these thresholds and timelines as the project moves forward through the various developments stages and shall be subject to the various fair share requirements, subject to the provisions of the PFFP, the ARDA and any amendment thereto.	G, I	CD(E)(P)(B), PW, FD, EWR, PR	The owner/applicant has either constructed or participated financially in the construction all required infrastructure necessary to serve this subdivision. The required infrastructure has been completed and accepted by the City and is currently in operation. As building permits are issued in this subdivision and in other subdivisions in the Folsom Plan Area, impact fees are collected to fund various public facilities. The construction of various public facilities will be complete as timelines and thresholds are achieved.	Yes
27.		<b>Standard Construction Specifications and Details</b> 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 grading and improvement plans prepared in accordance with the City's Standard Specifications. The City has approved all of the improvement plans for the subdivision.	Yes

CONDITIONS OF APPROVAL FOR THE AMENDED RUSSELL RANCH LOTS 24-32 SUBDIVISION PROJECT (PN 21-118) WEST OF EL DORADO COUNTY LINE, EAST OF PLACERVILLE ROAD, AND NORTH OF WHITE ROCK ROAD SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP						
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28.		<p><b><i>Water and Sewer Infrastructure</i></b> All City-owned water and sewer infrastructure shall be placed within the street right of way unless otherwise approved by the City. In the event that a City-maintained public water or sewer main needs to be placed in an area other than the public right of way, such as through an open space corridor, landscaped area, etc., the following criteria must be met;</p> <ul style="list-style-type: none"> <li>• The owner/applicant shall provide public sewer and water main easements</li> <li>• 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.</li> <li>• In no case shall a City-maintained public water or public sewer line be placed on private residential property.</li> <li>• The domestic water and irrigation system owned and maintained by the City shall be separately metered per City of Folsom <i>Standard Construction Specifications and Details</i>.</li> </ul> <p>All publicly owned water and sewer lines and services shall be accessible for operations, maintenance, and repair. Non-accessible situations would include placing mains and services behind retaining walls, placing public mains on private property, etc. In no event shall a public water or public sewer line be placed on private residential property. For example, installing a waterline on the property line between two single family homes.</p>	I	CD (E)	The owner/applicant has installed all sewer and water infrastructure within public street rights of way and public water and sewer main easements.	Yes
29.		<p><b><i>Water and Sewer in I courts</i></b> The water services and sewer services in the I-Courts within Village 5 shall be privately owned and maintained by the owner/applicant and the owner-applicant shall create a funding mechanism for repair and maintenance of this section of the water and sewer services to the satisfaction of the Community Development Department.</p>	I	CD (E)	This condition is not applicable to this subdivision. This condition will be satisfied prior to approval of the future Russell Ranch Phase 2 Village 5 subdivision.	Yes
30.		<p><b><i>Utility Coordination</i></b> The owner/applicant shall coordinate the planning, development and completion of this project with the various utility agencies (i.e., SMUD, PG&amp;E, etc.). The owner/applicant shall provide the City with written confirmation of public utility service prior to approval of all final maps.</p>	I	CD (P)(E)	The owner/applicant has coordinated with the various public utility companies and the public utility easements are shown on the final map.	Yes



<b>CONDITIONS OF APPROVAL FOR THE AMENDED RUSSELL RANCH LOTS 24-32 SUBDIVISION PROJECT (PN 21-118)                      WEST OF EL DORADO COUNTY LINE, EAST OF PLACERVILLE ROAD, AND NORTH OF WHITE ROCK ROAD                      SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP</b>						
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31.		<b><i>Replacing Hazardous Facilities</i></b> 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 will replace any damaged areas along site frontage and/or boundaries due to construction damage prior to acceptance of any of the improvements in the subdivision prior to acceptance of the improvements by the City.	Yes
32.		<b><i>Vertical Curb</i></b> All curbs located adjacent to landscaping, whether natural or manicured, and where parking is allowed shall be vertical.	I	CD (P)(B)	The Community Development Department has reviewed and approved the improvement plans for this subdivision to verify compliance with this condition.	Yes
33.		<b><i>Class II Bike Lanes</i></b> All Class II bike lane legends shall be striped and painted green. No parking shall be permitted within the Class II bike lanes.	I	CD (E)(P)	All Class II bike lanes have been constructed in accordance with the Specific Plan, Design Guidelines and City standards.	Yes

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34.		<p><b>Master Plan Updates</b>                      The City has approved the Folsom Plan Area Storm Drainage Master Plan, Wastewater Master Plan, and Sewer Master Plan. The owner/applicant shall submit complete updates to the approved master plans, if applicable, for the proposed changes to the master plans as a result of the proposed project. The updates to the master plans for the proposed project shall be reviewed and approved by the City prior to approval of grading and/or improvement plans.</p> <p>The plans shall be accompanied by engineering studies supporting the sizing, location, and timing of the proposed facilities. Improvements shall be constructed in phases as the project develops in accordance with the approved master plans, including any necessary off-site improvements to support development of a particular phase or phases, subject to prior approval by the City. Off-site improvements may include roadways to provide secondary access, water transmission lines or distribution facilities to provide a looped water system, sewer trunk mains and lift stations, water quality facilities, non-potable water pipelines and infrastructure, and drainage facilities including on or off-site detention. No changes in infrastructure from that shown on the approved master plan shall be permitted unless and until the applicable master plan has been revised and approved by the City. Final lot configurations may need to be modified to accommodate the improvements identified in these studies to the satisfaction of the City.</p> <p>The owner/applicant shall provide sanitary sewer, water and storm drainage improvements with corresponding easements, as necessary, in accordance with these studies and the latest edition of the City of Folsom <u>Standard Construction Specifications and Details, and the Design and Procedures Manual and Improvement Standards</u>.</p> <p>The storm drainage design shall provide for no net increase in run-off under post-development conditions.</p>	G, I	CD(E), EWR, PW	The Owner/applicant has provided updated Master Plans for approval prior to the issuance of a grading permit. Copies of the Master Plans are available from the Community Development Department. The storm drainage system for the subdivision provides for no net increase in run-off under post development conditions.	Yes
35.		<p><b>Litter Control</b>                      During Construction, the owner/applicant shall be responsible for litter control and sweeping of all paved surfaces in accordance with City standards. All on-site storm drains shall be cleaned immediately before the commencement of the rainy season (October 15).</p>	OG	CD (E)	The owner/applicant has complied with this provision and completed periodic on-site cleaning and sweeping of the project site.	Yes

<b>CONDITIONS OF APPROVAL FOR THE AMENDED RUSSELL RANCH LOTS 24-32 SUBDIVISION PROJECT (PN 21-118)                      WEST OF EL DORADO COUNTY LINE, EAST OF PLACERVILLE ROAD, AND NORTH OF WHITE ROCK ROAD                      SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP</b>						
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<b>ENVIRONMENTAL AND WATER RESOURCES REQUIREMENTS</b>						
36.		<b><i>Water Infrastructure Design</i></b> The owner/applicant shall design all water reservoirs, water booster pump stations, pressure reducing valve stations, and sewer lift stations, and shall coordinate the design with the Community Development Department and the Environmental and Water Resources Department.	I	CD (E), EWR	The Community Development Department and the Environmental & Water Resources Department has reviewed and approved the Russell Ranch Phase 2 Sanitary Sewer Lift Station that will serve this subdivision.	Yes
37.		<b><i>Water Meter Fixed Network System</i></b> 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
<b>FIRE DEPT REQUIREMENTS</b>						
38.		<b><i>Prepare fuel modification plan (FMP).</i></b> If applicable, the owner/applicant shall submit a Fuel Modification Plan to the City for review and preliminary approval from the Fire Code Official prior to any Final and/or Parcel Map. Final approval of the plan by the Fire Code Official shall occur prior to the issuance of a permit for any new construction. A Fuel Modification Plan shall consist of a set of scaled plans showing fuel modification zones indicated with applicable assessment notes, a detailed landscape plan and an irrigation plan. A fuel modification plan submitted for approval shall be prepared by one of the following: a California state licensed landscape architect, or state licensed landscape contractor, or a landscape designer, or an individual with expertise acceptable to the Fire Code Official. The owner/applicant shall obtain off-site easements for the required for the fuel modification buffer.  The owner/applicant agree to be responsible for the long-term maintenance of the Fuel Modification Plan. Notification of fuel modification requirements are to be made upon sale to new property owners. Proposed changes to the approved Fuel Modification Plan shall be submitted to the Fire Code Official for approval prior to implementation.	G, I, M, B	CD (P), FD	The owner/applicant submitted the required Fuel Modification Plan to the City Fire Department for review and approval. A copy of the approved Fuel Modification Plan is on file with the Fire Department and the Community Development Department.	Yes

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39.		<p><b>All-Weather Access and Fire Hydrants</b>                      The owner/applicant shall provide all-weather access and fire hydrants before combustible materials are allowed on any project site or other approved alternative method as approved by the Fire Code Official/Fire Chief. All-weather emergency access roads and fire hydrants (tested and flushed) shall be provided before combustible material or vertical construction is allowed on any project site or other approved alternative method as approved by the Fire Code Official/Fire Chief. (All-weather access is defined as six inches of compacted aggregate base from May 1 to September 30 and two inch asphalt concrete over six inch aggregate base from October to April 30). The building shall have illuminated addresses visible from the street or drive fronting the property. Size and location of address identification shall be reviewed and approved by the Fire Marshal.</p> <ul style="list-style-type: none"> <li>Residential Fire-Flow with Automatic Fire Sprinkler System: The required fire-flow for the residential portion of the project is determined to be 875 GPM for one hour.</li> <li>All public streets shall meet City of Folsom Street Standards unless an alternative is specifically included within this approval.</li> <li>The maximum length of any dead end street shall not exceed 500 feet in accordance with the Folsom Fire Code (unless approved by the Fire Department). Several streets indicated on the plans are dead ends greater than 500 feet. In such cases, a second emergency access will be required.</li> <li>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.</li> <li>The HOA shall be required and have the ability to tow away vehicles parked within fire access lanes. These provisions shall be recorded within the CCR's for the subdivision, and the City shall review the conditions of the CCR's to ensure that the intent is met.</li> <li>Property fence lines along open space boundaries shall be constructed of noncombustible materials.</li> <li>The first Fire Station planned for the Folsom Plan Area shall be completed and operational at the time that the threshold of 1,500 occupied homes within the Folsom Plan Area is met.</li> </ul>	G, I, M, B	CD (P), FD	The owner/applicant has designed and received approval for all weather access improvements and fire hydrants for the subdivision. Building permits will not be issued prior to these improvements being completed to the satisfaction of the Community Development Department and the Fire Department.	Condition will be satisfied prior to issuance of a building permit

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40.		<p><del><i>Condition of Approval 40 is deleted in its entirety as gates are no longer proposed.</i></del></p> <p><del><i>Private Gated Entries</i></del>                      Prior to approval of improvement plans, all private gated entry designs shall be reviewed and approved by the Community Development Department and Fire Department. Pedestrian gates, which are to remain unlocked, shall be provided on each side of any gated entries where a sidewalk occurs, to facilitate improved pedestrian circulation and to eliminate the requirement for pedestrians to cross the street in order to enter or exit any proposed subdivision. The gates shall be equipped with the "Click to Enter" gate opening system (or some other product) to allow emergency vehicle access by 2-way radio frequency to open the gates. Should vehicle stacking not be sufficient, the Community Development Department may require the gates to remain open during peak hours. The homeowner's association whose boundary covers the private gate shall comply with this requirement and the owner/applicant shall ensure this requirement is in the HOA CC&amp;R's.</p>	I, OG	CD (E) FD	This condition was deleted from the project and is therefore no longer required for this subdivision.	Yes
41.		<p><i>Utility Lines</i>                      All future utility lines lower than 69 kv shall be placed underground within and along the perimeter of the project at the developer's cost. The owner/applicant shall dedicate to SMUD all necessary underground easements for the electrical facilities that will be necessary to service development of the project.</p>	I	CD (E) FD	All proposed public utility service lines to all of the lots in the subdivision have been placed underground in compliance with this condition. All required public utility easements are shown on the final map for the subdivision.	Yes



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<b>LANDSCAPE/TREE PRESERVATION REQUIREMENTS</b>						
42.		<p><u>Condition of Approval 42 is amended as follows:</u></p> <p><b>Landscaping Plans</b>                      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 Russell Ranch Subdivision project.</p> <p><b><u>No turf shall be allowed in the front yards of homes (excluding Village 3 which has already received Design Review approval for turf). Alternative drought tolerant landscaping shall be used for the remaining Project areas. The Russell Ranch Design Guidelines shall be modified to prohibit turf in the front yards of Russell Ranch Lots 24 to 32 Subdivisions (Excluding Village 3).</u></b></p>	I, OG	CD(P), PW	The owner/applicant has prepared a landscape plans for all supporting backbone roadways and any applicable detention basins. The landscape plans have been reviewed and approved by the City and the landscape improvements are currently under construction. The landscape plans are in accordance with all City requirements, this condition of approval and the Design Guidelines for the Folsom Plan Area.	Yes

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43.		<b><i>Right of Way Landscaping</i></b> Landscaping along all road rights of way and in public open space lots shall be installed when the adjoining road or lots are constructed.	I, OG	CD (P), PW	The Community Development Department has reviewed and approved the landscape plans for this subdivision to verify compliance with this condition.	Yes
<b>MAP REQUIREMENTS</b>						
44.		<b><i>Subdivision Improvement Agreement</i></b> Prior to the approval of any Final Map, the owner/applicant shall enter into a subdivision improvement agreement with the City, identifying all required improvements, if any, to be constructed with each proposed phase of development. The owner/applicant shall provide security acceptable to the City, guaranteeing construction of the improvements.	M	CD (E)	The required subdivision improvement agreement is included as part of the City staff report accompanying the final map for City Council approval. The resolution approving the final map for this subdivision includes a statement authorizing the City Manager to execute the subdivision improvement agreement for the subdivision along with approval of the final map.	Yes

<b>CONDITIONS OF APPROVAL FOR THE AMENDED RUSSELL RANCH LOTS 24-32 SUBDIVISION PROJECT (PN 21-118)                      WEST OF EL DORADO COUNTY LINE, EAST OF PLACERVILLE ROAD, AND NORTH OF WHITE ROCK ROAD                      SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP</b>						
#	Mitigation Measure	Condition of Approval	When Required	Responsible Department	Comments	Condition Satisfied?
45.		<p><b><u>Condition of Approval 45 is deleted in its entirety as it is duplicative (COA 9)</u></b></p> <p><b><i>Homeowners Association</i></b>                      The owner/applicant shall for one or more Homeowners Associations for the ownership and maintenance of all private streets including the private street storm drainage systems, sewer and water lines within the I Courts in Village 5, and landscaped open spaces and common areas on hillsides, etc. (Lots <del>A, 1A, 1B, 2A, 2B, 3A, 3 B 4A, 4B, 5A, 5B</del>). The Homeowners Association shall also be responsible for monitoring and ensuring maintenance of the landscaping within the open space.</p> <p>The property owners of all created lots within Phases 1, 2 and 4 shall be age-restricted communities limited to buyers who are 55 years of age or older as is permitted by law.</p> <p>In addition, CC&amp;R's shall be prepared by the owner/applicant and shall be subject to review and approval by the Community Development Department for compliance with this approval and with the Folsom Municipal Code and adopted policies, prior to recordation of the Final Map.</p> <p>The owner/applicant shall propose a funding mechanism (including but not limited to Homeowner's Association or a Project Maintenance Community Facilities District) subject to the approval of the Community Development Department of the non-Measure W landscaped open space.</p>	M	CD (P), PW	This condition has been deleted and therefore it is no longer applicable to this subdivision.	Yes
46.		<p><b><i>Large Lot Final Map</i></b>                      Prior to the recording of any phase of the Vesting Small Lot Tentative Subdivision Map, the Russell Ranch Lots 24 through 32 Vesting Large Lot Tentative Subdivision Map shall be recorded.</p>	M	CD (P), PW	The Large Lot Final Map for Russell Ranch Phase 2 Lots 24-32 has been recorded in Book 407 of Maps at Page 001 on October 31, 2018.	Yes
47.		<p><b><i>Centralized Mail Delivery Units</i></b>                      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

<b>CONDITIONS OF APPROVAL FOR THE AMENDED RUSSELL RANCH LOTS 24-32 SUBDIVISION PROJECT (PN 21-118)                      WEST OF EL DORADO COUNTY LINE, EAST OF PLACERVILLE ROAD, AND NORTH OF WHITE ROCK ROAD                      SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP</b>						
#	Mitigation Measure	Condition of Approval	When Required	Responsible Department	Comments	Condition Satisfied?
48.		<b>Financing Districts</b> The owner/applicant shall form a Landscape and Lighting Assessment District, a Community Services District, and/ or a Home Owners Association, which shall be responsible for maintenance of all common areas, maintenance of all on-site landscaping, maintenance of storm drainage facilities, maintenance of storm water detention/detention basins and associated channels, maintenance of water quality ponds, and maintenance of any other site facilities in the subdivision (Lots A, B, C, D, E, F and G) throughout the life of the project to the satisfaction of the Community Development Department.	M	CD (P)(E)	The owner/applicant has formed a Homeowner's Association (HOA) for this subdivision. In addition, the owner/applicant has provided a funding mechanism for the HOA to fund the operation and maintenance of the landscaped areas in the open space and common area parcels in the subdivision.	Yes
49.		<b>Public Utility Easements</b> The owner/applicant shall dedicate public easements for water, sewer, and sidewalks within the private streets, as well as public utility easements for underground public facilities on properties adjacent to the streets. Twelve and one-half-foot (12.5') wide Public Utility Easements for underground public facilities shall be dedicated adjacent to all private and public streets for other public utilities (i.e., SMUD, Pacific Gas and Electric, cable television, telephone). The width of the public utility easements adjacent to public and private streets may be reduced with prior approval from public utility companies. The owner/applicant shall dedicate additional width to accommodate extraordinary facilities as determined by the City. The width of the public utility easements adjacent to public and private right of way may be reduced with prior approval from public utility companies.	M	CD (E)	The owner/applicant has dedicated a 12.5' PUE along all roadway utility corridors as well as internal streets within the subdivision. The public utility easements are shown on the final map.	Yes
50.		<b>Final Map Phasing</b> Should multiple Final Maps be filed by the owner/applicant, the phasing of maps shall be to the satisfaction of the Community Development Department.	M	CD (E)	The City Engineer has approved the phasing plan for this final map.	Yes
51.		<b>Backbone Infrastructure</b> As provided for in the ARDA and the Amendment No. 1 thereto, the owner/applicant shall provide fully executed grant deeds, legal descriptions, and plats for all necessary Backbone Infrastructure to serve the project, including but not limited to lands, public rights of way, public utility easements, public water main easements, public sewer easements, irrevocable offers of dedication and temporary construction easements. All required easements as listed necessary for the Backbone Infrastructure shall be reviewed and approved by the City and recorded with the Sacramento County Recorder pursuant to the timing requirements set forth in Section 3.8 of the ARDA, and any amendments thereto.	M	CD (E)	The owner/applicant provided all necessary public utility easements, grant deeds, offers of dedication or temporary construction easements required to build all of the required Backbone Infrastructure needed to serve the subdivision. These were recorded with Sacramento County Recorder by separate instrument	Yes

<b>CONDITIONS OF APPROVAL FOR THE AMENDED RUSSELL RANCH LOTS 24-32 SUBDIVISION PROJECT (PN 21-118)                      WEST OF EL DORADO COUNTY LINE, EAST OF PLACERVILLE ROAD, AND NORTH OF WHITE ROCK ROAD                      SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP</b>						
#	Mitigation Measure	Condition of Approval	When Required	Responsible Department	Comments	Condition Satisfied?
52.		<b><i>New Permanent Benchmarks</i></b> 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 as directed by the City Engineer. The type and specifications for the permanent benchmarks shall be provided by the City. The new benchmarks shall be placed by the owner/applicant within 6 months from the date of approval of the vesting tentative subdivision map.	M	CD (E)	The owner/applicant has installed new benchmarks per the direction of the City Engineer. The required benchmarks are in place and currently in use.	Yes
53.		<b><i>Community Facilities Districts and Financing Plans</i></b> Prior to approval of the first small lot final map and in accordance with Amendment No. 1 of the ARDA and any further amendments thereto, the owner/applicant is required to complete the following where applicable: <ul style="list-style-type: none"> <li>• Formation and approval by the City Council of the Aquatic Center CFD.</li> <li>• Formation and approval by the City Council of the Parks, Trails, Landscape Corridors, Medians and Open Space Maintenance CFD.</li> <li>• Formation and approval by the City Council of the Storm Drainage Maintenance CFD (unless such drainage maintenance is included in the Services CFD).</li> <li>• Formation and approval by the City Council of the Street Maintenance District/Lighting Maintenance District CFD (unless such street maintenance is included in the Services CFD).</li> <li>• Formation and approval by the City Council of the Open Space Management and Financing Plan.</li> </ul> Formation and approval by the City Council of the Drainage Facilities Maintenance and Financing Plan.	M	CD (E)	The City Council adopted Resolution No. 9666 and 9667 for the formation of CFD No. 18, which includes the special tax assessments for all of the items listed in this condition. All of the required CFD's included in this condition have been established and approved by the City Council.	Yes
<b>BUILDING PERMIT REQUIREMENTS</b>						



<b>CONDITIONS OF APPROVAL FOR THE AMENDED RUSSELL RANCH LOTS 24-32 SUBDIVISION PROJECT (PN 21-118)                      WEST OF EL DORADO COUNTY LINE, EAST OF PLACERVILLE ROAD, AND NORTH OF WHITE ROCK ROAD                      SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP</b>						
#	Mitigation Measure	Condition of Approval	When Required	Responsible Department	Comments	Condition Satisfied?
54.		<b><i>Master Plans</i></b> The owner/applicant shall prepare complete and updated change pages to master plans for transportation (including roadway, bikeway, transit and pedestrian facilities), water (including reclaimed), sewer, grading and drainage (including boundaries of the 100-year floodplain) to the extent applicable as a result of the Specific Plan Amendment to the satisfaction of the City prior to the approval of a final map, improvement plans or grading plans. Timelines for approval of specified plans, guidelines, funding mechanisms, community facilities districts and land dedications set forth in Section 2.5.3 of the ARDA and any amendments thereto shall apply. The master plans shall be accompanied by engineering studies supporting the sizing, location and timing of the proposed facilities. Improvements shall be constructed in phases as the project develops in accordance with these approved master plans and the provisions of Sections 3.7, 3.9 and 3.9.1 of the ARDA and any amendments thereto. These phases may include necessary off-site improvements to support development of a particular phase or phases subject to prior approval of the City. These off-site improvements may include roadways to provide secondary public access, water transmission mains for different pressure zones or distribution mains to provide a looped water system, booster pumps and reservoirs to provide adequate water pressure and flow, sewer trunk mains and temporary and/or permanent lift stations, temporary and/or permanent water quality/detention basins and drainage facilities and/or outfalls. No changes in infrastructure from those shown in the complete and updated approved master plans shall be permitted unless and until the applicable master plan has been reviewed and approved by the City. Final lot/parcel configurations may need to be modified to accommodate the improvements identified in these studies as determined by the City. Any and all modifications to existing lots/parcels necessary shall be the sole responsibility of the owner/applicant.	B	CD (E, 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.	Yes
55.		<b><i>Completion of Infrastructure Improvements</i></b> All on and off-site subdivision and Backbone Infrastructure improvements required to serve this project and any subsequent phase of the project, including but not limited to, roadway and transportation improvements, sanitary sewer, water, storm drainage, water quality/detention basins, etc. shall be completed to the satisfaction of the City prior to issuance of the first building permit within the project.	B	CD (E)	The Community Development Department has reviewed and approved all of the on-site and off-site improvements required to serve this subdivision. The Community Development Department will verify that these improvements have been completed in accordance with these plans prior to issuance of a building permit in this subdivision.	Condition of approval will be satisfied prior to issuance of a building permit.

CONDITIONS OF APPROVAL FOR THE AMENDED RUSSELL RANCH LOTS 24-32 SUBDIVISION PROJECT (PN 21-118) WEST OF EL DORADO COUNTY LINE, EAST OF PLACERVILLE ROAD, AND NORTH OF WHITE ROCK ROAD SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP						
#	Mitigation Measure	Condition of Approval	When Required	Responsible Department	Comments	Condition Satisfied?
56.		The Russell Ranch Design Guidelines shall include a provision that all trash bins in residential areas shall be enclosed and screened from view except when they are on the street. Truck access to the bin shall be subject to approval by the City.	B	CD (B)	The Community Development Department will review and approve all residential site plans prior to issuance of a building permit to verify compliance with this condition.	Condition of approval will be satisfied prior to issuance of a building permit.
57.		<b>Recorded Final Map</b> Prior to the issuance of building permits, the owner/applicant shall provide a digital copy of the recorded Final Map (in AutoCAD format) to the Community Development Department. The exception to this requirement are model homes; subject to approval of the Community Development Department, building permits for model homes only may be issued prior to recording of the Final Map.	B	CD (E)	The Community Development Department will require the copies of the recorded final map to be submitted prior to approval of the first building permit in the subdivision.	Condition of approval will be satisfied prior to issuance of a building permit.
58.		<b>Recorded Final Map</b> 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. The exception to this requirement are model homes; subject to approval of the Community Development Department, building permits for model homes only may be issued prior to recording of the Final Map.	B	CD (P), FCUSD	The Community Development Department will require the copies of the recorded final map to be submitted to the Folsom-Cordova Unified School District prior to approval of the first building permit in the subdivision.	Condition of approval will be satisfied prior to issuance of a building permit.
59.		<b>Design Review Approval</b> Prior to issuance of a building permit for any residential units or the private recreational facility within the subdivision, the owner/applicant shall obtain Design Review and/or Planned Development approval from the Planning Commission for all buildings to be built within the subdivision. If the architecture is not consistent with the Russell Ranch Design Guidelines, the owner applicant may modify the plans or apply for a modification to the Design Guidelines to be approved by the Planning Commission.	B	CD (P)	The owner/applicant be required to obtain Design review approval from the City Planning Commission for the proposed residential units in the subdivision.	Condition of approval will be satisfied prior to issuance of a building permit.

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#	Mitigation Measure	Condition of Approval	When Required	Responsible Department	Comments	Condition Satisfied?
60.		Final exterior building and site lighting plans shall be submitted for review and approval by Community Development Department for aesthetics, level of illumination, glare and trespass prior to the issuance of any building permits. The exterior building and site lighting will be required to achieve energy efficient standards by installing high-intensity discharge (mercury vapor, high pressure sodium, or similar) lamps. In addition, lighting shall be equipped with a timer or photo condenser. Lighting shall be designed to be directed downward onto the project site and away from adjacent properties and public rights-of-way. Building-attached light fixtures shall be subject to review and approval by the Community Development Department to <b>ensure that they have an architecturally consistent and appropriate design.</b>	M,B	CD (E) (B) PW	The Community Development Department will review and approve all residential site plans prior to issuance of a building permit to verify compliance with this condition.	Condition of approval will be satisfied prior to issuance of a building permit.
61.		The owner/applicant agrees to pay to the Folsom-Cordova Unified School District the maximum fee authorized by law for the construction and/or reconstruction of school facilities. The applicable fee shall be the fee established by the School District that is in effect at the time of the issuance of a building permit. Specifically, the owner/applicant agrees to pay any and all fees and charges and comply with any and all dedications or other requirements authorized under Section 17620 of the Education Code; Chapter 4.7 (commencing with Section 65970) of the Government Code; and Sections 65995, 65995.5 and 65995.7 of the Government Code.	M,B	CD (E) (B) PW	The Owner/Applicant shall pay all required school fees prior to issuance of building permits.	Condition of approval will be satisfied prior to issuance of a building permit.
62.		<b>Credit Reimbursement Agreement</b> Prior to the recordation of the first Final Map, the owner/applicant and City shall enter into a credit and reimbursement agreement for constructed improvements that included in the Folsom Plan Area's Public Facilities Financing Plan.	M	CE (E)	The owner/applicant has executed a Specific Plan Infrastructure Fee (SPIF) Agreement with the City for this subdivision.	Yes
<b>ARCHITECTURE DESIGN REQUIREMENTS</b>						
63.		<b>Walls/Fences/Gates</b> The final location, design, height, materials, and colors of the walls, fences, and gates shall be subject to review and approval by the Community Development Department to ensure consistency with the Russell Ranch Design Guidelines.	B	CD (P) (E)	All sound wall and fencing plans for the subdivision have been reviewed and approved by the City. There are no gates proposed for this subdivision.	Yes
64.		<b>Mechanical Equipment Screening</b> All mechanical equipment shall be concealed from view of public streets, neighboring properties and nearby higher buildings where practicable to the satisfaction of the Community Development Department.	B	CD (P) (E)	The Community Development Department will review and approve all future building permits to verify compliance with this condition of approval.	Condition of approval will be satisfied prior to issuance of a building permit.

<b>CONDITIONS OF APPROVAL FOR THE AMENDED RUSSELL RANCH LOTS 24-32 SUBDIVISION PROJECT (PN 21-118)                      WEST OF EL DORADO COUNTY LINE, EAST OF PLACERVILLE ROAD, AND NORTH OF WHITE ROCK ROAD                      SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP</b>						
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65.		<b><i>Bicycle Trail System Modifications</i></b> The owner/applicant shall incorporate the design and grading for the proposed Class I bike trails and Class II on-street bike lanes into the improvement plans consistent with the Russell Ranch Proposed Trail System Modification Exhibit dated January 26, 2018.	I	CD (E)	All bike trails and bike lanes for the subdivision have been reviewed and approved by the City and are consistent with the required Trail Modification Exhibit dated January 26, 2018.	Yes
66.		<b><i>White Rock Road Frontage Improvements</i></b> The owner/applicant shall construct shoulder improvements along the project's entire frontage of westbound White Rock Road to the satisfaction of the City prior to approval of the Phase I Final Map or upon the construction of the future Empire Ranch Road connection to White Rock Road, whichever occurs first. In lieu of constructing the aforementioned interim shoulder improvements, the owner/applicant may enter into a Subdivision Improvement Agreement with the City and post adequate security to the City's satisfaction to ensure construction of said improvements; the security shall be for a minimum period of 10 years. If construction of the Capital Southeast Connector Project between East Bidwell Street and the El Dorado County line has commenced during the term of the Subdivision Improvement Agreement, then the shoulder improvement condition will be deemed satisfied and the security shall be released to the owner/applicant.	M	CD (E)	The owner/applicant has executed a Deferred Improvement Agreement with the City and provided a performance bond to fund the installation of the shoulder improvements along the project's entire frontage of White Rock Road. The term of the DIA is for 10 years in accordance with the condition of approval. It is anticipated that the JPA Connector Mainline would be constructed during this 10 year period.	Yes

MITIGATION MONITORING AND REPORTING PROGRAM – RUSSELL RANCH (LOTS 24 THROUGH 32) PROJECT						
	Mitigation Number (Source)	Mitigation Measure	Timing	Responsible Agency	Comments	Condition Satisfied?
<b>Aesthetics</b>						
67.	3A.1-4 (FPASP EIR/EIS)	<p><b>Screen Construction Staging Areas</b></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.	Construction staging areas for this subdivision were included on the grading plans approved by the Community Development Department and the staging areas are located away from biologically sensitive areas.	Yes
68.	4.1-1 (RR EIR)	<p><b>Material Storage Areas</b></p> <p>The owner/applicant of all project phases shall locate staging and material storage areas as far away from sensitive biological resources and sensitive land uses (e.g., residential areas, schools, parks) as feasible. Staging and material storage areas shall be screened from adjacent occupied land uses in earlier development phases to the maximum extent practicable. Screens may include, but are not limited to, the use of visual barriers such as berms or fences. Staging and material storage areas shall be shown on all grading and/or improvement plans prior to plan approval by the City.</p>	Before approval of grading plans and during construction for all project phases.	City of Folsom Community Development Department.	Construction staging areas for this subdivision were included on the grading plans approved by the Community Development Department and the staging areas are located away from biologically sensitive areas.	Yes
69.	4.1-2 (RR EIR)	<p><b>Lighting Plan</b></p> <p>The owner/applicant of all project phases shall submit a lighting plan for the project to the Community Development Department. The lighting plan shall be consistent with the Design Guidelines:</p> <ul style="list-style-type: none"> <li>▲ shield or screen lighting fixtures to direct the light downward and prevent light spill on adjacent properties;</li> </ul>	Before approval of building permits.	City of Folsom Community Development Department.	The owner/applicant submitted a Lighting Plan for all backbone roadways and the subdivision in accordance with the Design Guidelines and City Standards for Street Lighting. The Lighting Plan was reviewed and approved by the City prior to	Yes



MITIGATION MONITORING AND REPORTING PROGRAM – RUSSELL RANCH (LOTS 24 THROUGH 32) PROJECT						
Mitigation Number (Source)	Mitigation Measure	Timing	Responsible Agency	Comments	Condition Satisfied?	
	<ul style="list-style-type: none"> <li>▲ 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;</li> <li>▲ for public lighting in residential neighborhoods, prohibit the use of light fixtures that are of unusually high intensity or that blink or flash;</li> <li>▲ 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.</li> </ul>			improvement plan approval. A copy of the lighting plans are available at the Community Development Department		
<b>Air Quality</b>						
70.	<p>3A.2-1a (FPASP EIR/EIS)</p> <p><b>Basic Construction Emission Control Practices</b>                      The owner/applicant shall implement Sacramento Metropolitan Air Quality Management District’s list of Basic Construction Emission Control Practices, Enhanced Fugitive Particulate Matter Dust Control Practices (listed below), and Enhanced Exhaust Control Practices or whatever mitigation measures are recommended by Sacramento Metropolitan Air Quality Management District at the time individual portions of the site undergo construction. In addition to Sacramento Metropolitan Air Quality Management District – recommended measures, construction operations shall comply with all applicable Sacramento Metropolitan Air Quality Management District rules and regulations. The following shall be noted on Grading Plans and building construction plans:  <b>Basic Construction Emission Control Practices</b></p> <ul style="list-style-type: none"> <li>▲ Water all exposed surfaces two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads. The owner/applicant shall not be permitted to use potable water from the City of Folsom water system for grading and/or construction while the City is in a stage 3 (water warning), stage 4 (water crisis), or stage 5 (water emergency) conservation stage as determined by the City and in conformance with Chapter 13.26 Water Conservation of the Folsom Municipal Code (FMC). The City may prohibit the use of potable water for grading and/or construction purposes on the project in its sole discretion regardless of the Water Conservation Stage.</li> </ul>	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 grading and improvement plans for the subdivision included the applicable notes. Additionally, monthly equipment usage and emissions were reported to the Sacramento Metropolitan Air Quality Management District. Dust control best management practices were implemented to control fugitive dust and offsite track out material.	Yes	

MITIGATION MONITORING AND REPORTING PROGRAM – RUSSELL RANCH (LOTS 24 THROUGH 32) PROJECT						
	Mitigation Number (Source)	Mitigation Measure	Timing	Responsible Agency	Comments	Condition Satisfied?
70 Cont.		<ul style="list-style-type: none"> <li>▲ Cover or maintain at least two feet of free board space on haul trucks transporting soil, sand, or other loose material on the site. Any haul trucks that would be traveling along freeways or major roadways shall be covered.</li> <li>▲ 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.</li> <li>▲ Limit vehicle speeds on unpaved roads to 15 miles per hour (mph).</li> <li>▲ All roadways, driveways, sidewalks, parking lots to be paved should be completed as soon as possible. In addition, building foundations shall be laid as soon as possible after grading unless seeding or soil binders are used.</li> <li>▲ 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.</li> <li>▲ Maintain all construction equipment in proper working condition according to manufacturer’s specifications. The equipment shall be checked by a certified mechanic and determine to be running in proper condition before it is operated.</li> </ul> <p><b>Enhanced Fugitive Particulate Matter Dust Control Practices – Soil Disturbance Areas</b></p> <ul style="list-style-type: none"> <li>▲ Water exposed soil with adequate frequency for continued moist soil. However, do not overwater to the extent that sediment flows off the site.</li> <li>▲ Suspend excavation, grading, and/or demolition activity when wind speeds exceed 20 mph.</li> <li>▲ Install wind breaks (e.g., plant trees, solid fencing) on windward side(s) of construction areas.</li> <li>▲ Plant vegetative ground cover (fast-germinating native grass seed) in disturbed areas as soon as possible. Water appropriately until vegetation is established.</li> </ul> <p><b>Enhanced Fugitive Particulate Matter Dust Control Practices – Unpaved Roads</b></p> <ul style="list-style-type: none"> <li>▲ Install wheel washers for all exiting trucks, or wash off all trucks and equipment leaving the site.</li> <li>▲ 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.</li> <li>▲ Post a publicly visible sign with the telephone number and person to contact at the construction site regarding dust complaints. This person shall respond and take corrective action within 48 hours. The phone number of Sacramento Metropolitan</li> </ul>				

MITIGATION MONITORING AND REPORTING PROGRAM – RUSSELL RANCH (LOTS 24 THROUGH 32) PROJECT						
	Mitigation Number (Source)	Mitigation Measure	Timing	Responsible Agency	Comments	Condition Satisfied?
70 Cont.		<p>Air Quality Management District and the City contact person shall also be posted to ensure compliance.</p> <p><b>Enhanced Exhaust Control Practices</b></p> <ul style="list-style-type: none"> <li>▲ The owner/applicant shall provide a plan, for approval by the City of Folsom Community Development Department and Sacramento Metropolitan Air Quality Management District, demonstrating that the heavy-duty (50 horsepower [hp] or more) offroad vehicles to be used in the construction project, including owned, leased, and subcontractor vehicles, will achieve a project wide fleet-average 20% NOX reduction and 45% particulate reduction compared to the most current California Air Resources Board (ARB) fleet average that exists at the time of construction. Acceptable options for reducing emissions may include use of late-model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or other options as they become available.</li> <li>▲ The owner/applicant shall submit to the City of Folsom Community Development Department and Sacramento Metropolitan Air Quality Management District a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 hp, that would be used an aggregate of 40 or more hours during any portion of the construction project. The inventory shall include the horsepower rating, engine production year, and projected hours of use for each piece of equipment. The inventory shall be updated and submitted monthly throughout the duration of the project, except that an inventory shall not be required for any 30-day period in which no construction activity occurs. At least 48 hours prior to the use of heavy-duty off-road equipment, the project representative shall provide Sacramento Metropolitan Air Quality Management District with the anticipated construction timeline including start date, and name and phone number of the project manager and on-site foreman.</li> <li>▲ Sacramento Metropolitan Air Quality Management District’s Construction Mitigation Calculator can be used to identify an equipment fleet that achieves this reduction (Sacramento Metropolitan Air Quality Management District 2007a). The project shall ensure that emissions from all off-road diesel powered equipment used on the SPA do not exceed 40% opacity for more than three minutes in any one hour. Any equipment found to exceed 40 percent opacity (or Ringelmann 2.0) shall be repaired immediately, and the City and Sacramento Metropolitan Air Quality Management District shall be notified within 48 hours of identification of non-compliant equipment. A visual survey of all in-operation equipment shall be made at</li> </ul>				

MITIGATION MONITORING AND REPORTING PROGRAM – RUSSELL RANCH (LOTS 24 THROUGH 32) PROJECT						
	Mitigation Number (Source)	Mitigation Measure	Timing	Responsible Agency	Comments	Condition Satisfied?
70 Cont.		<p>least weekly, and a monthly summary of the visual survey results shall be submitted throughout the duration of the project, except that the monthly summary shall not be required for any 30-day period in which no construction activity occurs. The monthly summary shall include the quantity and type of vehicles surveyed as well as the dates of each survey. Sacramento Metropolitan Air Quality Management District staff and/or other officials may conduct periodic site inspections to determine compliance. Nothing in this mitigation measure shall supersede other Sacramento Metropolitan Air Quality Management District or state rules or regulations.</p> <p>If at the time of construction, Sacramento Metropolitan Air Quality Management District has adopted a regulation or new guidance applicable to construction emissions, compliance with the regulation or new guidance may completely or partially replace this mitigation if it is equal to or more effective than the mitigation contained herein, and if Sacramento Metropolitan Air Quality Management District so permits. Such a determination shall be supported by a project-level analysis and be approved by Sacramento Metropolitan Air Quality Management District.</p>				
71.	3A.2-1b (FPASP EIR/EIS)	<p><b>Pay Off-Site Mitigation Fee to Sacramento Metropolitan Air Quality Management District to Off-Set NOX Emissions Generated by Construction of Off and On-Site Elements.</b></p> <p>The owner/applicant(s) shall pay Sacramento Metropolitan Air Quality Management District a mitigation fee for the purpose of reducing NOX emissions to a less-than-significant level (i.e., less than 85 lb/day). The specific fee amounts shall be calculated when the daily construction emissions can be more accurately determined: that is, the City and the owner/applicants shall establish the phasing by which development would occur, and the owner/applicants shall develop a detailed construction schedule. Calculation of fees associated with each project development phase shall be conducted by the owner/applicant(s) in consultation with Sacramento Metropolitan Air Quality Management District staff before the approval of grading plans by the City. The owner/applicant(s) for all project phases shall pay into Sacramento Metropolitan Air Quality Management District 's mitigation fund to further mitigate construction-generated emissions of NOX that exceed Sacramento Metropolitan Air Quality Management District 's daily emission threshold of 85 lb/day. The calculation of daily NOX emissions shall be based on the cost rate established by Sacramento Metropolitan Air Quality Management District at the time the calculation and payment are made. The determination of the final mitigation fee shall be conducted in coordination with Sacramento Metropolitan Air Quality Management District 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 owner/applicant has coordinated with and paid all required mitigation fees to the SMAQMD.	Yes

MITIGATION MONITORING AND REPORTING PROGRAM – RUSSELL RANCH (LOTS 24 THROUGH 32) PROJECT						
	Mitigation Number (Source)	Mitigation Measure	Timing	Responsible Agency	Comments	Condition Satisfied?
72.	3A.2-1d (FPASP EIR/EIS)	<p><b>Implement SMAQMD’s Basic Construction Emission Control Practices during Construction of all Off- site Elements located in Sacramento County.</b></p> <p>The applicants responsible for the construction of each off-site element in Sacramento County shall require their contractors to implement SMAQMD’s Basic Construction Emission Control Practices during construction. A list of SMAQMD’s Basic Construction Emission Control Practices is provided under Mitigation Measure 3A.2-1a. 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 with the affected oversight agency(ies) (i.e., Sacramento County or Caltrans) to implement SMAQMD’s Basic Construction Emission Control Practices or comparable feasible measures.</p>	Before the approval of all grading plans by the City.	City of Folsom Community Development Department	The owner/applicant has obtained approval from the SMAQMD for all of the proposed equipment utilized throughout the course of grading for the subdivision. The owner/applicant provided monthly compliance reports to SMAQMD and paid all necessary mitigation fees determined to be in excess of the approved threshold for PM10 emissions. There were no sensitive receptors in the vicinity of the subdivision and all of the grading for the subdivision were in the boundaries of the City of Folsom.	Yes
73.	3A.2-1f (FPASP EIR/EIS)	<p><b>Implement SMAQMD’s Enhanced Exhaust Control Practices during Construction of all Off-site Elements.</b></p> <p>Implement SMAQMD’s Enhanced Exhaust Control Practices, which are listed in Mitigation Measure 3A.2-1a, in order to control NO<sub>x</sub> emissions generated by construction of all off-site elements (in Sacramento and El Dorado Counties, or Caltrans right-of-way).</p>	Before the approval of all grading plans from the respective air district (SMAQMD)	<p>1. For the two roadway connections in El Dorado Hills: El Dorado County Development Services Department.</p> <p>2. For the detention basin west of Prairie City Road: Sacramento County</p>	The owner/applicant has obtained approval from the SMAQMD for all of the proposed equipment utilized throughout the course of grading for the subdivision. The owner/applicant provided monthly compliance reports to SMAQMD and paid all necessary mitigation fees determined to be in excess of the approved threshold for PM10 emissions. There were no sensitive receptors in the vicinity of the subdivision and all of the grading for the subdivision were	Yes



MITIGATION MONITORING AND REPORTING PROGRAM – RUSSELL RANCH (LOTS 24 THROUGH 32) PROJECT						
	Mitigation Number (Source)	Mitigation Measure	Timing	Responsible Agency	Comments	Condition Satisfied?
73 Cont.				Planning and Community Development Department.  3. For the U.S. 50 interchange improvements: Caltrans.	in the boundaries of the City of Folsom.	
74.	3A.2-1g (FPASP EIR/EIS)	<p><b>Pay Off-site Mitigation Fee to SMAQMD to Off-Set NO<sub>x</sub> Emissions Generated by Construction of Off- site Elements.</b></p> <p>The off-site elements could 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).</p> <p>Therefore, the responsible project applicant(s) for each off-site element in Sacramento County shall pay SMAQMD an off-site mitigation fee for implementation of each off-site element in Sacramento County for the purpose of reducing NOX emissions to a less-than-significant level (i.e., less than 85 lb/day). The specific fee amounts shall be calculated when the daily construction emissions can be more accurately determined. This calculation shall occur if the City/USACE certify the EIR/EIS and select and approves the Proposed Project or one of the other four other action alternatives, the City, Sacramento County, and the applicants establish the phasing by which construction of the off- site elements would occur, and the applicants develop a detailed construction schedule. Calculation of fees associated with each off-site element shall be conducted by the project applicant(s) in consultation with SMAQMD staff before the approval of respective grading plans by Sacramento County.</p> <p>The project applicant(s) responsible for each off-site element in Sacramento County 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 NO<sub>x</sub> 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. Because the fee is based on the mass quantity of emissions that exceed SMAQMD’s daily threshold of significance of 85 lb/day, total fees for construction of the off- site elements</p>	Before the approval of each grading plan for the off-site elements in Sacramento County.	1. For all off-site improvements within Sacramento County: Sacramento County Planning and 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	The owner/applicant has obtained approval from the SMAQMD for all of the proposed equipment utilized throughout the course of grading for the subdivision. The owner/applicant provided monthly compliance reports to SMAQMD and paid all necessary mitigation fees determined to be in excess of the approved threshold for PM10 emissions. There were no sensitive receptors in the vicinity of the subdivision and all of the grading for the subdivision were in the boundaries of the City of Folsom.	Yes

MITIGATION MONITORING AND REPORTING PROGRAM – RUSSELL RANCH (LOTS 24 THROUGH 32) PROJECT						
	Mitigation Number (Source)	Mitigation Measure	Timing	Responsible Agency	Comments	Condition Satisfied?
74 Cont.		would vary according to the timing and potential overlap of construction schedules for off-site elements. This measure applies only to those off-site elements located in SMAQMD’s jurisdiction (i.e., in Sacramento County) because EDCAQMD does not offer a similar off-set fee program for construction-generated NOX emissions in its jurisdiction. (This fee is used by SMAQMD to purchase off-site emissions reductions. Such purchases are made through SMAQMD’s Heavy Duty Incentive Program, through which select owners of heavy-duty equipment in Sacramento County can repower or retrofit their old engines with cleaner engines or technologies.) 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., Sacramento County or Caltrans).		mitigation fee to SMAQMD.  2. For the U.S. 50 interchange improvements: Caltrans 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.		
75.	3A.2-1h (FPASP EIR/EIS)	<b>Analyze and Disclose Projected PM10 Emission Concentrations at Nearby Sensitive Receptors Resulting from Construction of Off-site Elements.</b> Prior to construction of each off-site element located in Sacramento County that would involve site grading or earth disturbance activity that would exceed 15 acres in one day, the responsible agency or its selected consultant shall conduct detailed dispersion modeling of construction-generated PM10 emissions pursuant to Sacramento Metropolitan Air Quality Management District guidance that is in place at the time the analysis is performed. Sacramento Metropolitan Air Quality Management District emphasizes that PM10 emission concentrations at nearby sensitive receptors be disclosed in project-level CEQA analysis. Each project-level analysis shall incorporate detailed parameters of the construction equipment and activities, including the year during which construction would be performed, as well as the proximity of potentially affected receptors, including receptors proposed by the project that exist at the time the construction activity would occur. If the modeling	1. For all off-site improvements within unincorporated Sacramento County: Before the approval of the respective grading plans from the Sacramento County	1. For all off-site improvements within Sacramento County: Sacramento County Planning and Community Development Department.	The owner/applicant has obtained approval from the SMAQMD for all of the proposed equipment utilized throughout the course of grading for the subdivision. The owner/applicant provided monthly compliance reports to SMAQMD and paid all necessary mitigation fees determined to be in excess of the approved threshold for PM10 emissions. There were no	Yes

MITIGATION MONITORING AND REPORTING PROGRAM – RUSSELL RANCH (LOTS 24 THROUGH 32) PROJECT						
	Mitigation Number (Source)	Mitigation Measure	Timing	Responsible Agency	Comments	Condition Satisfied?
75 Cont.		<p>analysis determines that construction activity would result in an exceedance or substantial contribution to the CAAQS and NAAQS at a nearby receptor, then the owner/applicant(s) shall require their respective contractors to implement additional measures for controlling construction-generated PM10 exhaust emission and fugitive PM10 dust emissions in accordance with Sacramento Metropolitan Air Quality Management District guidance, requirements, and/or rules that apply at the time the project-level analysis is performed. It is likely that these measures would be the same or similar to those listed as Enhanced Fugitive PM Dust Control Practices for Soil Disturbance Areas and Unpaved Roads and Enhanced Exhaust Control Practices. Dispersion modeling is not required for the two El Dorado County roadway connections because the total amount of disturbed acreage is expected to be less than the EDCAQMD screening level of 12 acres.</p> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries shall be developed by the owner/applicant(s) of each applicable project phase in consultation with the affected oversight agency(ies) (i.e., Sacramento County or Caltrans).</p>	<p>Planning and Community Development Department</p> <p>2. For the U.S. 50 interchange improvements: Before the approval of construction plans from Caltrans.</p>	<p>2. For the U.S. 50 interchange improvements: Caltrans.</p>	<p>sensitive receptors in the vicinity of the subdivision and all of the grading for the subdivision were in the boundaries of the City of Folsom.</p>	
76.	3A.2-2 (FPASP EIR/EIS)	<p><b>Implement All Measures Prescribed by the Air Quality Mitigation Plan to Reduce Operational Air Pollutant Emissions.</b></p> <p>To reduce operational emissions, the project applicant(s) for any particular discretionary development application shall implement all measures prescribed in the SMAQMD-approved Folsom Plan Area Specific Plan Air Quality Mitigation Plan (AQMP) (Torrence Planning 2008), a copy of which is included in Appendix C2. The AQMP is intended to improve mobility, reduce vehicle miles traveled, and improve air quality as required by AB 32 and SB 375. The AQMP includes, among others, measures designed to provide bicycle parking at commercial land uses, an integrated pedestrian/bicycle path network, transit stops with shelters, a prohibition against the use the wood-burning fireplaces, energy star roofing materials, electric lawnmowers provided to homeowners at no charge, and on-site transportation alternatives to passenger vehicles (including light rail) that provide connectivity with other local and regional alternative transportation networks.</p>	<p>Before issuance of subdivision maps or improvement plans.</p>	<p>City of Folsom Community Development Department.</p>	<p>The owner/applicant has obtained approval from the SMAQMD for all of the proposed equipment utilized throughout the course of grading for the subdivision. The owner/applicant provided monthly compliance reports to SMAQMD and paid all necessary mitigation fees determined to be in excess of the approved threshold for PM10 emissions. There were no sensitive receptors in the vicinity of the subdivision and all of the grading for the subdivision were in the boundaries of the City of Folsom.</p>	<p>Yes</p>

MITIGATION MONITORING AND REPORTING PROGRAM – RUSSELL RANCH (LOTS 24 THROUGH 32) PROJECT						
	Mitigation Number (Source)	Mitigation Measure	Timing	Responsible Agency	Comments	Condition Satisfied?
77.	4.2-3 (RR EIR)	<p><b>Naturally Occurring Asbestos</b>                      Prior to the commencement of any site-disturbing activities, the owner/applicant shall demonstrate to the satisfaction of the Sacramento Metropolitan Air Quality Management District that Naturally Occurring Asbestos does not exist on site. To demonstrate the owner/applicant shall obtain the services of a California Certified Geologist to conduct a thorough site investigation of the development area per the protocol outlined in the California Geological Survey Special Report 124 to determine whether and where Naturally Occurring Asbestos is present in the soil and rock on the project site and/or areas that would be disturbed by the project, except for those areas previously explored and sampled for Naturally Occurring Asbestos as part of the Geotechnical Engineering Study for Russell Ranch South prepared by Youndahl Consulting Group, Inc. in December 2013. The site investigation shall include the collection of three soil and rock samples per acre to be analyzed via the California Air Resources Board 435 Method, or other acceptable method agreed upon by Sacramento Metropolitan Air Quality Management District and the City. If the investigation determines that Naturally Occurring Asbestos is not present on the project site, then the owner/applicant shall submit a Geologic Exemption to Sacramento Metropolitan Air Quality Management District as allowed under Title 17, Section 93105, Asbestos Airborne Toxic Control Measure for Construction, Grading, Quarrying, and Surface Mining (Asbestos ATCM). The owner/applicant shall submit proof of compliance with the above to the Community Development Department for review and approval prior to the commencement of any site-disturbing activities.</p> <p>If the site investigation determines that Naturally Occurring Asbestos is present on the project site, or alternatively if the owner/applicant elects to assume presence of trace Naturally Occurring Asbestos, then, prior to commencement of any ground disturbance activity, the owner/applicant shall submit to the Sacramento Metropolitan Air Quality Management District for review and approval an Asbestos Dust Mitigation Plan, including, but not limited to, control measures required by the Asbestos ATCM, such as vehicle speed limitations, application of water prior to and during ground disturbance, keeping storage piles wet or covered, and track-out prevention and removal. The project applicant shall submit proof of compliance with the above to the Community Development Department for review and approval prior to the commencement of any site-disturbing activities. Upon approval of the Asbestos Dust Control Plan by the SMAQMD, the applicant shall ensure that construction contractors implement the terms of the plan throughout the construction period.</p>	Before the approval of all grading plans by the City and throughout project construction, where applicable, for all project phases.	City of Folsom Community Development Department.	The owner/applicant retained a Certified Geologist with Youngdahl & Associates to prepare an Air Quality Management Plan. The Air Quality Management Plan was approved by the SMAQMD prior to commencement of grading in the subdivision.	Yes

MITIGATION MONITORING AND REPORTING PROGRAM – RUSSELL RANCH (LOTS 24 THROUGH 32) PROJECT						
Mitigation Number (Source)	Mitigation Measure	Timing	Responsible Agency	Comments	Condition Satisfied?	
77 Cont.	If NOA is determined to be located on the surface of the project site, all surface soil containing NOA shall be replaced with clean soil or capped with another material (e.g., cinder or rubber), subject to review and approval by the City Engineer.					
<b>Biological Resources</b>						
78.	4.3-1 (RR EIR)	<p><b>Special-status plant species.</b> Prior to the initiation of construction activities, the applicant shall retain a qualified biologist/botanist to consult with the appropriate regulatory agencies (CDFW and USFWS) to determine if additional plant surveys are required. Written results of the consultation efforts shall be provided to the Folsom Community Development Department. If the regulatory agencies (CDFW and USFWS) determine additional plant surveys are required, the following shall be implemented:</p> <ul style="list-style-type: none"> <li>▲ The project applicant shall retain a qualified botanist to conduct protocol-level preconstruction special-status plant surveys for all potentially occurring species in all areas that have not previously been surveyed for special- status plants. If special-status plants are not found during focused surveys, the botanist shall document the findings in a letter report to USFWS, CDFW and, the City of Folsom, and no further mitigation shall be required.</li> <li>▲ If special-status plant populations are found, the project applicant shall consult with CDFW and USFWS, as appropriate, depending on species status, to determine the appropriate mitigation measures for direct and indirect impacts on any special-status plant population that could occur as a result of project implementation. Mitigation measures may include preserving and enhancing existing populations, creation of off-site populations on project mitigation sites through seed collection or transplantation, and/or restoring or creating suitable habitat in sufficient quantities to achieve no net loss of occupied habitat or individuals.</li> <li>▲ If potential impacts on special-status plant species are likely, a mitigation and monitoring plan shall be developed before the approval of grading plans or any ground-breaking activity within 250 feet of a special- status plant population. The mitigation plan shall be submitted to the City of Folsom for review and approval. It shall be submitted concurrently to CDFW or USFWS, as appropriate, depending on species status, for review and comment. The plan shall require maintaining viable plant populations on-site and shall identify avoidance measures for any existing population(s) to be retained and compensatory measures for any populations directly affected. Possible avoidance measures include fencing populations before construction and exclusion of project activities from</li> </ul>	Prior to the initiation of construction activities	<p>City of Folsom Community Development Department</p> <p>CDFW</p> <p>USFWS</p>	<p>ECORP Consulting, Inc. conducted protocol -level special status plant surveys. No special status plant species, federally or state listed were recorded during the early or late season surveys within the project site. A notice of survey completion was submitted to the City and the appropriate State and Federal agencies on October 20, 2016. Survey results were also included in the CDFW 1602 application. All required surveys were completed in accordance with this condition prior to commencement of grading in the subdivision.</p>	Yes



MITIGATION MONITORING AND REPORTING PROGRAM – RUSSELL RANCH (LOTS 24 THROUGH 32) PROJECT						
	Mitigation Number (Source)	Mitigation Measure	Timing	Responsible Agency	Comments	Condition Satisfied?
78 Cont.		<p>the fenced-off areas, and construction monitoring by a qualified botanist to keep construction crews away from the population. The mitigation plan shall also include monitoring and reporting requirements for populations to be preserved on site or protected or enhanced off-site.</p> <p>▲ If relocation efforts are part of the mitigation plan, the plan shall include details on the methods to be used, including collection, storage, propagation, receptor site preparation, installation, long-term protection and management, monitoring and reporting requirements, and remedial action responsibilities should the initial effort fail to meet long-term monitoring requirements.</p> <p>If off-site mitigation includes dedication of conservation easements, purchase of mitigation credits or other off-site conservation measures, the details of these measures shall be included in the mitigation plan, including information on responsible parties for long-term management, conservation easement holders, long-term management requirements, and other details, as appropriate to target the preservation of long term viable populations.</p>				
79.	4.3-3(a) (RR EIR)	<p><b>Conduct environmental awareness training for construction employees.</b>                      Prior to initiation of construction activities, the project applicant shall employ a qualified biologist to conduct environmental awareness training for construction employees. The training will describe the importance of on-site biological resources, including special-status wildlife habitats; potential nests of special-status birds; and roosting habitat for special-status bats. The biologist will also explain the importance of other responsibilities related to the protection of wildlife during construction, such as inspecting open trenches and looking under vehicles and machinery prior to moving them to ensure there are no lizards, snakes, small mammals, or other wildlife that could become trapped, injured, or killed in construction areas or under equipment.</p> <p>A qualified biologist shall conduct environmental awareness training for construction employees prior to construction activity. The training will 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 will also explain the importance of other responsibilities related to the protection of wildlife during construction, such as inspecting open trenches and looking under vehicles and machinery prior to moving them to ensure there are no lizards, snakes, small mammals, or other wildlife that could become trapped, injured, or killed in construction areas or under equipment.</p> <p>Environmental awareness training will be conducted prior to construction activity.</p>	Prior to the initiation of construction activities	City of Folsom Community Development Department	The owner/applicant provided Environmental Awareness Training to all contractors prior to commencement of grading. The owner/applicant provided copies of the roster to the City for those receiving training prior to commencement of grading. A training video was provided for subsequent training of new employees. Employees that completed training were supplied a completion sticker to display on their hard hats.	Yes

MITIGATION MONITORING AND REPORTING PROGRAM – RUSSELL RANCH (LOTS 24 THROUGH 32) PROJECT						
	Mitigation Number (Source)	Mitigation Measure	Timing	Responsible Agency	Comments	Condition Satisfied?
80.	4.3-3(b) (RR EIR)	<p><b>Conduct preconstruction western spadefoot toad survey.</b></p> <p>The project applicant shall retain a qualified biologist to conduct a preconstruction survey for Western spadefoot toad within 48 hours of the initiation of construction activities for each phase of development. The preconstruction surveys shall evaluate suitable habitats for this species, as determined by the qualified biologist. If no Western spadefoot toad individuals are found during the preconstruction survey, the biologist shall document the findings in a letter report to CDFW and the City of Folsom, and no further mitigation shall be required. If Western spadefoot toad individuals are found, the qualified biologist shall consult with CDFW to determine appropriate avoidances measures. Mitigation measures may include relocation of aquatic larvae, construction monitoring, or preserving and enhancing existing populations.</p>	Prior to the initiation of construction activities	City of Folsom Community Development Department	ECORP Consulting, Inc. conducted preconstruction surveys for this species. No spadefoot toads were documented during the surveys. Survey results were submitted to CDFW and verified by the City and the City’s environmental consultant prior to the commencement of grading.	Yes
81.	4.3-4 (RR EIR)	<p><b>Western Pond Turtle.</b></p> <p>The project applicant(s), shall retain a qualified biologist to conduct preconstruction survey for Western pond turtle within 48 hours of the initiation of construction activities for each phase of development. The preconstruction surveys shall evaluate suitable habitats for this species, as determined by the qualified biologist. If no western pond turtles are found during the preconstruction survey, the biologist shall document the findings in a letter report to CDFW and the City of Folsom, and no further mitigation shall be required. If western pond turtles are found, the qualified biologist shall capture and relocate the turtles to a suitable preserved location in the vicinity of the project.</p>	Within 48 hours prior to the initiation of construction activities for each phase of development	City of Folsom Community Development Department  CDFW	ECORP Consulting, Inc. conducted preconstruction surveys for this species within all suitable habitat. No western pond turtles were found during the surveys. Survey results were submitted to CDFW and the City prior to commencement of grading and construction.	Yes
82.	4.3-5(a) (RR EIR)	<p><b>Swainson’s hawk nesting habitat.</b></p> <p>To mitigate impacts on Swainson’s hawk a qualified biologist shall be retained to conduct preconstruction surveys and to identify active nests on and within 0.5-mile of the project area. The surveys shall be conducted before the approval of grading and/or improvement plans (as applicable) and no less than 14 days and no more than 30 days before the beginning of construction. 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 shall be avoided by establishing appropriate buffers around the nests. No project activity shall commence within the buffer area until the young have fledged, the nest is no longer active, or until a qualified biologist has determined in coordination with CDFW that reducing the buffer would not result in nest abandonment. CDFW guidelines recommend implementation of 0.25- or 0.5-</p>	Prior to approval of Grading or Improvement Plans and not less than 14 days or more than 30 days before the beginning of construction	City of Folsom Community Development Department  CDFW	ECORP Consulting, Inc. conducted preconstruction surveys for Swainson’s hawks. No active nests were observed during the surveys. Survey results were submitted to CDFW and the City prior to commencement of grading in the subdivision.	Yes

MITIGATION MONITORING AND REPORTING PROGRAM – RUSSELL RANCH (LOTS 24 THROUGH 32) PROJECT						
	Mitigation Number (Source)	Mitigation Measure	Timing	Responsible Agency	Comments	Condition Satisfied?
		mile-wide buffers, but the size of the buffer may be adjusted if a qualified biologist and the City, in consultation with CDFW, 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.				
83.	4.3-5(b) (RR EIR, updated per 2018 RR Checklist)	<p><b>Swainson’s hawk foraging habitat.</b></p> <p>To mitigate for the loss of Swainson’s hawk foraging habitat, the project applicant(s) shall identify permanent impacts to foraging habitat and prepare and implement a Swainson’s hawk mitigation plan specific to the project. The Swainson’s hawk mitigation plan shall be consistent with the Swainson’s Hawk Mitigation Plan – Folsom Plan Area Specific Plan (prepared by ECORP Consulting, Inc. and dated May 2, 2017, and any City-approved addenda), including but not limited to the requirements described below.</p> <p>Before the approval of grading and improvement plans, or before any ground-disturbing activities, whichever occurs first, the project applicant shall secure suitable Swainson’s hawk foraging habitat to ensure appropriate mitigation of habitat value for Swainson’s hawk foraging habitat that is permanently lost as a result of the project, as determined by the City after consultation with CDFW and a qualified biologist.</p> <p>The mitigation ratio shall be based on Swainson’s hawk nesting distribution and an assessment of habitat quality, availability, and use within the project area and shall be consistent with the 1994 DFG Swainson’s Hawk Guidelines included in the Staff Report Regarding Mitigation for Impacts to Swainson’s Hawks (<i>Buteo swainsoni</i>) in the Central Valley of California. Such mitigation shall be accomplished through purchase of credits at an approved mitigation bank, the transfer of fee title, or perpetual conservation easement. If non-bank mitigation is proposed, the mitigation land shall be located within the known foraging area and within Sacramento County. The City, after consultation with CDFW, will determine the appropriateness of the mitigation land.</p> <p>The project applicant shall transfer said Swainson’s hawk mitigation land, through either conservation easement or fee title, to a third-party, nonprofit conservation organization (Conservation Operator), with the City and CDFW named as third-party beneficiaries. The Conservation Operator shall be a qualified conservation easement land manager that manages land as its primary function. Additionally, the Conservation Operator shall be a tax-exempt nonprofit conservation organization that meets the criteria of Civil Code Section 815.3(a) and shall be selected or approved by the City, after consultation with CDFW. After consultation with CDFW and the Conservation Operator, the City shall approve the content and form of the conservation easement. The City, CDFW, and the Conservation Operator</p>	Prior to approval of Grading and Improvement Plans, or before any ground-disturbing activities, whichever occurs first	City of Folsom Community Development Department  CDFW	The owner has secured and recorded a Conservation Easement on a City approved Swainson’s hawk foraging habitat mitigation site in Sacramento County. The foraging site was approved in advance by the CDFW. A copy of the recorded easement is on file with the Community Development Department.	Yes

MITIGATION MONITORING AND REPORTING PROGRAM – RUSSELL RANCH (LOTS 24 THROUGH 32) PROJECT						
Mitigation Number (Source)	Mitigation Measure	Timing	Responsible Agency	Comments	Condition Satisfied?	
83. Cont.	<p>shall each have the power to enforce the terms of the conservation easement. The Conservation Operator shall monitor the easement in perpetuity to assure compliance with the terms of the easement.</p> <p>After consultation with the City, The project applicant, CDFW, and the Conservation Operator, shall establish an endowment or some other financial mechanism that is sufficient to fund in perpetuity the operation, maintenance, management, and enforcement of the conservation easement. If an endowment is used, either the endowment funds shall be submitted to the City for impacts on lands within the City’s jurisdiction to an appropriate third-party nonprofit conservation agency, or they shall be submitted directly to the third-party nonprofit conservation agency in exchange for an agreement to manage and maintain the lands in perpetuity. The Conservation Operator shall not sell, lease, or transfer any interest of any conservation easement or mitigation land it acquires without prior written approval of the City and CDFW.</p> <p>If the Conservation Operator ceases to exist, the duty to hold, administer, manage, maintain, and enforce the interest shall be transferred to another entity acceptable to the City and CDFW. The City Planning Department shall ensure that mitigation habitat established for impacts on habitat within the City’s planning area is properly established and is functioning as habitat by conducting regular monitoring of the mitigation site(s) for the first ten years after establishment of the easement.</p>					

MITIGATION MONITORING AND REPORTING PROGRAM – RUSSELL RANCH (LOTS 24 THROUGH 32) PROJECT						
	Mitigation Number (Source)	Mitigation Measure	Timing	Responsible Agency	Comments	Condition Satisfied?
84.	4.3-6(a) (RR EIR)	<b>Burrowing Owl Preconstruction survey.</b> A qualified biologist shall be retained by the project applicant to conduct a preconstruction survey to identify active burrows within the project area. The surveys shall be conducted no less than 14 days and no more than 30 days before the beginning of construction activities for each phase of development. The preconstruction survey shall follow the protocols outlined in the Staff Report on Burrowing Owl Mitigation (CDFG 2012).	No less than 14 days and no more than 30 days before the beginning of construction activities for each phase of development	City of Folsom Community Development Department	ECORP Consulting, Inc. conducted preconstruction nesting raptor surveys, including burrowing owls. No burrowing owl nesting activity was observed during any of the surveys. Results of the surveys were submitted to the CDFW and the City prior to commencement of grading in the subdivision.	Yes
85.	4.3-6(b) (RR EIR)	<b>Burrowing Owl Active burrows.</b> If active burrows are found, a mitigation plan shall be submitted to the City for review and approval before any ground-disturbing activities. The City shall consult with CDFW. The mitigation plan may consist of installation of one-way doors on all burrows to allow owls to exit, but not reenter, and construction of artificial burrows within the project vicinity, as needed; however, burrowing owl exclusions may only be used if a qualified biologist verifies that the burrow does not contain eggs or dependent young. If active burrows contain eggs and/or young, no construction shall occur within 50 feet of the burrow until young have fledged. Once it is confirmed that there are no owls inside burrows, these burrows may be collapsed.	Prior to ground disturbing activities if active owl burrows are found	City of Folsom Community Development Department  CDFW	ECORP Consulting, Inc. conducted preconstruction nesting raptor surveys, including burrowing owls. No burrowing owl nesting activity was observed during any of the surveys. Results of the surveys were submitted to the CDFW and the City prior to commencement of grading in the subdivision.	Yes
86.	4.3-7 (RR EIR)	<b>Tricolored blackbird.</b> A qualified biologist shall conduct a preconstruction survey for any project activity that would occur during the tricolored blackbird’s nesting season (March 1–August 31). The preconstruction survey shall be conducted before any activity occurring within 500 feet of suitable nesting habitat, including freshwater marsh and areas of riparian scrub vegetation. The survey shall be conducted within 14 days before project activity begins. If no tricolored blackbird colony is present, no further mitigation is required. If a colony is found, the qualified biologist shall establish a buffer around the nesting colony. No project activity shall commence within the buffer area until a qualified biologist confirms that the colony is no longer active. The size of the buffer shall be determined in consultation with CDFW. Buffer size is anticipated to range from 100 to 500 feet, depending on the nature of	Prior to the initiation of construction activities during the nesting season (March 1 – August 31) occurring within 500 feet of suitable nesting habitat	City of Folsom Community Development Department  CDFW	ECORP Consulting, Inc. conducted preconstruction nesting bird surveys for tricolored blackbird. No tricolored blackbird nesting colonies were observed during these surveys. Survey results were submitted to CDFW and the City prior to commencement of grading in the subdivision.	Yes



MITIGATION MONITORING AND REPORTING PROGRAM – RUSSELL RANCH (LOTS 24 THROUGH 32) PROJECT						
	Mitigation Number (Source)	Mitigation Measure	Timing	Responsible Agency	Comments	Condition Satisfied?
		the project activity, the extent of existing disturbance in the area, and other relevant circumstances.				
87.	4.3-8(a) (RR EIR)	<p><b>Nesting raptors.</b> To mitigate impacts on nesting raptors, a qualified biologist shall be retained to conduct a preconstruction survey to identify active nests on and within 0.5 miles of the project area. The surveys shall be conducted no less than 14 days and no more than 30 days before the beginning of construction activities for each phase of development. If active nests are found, impacts on nesting raptors shall be avoided by establishing appropriate buffers around the nests. No project activity shall commence within the buffer area until the young have fledged, the nest is no longer active, or until a qualified biologist has determined in coordination with CDFW that reducing the buffer would not result in nest abandonment. The buffer may be adjusted if a qualified biologist and the City, in consultation with CDFW, 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>	No less than 14 days and no more than 30 days before the beginning of construction activities for each phase of development	City of Folsom Community Development Department  CDFW	ECORP Consulting, Inc. conducted preconstruction nesting raptor surveys, one red-tail hawk was observed nesting within the project footprint area. A 100-foot buffer was established in coordination with CDFW. The nest was monitored until the nest became inactive. Survey and monitoring results were submitted to CDFW.	Yes
88.	4.3-8(b) (RR EIR)	<p><b>Other nesting special-status and migratory birds.</b> A qualified biologist shall conduct a preconstruction survey for any project activity that would occur in suitable nesting habitat during the avian nesting season (approximately March 1–August 31). The preconstruction survey shall be conducted within 14 days before any activity occurring within 100 feet of suitable nesting habitat. Suitable habitat includes annual grassland, valley needlegrass grassland, freshwater seep, vernal pool, seasonal wetland, and intermittent drainage habitat within the project site. If no active special-status or other migratory bird nests are present, no further mitigation is required. If an active nest is found, the qualified biologist shall establish a buffer around the nest. No project activity shall commence within the buffer area until a qualified biologist confirms that the nest is no longer active. The size of the buffer shall be determined in consultation with CDFW. Buffer size is anticipated to range from 50 to 100 feet, depending on the nature of the project activity, the extent of existing disturbance in the area, and other relevant circumstances.</p>	Prior to any construction activities that would occur between approximately March 1 and August 31	City of Folsom Community Development Department  CDFW	ECORP Consulting, Inc. conducted preconstruction nesting bird surveys within the project area. A cliff swallow colony was observed under the Highway 50 overpass. A 25-50-foot buffer was established in consultation with CDFW and the colony was monitored to assess impacts. Survey and monitoring logs were submitted to CDFW. No other nesting activity was recorded during the preconstruction surveys.	Yes
89.	4.3-10 (RR EIR)	<p><b>American badger.</b> The project applicant(s) shall retain a qualified biologist to conduct preconstruction American badger burrow surveys within 48 hours of the initiation of construction activity. If no American badger burrows are found during the preconstruction survey, the biologist shall document the findings in a letter report to CDFW and the City of Folsom, and no further</p>	With 48 hours of the initiation of construction activity	City of Folsom Community Development Department	ECORP Consulting, Inc. conducted preconstruction den surveys for American Badger activity within the project area. No American Badger	Yes

MITIGATION MONITORING AND REPORTING PROGRAM – RUSSELL RANCH (LOTS 24 THROUGH 32) PROJECT						
	Mitigation Number (Source)	Mitigation Measure	Timing	Responsible Agency	Comments	Condition Satisfied?
		mitigation shall be required. If potential American badger burrows are found, the qualified biologist shall consult with CDFW to determine appropriate measures.		CDFW	activity/burrows were observed during the surveys. Survey results were submitted to CDFW and the City prior to commencement of grading in the subdivision.	
90.	4.3-11(a) (RR EIR, updated per 2018 RR Checklist)	<p><b>Clean Water Act Sections 401 and 404.</b>                      The project applicant shall comply with permits obtained under Sections 401 and 404 of the CWA or the State’s Porter-Cologne Act and implement all permit conditions for the proposed project. All permits, regulatory approvals, and permit conditions for effects on wetland habitats shall be secured and conditions implemented before implementation of any grading activities within 250 feet of Waters of the U.S. or wetland habitats, including Waters of the State, that potentially support federally-listed species, or within 100 feet of any other Waters of the U.S. or wetland habitats, including Waters of the State. The project applicant shall adhere to all conditions outlined in the permits. The project applicant shall commit to replace, restore, or enhance on a “no net loss” basis (in accordance with USACE and the Central Valley RWQCB) the acreage of all wetlands and other Waters of the U.S. that would be removed, lost, and/or degraded with implementation of the project. Wetland habitat shall be restored, enhanced, and/or replaced at an acreage and location and by methods agreeable to USACE, the Central Valley RWQCB, and the City, as appropriate, depending on agency jurisdiction, and as determined during the Section 401 and Section 404 permitting processes. All mitigation requirements to satisfy the requirements of the City and the Central Valley RWQCB, for impacts on the non-jurisdictional wetlands beyond the jurisdiction of USACE, shall be determined and implemented before grading plans are approved.</p> <p>A water quality certification pursuant to Section 401 of the CWA is required before issuance of the record of decision and before issuance of the Section 404 permit. Before construction in any areas containing wetland features, the project applicant shall obtain water quality certification for the project. Any measures required as part of the issuance of water quality certification shall be implemented.</p>	Prior to the approval of Grading and Improvement Plans and before any groundbreaking activity associated with each distinct project phase	City of Folsom Community Development Department  USACE  Central Valley RWQCB	The owner/applicant obtained the 401 Certification from the Regional Water Board and the 404 individual permit and grading authorization from the U.S. Army Corps of Engineers for the Backbone improvements and project specific improvements prior to implementing ground disturbing activity. All wetland mitigation credits were purchased prior to construction and additional permit conditions were met prior to ground breaking activities and submitted to the applicable agencies. Compliance reports are on file with the Community Development Department.	Yes
91.	4.3-11(b) (RR EIR)	<p><b>Master Streambed Alteration Agreement.</b>                      The project applicant shall amend, if necessary, and implement the original Section 1602 Master Streambed Alteration Agreement received from CDFW for all construction activities that would occur in the bed and bank of CDFW jurisdictional features within the project site.</p>	60 days prior to the commencement of construction	City of Folsom Community Development Department	A Master Streambed Alteration Agreement was issued for FPASP in Feb. 2014 that includes the Russell Ranch	Yes

MITIGATION MONITORING AND REPORTING PROGRAM – RUSSELL RANCH (LOTS 24 THROUGH 32) PROJECT						
	Mitigation Number (Source)	Mitigation Measure	Timing	Responsible Agency	Comments	Condition Satisfied?
95 Cont.		As outlined in the Master Streambed Alteration Agreement, the project applicant shall submit a Sub-Notification Form (SNF) to CDFW 60 days prior to the commencement of construction to notify CDFW of the project. Any conditions of issuance of the Master Streambed Alteration Agreement shall be implemented as part of those project construction activities that would adversely affect the bed and bank within on-site drainage channels subject to CDFW jurisdiction. The agreement shall be executed by the project applicant and CDFW before the approval of any grading or improvement plans or any construction activities in any project phase that could potentially affect the bed and bank of on-site drainage channels under CDFW jurisdiction.		CDFW	subdivision. A sub-notification for the Russell Ranch subdivision was submitted to CDFW and approved on Mar 8, 2017. Compliance of sub-notification conditions was accomplished by mitigating streambed impacts through purchase of floodplain riparian preservation credits and mitigation for loss of blackbird foraging habitat through habitat creation at the Folsom Heights Preserve.	
92.	4.3-11(c) (RR EIR, updated per 2018 RR Checklist)	<p><b>Valley Needlegrass.</b> The project applicant will comply with the Conceptual Valley Needlegrass Grassland Mitigation and Monitoring Plan – Folsom Plan Area Specific Plan (prepared by ECORP Consulting, Inc. and dated October 6, 2016, and any City-approved addenda). The following measures shall be implemented to mitigate for losses of valley needlegrass grassland:</p> <ul style="list-style-type: none"> <li>▲ Valley needlegrass grassland will be established (restored) within the FPASP’s Passive Recreation Open Space in areas that are currently characterized by annual grassland (Restoration Areas), at a minimum ratio of 1:1 acres of restored grassland to acres of impacted grassland.</li> <li>▲ Needlegrass plants may be established via seeding, planting nursery-grown transplants (plugs), or translocating existing needlegrass individuals from impact areas. If practicable, needlegrass populations that will be impacted by the Project should be salvaged by collecting seed from existing plants for use in Restoration Areas, or by translocating existing plants to open space areas.</li> <li>▲ Valley needlegrass grassland Restoration Areas will be monitored twice during the first year following planting, and annually for the four subsequent years for a total of five years.</li> <li>▲ A success criteria of 80 percent of the target acreage (or as otherwise agreed upon in consultation with the California Department of Fish and Wildlife (CDFW) should be established by the fifth year of monitoring.</li> </ul>	Prior to any groundbreaking activities	City of Folsom Community Development Department  CDFW	A Valley Needlegrass Mitigation Plan (Plan) was submitted and approved by the City. Valley Needlegrass impacts (0.049-ac) for this project were mitigated by transplanting the needlegrass plants into approved Open Space areas, per the Plan. The needlegrass plants transplant took place on April 24 and 25, 2017 by SMP eco services.	Yes

MITIGATION MONITORING AND REPORTING PROGRAM – RUSSELL RANCH (LOTS 24 THROUGH 32) PROJECT						
Mitigation Number (Source)	Mitigation Measure	Timing	Responsible Agency	Comments	Condition Satisfied?	
<b>Cultural Resources</b>						
93.	4.4-1 (RR EIR, updated per 2018 RR Checklist)	<p><b>Comply with the Programmatic Agreement and Carry Out Mitigation.</b></p> <p>The FAPA provides a management framework for identifying historic properties and Historical Resources through inventories and evaluations, determining adverse effects, and resolving those adverse effects with appropriate mitigation. Proof of compliance with the applicable procedures in the FAPA and implementation of applicable HPTP (Westwood and Knapp 2013b and 2013c) with regard to mitigation for the Keefe-McDerby Mine Ditch and Brooks Hotel Site is to be provided to the City’s Community Development Department prior to authorization of any ground-disturbing activities. Proof of compliance is defined as written approval from the USACE of all applicable mitigation documentation generated from implementation of an approved HPTP and includes the following mitigation actions:</p> <ul style="list-style-type: none"> <li>▲ Historic American Engineering Record (HAER) Documentation of the Keefe-McDerby Mine Ditch (P-34-1475): in consultation with the National Park Service, the USACE shall require the completion of Historic American Engineering Record program documentation.</li> <li>▲ Data Recovery Excavations of the Brooks Hotel Site (P-34-2166): Data recovery shall follow the standards and guidelines in the HPTP. The results of excavation, laboratory analysis, artifact analysis, and archival research, shall be documented in a confidential data recovery technical report, which shall be submitted to the City’s Community Development Department.</li> </ul> <p>Geoarchaeological Monitoring: Due to a potential for deeply buried archaeological resources down to a depth of 1.5m (approximately five feet) below soil formations known as the T-2 terrace, where colluvial deposits grade onto the T-2 terrace, and along the distal edge of tributary alluvial fans, all ground-disturbing activity in those areas shall be monitored by a qualified professional archaeologist with a specialization in geoarchaeology. Monitoring is no longer needed once subsurface disturbance extends beyond 1.5m below surface.</p>	Prior to authorization of any ground disturbing activities in any given segment of the project area	<p>City of Folsom Community Development Department</p> <p>USACE</p> <p>NPS</p>	<p>The US Army Corps of Engineers approved the mitigation documentation for the Keefe—McDerby Mine Ditch on August 26, 2015, and the documentation was approved by the National Park Service on November 9, 2015. Copies of the approval letters and the documentation are on file with the Community Development Dept.</p> <p>The US Army Corps of Engineers approved the data recovery report for the Brooks Hotel site on March 30, 2015. A copy of the report and the approval letter are on file with the Community Development Department.</p> <p>The US Army Corps of Engineers further verified that all pre-construction requirements under the First Amended Programmatic Agreement were completed</p>	Yes

MITIGATION MONITORING AND REPORTING PROGRAM – RUSSELL RANCH (LOTS 24 THROUGH 32) PROJECT						
	Mitigation Number (Source)	Mitigation Measure	Timing	Responsible Agency	Comments	Condition Satisfied?
93 Cont.					<p>to its satisfaction on February 16, 2017. The California State Historic Preservation Officer concurred with this finding on March 24, 2017. A copy of these letters are on file with the Community Development Dept.</p> <p>All ground disturbing activities in the areas that required geoarchaeological monitoring were monitored by a qualified geoarchaeologist. No resources were found during monitoring. A copy of the monitoring report is on file with the Community Development Dept.</p>	
94.	4.4-2(a) (RR EIR, updated per 2018 RR Checklist)	<p><b>Conduct construction worker awareness training, on-site monitoring if required, stop work if cultural resources are discovered, asses the significance of the find, and perform treatment or avoidance as required.</b></p> <ul style="list-style-type: none"> <li>▲ To reduce potential impacts to previously undiscovered cultural resources, the Project applicant(s) shall retain a qualified archaeologist to conduct training for construction supervisors. Construction supervisors shall inform the workers about the possibility of encountering buried cultural resources and inform the workers of the proper procedures should cultural resources be encountered. Proof of the contractor awareness training shall be submitted to the City’s Community Development Department in the form of a copy of training materials and the completed training attendance roster.</li> <li>▲ Should any cultural resources, such as structural features, bone or shell, artifacts, or architectural remains be encountered during any construction activities, work shall</li> </ul>	Prior to start of any ground-disturbing activities	<p>City of Folsom Community Development Department</p> <p>USACE</p>	The owner/applicant retained a qualified archeologist and provided Workers Awareness Training to all new construction personnel. A copy of the training video and attendance records are available from the Community Development Department.	Yes



MITIGATION MONITORING AND REPORTING PROGRAM – RUSSELL RANCH (LOTS 24 THROUGH 32) PROJECT						
	Mitigation Number (Source)	Mitigation Measure	Timing	Responsible Agency	Comments	Condition Satisfied?
94 Cont.		be suspended within 200 feet of the find and the City of Folsom and USACE shall be notified immediately. The City shall retain a qualified archaeologist who shall conduct a field investigation of the specific site and shall evaluate the significance of the find by evaluating the resource for eligibility for listing on the CRHR and the NRHP. If the resource is eligible for listing on the CRHR or NRHP and would be subject to disturbance or destruction, the actions required by the FAPA and subsequent documentation shall be implemented. The City of Folsom Community Development Department and USACE shall be responsible for approval of recommended mitigation if it is determined to be feasible in light of the approved land uses, and shall implement the approved mitigation and seek written approval on mitigation documentation before resuming construction activities at the archaeological site.			No cultural materials were discovered during ground-disturbing activities	
95.	4.4-2(b) (RR EIR, updated per 2018 RR Checklist)	<p><b>Suspend ground-disturbing activities if human remains are encountered and comply with California Health and Safety Code procedures.</b></p> <p>In the event that human remains are discovered, construction activities within 150 feet of the discovery shall be halted or diverted and the requirements for managing unanticipated discoveries in 3A.5-3 shall be implemented. In addition, the provisions of § 7050.5 of the California Health and Safety Code, § 5097.98 of the California PRC, and Assembly Bill (AB) 2641 shall be implemented. When human remains are discovered, state law requires that the discovery be reported to the County Coroner (§ 7050.5 of the Health and Safety Code) and that reasonable protection measures be taken during construction to protect the discovery from disturbance (AB 2641). If the Coroner determines the remains are Native American, the Coroner shall notify the NAHC, which then designates a Native American Most Likely Descendant (MLD) for the Project (§ 5097.98 of the PRC). The designated MLD then has 48 hours from the time access to the property is granted to make recommendations concerning treatment of the remains (AB 2641). If the landowner does not agree with the recommendations of the MLD, the NAHC can mediate (§ 5097.94 of the PRC). If no agreement is reached, the landowner must rebury the remains where they will not be further disturbed (§ 5097.98 of the PRC). This will also include either recording the site with the NAHC or the appropriate information center; using an open space or conservation zoning designation or easement; or recording a deed restriction with the county in which the property is located (AB 2641).</p>	During construction if human remains are discovered	Sacramento County Coroner  Native American Heritage Commission  City of Folsom Community Development Department	No human remains were discovered during the course of grading and construction.	Yes
<b>Geology and Soils</b>						

MITIGATION MONITORING AND REPORTING PROGRAM – RUSSELL RANCH (LOTS 24 THROUGH 32) PROJECT						
	Mitigation Number (Source)	Mitigation Measure	Timing	Responsible Agency	Comments	Condition Satisfied?
96.	VI-1 (FPASP EIS/EIR)	<b>Geotechnical Recommendations</b> The owner/applicant shall submit to the Engineering Division, for review and approval, a grading plan for the project site which ensures that all geotechnical recommendations specified in the geotechnical report are properly incorporated and utilized in the design.	Prior to the issuance of a grading permit	City of Folsom Engineering Division	The owner/applicant submitted a grading plan incorporating all geotechnical recommendations for review and received approval by the City prior to commencement of grading in the Spring of 2021.	Yes
97.	VI-2 (FPASP EIS/EIR)	<b>Foundation Plans</b> All foundation plans shall be reviewed and approved by the Building Safety Division, respectively, prior to issuance of building permits to ensure that all geotechnical recommendations specified in the geotechnical report are properly incorporated and utilized in the design.	Prior to issuance of building permits	City of Folsom Building Safety Division	The Community Development Department will review and approve all residential site plans to verify compliance with this condition.	Condition will be satisfied prior to issuance of a building permit.
98.	VI-3 (FPASP EIS/EIR)	<b>Geotechnical Monitoring Program</b> The owner/applicant shall contract with a geotechnical engineer who shall develop a program to monitor the sites during construction to ensure compliance with the recommendations presented in the geotechnical report(s) and conditions for performing such monitoring. The geotechnical monitoring program shall include a description of the improvements areas where geotechnical monitoring shall be required. The completed program shall be submitted to the City prior to approval of any grading and/or improvement plan.	Prior to initiation of ground disturbance	City of Folsom Community Development Department	The owner/applicant submitted a plan and retained Youngdahl & Associates for monitoring and testing during construction. Copies of the plan and test results are on file with Youngdahl and have been provided to the City as required by the Community Development Department prior to approval of the grading plans.	Yes
<b>Greenhouse Gas Emissions</b>						
99.	3A.4-1 (FPASP EIR/EIS)	<b>Implement Additional Measures to Control Construction-Generated GHG Emissions.</b> 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	Before approval of small-lot final maps and building permits for all	1. For all project-related improvements that would be located within the City of	The owner/applicant is required to submit a monthly equipment usage report to the Sacramento Metropolitan Air Quality Management District (SMAQMD). Copies of the	Yes

MITIGATION MONITORING AND REPORTING PROGRAM – RUSSELL RANCH (LOTS 24 THROUGH 32) PROJECT						
	Mitigation Number (Source)	Mitigation Measure	Timing	Responsible Agency	Comments	Condition Satisfied?
99 Cont.		<p>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> <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"> <li>▲ Improve fuel efficiency from construction equipment: <ul style="list-style-type: none"> <li>▪ reduce unnecessary idling (modify work practices, install auxiliary power for driver comfort);</li> <li>▪ perform equipment maintenance (inspections, detect failures early, corrections);</li> <li>▪ train equipment operators in proper use of equipment;</li> <li>▪ use the proper size of equipment for the job; and</li> <li>▪ use equipment with new technologies (repowered engines, electric drive trains).</li> </ul> </li> <li>▲ Use alternative fuels for electricity generators and welders at construction sites such as propane or solar, or use electrical power.</li> <li>▲ 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).</li> </ul>	discretionary development project, including all on- and off-site elements and implementation throughout project construction.	Folsom: City of Folsom Community Development Department.  2. For all on- and off-site project-related activities within the City of Folsom and Sacramento County.	<p>monthly reports are available upon request from the City.</p> <p>The Solid Waste Diversion and Recycling was not required as the Off-site Water Facilities do not include the construction of the Off Site Water Facilities in Rancho Cordova and unincorporated areas of Sacramento County.</p>	

MITIGATION MONITORING AND REPORTING PROGRAM – RUSSELL RANCH (LOTS 24 THROUGH 32) PROJECT						
	Mitigation Number (Source)	Mitigation Measure	Timing	Responsible Agency	Comments	Condition Satisfied?
99 Cont.		<ul style="list-style-type: none"> <li>▲ Encourage and provide carpools, shuttle vans, transit passes and/or secure bicycle parking for construction worker commutes.</li> <li>▲ 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.</li> <li>▲ Recycle or salvage non-hazardous construction and demolition debris (goal of at least 75% by weight).</li> <li>▲ 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).</li> <li>▲ Minimize the amount of concrete used for paved surfaces or use a low carbon concrete option.</li> <li>▲ Produce concrete on-site if determined to be less emissive than transporting ready mix.</li> <li>▲ 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).</li> <li>▲ Develop a plan in consultation with SMAQMD to efficiently use water for adequate dust control. This may consist of the use of nonpotable water from a local source.</li> </ul> <p>In addition to SMAQMD-recommended measures, construction activity shall comply with all applicable rules and regulations established by SMAQMD and ARB.</p>				
100.	3A.4-2a (FPASP EIR/EIS)	<p><b>Implement Additional Measures to Reduce Operational GHG Emissions.</b>                      Each increment of new development within the project site requiring a discretionary approval (e.g., proposed tentative subdivision map, conditional use permit), shall be subject to a project-specific environmental review (which could support an applicable exemption, negative or mitigated negative declaration or project-specific EIR) and will require that GHG emissions from operation of each phase of development, including supporting roadway and infrastructure improvements that are part of the selected action alternative, will be reduced by an amount sufficient to achieve the 2020-based threshold of significance of 4.36 CO<sub>2</sub>e/SP/year for development that would become operational on or before the year 2020, and the 2030-based threshold of significance of 2.86 CO<sub>2</sub>e/SP/year for development that would become operational on or before the year 2030.                      The above-stated thresholds of significance may be subject to change if SMAQMD approves its own GHG significance thresholds, in which case, SMAQMD-adopted thresholds will be</p>	Before approval of final maps and building permits for all project phases, including all on and off-site elements.	City of Folsom Community Development Department.	The owner/applicant has included several approved recommendations from the SMAQMD for implementation during construction.	Yes

MITIGATION MONITORING AND REPORTING PROGRAM – RUSSELL RANCH (LOTS 24 THROUGH 32) PROJECT						
	Mitigation Number (Source)	Mitigation Measure	Timing	Responsible Agency	Comments	Condition Satisfied?
100 Cont.		<p>used. The amount of GHG reduction required to achieve the applicable significance thresholds will furthermore depend on existing and future regulatory measures including those developed under AB 32).</p> <p>For each increment of new discretionary development, the City shall submit to the project applicant(s) a list of potentially feasible GHG reduction measures to be considered in the development design. The City’s list of potentially feasible GHG reduction measures shall reflect the current state of the regulatory environment, available incentives, and thresholds of significance that may be developed by SMAQMD, which will evolve under the mandate of AB 32 and Executive Order S-3-05. If the project applicant(s) asserts it cannot meet the 2020-based goal, then the report shall also demonstrate why measures not selected are considered infeasible. The City shall review and ensure inclusion of the design features in the proposed project before applicant(s) can receive the City’s discretionary approval for the any increment of development. In determining what measures should appropriately be imposed by the City under the circumstances, the City shall consider the following factors:</p> <ul style="list-style-type: none"> <li>▲ the extent to which rates of GHG emissions generated by motor vehicles traveling to, from, and within the SPA are projected to decrease over time as a result of regulations, policies, and/or plans that have already been adopted or may be adopted in the future by ARB or other public agency pursuant to AB 32, or by EPA;</li> <li>▲ the extent to which mobile-source GHG emissions, which at the time of writing this EIR/EIS comprise a substantial portion of the state’s GHG inventory, can also be reduced through design measures that result in trip reductions and reductions in trip length;</li> <li>▲ the extent to which GHG emissions emitted by the mix of power generation operated by SMUD, the electrical utility that will serve the SPA, are projected to decrease pursuant to the Renewables Portfolio Standard required by SB 1078 and SB 107, as well as any future regulations, policies, and/or plans adopted by the federal and state governments that reduce GHG emissions from power generation;</li> <li>▲ the extent to which any stationary sources of GHG emissions that would be operated on a proposed land use (e.g., industrial) are already subject to regulations, policies, and/or plans that reduce GHG emissions, particularly any future regulations that will be developed as part of ARB’s implementation of AB 32, or other pertinent regulations on stationary sources that have the indirect effect of reducing GHG emissions;</li> <li>▲ the extent to which other mitigation measures imposed on the project to reduce other air pollutant emissions may also reduce GHG emissions;</li> </ul>				



MITIGATION MONITORING AND REPORTING PROGRAM – RUSSELL RANCH (LOTS 24 THROUGH 32) PROJECT						
Mitigation Number (Source)	Mitigation Measure	Timing	Responsible Agency	Comments	Condition Satisfied?	
100 Cont.	<ul style="list-style-type: none"> <li>▲ the extent to which the feasibility of existing GHG reduction technologies may change in the future, and to which innovation in GHG reduction technologies will continue, effecting cost-benefit analyses that determine economic feasibility; and</li> <li>▲ whether the total costs of proposed mitigation for GHG emissions, together with other mitigation measures required for the proposed development, are so great that a reasonably prudent property owner would not proceed with the project in the face of such costs.</li> </ul> <p>In considering how much, and what kind of, mitigation is necessary in light of these factors, the City shall consider the following list of options, though the list is not intended to be exhaustive, as GHG emission reduction strategies and their respective feasibility are likely to evolve over time. These measures are derived from multiple sources including the Mitigation Measure Summary in Appendix B of the California Air Pollution Control Officer’s Association (CAPCOA) white paper, CEQA &amp; Climate Change (CAPCOA 2009a); CAPCOA’s Model Policies for Greenhouse Gases in General Plans (CAPCOA 2009b); and the California Attorney General’s Office publication, The California Environmental Quality Act: Addressing Global Warming Impacts at the Local Agency Level (California Attorney General’s Office 2008).</p> <p><b>Energy Efficiency</b></p> <ul style="list-style-type: none"> <li>▲ Include clean alternative energy features to promote energy self-sufficiency (e.g., photovoltaic cells, solar thermal electricity systems, small wind turbines).</li> <li>▲ Design buildings to meet CEC Tier II requirements (e.g., exceeding the requirements of the Title 24 [as of 2007] by 35%).</li> <li>▲ Site buildings to take advantage of shade and prevailing winds and design landscaping and sun screens to reduce energy use.</li> <li>▲ Install efficient lighting in all buildings (including residential). Also install lighting control systems, where practical. Use daylight as an integral part of lighting systems in all buildings.</li> <li>▲ Install light-colored “cool” pavements, and strategically located shade trees along all bicycle and pedestrian routes.</li> </ul> <p><b>Water Conservation and Efficiency</b></p> <ul style="list-style-type: none"> <li>▲ With the exception of ornamental shade trees, use water-efficient landscapes with native, drought-resistant species in all public area and commercial landscaping. Use water-efficient turf in parks and other turf-dependent spaces.</li> <li>▲ Install the infrastructure to use reclaimed water for landscape irrigation and/or washing cars.</li> </ul>					

MITIGATION MONITORING AND REPORTING PROGRAM – RUSSELL RANCH (LOTS 24 THROUGH 32) PROJECT						
	Mitigation Number (Source)	Mitigation Measure	Timing	Responsible Agency	Comments	Condition Satisfied?
100 Cont.		<ul style="list-style-type: none"> <li>▲ Install water-efficient irrigation systems and devices, such as soil moisture-based irrigation controls.</li> <li>▲ Design buildings and lots to be water-efficient. Only install water-efficient fixtures and appliances.</li> <li>▲ Restrict watering methods (e.g., prohibit systems that apply water to nonvegetated surfaces) and control runoff. Prohibit businesses from using pressure washers for cleaning driveways, parking lots, sidewalks, and street surfaces. These restrictions should be included in the Covenants, Conditions, and Restrictions of the community.</li> <li>▲ Provide education about water conservation and available programs and incentives.</li> <li>▲ To reduce stormwater runoff, which typically bogs down wastewater treatment systems and increases their energy consumption, construct driveways to single-family detached residences and parking lots and driveways of multifamily residential uses with pervious surfaces. Possible designs include Hollywood drives (two concrete strips with vegetation or aggregate in between) and/or the use of porous concrete, porous asphalt, turf blocks, or pervious pavers.</li> </ul> <p><b>Solid Waste Measures</b></p> <ul style="list-style-type: none"> <li>▲ Reuse and recycle construction and demolition waste (including, but not limited to, soil, vegetation, concrete, lumber, metal, and cardboard).</li> <li>▲ Provide interior and exterior storage areas for recyclables and green waste at all buildings.</li> <li>▲ Provide adequate recycling containers in public areas, including parks, school grounds, golf courses, and pedestrian zones in areas of mixed-use development.</li> <li>▲ Provide education and publicity about reducing waste and available recycling services.</li> </ul> <p><b>Transportation and Motor Vehicles</b></p> <ul style="list-style-type: none"> <li>▲ Promote ride-sharing programs and employment centers (e.g., by designating a certain percentage of parking spaces for ride-sharing vehicles, designating adequate passenger loading and unloading zones and waiting areas for ride-share vehicles, and providing a Web site or message board for coordinating ride-sharing).</li> <li>▲ Provide the necessary facilities and infrastructure in all land use types to encourage the use of low- or zero-emission vehicles (e.g., electric vehicle charging facilities and conveniently located alternative fueling stations).</li> </ul> <p>At industrial and commercial land uses, all forklifts, “yard trucks,” or vehicles that are predominately used on-site at non-residential land uses shall be electric-powered or powered</p>				

MITIGATION MONITORING AND REPORTING PROGRAM – RUSSELL RANCH (LOTS 24 THROUGH 32) PROJECT						
Mitigation Number (Source)	Mitigation Measure	Timing	Responsible Agency	Comments	Condition Satisfied?	
	by biofuels (such as biodiesel [B100]) that are produced from waste products, or shall use other technologies that do not rely on direct fossil fuel consumption.					
101.	3A.4-2b (FPASP EIR/EIS)	<p><b>Participate in and Implement an Urban and Community Forestry Program and/or Off-Site Tree</b></p> <p>Program to Off-Set Loss of On-Site Trees. The trees on the project site contain sequestered carbon and would continue to provide future carbon sequestration during their growing life. For all harvestable trees that are subject to removal, the project applicant(s) for any particular discretionary development application shall participate in and provide necessary funding for urban and community forestry program (such as the UrbanWood program managed by the Urban Forest Ecosystems Institute [Urban Forest Ecosystems Institute 2009]) to ensure that wood with an equivalent carbon sequestration value to that of all harvestable removed trees is harvested for an end-use that would retain its carbon sequestration (e.g., furniture building, cabinet making). For all nonharvestable trees that are subject to removal, the project applicant(s) shall develop and fund an off-site tree program that includes a level of tree planting that, at a minimum, increases carbon sequestration by an amount equivalent to what would have been sequestered by the blue oak woodland during its lifetime. This program shall be funded by the project applicant(s) of each development phase and reviewed for comment by an independent Certified Arborist unaffiliated with the project applicant(s) and shall be coordinated with the requirements of Mitigation Measure 3.3-5, as stated in Section 3A.3, "Biological Resources - Land." Final approval of the program shall be provided by the City. Components of the program may include, but not be limited to, providing urban tree canopy in the City of Folsom, or reforestation in suitable areas outside the City.</p> <p>Reforestation in natural habitat areas outside the City of Folsom would simultaneously mitigate the loss of oak woodland habitat while planting trees within the urban forest canopy would not. The California Urban Forestry Greenhouse Gas Reporting Protocol shall be used to assess this mitigation program (CCAR 2008). All unused vegetation and tree material shall be mulched for use in landscaping on the project site, shipped to the nearest composting facility, or shipped to a landfill that is equipped with a methane collection system, or combusted in a biomass power plant. Tree and vegetative material should not be burned on- or off-site unless used as fuel in a biomass power plant.</p>	Before approval of final maps and/or building permits for all project phases requiring discretionary approval, including all on- and off-site elements.	City of Folsom Community Development Department.	The Owner/applicant in consultation with the City arborist determined that the tree removal associated with these improvements were not harvestable trees. The Owner/applicant was still required to provide mitigation for the trees and/or tree canopy that was permitted for removal during construction.	Yes

MITIGATION MONITORING AND REPORTING PROGRAM – RUSSELL RANCH (LOTS 24 THROUGH 32) PROJECT						
	Mitigation Number (Source)	Mitigation Measure	Timing	Responsible Agency	Comments	Condition Satisfied?
<b>Hazards and Hazardous Materials</b>						
102.	3A.7-4 (FPASP EIR/EIS)	<p><b>Prepare a Seismic Refraction Survey and Obtain Appropriate Permits for All On-Site and Off-site Elements East of Old Placerville Road.</b></p> <p>Prior to the commencement of grading and construction activities east of Old Placerville Road, the owner/applicant(s) for any discretionary development application shall retain a licensed geotechnical engineer to perform a seismic refraction survey. Project-related excavation activities shall be carried out as recommend by the geotechnical engineer. Excavation may include the use of heavy-duty equipment such as large bulldozers or large excavators, and may include blasting. Appropriate permits for blasting operations shall be obtained from the relevant City or county jurisdiction prior to the start of any blasting activities.</p> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries shall be coordinated by the owner/applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties).</p>	Prior to initiation of ground disturbance	City of Folsom Engineering Division	The owner/applicant submitted a Seismic Refraction Survey prepared by a licensed geotechnical engineer with Youngdahl & Associates to the City prior to commencement of grading and construction in the Phase 1 subdivision. The Seismic Refraction Survey is on file with the Community Development Department. Compliance has been monitored through construction	Yes
103.	3A.8-7 (FPASP EIR/EIS)	<p><b>Prepare and Implement a Vector Control Plan in Consultation with the Sacramento-Yolo Mosquito and Vector Control District.</b></p> <p>To ensure that operation and design of the stormwater system, including multiple planned detention basins, is consistent with the recommendations of the Sacramento-Yolo Mosquito and Vector Control District regarding mosquito control, the project applicant(s) of all project phases shall prepare and implement a Vector Control Plan. This plan shall be prepared in coordination with the Sacramento-Yolo Mosquito and Vector Control District and shall be submitted to the City for approval before issuance of the grading permit for the detention basins under the City’s jurisdiction. For the off-site detention basin, the plan shall be submitted to Sacramento County for approval before issuance of the grading permit for the off-site detention basin. The plan shall incorporate specific measures deemed sufficient by the City to minimize public health risks from mosquitoes, and as contained within the Sacramento-Yolo Mosquito and Vector Control District BMP Manual (Sacramento-Yolo Mosquito and Vector Control District 2008). The plan shall include, but is not limited to, the following components:</p> <ul style="list-style-type: none"> <li>▲ Description of the project.</li> </ul>	Prior to the issuance of grading permits for the project water features	<p>City of Folsom Community Development Department</p> <p>Sacramento-Yolo Mosquito and Vector Control District</p>	A Vector Control Plan was prepared and submitted to the City for review and approval. The plan incorporated various Best Management Practices in consultation with the Sacramento-Yolo Mosquito and Vector Control District. A copy of the Vector Control Plan is available from the Community Development Department.	Yes

MITIGATION MONITORING AND REPORTING PROGRAM – RUSSELL RANCH (LOTS 24 THROUGH 32) PROJECT						
Mitigation Number (Source)	Mitigation Measure	Timing	Responsible Agency	Comments	Condition Satisfied?	
103 Cont.	<ul style="list-style-type: none"> <li>▲ Description of detention basins and all water features and facilities that would control on-site water levels.</li> <li>▲ Goals of the plan.</li> <li>▲ Description of the water management elements and features that would be implemented, including:                             <ul style="list-style-type: none"> <li>i. BMPs that would implemented on-site;</li> <li>ii. public education and awareness;</li> <li>iii. sanitary methods used (e.g., disposal of garbage);</li> <li>iv. mosquito control methods used (e.g., fluctuating water levels, biological agents, pesticides, larvacides, circulating water); and</li> <li>v. stormwater management (consistent with Stormwater Management Plan).</li> </ul> </li> <li>▲ Long-term maintenance of the detention basins and all related facilities (e.g., specific ongoing enforceable conditions or maintenance by a homeowner’s association).</li> </ul> <p>To reduce the potential for mosquitoes to reproduce in the detention basins, the project applicant(s) shall coordinate with the Sacramento- Yolo Mosquito and Vector Control District to identify and implement BMPs based on their potential effectiveness for SPA conditions. Potential BMPs could include, but are not limited to, the following:</p> <ul style="list-style-type: none"> <li>i. build shoreline perimeters as steep and uniform as practicable to discourage dense plant growth;</li> <li>ii. perform routine maintenance to reduce emergent plant densities to facilitate the ability of mosquito predators (i.e., fish) to move throughout vegetated area;</li> <li>iii. design distribution piping and containment basins with adequate slopes to drain fully and prevent standing water. The design slope should take into consideration buildup of sediment between maintenance periods. Compaction during grading may also be needed to avoid slumping and settling;</li> <li>iv. coordinate cleaning of catch basins, drop inlets, or storm drains with mosquito treatment operations;</li> <li>v. enforce the prompt removal of silt screens installed during construction when no longer needed to protect water quality;</li> <li>vi. if the sump, vault, or basin is sealed against mosquitoes, with the exception of the inlet and outlet, submerge the inlet and outlet completely to reduce the available surface area of water for mosquito egg– laying (female mosquitoes can fly through pipes); and</li> </ul>					



MITIGATION MONITORING AND REPORTING PROGRAM – RUSSELL RANCH (LOTS 24 THROUGH 32) PROJECT						
Mitigation Number (Source)	Mitigation Measure	Timing	Responsible Agency	Comments	Condition Satisfied?	
	<p>vii. design structures with the appropriate pumping, piping, valves, or other necessary equipment to allow for easy dewatering of the unit if necessary (Sacramento Yolo Mosquito and Vector Control District 2008). The project applicant(s) of the project phase containing the off-site detention basin shall coordinate mitigation for the off-site with the affected oversight agency (i.e., Sacramento County).</p>					
Hydrology and Water Quality						
104.	<p>3A.9-1 (FPASP EIR/EIS)</p> <p><b>Acquire Appropriate Regulatory Permits and Prepare and Implement SWPPP and BMPs.</b> The owner/applicant(s) of all projects disturbing one or more acres (including phased construction of smaller areas which are part of a larger project) shall obtain coverage under the State Water Resources Control Board’s National Pollution Discharge Elimination System stormwater permit for general construction activity (Order 2009-0009-DWQ), including preparation and submittal of a project-specific Storm Water Pollution Prevention Permit at the time the Notice of Intent is filed. The Storm Water Pollution Prevention Permit and other appropriate plans shall identify and specify:</p> <ul style="list-style-type: none"> <li>▲ 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</li> <li>▲ the implementation of approved local plans, non-stormwater management controls, permanent post-construction BMPs, and inspection and maintenance responsibilities;</li> <li>▲ the pollutants that are likely to be used during construction that could be present in stormwater drainage and nonstormwater discharges, including fuels, lubricants, and other types of materials used for equipment operation;</li> <li>▲ 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;</li> <li>▲ personnel training requirements and procedures that shall be used to ensure that workers are aware of permit requirements and proper installation methods for BMPs specified in the Storm Water Pollution Prevention Permit; and</li> </ul>	<p>Prior to the issuance of grading permits for all on-site project phases and off-site elements and implementation throughout project construction</p>	<p>City of Folsom Community Development Department</p>	<p>The Owner/applicant has received a NPDES permit from the State Regional Water Quality Control Board (SRWQCB). The NPDES Permit requires the implementation of BMP’s, monitoring and reporting for stormwater runoff. The NPDES Permit includes a Storm Water Pollution Prevention Plan (SWPPP), which outlines monitoring standards, frequency and baseline modeling. The Owner/applicant has submitted monthly reports to the City and SRWQCB.</p>	<p>Yes</p>	

MITIGATION MONITORING AND REPORTING PROGRAM – RUSSELL RANCH (LOTS 24 THROUGH 32) PROJECT						
	Mitigation Number (Source)	Mitigation Measure	Timing	Responsible Agency	Comments	Condition Satisfied?
104 Cont.		<ul style="list-style-type: none"> <li>▲ the appropriate personnel responsible for supervisory duties related to implementation of the Storm Water Pollution Prevention Permit.</li> </ul> <p>Where applicable, Best Management Practices identified in the Storm Water Pollution Prevention Permit shall be in place throughout all site work and construction/demolition activities and shall be used in all subsequent site development activities. Best Management Practices may include, but are not limited to, such measures as those listed below:</p> <ul style="list-style-type: none"> <li>▲ 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.</li> <li>▲ Establishing permanent vegetative cover to reduce erosion in areas disturbed by construction by slowing runoff velocities, trapping sediment, and enhancing filtration and transpiration.</li> <li>▲ 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.</li> </ul> <p>A copy of the approved Storm Water Pollution Prevention Permit shall be maintained and available at all times on the construction site.</p>				

MITIGATION MONITORING AND REPORTING PROGRAM – RUSSELL RANCH (LOTS 24 THROUGH 32) PROJECT						
	Mitigation Number (Source)	Mitigation Measure	Timing	Responsible Agency	Comments	Condition Satisfied?
105.	3A.9-2 (FPASP EIR/EIS)	<p><b>Prepare and Submit Final Drainage Plans and Implement Requirements Contained in Those Plans.</b></p> <p>The owner/applicant(s) shall submit final drainage plans to the City demonstrating that off-site upstream runoff will be appropriately conveyed through the Folsom Plan Area, and that project-related on-site runoff will be appropriately conveyed and contained in detention basins or managed through other improvements (e.g., source controls, biotechnical stream stabilization) to reduce flooding and hydromodification impacts and provide water quality treatment.</p> <p>The plans shall include, but not be limited to, the following items:</p> <ul style="list-style-type: none"> <li>• 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;</li> <li>• 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;</li> <li>• a description of the proposed maintenance program for the on-site drainage system;</li> <li>• project-specific standards for installing drainage systems;</li> <li>• City flood control design requirements and measures designed to comply with them;</li> </ul> <p>Implementation of stormwater management BMPs that avoid increases in the erosive force of flows beyond a specific range of conditions needed to limit hydromodification and maintain current stream geomorphology. These Best Management Practices will be designed and constructed in accordance with the forthcoming Stormwater Quality Partnership Hydromodification Management Plan (to be adopted by the Regional Water Quality Control Board) and may include, but are not limited to, the following:</p> <ol style="list-style-type: none"> <li>i. Use of Low Impact Development (LID) techniques to limit increases in stormwater runoff at the point of origination (these may include, but are not limited to: surface swales; replacement of conventional impervious surfaces with pervious surfaces [e.g., porous pavement]; impervious surfaces disconnection; and trees planted to intercept stormwater);</li> <li>ii. Enlarged detention basins to minimize flow changes and changes to flow duration characteristics;</li> <li>iii. Bioengineered stream stabilization to minimize bank erosion, utilizing vegetative and rock stabilization, and inset floodplain restoration features that provide for enhancement of riparian habitat and maintenance of natural hydrologic and channel to floodplain interactions;</li> <li>iv. Minimize slope differences between any stormwater or detention facility</li> </ol>	Prior to approval of grading plans and building permits of all project phases	City of Folsom Public Works Department	The owner/applicant provided a preliminary drainage plan at the time of Tentative Map approval. A revised analysis was provided prior to the issuance of a grading permit. The revised analysis was reviewed by the City's Consultant (Mead & Hunt) to ensure that that the proposed drainage system was consistent with Mitigation Measure 3A-9.2. The improvement plans for this subdivision and the supporting backbone improvements contain detention basins, control structures and ditch systems in accordance with the Stormwater Quality Partnership Hydromodification Management Plan and in compliance with the FPA-Storm Drain Master Plan.	Yes

MITIGATION MONITORING AND REPORTING PROGRAM – RUSSELL RANCH (LOTS 24 THROUGH 32) PROJECT						
	Mitigation Number (Source)	Mitigation Measure	Timing	Responsible Agency	Comments	Condition Satisfied?
105 Cont.		<p>outfall channel with the existing receiving channel gradient to reduce flow velocity; and v. Minimize to the extent possible detention basin, bridge embankment, and other encroachments into the channel and floodplain corridor, and utilize open bottom box culverts to allow sediment passage on smaller drainage courses.</p> <p>The final drainage plan shall demonstrate to the satisfaction of the City of Folsom Community Development and Public Works Departments that 100-year (0.01 AEP) flood flows would be appropriately channeled and contained, such that the risk to people or damage to structures within or down gradient of the Folsom Plan Area would not occur, and that hydromodification would not be increased from pre-development levels such that existing stream geomorphology would be changed (the range of conditions should be calculated for each receiving water if feasible, or a conservative estimate should be used, e.g., an Ep of 1 ±10% or other as approved by the Sacramento Stormwater Quality Partnership and/or City of Folsom).</p>				
106.	3A.9-3 (FPASP EIR/EIS)	<p><b>Develop and Implement a BMP and Water Quality Maintenance Plan.</b></p> <p>A detailed BMP and water quality maintenance plan shall be prepared by a qualified engineer retained by the owner/applicant(s) for the project. The plan shall finalize the water quality improvements and further detail the structural and nonstructural BMPs proposed for the project. The plan shall include the elements described below.</p> <ul style="list-style-type: none"> <li>▲ A quantitative hydrologic and water quality analysis of proposed conditions incorporating the proposed drainage design features.</li> <li>▲ Predevelopment and post development calculations demonstrating that the proposed water quality BMPs meet or exceed requirements established by the City of Folsom and including details regarding the size, geometry, and functional timing of storage and release pursuant to the latest edition of the “Stormwater Quality Design Manual for Sacramento and South Placer Regions” (the City’s MS4NPDES permit, page 46) and El Dorado County’s NPDES SWMP (County of El Dorado 2004).</li> <li>▲ Source control programs to control water quality pollutants on the SPA, which may include but are not limited to recycling, street sweeping, storm drain cleaning, household hazardous waste collection, waste minimization, prevention of spills and illegal dumping, and effective management of public trash collection areas.</li> <li>▲ 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.</li> <li>▲ LID control measures shall be integrated into the BMP and water quality maintenance plan. These may include, but are not limited to:</li> </ul>	Prior to the issuance of grading permits for all project phases and off-site elements and implementation throughout project construction.	<p>City of Folsom Community Development Department</p> <p>City of Folsom Public Works Department</p>	The Owner/Applicant is in compliance with the Storm Water Pollution Prevention Plan (SWPPP) for the subdivision. General notes have been included on the approved grading and public infrastructure plans to address this condition. Compliance has been monitored through construction inspection.	Yes

MITIGATION MONITORING AND REPORTING PROGRAM – RUSSELL RANCH (LOTS 24 THROUGH 32) PROJECT						
	Mitigation Number (Source)	Mitigation Measure	Timing	Responsible Agency	Comments	Condition Satisfied?
106 Cont.		i. Surface swales; ii. Replacement of conventional impervious surfaces with pervious surfaces (e.g., porous pavement); iii. Impervious surfaces disconnection; and iv. Trees planted to intercept stormwater.  New stormwater facilities shall be placed along the natural drainage courses within the Specific Plan Area (SPA) to the extent practicable so as to mimic the natural drainage patterns. The reduction in runoff as a result of the LID configurations shall be quantified based on the runoff reduction credit system methodology described in the latest edition of the “Stormwater Quality Design Manual for the Sacramento and South Placer Regions, and proposed detention basins and other water quality BMPs shall be sized to handle these runoff volumes.				
<b>Noise</b>						
107.	3A.11-1 (FPASP EIR/EIS)	<p><b>Implement Noise-Reducing Construction Practices, Prepare and Implement a Noise Control Plan, and Monitor and Record Construction Noise near Sensitive Receptors.</b> The owner/applicant shall prepare and implement a construction noise management plan. This plan shall identify specific measures to ensure compliance with the noise control measures specified below. The noise control plan shall be submitted to the City of Folsom before any noise-generating construction activity begins and shall be noted on Grading Plans and building construction plans. Grading and construction shall not commence until the construction noise management plan is approved by the City of Folsom.</p> <ul style="list-style-type: none"> <li>▲ Noise-generating construction operations shall be limited to the hours between 7 a.m. and 7 p.m. Monday through Friday, and between 8 a.m. and 5 p.m. on Saturdays. No construction is allowed on Sundays.</li> <li>▲ All construction equipment and equipment staging areas shall be located as far as possible from nearby noise-sensitive land uses.</li> <li>▲ 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.</li> </ul>	Prior to submittal to the City of tentative maps or improvement plans.	City of Folsom Public Works Department.	The owner/applicant has included these practices and rules in the grading and improvement plans. A general note is included on the approved grading and infrastructure plans for this subdivision which addresses this condition. Compliance will be monitored through construction inspection.	Yes



MITIGATION MONITORING AND REPORTING PROGRAM – RUSSELL RANCH (LOTS 24 THROUGH 32) PROJECT						
	Mitigation Number (Source)	Mitigation Measure	Timing	Responsible Agency	Comments	Condition Satisfied?
107 Cont.		<ul style="list-style-type: none"> <li>▲ All motorized construction equipment shall be shut down when not in use to prevent idling.</li> <li>▲ Individual operations and techniques shall be replaced with quieter procedures (e.g., using welding instead of riveting, mixing concrete off-site instead of on-site).</li> <li>▲ 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.</li> <li>▲ 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.</li> <li>▲ 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).</li> </ul> <p>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.</p>				
108.	3A.11-3 (FPASP EIR/EIS, updated per 2018 Checklist)	<p><b>Implement Measures to Prevent Exposure of Sensitive Receptors to Groundborne Noise or Vibration from Project Generated Construction Activities.</b></p> <ul style="list-style-type: none"> <li>▲ To the extent feasible, blasting activities shall not be conducted within 275 feet of existing or future sensitive receptors.</li> <li>▲ To the extent feasible, bulldozing activities shall not be conducted within 50 feet of existing or future sensitive receptors.</li> <li>▲ All blasting shall be performed by a blast contractor and blasting personnel licensed to operate in the State of California.</li> </ul>	Before and during bulldozing and blasting activities on the SPA and within El Dorado Hills and the County of Sacramento	1. For all project-related improvements that would be located within the City of Folsom: City of Folsom Community Development	The owner/applicant implemented a blasting control plan in accordance with this mitigation measure.	Yes

MITIGATION MONITORING AND REPORTING PROGRAM – RUSSELL RANCH (LOTS 24 THROUGH 32) PROJECT						
	Mitigation Number (Source)	Mitigation Measure	Timing	Responsible Agency	Comments	Condition Satisfied?
108 Cont.		<ul style="list-style-type: none"> <li>▲ A blasting plan, including estimates of vibration levels at the residence closest to the blast, shall be submitted to the enforcement agency for review and approval prior to the commencement of the first blast.</li> <li>▲ Each blast shall be monitored and documented for groundbourne noise and vibration levels at the nearest sensitive land use and associated recorded submitted to the enforcement agency.</li> </ul> <p>To reduce the potential for annoyance because of blasting and blast-induced air overpressures, the peak value overpressures should not exceed 0.01 psi (equivalent to 110 dB Linear) at the nearest property line, which prevents damage or undue annoyance at neighboring properties. To the extent possible, blasting contractors will design blasts so that a worst-case blast would not exceed 0.01 psi. This generally is done through blast charge and interval delays.</p>		<p>Department.</p> <p>2. For the two roadway connections off-site into El Dorado Hills: El Dorado County Development Services Department.</p> <p>3. For the off-site detention basin west of Prairie City Road: Sacramento County Planning and Community Development Department.</p> <p>4. For the U.S. 50 interchange improvements: Caltrans.</p>		
109.	3A.11-5 (FPASP EIR/EIS, updated per 2018 Checklist)	<p>The project applicant(s) for any particular discretionary development project shall implement the following measures to reduce the effect of noise levels generated by on-site stationary noise sources that would be located within 600 feet of any noise-sensitive receptor:</p> <ul style="list-style-type: none"> <li>▲ Routine testing and preventive maintenance of emergency electrical generators shall be conducted during the less sensitive daytime hours (i.e., 7:00 a.m. to 6:00 p.m.).</li> </ul>	Before submittal of improvement plans for each project phase, and during	City of Folsom Community Development Department.	The owner/applicant has included these practices and rules in the grading and improvement plans. A general note is included on the approved grading and	Yes

MITIGATION MONITORING AND REPORTING PROGRAM – RUSSELL RANCH (LOTS 24 THROUGH 32) PROJECT						
	Mitigation Number (Source)	Mitigation Measure	Timing	Responsible Agency	Comments	Condition Satisfied?
		<p>All electrical generators shall be equipped with noise control (e.g., muffler) devices in accordance with manufacturers' specifications.</p> <ul style="list-style-type: none"> <li>▲ External mechanical equipment associated with buildings shall incorporate features designed to reduce noise emissions below the stationary noise source criteria. These features may include, but are not limited to, locating generators within equipment rooms or enclosures that incorporate noise-reduction features, such as acoustical louvers, and exhaust and intake silencers. Equipment enclosures shall be oriented so that major openings (i.e., intake louvers, exhaust) are directed away from nearby noise-sensitive receptors.</li> <li>▲ Parking lots shall be located and designed so that noise emissions do not exceed the stationary noise source criteria established in this analysis (i.e., 50 dB for 30 minutes in every hour during the daytime [7 a.m. to 10 p.m.] and less than 45 dB for 30 minutes of every hour during the night time [10 p.m. to 7 a.m.]). Reduction of parking lot noise can be achieved by locating parking lots as far away as feasible from noise sensitive land uses, or using buildings and topographic features to provide acoustic shielding for noise-sensitive land uses.</li> </ul> <p>Loading docks shall be located and designed so that noise emissions do not exceed the stationary noise source criteria established in this analysis (i.e., 50 dB for 30 minutes in every hour during the daytime [7 a.m. to 10 p.m.] and less than 45 dB for 30 minutes of every hour during the night time [10 p.m. to 7 a.m.]). Reduction of loading dock noise can be achieved by locating loading docks as far away as possible from noise sensitive land uses, constructing noise barriers between loading docks and noise-sensitive land uses, or using buildings and topographic features to provide acoustic shielding for noise-sensitive land uses.</p>	project operations for testing of emergency generators.		infrastructure plans for this subdivision which addresses this condition. Compliance will be monitored through construction inspection.	
110.	4.6-3(a) (RR EIR, updated per 2018 Checklist)	<p><b>Noise Barriers</b></p> <p>In conjunction with the submittal of improvement plans for each proposed development phase where noise barrier locations are recommended, the owner/applicant shall show on the Improvement Plans that sound walls and/or landscaped berms shall be constructed along US 50, White Rock Road, and Empire Ranch Road. The specific height and locations of the noise barriers shall be confirmed based upon the final approved site and grading plans. All required wall heights shall be relative to finished building pad elevations. Noise barrier walls shall be constructed of concrete masonry units, as required in the Planned Development Guidelines. Abrupt transitions exceeding two feet in height shall be avoided. The Grading and/or Improvement Plans shall be subject to review and approval by the City Engineer.</p>	In conjunction with submittal of Improvement Plans for the development phase where noise barrier locations are recommended	<p>City of Folsom Community Development Department</p> <p>City Engineer</p>	<p>The owner/applicant has included all the required sound walls and/or noise barriers included in the subdivisions noise analysis.</p> <p>The sound walls are included on the improvement and landscape plans for the subdivision.</p>	Yes

MITIGATION MONITORING AND REPORTING PROGRAM – RUSSELL RANCH (LOTS 24 THROUGH 32) PROJECT						
	Mitigation Number (Source)	Mitigation Measure	Timing	Responsible Agency	Comments	Condition Satisfied?
110 Cont.		Alternatively, and at the owner/applicant’s request and in the City’s discretion, the owner/applicant may submit a site-specific acoustical analysis for a specific development phase where noise barrier locations are recommended, that is prepared by an acoustical consultant approved by the City of Folsom to determine and confirm whether sound attenuation is needed, taking into account site-specific conditions (e.g. site design, location of structures, building characteristics, building orientation, etc.) in accordance with adopted noise standards. If sound attenuation is determined by the City to be necessary, the site-specific acoustical analysis shall identify measures to reduce noise impacts to meet the City’s noise standards at these locations, including, but not limited to, constructing exterior sound walls, constructing barrier walls and/or berms with vegetation, or other alternative attenuation solution acceptable to the City, provided that the improvement plans are accompanied with the acoustical analysis that confirms whether any proposed alternative solution will meet the adopted City noise standard. The acoustical analysis shall also take into consideration sound attenuation mitigation that may be required of parcels adjacent to the noise barriers. Figure 4.12-1, below, shows where noise barriers are required in response to the site-specific noise analysis done for the Russell Ranch Lots 24-32 Project.				
111.	4.6-3(c) (RR EIR)	<b>Mechanical Ventilation</b> In conjunction with submittal of Building Permits, the owner/applicant shall show on the plans that mechanical ventilation shall be installed in all residential uses to allow residents to keep doors and windows closed, as desired for acoustical isolation. The building plans shall be subject to review and approval by the City Community Development Department.	In conjunction with submittal of Building Permits	City of Folsom Community Development Director	This condition will be reviewed and approved by the Community Development Department prior to the issuance of a building permit.	Condition will be satisfied prior to issuance of a building permit
<b>Public Services</b>						
112.	3A.14-2 (FPASP EIR/EIS)	<b>Incorporate California Fire Code; City of Folsom Fire Code Requirements; and EDHFD Requirements, if Necessary, into Project Design and Submit Project Design to the City of Folsom Fire Department for Review and Approval.</b> To reduce impacts related to the provision of new fire services, the owner/applicant shall do the following, as described below: Incorporate into project designs fire flow requirements based on the California Fire Code, Folsom Fire Code (City of Folsom Municipal Code Title 8, Chapter 8.36), and other applicable requirements based on the City of Folsom Fire Department fire prevention standards. Improvement plans showing the incorporation of automatic sprinkler systems, the	Prior to the issuance of building permits or prior to final inspections for all project phases	City of Folsom Fire Department  City of Folsom Community Development Department	The City of Folsom Fire Dept. has reviewed and approved the subdivision plans and any off-site improvements for compliance with this mitigation measure.	Yes

MITIGATION MONITORING AND REPORTING PROGRAM – RUSSELL RANCH (LOTS 24 THROUGH 32) PROJECT						
	Mitigation Number (Source)	Mitigation Measure	Timing	Responsible Agency	Comments	Condition Satisfied?
112 Cont.		<p>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>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>The Fire Dept. shall review and approve any improvement plans or building permits for accessibility of emergency fire equipment, fire hydrant flow location, and other construction features. The City shall not authorize the occupancy of any structures until the owner/applicant(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.</p>				
113.	3A.14-3 (FPASP EIR/EIS)	<p><b>Incorporate Fire Flow Requirements into Project Designs.</b></p> <p>The owner/applicant(s) shall incorporate into their project designs fire flow requirements based on the California Fire Code, Folsom Fire Code and shall verify to the City of Folsom Fire Department that adequate water flow is available, prior to approval of improvement plans and issuance of occupancy permits or final inspections for all project phases.</p>	Prior to the issuance of building permits or prior to final inspections for all project phases	<p>City of Folsom Fire Department</p> <p>City of Folsom Community Development Department</p>	The Community Development Department and the Fire department have reviewed all proposed improvement plans for the construction of the water and fire flow system for this subdivision.	Yes
<b>Transportation/Traffic</b>						
114.	4.8-1 (RR EIR)	<p><b>Traffic and Parking Management Plan</b></p> <p>Prior to the approval of the grading plan and or construction, the owner/applicant shall prepare a construction traffic and parking management plan to the satisfaction of the City Traffic Engineer and subject to review by any affected agencies, if necessary. The plan shall ensure that acceptable operating conditions on local roadways and freeway facilities are maintained. At a minimum, the plan shall include the following:</p>	Prior to the beginning of construction	City Engineer	The owner/applicant submitted a joint traffic management plan that was approved by the City Engineer and is on file at the Community Development Department.	Yes

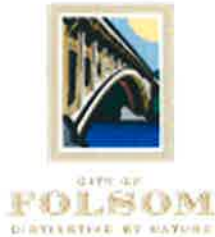


MITIGATION MONITORING AND REPORTING PROGRAM – RUSSELL RANCH (LOTS 24 THROUGH 32) PROJECT						
	Mitigation Number (Source)	Mitigation Measure	Timing	Responsible Agency	Comments	Condition Satisfied?
114 Cont.		<ul style="list-style-type: none"> <li>▲ Description of trucks including number and size of trucks per day (i.e., 85 trucks per day), expected arrival/departure times, and truck circulation patterns.</li> <li>▲ Description of staging area including location, maximum number of trucks simultaneously permitted in staging area, use of traffic control personnel, and specific signage.</li> <li>▲ Description of street closures and/or bicycle and pedestrian facility closures including duration, advance warning and posted signage, safe and efficient access routes for existing businesses and emergency vehicles, and use of manual traffic control.</li> <li>▲ Description of driveway access plan including provisions for safe vehicular, pedestrian, and bicycle travel, minimum distance from any open trench, special signage, and private vehicle accesses.</li> </ul>				
115.	4.8-2(a) (RR EIR)	<p><b>East Bidwell/Iron Point</b> Prior to issuance of a building permit, the owner/applicant shall pay a fair share fee to the City of Folsom towards the modification to the westbound approach to the East Bidwell Street/Iron Point Road intersection to include three left-turn lanes, two through lanes, and one right-turn lane.</p>	Prior to issuance of a building permit	City of Folsom Community Development Department	The condition is satisfied with the payment of the Specific Plan Infrastructure Fee (SPIF).	Condition will be satisfied prior to issuance of a building permit
116.	4.8-2(b) (RR EIR)	<p><b>White Rock Road / Placerville Road</b> Prior to issuance of a building permit, the owner/applicant shall pay a fair share through the Public Facilities Financing Plan (PFFP) fee to the City of Folsom towards the addition of a westbound right-turn lane to the White Rock Road/Placerville Road intersections.</p>	Prior to issuance of a building permit	City of Folsom Community Development Department	The condition is satisfied with the payment of the Specific Plan Infrastructure Fee (SPIF).	Condition will be satisfied prior to issuance of a building permit
117.	4.8-3 (RR EIR)	<p><b>US 50 from Sunrise Boulevard to East Bidwell Street/Scott Road</b> Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 between Sunrise Boulevard to East Bidwell Street/Scott Road (Freeway Segment 4). To ensure that Eastbound U.S. 50 operates at an acceptable LOS between Folsom Boulevard and Prairie City Road an auxiliary lane shall be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This improvement is included in the proposed 50 Corridor Mobility Fee Program. The owner/applicant shall pay its proportionate share of funding of improvements, as may be</p>	Prior to issuance of a building permit MOU	City of Folsom Community Development Department	The condition is satisfied with the payment of the Highway 50 Improvement Fee.	Condition will be satisfied prior to issuance of a building permit

MITIGATION MONITORING AND REPORTING PROGRAM – RUSSELL RANCH (LOTS 24 THROUGH 32) PROJECT						
	Mitigation Number (Source)	Mitigation Measure	Timing	Responsible Agency	Comments	Condition Satisfied?
		determined by a nexus study or other appropriate and reliable mechanism paid for by owner/applicant, to reduce the impacts to Eastbound U.S. 50 between Sunrise Boulevard to East Bidwell Street/Scott Road (Freeway Segment 4).				
118.	4.8-6 (RR EIR)	<b>Scott Road/Easton Valley Parkway Intersection.</b> The owner/applicant shall pay a fair share fee to the City of Folsom towards the addition of a channelized westbound right-turn lane to the Scott Road/Easton Valley Parkway intersection.	Prior to the issuance of a building permit	City of Folsom Community Development Department	The condition is satisfied with the payment of the Specific Plan Infrastructure Fee (SPIF).	Condition will be satisfied prior to issuance of a building permit
<b>Utilities and Service Systems</b>						
119.	3A.16-1 (FPASP EIR/EIS)	<b>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.</b> The owner/applicant shall submit proof to the City of Folsom that an adequate wastewater conveyance system either has been constructed or is ensured through payment or other sureties to the City’s satisfaction. Both on-site wastewater conveyance infrastructure and off-site force main sufficient to provide adequate service to the project shall be in place for the amount of development identified in the tentative map before approval of the final map and issuance of building permits for all project phases, or their financing shall be ensured to the satisfaction of the City.	Prior to approval of final maps and issuance of building permits for any project phases	City of Folsom Community Development Department  City of Folsom Public Works Department	The owner/applicant has constructed the on-site and off-site sewer infrastructure to serve this subdivision. The off-site infrastructure includes the sewer trunk main, the Alder Creek Parkway sewer lift station and forced main.	Yes
120.	3A.16-3 (FPASP EIR/EIS)	<b>Demonstrate Adequate SRWTP Wastewater Treatment Capacity.</b> The owner/applicant shall demonstrate adequate capacity at the Sacramento Regional Water Treatment Plant for new wastewater flows generated by the project. This shall involve preparing a tentative map–level study and paying connection and capacity fees as identified by Sacramento Regional County Sanitation District. Approval of the final map and issuance of building permits for all project phases shall not be granted until the City verifies adequate Sacramento Regional Water Treatment Plant capacity is available for the amount of development identified in the tentative map. The written approval from the Sacramento Regional County Sanitation District shall be provided to the City.	Prior to approval of final maps and issuance of building permits for any project phases	City of Folsom Community Development Department  City of Folsom Public Works Department	The City obtained a letter from Regional San which provides verification that there is adequate capacity in the existing Regional San conveyance and treatment system to accommodate the entire Folsom Plan Area at buildout.	Yes

MITIGATION MONITORING AND REPORTING PROGRAM – RUSSELL RANCH (LOTS 24 THROUGH 32) PROJECT						
	Mitigation Number (Source)	Mitigation Measure	Timing	Responsible Agency	Comments	Condition Satisfied?
121.	3A.18-1 (FPASP EIR/EIS)	<p><b>Water Supply Availability</b>                      The owner/applicant shall submit proof of compliance with Government Code Section 66473.7 (SB 221) by demonstrating the availability of a reliable and sufficient water supply from a public water system for the amount of development that would be authorized by the final subdivision map. Such a demonstration shall consist of information showing that both existing sources are available or needed supplies and improvements will be in place prior to occupancy. The written proof of compliance shall be provided to the City and approved by the City prior to approval of any final map.</p>	Prior to approval of final maps and issuance of building permits for any project phases	City of Folsom Community Development Department  City of Folsom Public Works Department	The owner/applicant has constructed the necessary infrastructure to provide potable water to this subdivision. The potable water infrastructure will be approved by the City prior to issuance of the first building permit in this subdivision in compliance with this condition.	Yes
122.	3A.18-2a (FPASP EIR/EIS)	<p><b>Submit Proof of Adequate Off-Site Water Conveyance Facilities and Implement Off-Site Infrastructure Service System or Ensure That Adequate Financing Is Secured.</b>                      The owner/applicant shall submit proof to the City of Folsom that an adequate off-site water conveyance system either has been constructed or is ensured to the City’s satisfaction. The off-site water conveyance infrastructure sufficient to provide adequate service to the project shall be in place for the amount of development identified in the tentative map before approval of a final subdivision map and issuance of building permits for all project phases, or their financing shall be ensured to the satisfaction of the City. A certificate of occupancy shall not be issued for any building within the Specific Plan Area until the water conveyance infrastructure sufficient to serve such building has been constructed and is in place to the satisfaction of the City.</p>	Prior to approval of final maps and issuance of building permits for any project phases	City of Folsom Community Development Department  City of Folsom Public Works Department	The off-site potable water infrastructure for this subdivision has been constructed to serve this subdivision. The City has verified that the off-site potable water infrastructure is adequate to serve this subdivision.	Yes
123.	3A.3-1a (FPASP EIR/EIS)	<p><b>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.</b>                      To minimize indirect effects on water quality and wetland hydrology, the owner/owner/applicant(s) shall include stormwater drainage plans and erosion and sediment control plans in their grading and/or improvement plans and shall submit these plans to the City for review and approval. Prior to approval of grading and/or improvement plans, the owner/applicant(s) for any particular discretionary development application shall obtain a NPDES Construction General Permit and Grading Permit, comply with the City’s Grading Ordinance and City drainage and stormwater quality standards, and commit to implementing all measures in their drainage plans and erosion and sediment control plans to avoid and minimize erosion and runoff into Alder Creek and all wetlands and other waters that would remain on-site.</p>	Prior to the approval of Improvements and Drainage Plans	City of Folsom Public Works Department  Caltrans  USACE  Central Valley RWQCB	The owner/applicant provided a preliminary drainage plan at the time of Tentative Map approval. A revised analysis was provided prior to the issuance of a grading permit. The revised analysis was reviewed by the City’s Consultant (Mead & Hunt) to ensure that that the proposed drainage system was consistent with Mitigation Measure 3A-9.2. The improvement plans for this subdivision and the supporting backbone improvements contain	Yes

MITIGATION MONITORING AND REPORTING PROGRAM – RUSSELL RANCH (LOTS 24 THROUGH 32) PROJECT						
	Mitigation Number (Source)	Mitigation Measure	Timing	Responsible Agency	Comments	Condition Satisfied?
123 Cont.		<p>The owner/applicant(s) shall implement stormwater quality treatment controls consistent with the Stormwater Quality Design Manual for Sacramento and South Placer Regions in effect at the time the application is submitted. Appropriate runoff controls such as berms, storm gates, off-stream detention basins, overflow collection areas, filtration systems, and sediment traps shall be implemented to control siltation and the potential discharge of pollutants. Development plans shall incorporate Low Impact Development (LID) features, such as pervious strips, permeable pavements, bioretention ponds, vegetated swales, disconnected rain gutter downspouts, and rain gardens, where appropriate. Use of LID features is recommended by the EPA to minimize impacts on water quality, hydrology, and stream geomorphology and is specified as a method for protecting water quality in the proposed specific plan. In addition, free spanning bridge systems shall be used for all roadway crossings over wetlands and other waters that are retained in the on-site open space. These bridge systems would maintain the natural and restored channels of creeks, including the associated wetlands, and would be designed with sufficient span width and depth to provide for wildlife movement along the creek corridors even during high-flow or flood events, as specified in the 404 permit.</p> <p>The owner/applicant shall be responsible for all necessary off-site improvements needed to support the Russell Ranch drainage system.</p>			detention basins, control structures and ditch systems in accordance with the Stormwater Quality Partnership Hydromodification Management Plan and in compliance with the FPA-Storm Drain Master Plan.	



# Folsom City Council Staff Report



<b>MEETING DATE:</b>	8/23/2022
<b>AGENDA SECTION:</b>	Consent Calendar
<b>SUBJECT:</b>	Resolution No. 10903 – A Resolution of the City Council Approving an Acquisition and Shortfall Agreement for the Community Facilities District No. 23 Improvement Area No. 3 (Toll Brothers at Folsom Ranch)
<b>FROM:</b>	Community Development Department

**RECOMMENDATION / CITY COUNCIL ACTION**

Staff recommends that the City Council move to adopt Resolution No. 10903 – A Resolution of the City Council Approving an Acquisition and Shortfall Agreement for Community Facilities District No. 23 Improvement Area No. 3 (Toll Brothers at Folsom Ranch)

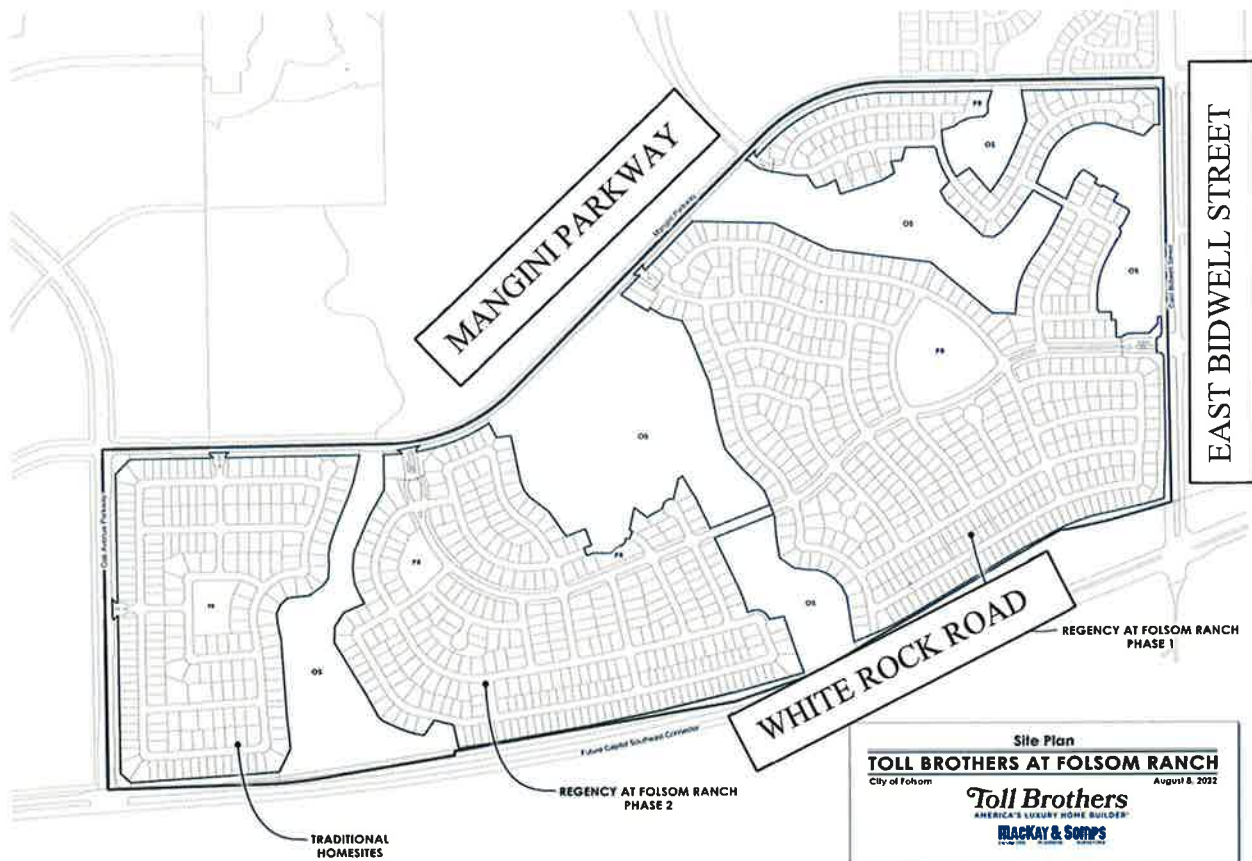
**BACKGROUND / ISSUE**

On January 28, 2014, The City Council adopted Resolution No. 9298 approving the Folsom Plan Area Specific Plan (FPASP) Public Facilities Financing Plan (PFFP). The PFFP is an \$877 million plan that includes the necessary backbone infrastructure and public facility requirements, presents a comprehensive financing strategy and sets forth the estimated time horizon for the future development of the Folsom Plan Area (FPA).

The Vesting Tentative Subdivision Map for the Toll Brothers at Folsom Ranch Phase 1 and Phase 3 subdivision in the FPA was approved by the City Council on March 10, 2020. The Vesting Tentative Subdivision Map for the Toll Brothers at Folsom Ranch Phase 2 subdivision in the FPA was approved by the City Council on January 11, 2022. The Toll Brothers at Folsom Ranch subdivision is included in the Folsom Plan Area Specific Plan (FPASP) and has been approved for 1,130 housing units of which 919 are proposed as active-adult units (751 single family high density (SFHD) active adult units and 168 multi-family low density (MLD) active adult units. The remaining 211 housing units will be for traditional single-family high density residential units. The Toll Brothers at Folsom Ranch subdivision is generally located on the west side of East Bidwell Street, north of White Rock Road (Capital Southeast Connector), south of



Mangini Parkway and east of Oak Avenue Parkway in the FPASP (See below). The Toll Brothers at Folsom Ranch is required to construct various on-site and off-site roadway and utility infrastructure and other public improvements necessary to serve the proposed development.



On May 26, 2020, the City Council adopted Resolution No. 10435, a resolution approving the formation of Community Facilities District No. 23 (CFD No. 23), providing for the levy of special taxes therein, and adopted Resolution No. 10438, a resolution deeming it necessary to incur bond indebtedness in and for the City of Folsom CFD No. 23 Improvement Area No. 3. Special tax revenues generated from CFD No. 23 Improvement Area No. 3 will fund a portion of or in some cases all of the Toll Brothers at Folsom Ranch subdivision's share of the backbone infrastructure and public facilities and improvements, related environmental mitigation obligations and design and engineering costs.

Grading and construction of the first phase of the infrastructure and other various public improvements necessary to serve the Toll Brothers at Folsom Ranch Phase 1 subdivision commenced in the Summer of 2020. The Toll Brothers at Folsom Ranch Phase 2 & Phase 3 grading, roadway and utility infrastructure commenced in the Spring of 2022. The roadway and utility infrastructure and other public improvements for the Toll Brothers at Folsom subdivision includes the construction of portions of East Bidwell Street, Mangini Parkway, Regency Parkway and Oak Avenue Parkway, various residential subdivision infrastructure (i.e. Toll Brothers at Folsom Ranch Phases 1A through 1F, Phase 2A, 2B and 2C and Phase 3A & 3B.),

two (2) detention/water quality/hydro-modification basins and two (2) reinforced concrete roadway bridge structures on both Mangini Parkway and Regency Parkway. Toll West Inc. which will do business in California as Toll Brothers West, Inc. (developer) has completed Phase 1A through 1D, Mangini Parkway from East Bidwell Street to the reinforced concrete roadway bridge structure and has recently completed the reinforced concrete roadway bridge structure and East Bidwell Street from Mangini Parkway to the recently completed Capital Southeast Connector and one of the two (2) detention/water quality/hydro-modification basins. The developer intends on completing the Phase 1E & 1F subdivisions, Phase 2A, 2B & 2C and Phase 3A & 3B subdivision improvements together with another detention/water quality/hydro-modification basin, the remaining portion of Mangini Parkway and a portion of Oak Avenue Parkway in the Spring and Summer of 2023 through Summer of 2025.

### **POLICY / RULE**

Chapter 5 of the Folsom Plan Area (FPA) Public Facilities Financing Plan authorizes the formation of CFD's to finance the construction, acquisition and servicing of backbone infrastructure and other public improvements

Section 2.5.3 of the First Amended and restated Tier 1 Development Agreement authorizes the formation of infrastructure CFD's

Resolution No. 9282 – A Resolution of the City Council of the City of Folsom Approving Goals and Policies for Community Facilities Districts

Mello-Roos Community Facilities Act of 1982

### **ANALYSIS**

In order to obtain reimbursement from proceeds from the sale of bonds for CFD No. 23 Improvement Area No. 3 for eligible roadway and utility infrastructure and public improvements approval of an Acquisition and Shortfall Agreement (Agreement) by the City Council is required. It is anticipated that the first bond sale for CFD No. 23 Improvement Area No. 3 to generate bond proceeds for reimbursement will occur in the Summer of 2022. The developer and the City are currently working together to achieve this goal.

The Agreement establishes the process required for the City to acquire the roadway and utility infrastructure and other various public improvements and the developer's responsibility for funding any construction cost shortfall. A summary of the roadway and utility infrastructure and various public improvements and facilities to be funded and acquired by the City is shown in Exhibit A of the attached Acquisition and Shortfall Agreement (See Attachment 2). The roadway and utility infrastructure and other public improvements authorized to be acquired with CFD No. 23 Improvement Area No. 3 bond proceeds include roadway and transportation improvements (Mangini Parkway and Oak Avenue Parkway), various subdivision in-tract improvements (Phase 1A through 1F, Phase 2A, 2B & 2C and Phase 3A & 3B), various water (potable and non-potable), sanitary sewer, and storm drainage mains as well as a detention and

water quality/hydro-modification basins and reinforced concrete roadway bridge structures. The Agreement requires the developer to complete the required roadway and utility infrastructure and other public improvements to the satisfaction of the City and meet specified thresholds in accordance with the Agreement prior to any reimbursement by the City.

### **FINANCIAL IMPACT**

There is no direct financial impact on the City of Folsom. The CFD No. 23 Improvement Area No. 3 bonded indebtedness and expenses are solely the responsibility of CFD No. 23 Improvement Area No. 3. CFD 23 Improvement Area No. 3 is the first of two (2) improvement areas that will be included in the Toll Brothers at Folsom Ranch project. CFD 23 Improvement Area No. 3 will encompass the active-adult portion (Regency) of the project (Phase 1A through 1F and Phases 2A, 2B & 2C). The second improvement area CFD 23 Improvement Area No. 7 will include the traditional subdivision portion of the Toll Brothers at Folsom Ranch project (Phase 3A & 3B). CFD Improvement Area No. 7 will fund a portion of the shortfall in funding provided by CFD 23 Improvement Area No. 3 and the balance of the shortfall will be funded by the developer.

### **ENVIRONMENTAL REVIEW**

This action is exempt from environmental review pursuant to Section 15061 (b)(3) of the CEQA Guidelines. Environmental review for the backbone infrastructure subject to this Acquisition and Shortfall Agreement was completed in the FPASP EIR dated June 14, 2011.

### **ATTACHMENTS**

1. Resolution No. 10903 – A Resolution of the City Council Approving an Acquisition and Shortfall Agreement for Community Facilities District No. 23 Improvement Area No. 3 (Toll Brothers at Folsom Ranch)
2. Acquisition and Shortfall Agreement

Submitted,



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Pam Johns, Community Development Director

## ATTACHMENT 1

Resolution No. 10903 - A Resolution of the City  
Council Approving an Acquisition and Shortfall  
Agreement for the Community Facilities District No. 23  
Improvement Area No. 3  
(Toll Brothers at Folsom Ranch)

**RESOLUTION NO. 10903**

**A RESOLUTION OF THE CITY COUNCIL APPROVING AN ACQUISITION AND SHORTFALL AGREEMENT FOR COMMUNITY FACILITIES DISTRICT NO. 23 IMPROVEMENT AREA NO. 3 (TOLL BROTHERS AT FOLSOM RANCH)**

**WHEREAS**, the City Council has adopted Resolution No. 10435 declaring its intention to establish a community facilities district and to levy a special tax to pay for certain public improvements and public services in and for such community facilities district; and

**WHEREAS**, the City Council has adopted Resolution No. 10438 declaring the necessity to incur a bonded indebtedness to finance certain public improvements in and for the City of Folsom Community Facilities District No. 23 Improvement Area No. 3 (Toll Brothers at Folsom Ranch); and

**WHEREAS**, Staff has prepared the attached Acquisition and Shortfall Agreement for the proposed eligible public improvements of Community Facilities District No. 23 Improvement Area No. 3 (Toll Brothers at Folsom Ranch),

**NOW, THEREFORE, BE IT RESOLVED** that the Acquisition and Shortfall Agreement for Community Facilities District No. 23 Improvement Area No. 3 (Toll Brothers at Folsom Ranch) is hereby approved, and the City Manager is authorized to execute said Agreement in a form approved by the City Attorney.

**PASSED AND ADOPTED** this 23rd day of August 2022, by the following roll-call vote:

AYES: Councilmember(s)

NOES: Councilmember(s)

ABSENT: Councilmember(s)

ABSTAIN: Councilmember(s)

\_\_\_\_\_  
Kerri M. Howell, MAYOR

ATTEST:

\_\_\_\_\_  
Christa Freemantle, CITY CLERK



ATTACHMENT 2  
COMMUNITY FACILITIES DISTRICT NO. 23  
(FOLSOM RANCH) IMPROVEMENT AREA NO. 3  
ACQUISITION AND SHORTFALL AGREEMENT

**COMMUNITY FACILITIES DISTRICT NO. 23  
(FOLSOM RANCH) IMPROVEMENT AREA NO. 3  
ACQUISITION AND SHORTFALL AGREEMENT**

BY AND BETWEEN

THE CITY OF FOLSOM

AND

TOLL WEST INC. DOING BUSINESS AS TOLL BROTHERS WEST INC.,

a Delaware corporation

Dated as of July 1, 2022

ACQUISITION AND SHORTFALL AGREEMENT

**City of Folsom Community Facilities District No. 23  
(Folsom Ranch) Improvement Area No. 3**

Recitals

A. The parties to this Acquisition and Shortfall Agreement (the “Agreement”) are the CITY OF FOLSOM, (the “City”), and TOLL WEST INC. DOING BUSINESS AS TOLL BROTHERS WEST INC., a Delaware CORPORATION (“Developer”).

B. The effective date of this Agreement is July 1, 2022 (“Effective Date”).

C. The Developer intends to construct certain road, water, sewer and other public capital improvements, as more particularly described in **Exhibit A** attached hereto (collectively, the “Acquisition Improvements”) to serve the development of real property owned by Developer within the Folsom Plan Area and within the boundaries of the District described below. The public capital improvements are to be owned and operated by the City, and the financing is to be accomplished, in part, with funding to be provided by the District under and pursuant to the Mello-Roos Community Facilities Act of 1982 – California Government Code Sections 53311 and following (the “Act”).

D. On May 26, 2020, the City adopted Resolution No. \_\_\_\_\_ to form City of Folsom Community Facilities District No. 23 (Folsom Ranch) Improvement Area No. 3 (the “District” or “CFD 23”) within the Folsom Plan Area to finance, among other authorized facilities, the Acquisition Improvements and, on the same date, a landowner election was conducted in which all of the votes were cast unanimously in favor of forming the District.

E. The District intends to levy special taxes and cause the Authority to issue CFD 23 Bonds to fund, among other things, a portion of the costs of the Acquisition Improvements. The proceeds of the District special taxes and CFD 23 Bonds, together with interest earned thereon, are referred to herein as the “Available CFD 23 Proceeds.” The Available CFD 23 Proceeds shall include the amount of (i) special taxes, if any, collected during the first twenty (20) years of the term of the District, beginning with Fiscal Year 2020-2021, available to fund the direct payment for the acquisition and/or construction of Acquisition Improvements and not related to or required to fund debt service or Administrative Expenses, as defined in and determined in accordance with the Rate and Method of Apportionment for the District (the “Available Pay-Go Proceeds”), and (ii) the net acquisition proceeds generated by all CFD 23 Bond sale(s) issued by the Authority and secured by District special taxes.

F. Attached hereto as **Exhibit A** is a description of the Acquisition Improvements and attached hereto as **Exhibit B** is a description of certain authorized discrete and usable portions of the Acquisition Improvements that may be acquired from Developer pursuant to Section 53313.51 of the Act. It is understood that the Available CFD 23 Proceeds may not be sufficient to reimburse the Developer for all of the costs and expenses of the Acquisition Improvements contemplated hereunder, or otherwise finance said improvements. Accordingly,

Developer understands and acknowledges that any shortfall in the Available Amount toward the construction and completion of the Acquisition Improvements, unless otherwise provided in a separate agreement (e.g. the funding of costs under an acquisition agreement relating to another improvement area within the Folsom Plan Area), is the Developer’s sole responsibility, and that this Agreement solely provides for the payment of the Acquisition Price from the Available CFD 23 Proceeds, or from any proceeds that may become available for such payment through the SPIF Program (as defined herein) for an Acquisition Improvement included in the SPIF Program. [ACQUISITION IMPROVEMENTS ARE ALSO EXPECTED TO BE ELIGIBLE UNDER THE ACQUISITION AGREEMENT FOR IA-7]

G. The parties anticipate that, upon completion of the Acquisition Improvements and subject to the terms and conditions of this Agreement and final acceptance by the City Engineer in writing, the City will acquire the completed Acquisition Improvements.

H. Any and all monetary obligations of the City arising out of this Agreement are the special and limited obligations of the City payable only from the Available CFD 23 Proceeds, and no other funds whatsoever of the District, the Authority, or the City shall be obligated therefor under any circumstances under this Agreement.

I. Attached to this Agreement are **Exhibit A** (the Acquisition Improvements), **Exhibit B** (Eligible Portions of Acquisition Improvements, including related Design Costs), **Exhibit C** (form of Requisition), and **Exhibit D** (Insurance Requirements), all of which are incorporated into this Agreement for all purposes.

Agreement

ARTICLE I

DEFINITIONS; COMMUNITY FACILITIES DISTRICT FORMATION AND FINANCING PLAN

Section 1.01. Definitions. As used herein, the following capitalized terms shall have the meanings ascribed to them below:

“Acceptable Title” means free and clear of all monetary liens, encumbrances, assessments, whether any such item is recorded or unrecorded, and taxes, except those items which are reasonably determined by the City Engineer, upon consultation with the City Attorney, not to interfere with the intended use and therefore are not required to be cleared from the title.

“Acquisition and Construction Fund” means the “Community Facilities District No. 23 Improvement Area No. 3 Acquisition and Construction Fund” established by the District for the purpose of paying the Acquisition Prices of the Acquisition Improvements.

“Acquisition Improvements” means the Acquisition Improvements described in **Exhibit A** hereto.

“Acquisition Price” means the total amount eligible to be paid to the Developer upon

acquisition of the Acquisition Improvements as provided in Section 2.03, including any additional Available CFD 23 Proceeds collected thereafter that are eligible to be paid to Developer, but not to exceed the Actual Cost of the Acquisition Improvement, together with the CCI adjustment thereon until paid in full as provided herein.

“Actual Cost” means the total cost of the Acquisition Improvements, or Eligible Portions thereof, as documented by the Developer to the satisfaction of the City and as certified by the City Engineer in an Actual Cost Certificate including, without limitation, (a) the Developer’s cost of constructing the Acquisition Improvements including grading, labor, material and equipment costs, (b) the Developer’s cost of designing and engineering the Acquisition Improvements, preparing the plans and specifications and bid documents for the Acquisition Improvements, and the costs of inspection, materials testing and construction staking for the Acquisition Improvements, (c) the Developer’s cost of any performance, payment and maintenance bonds and insurance, including title insurance, required hereby for the Acquisition Improvements, (d) the Developer’s cost of any real property or interest therein that is either necessary for the construction of the Acquisition Improvements (e.g., temporary construction easements, haul roads, etc.), or is required to be conveyed with such Acquisition Improvement in order to convey Acceptable Title thereto to the City or its designee, (e) the Developer’s cost of environmental evaluation or mitigation required for the Acquisition Improvements, (f) the amount of any fees actually paid by the Developer to the City and any other governmental agencies in order to obtain permits, licenses or other necessary governmental approvals and reviews for the Acquisition Improvements, (g) the Developer’s cost for construction and project management, administration and supervision services for the Acquisition Improvements, (h) the Developer’s cost for professional services related to the Acquisition Improvements, including engineering, accounting, legal, financial, appraisal and similar professional services, and (i) the costs of construction financing incurred by the Developer with respect to the Acquisition Improvements.

“Actual Cost Certificate” means a certificate prepared by the Developer detailing the Actual Cost of the Acquisition Improvements, or Eligible Portions thereof, to be acquired hereunder, as may be revised by the City Engineer pursuant to Section 2.03.

“Agreement” means this Acquisition Agreement, dated as of July 1, 2022.

“Authority” means the Folsom Ranch Financing Authority.

“Available CFD 23 Proceeds” shall have the meaning assigned to the term in Recital E.

“Available Pay-Go Proceeds” shall have the meaning assigned to the term in Recital E.

“CCI” means the construction cost index reported by the Engineering News Record used by the City to adjust construction costs, currently based on the average of the change in the San Francisco Construction Cost Index and the change in the 20-city Construction Cost Index for the 12-month period ending in May, or comparable index of annual construction costs for public capital improvements used by the City.

“CFD Administrator” means the administrator of the District appointed by the City.



“CFD 23 Bonds” means bonds or other indebtedness issued by the Authority that are to be repaid with District Special Taxes.

“City” means City of Folsom.

“City Engineer” means the City Engineer of the City or his/her designee who will be responsible for administering the acquisition of the Acquisition Improvements hereunder.

“Code” means the Government Code of the State of California.

“Developer” means Toll West Inc. doing business as Toll Brothers West Inc., a Delaware corporation, its successors and assigns, other than individual homeowners.

“Director” means the Director of the City’s Community Development Department or his/her designee.

“Disbursement Request Form” means a requisition for payment of funds from the Acquisition and Construction Fund for an Acquisition Improvement, or an Eligible Portion thereof, in substantially the form contained in **Exhibit C** hereto.

“District” shall have the meaning assigned to the term in Recital D.

“Eligible Portions” means the eligible, discrete and usable portions of the Acquisition Improvements available for acquisition and payment of Installment Payments listed and described in **Exhibit B** hereto.

“Installment Payment” means an amount approved by the City Engineer as partial payment toward the Actual Cost of an Eligible Portion as shown in Exhibit B-Description of Eligible Portions of Acquisition Improvements.

“Project” means the Developer’s development of the property in the District, including the design and construction of the Acquisition Improvements and the other public and private improvements to be constructed by the Developer within the District.

“Special Taxes” means annual special taxes, and prepayments thereof, authorized by and to be levied by the District.

“Title Documents” means, for the Acquisition Improvements acquired hereunder, a grant deed or similar instrument necessary to transfer title to any real property or interests therein (including easements), or an irrevocable offer of dedication of such real property with interests therein necessary to the operation, maintenance, rehabilitation and improvement by the City of the Acquisition Improvements (including, if necessary, easements for ingress and egress) and a bill of sale or similar instrument evidencing transfer of title to the Acquisition Improvements (other than said real property interests) to the City, where applicable.

Section 1.02. Establishment of Community Facilities District. The Community Facilities District was established by the City on May 26, 2020, and through the successful landowner election held that same day, the District is authorized to levy the Special Taxes and to

issue the CFD 23 Bonds to finance the Acquisition Prices for the Acquisition Improvements. Developer and the City agree to reasonably cooperate with one another and with the District in the completion of the financing through the issuance by the Authority of the CFD 23 Bonds in one or more series and/or the collection of Special Taxes to generate Available Pay-Go Proceeds.

Section 1.03. Deposit and Use of Available CFD 23 Proceeds.

(a) Developer Pay-Go Proceeds. Available Pay-Go Proceeds collected by the District shall be deposited in the Acquisition and Construction Fund established by the District, and may be disbursed to pay the Acquisition Price and Installment Payments of Acquisition Improvements in accordance with Article II of this Agreement. All funds in the Acquisition and Construction Fund shall be considered a portion of the Available CFD 23 Proceeds.

(b) CFD 23 Bond Series. Upon the delivery of each issue or issues of CFD 23 Bonds, the net proceeds thereof shall be deposited into the Acquisition and Construction Fund for the purpose of holding all funds for the Acquisition Improvements. All earnings on amounts in the Acquisition and Construction Fund shall remain in the Acquisition and Construction Fund for use as provided herein. Money in the Acquisition and Construction Fund shall be available to respond to delivery of a Disbursement Request Form and to be paid to the Developer or its designee to pay the Acquisition Price and Installment Payments of the Acquisition Improvements, or portions thereof, as specified in Article II hereof.

(c) Priority Use of Available CFD 23 Proceeds. The Available CFD 23 Proceeds will be used primarily to fund the costs of the Acquisition Improvements, and then to fund the costs of any other developer improvements advanced and/or constructed by a developer within the Folsom Plan Area that are authorized for acquisition by the District. The Available CFD 23 Proceeds shall be used first to fund any of the Acquisition Improvements, in any order, as and when each Acquisition Improvement or Eligible Portion is completed and payment of the Acquisition Price or Installment Payment can be paid to Developer as provided herein. Upon completion of all of the Acquisition Improvements hereunder and payment of the Acquisition Prices therefor, any remaining funds in the Acquisition and Construction Fund (less any amount determined by the District as necessary to reserve for claims against the account) shall be (i) applied or reserved for application to pay the costs of any other authorized developer improvements and, to the extent not so used, (ii) shall be applied by the District to call Bonds or to reduce Special Taxes as the District shall determine.

Section 1.04. No Effect of CFD Funding on SPIF Payments. If and to the extent any of the Acquisition Improvements are also included for financing within the Specific Plan Infrastructure Fee Program (the "SPIF Program"), any payments hereunder from Available CFD 23 Proceeds to Developer for such Acquisition Improvements shall not affect or limit Developer's ability to obtain and apply fee credits against and/or fee reimbursements from the SPIF Fee Program in consideration of its construction of the Acquisition Improvements that are included for financing in the SPIF Program. Developer's right to any such fee credits and/or fee reimbursements from the SPIF Program would be subject to and contingent upon Developer's entering into and complying with the requirements of a separate SPIF Fee Reimbursement Agreement to be entered into between the City and Developer for the Acquisition Agreements that are included for financing in the SPIF Program.

Section 1.05. No District or City Liability; City Discretion; No Effect on Other Agreements. In no event shall any actual or alleged act by the District or the City or any actual or alleged omission, negligence, or failure to act by the District or the City with respect to the performance of its obligations hereunder subject the District or the City to any liability therefor, whether monetary or otherwise (except only as to pay any amounts available and payable hereunder from Available CFD 23 Proceeds). Further, nothing in this Agreement shall be construed as affecting the Developer's or the City's duty to perform their respective obligations under any other agreements between the parties hereto, or the City's enforcement of applicable laws, ordinances, rules, policies and regulations pertaining to public improvement standards and/or specifications, as well as land use and subdivision requirements related to the Project, all of which are and shall remain independent of the Developer's and the City's rights and obligations under this Agreement.

## ARTICLE II

### DESIGN, CONSTRUCTION AND ACQUISITION OF ACQUISITION IMPROVEMENTS

Section 2.01. Letting and Administering Design Contracts. The Developer has awarded and administered, or will award and administer, or through the City has advanced funds for the engineering design contracts for the Acquisition Improvements to be acquired from Developer. All eligible expenditures of the Developer for design engineering and related costs in connection with the Acquisition Improvements (whether as an advance to the City or directly to the design consultant) incurred prior to the Effective Date, as identified on **Exhibit B** attached hereto, shall be reimbursed at the time of the first Bond sale, and, thereafter, all additional, eligible design engineering and related costs shall be reimbursed at the time of acquisition of the Acquisition Improvements. The Developer shall be entitled to reimbursement for any design costs of the Acquisition Improvements only out of the Acquisition Price as provided in Section 2.03 and shall not be entitled to any payment for design costs independent of the acquisition of Acquisition Improvements.

Section 2.02. Letting and Administration of Construction Contracts; Indemnification. Developer agrees to comply with City requirements with respect to contracting for the construction of the Acquisition Improvements. The Developer agrees that all the contracts shall call for compliance with all provisions of the prevailing wage law for "public works" as required by the Labor Code of the State of California and shall require all work to be performed by licensed general contractors. The Developer's indemnification obligation set forth in Section 3.01 of this Agreement shall also apply to any alleged failure to comply with the requirements of this Section, and/or applicable State laws regarding public contracting and prevailing wage laws applicable to public works.

(a) Plans and Specifications. The Developer represents and covenants that it has obtained or will obtain approval of the plans and specifications for the Acquisition Improvements from all appropriate departments of the City and from any other public entity or public utility from which such approval must be obtained, prior to construction. The Developer further covenants that the Acquisition Improvements will be constructed in full compliance with such approved plans and specifications and any change orders thereto, as approved in the same

manner, and the adopted City Standard Construction Specifications and Improvement Standards. The Developer shall submit copies of all plans and specifications to the Director or his/her designee.

(b) CEQA. The Developer covenants that it has complied or will comply with the California Environmental Quality Act in conjunction with the construction of the Acquisition Improvements and their conveyance pursuant to the terms set forth herein.

(c) Inspection. The Developer covenants that the City, and other public entities or public utilities to whom any of the Acquisition Improvements will be conveyed, will be permitted to inspect the Acquisition Improvements using the same standards which would be applied to a public works project.

(d) Insurance. With respect to the construction of the Acquisition Improvements, the Developer shall furnish to City a certificate or certificates of insurance, with an insurance carrier acceptable to City and in a form satisfactory to the City Attorney, evidencing insurance coverage consistent with **Exhibit D** attached hereto.

(e) Performance and Payment Bonds. Except as otherwise provided herein, the Developer covenants to comply with all applicable performance, labor and materials and completion bond requirements of the City with respect to the construction of the Acquisition Improvements. To the extent bonds are required, Developer further covenants and agrees to execute and deliver or otherwise cause to be provided to City, prior to construction and in forms acceptable to the City Attorney, a faithful Performance Bond in the amount of 100% of the estimated cost of the Acquisition Improvements and a Labor and Materials Bond in the amount of 100% of the estimated cost of the Acquisition Improvements, from a bonding company with an A.M. Best rating of at least "A-" or its equivalent. Such bonds shall only be released upon full completion of the Acquisition Improvements, the City's written acceptance of the Acquisition Improvements, and payment of all persons furnishing labor and materials.

Section 2.03. Sale of Acquisition Improvements. The Developer agrees to sell to the City each of the Acquisition Improvements to be constructed by Developer (including any rights-of-way or other easements necessary for the Acquisition Improvements, to the extent not already owned by the City), when each of the Acquisition Improvements is completed to the satisfaction of the City and accepted by the City Engineer in writing for an amount not to exceed the lesser of (i) the Available CFD 23 Proceeds and (ii) the Actual Cost of the Acquisition Improvement(s), increased from and after the completion of the Acquisition Improvements until paid in full based on the annual increase, if any, in the CCI from such completion to date of payment (the "Acquisition Price"). Notwithstanding any provision to the contrary, the Developer understands that the Available CFD 23 Proceeds for the acquisition of the Acquisition Improvements may not be sufficient to reimburse the Developer for all of the costs and expenses constructing the Acquisition Improvements, or otherwise finance said improvements. Accordingly, Developer understands and acknowledges that any shortfall in the amount of Available CFD 23 Proceeds for the construction and completion of the Acquisition Improvements, unless otherwise provided in a separate agreement (e.g. the funding of costs under an acquisition agreement relating to another improvement area within the Folsom Plan Area), is the Developer's sole responsibility, and that this Agreement solely provides for the payment of the Acquisition Price from the



Available CFD 23 Proceeds, or from any proceeds that may become available for such payment through the SPIF Program (as defined herein) for an Acquisition Improvement included in the SPIF Program. [ACQUISITION IMPROVEMENTS ARE ALSO EXPECTED TO BE ELIGIBLE UNDER THE ACQUISITION AGREEMENT FOR IA-7]

**Exhibit A**, attached hereto and incorporated herein, contains a list of the Acquisition Improvements. Portions of the Acquisition Improvements eligible for Installment Payments prior to completion of the entire Acquisition Improvements are described as eligible, discrete and usable portions in **Exhibit B** (each, an “Eligible Portion”). At the time of completion of each Acquisition Improvement, or Eligible Portion thereof, the Developer shall deliver to the City Engineer a written request for acquisition, accompanied by an Actual Cost Certificate, and by executed Title Documents for the transfer of the Acquisition Improvement where necessary. In the event that the City Engineer finds that the supporting paperwork submitted by the Developer fails to demonstrate the required relationship between the subject Actual Cost and eligible work, the City Engineer shall advise the Developer that the determination of the Actual Cost (or the ineligible portion thereof) has been disallowed and shall request further documentation from the Developer. If the further documentation is still not adequate, the City Engineer may update the Actual Cost Certificate to revise or delete any disallowed items and the determination shall be subject to appeal to the Director, whose determination shall be final.

Certain soft costs for the Acquisition Improvements, such as civil engineering, may have been incurred pursuant to single contracts that include work relating also to the private portions of the Project or to multiple Acquisition Improvements. In those instances, the total costs under such contracts will be allocated to each Acquisition Improvement as approved by the City Engineer. Where a specific contract has been awarded for design or engineering work relating solely to an Acquisition Improvement, one hundred percent (100%) of the costs under the contract will be allocated to that Acquisition Improvement. Soft costs will be allocated to each Acquisition Improvement as approved by the City Engineer. The costs of environmental mitigation required to mitigate the impacts of the public and private portions of the Project will be allocated to each Acquisition Improvement as approved by the City Engineer. Pursuant to Section 2.01, all eligible expenditures of soft costs in connection with the Acquisition Improvements (whether as an advance to the City or directly to the design consultant) incurred prior to the Effective Date, as identified in **Exhibit B** attached hereto, shall be reimbursed at the time of first Bond sale, and, thereafter, all additional, eligible soft costs shall be reimbursed at the time of acquisition of the Acquisition Improvements.

Section 2.04. Conditions Precedent to Payment of Acquisition Price. Payment to the Developer or its designee of the Acquisition Price for each Acquisition Improvement shall in every case be conditioned first upon the determination of the City Engineer that the Acquisition Improvement satisfies all City construction standards and specifications, rules, policies, regulations and ordinances and shall be further conditioned upon satisfaction of the following additional conditions precedent:

(a) Lien Releases. The Developer shall have provided the City with lien releases or other similar documentation satisfactory to the City Engineer as evidence that none of the property (including any rights-of-way or other easements necessary for the operation and maintenance of the Acquisition Improvement, to the extent not already owned by the City)



comprising the Acquisition Improvement, and the property which is subject to the special taxes of the Community Facilities District, is subject to any prospective mechanics lien claim respecting the Acquisition Improvements.

(b) Payment of Taxes. The Developer shall be current in the payment of all due and payable general property taxes, and all special taxes of the Community Facilities District, on property owned by the Developer or under option to the Developer within the Community Facilities District.

(c) Certification No Loan Default. The Developer shall certify that it is not in default with respect to any loan secured by any interest in the Project.

(d) Title Documents. The Developer shall have provided the City with Title Documents needed to provide the City with Acceptable Title to the site, right-of-way, or easement upon which the subject Acquisition Improvements are situated. All such Title Documents shall be in a form acceptable to the City Attorney and shall convey Acceptable Title. The Developer shall provide a policy of title insurance as of the date of transfer in a form acceptable to the City Attorney insuring the City as to the interests acquired in connection with the acquisition of any interest for which such a policy of title insurance is not required by another agreement between the City and the Developer. Each title insurance policy required hereunder shall be in the amount equal to the Acquisition Price. The amount paid to the Developer or its designee upon satisfaction of the foregoing conditions precedent shall be the Acquisition Price less all Installment Payments paid previously with respect to the Acquisition Improvement.

(e) Retention for Punch List Work. In the case of a completed Acquisition Improvement suitable for public use, but for which certain punch list work remains to be completed prior to formal acceptance by the City, the City shall retain from the payment of any Acquisition Price for such Acquisition Improvement the amount of one hundred and fifty percent (150%) of the value of punch list work not completed. Upon payment and acceptance of the Acquisition Price, less the retention for any punch list work, for each completed Acquisition Improvement or portion thereof, Developer shall have no further claim for payment from the City with respect to the retentions until completion of the punch list work. The City shall hold the retention amount on all Acquisition Improvements acquired until the punch list work is completed and accepted by the City. Provided, however, in any event, the City will not pay for the acquisition of any completed Acquisition Agreement or portion thereof unless and until the street, drainage or other utility rights of way where they are located have been irrevocably offered to the City for dedication and the remaining conditions precedent to payment under this Section 2.04 are satisfied.

(f) Warranty Bond. The Developer shall provide to City a warranty bond equal to 10% of the Actual Cost of the Acquisition Improvement. Commencement of the one-year warranty period shall start at the time of City's formal acceptance of the Acquisition Improvements in writing.

Section 2.05. Payment for Eligible Portions. The Developer may submit an Actual Cost Certificate to the City Engineer with respect to any Eligible Portion. Payment to the Developer or its designee from the Acquisition and Construction Fund and/or SPIF Set-Aside Fund of an

Installment Payment with respect to such Eligible Portion shall in every case be conditioned first upon the determination of the City Engineer, that the Eligible Portion has been completed in accordance with all applicable plans and City construction standards and specifications, rules, policies, regulations and ordinances and is otherwise complete and, where appropriate, is ready for acceptance by the City, and shall be further conditioned upon satisfaction of the following additional conditions precedent:

(a) The Developer shall have provided the City with lien releases or other similar documentation satisfactory to the City Engineer as evidence that the property (including any rights-of-way or other easements necessary for the operation and maintenance of the Eligible Portion, to the extent not already owned by the City) comprising the Eligible Portion is not subject to any prospective mechanics lien claim respecting the Eligible Portion.

(b) The Developer shall be current in the payment of all due and payable general property taxes, and all special taxes of the Community Facilities District, on property owned by the Developer or under option to the Developer within the Community Facilities District.

(c) The Developer shall have provided the City with Title Documents needed to provide the City with Acceptable Title to the site, right-of-way, or easement upon which the subject Eligible Portion is situated. All such Title Documents shall be in a form acceptable to the City Attorney and shall be sufficient, upon completion of the Acquisition Improvements of which the Eligible Portion is a part, to convey Acceptable Title to the Eligible Portion. The Developer shall provide a policy of title insurance as of the date of transfer in a form acceptable to the City Attorney insuring the City as to the interests acquired in connection with the acquisition of any interest for which such a policy of title insurance is not required by another agreement between the City and the Developer. Each title insurance policy required hereunder shall be in the amount equal to the Installment Payment for the Eligible Portion.

(d) Payment and performance bonds, from a bonding company with an A.M. Best rating of at least "A-" or its equivalent, applying to plans, standards and specifications for the Acquisition Improvements approved by the City Engineer, shall be in place to secure completion of the Acquisition Improvements of which the Eligible Portion is a part. As an alternative thereto, Developer may ask the City to retain and reserve the amount of funds in the Acquisition and Construction Fund equal to the estimated cost to complete such Acquisition Improvements in the manner described in Section 2.02(e) above.

(e) The amount paid to the Developer or its designee upon satisfaction of the foregoing conditions precedent shall be the "Installment Payment" with respect to the Eligible Portion.

Section 2.06. Disbursement Request Form. Upon a determination by the City Engineer to pay the Acquisition Price of an Acquisition Improvement pursuant to Section 2.04 or to pay an Installment Payment for an Eligible Portion thereof pursuant to Section 2.05, the City Engineer shall cause a Disbursement Request Form substantially in the form attached hereto as **Exhibit C** to be submitted to the CFD Administrator for payment from the Acquisition and Construction

Fund, up to the Acquisition Price or Installment Payment amount, and the CFD Administrator shall authorize such payment directly to the Developer or its designee of the authorized am

Section 2.07. Limitation on Obligations. Notwithstanding any provision to the contrary, in no event shall the District, the Authority or the City be required to pay the Developer or its designee more than the amounts held in the Acquisition and Construction Fund for the Acquisition Improvements under this Agreement.

Section 2.08. Warranties; Maintenance. Developer warrants the Acquisition Improvements as to materials and workmanship and should any failure due to faulty design or materials of the Acquisition Improvements or any parts thereof occur within a period of one (1) year after formal acceptance of the completed Acquisition Improvements by the City in writing, Developer shall promptly cause the needed repairs to be made at its sole cost and expense, without any expense or cost to City and without further reimbursement from the City. Developer shall provide to City, at the time of submittal of each payment request, a warranty bond equal to 10% of the value of each Acquisition Improvement.

City is hereby authorized to make repairs if Developer fails to make, or undertake with due diligence, the aforesaid repairs within twenty (20) calendar days after it is given written notice of such failure. In case of emergency where delay would cause serious hazard to the public, the necessary repairs may be made by City without prior notice to Developer. In all cases of failure of the Acquisition Improvements within the warranty period where the City has taken action in accordance with this paragraph, Developer shall reimburse City for any and all costs or expenses, direct and indirect, incurred by the City within thirty (30) calendar days of receiving invoice from the City. If the Developer fails to timely pay such reimbursement, the City may recover such costs or expenses from any and all Available CFD 23 Proceeds in the Acquisition and Construction Fund, in addition to any and all remedies at law or in equity.

Any warranties, guarantees or other evidence of continuing obligations of third persons with respect to any Acquisition Improvement to be acquired by the City shall be delivered to the Director as part of the conveyance of the Acquisition Improvement. No later than the time for such conveyance, the Developer shall verify and confirm existence of a funding mechanism acceptable to City for the ongoing maintenance of the Acquisition Improvements in accordance with applicable City standards, policies and ordinances and for such periods as are required by applicable City standards, policies and ordinances.

### ARTICLE III

#### MISCELLANEOUS

Section 3.01. Indemnification and Hold Harmless. The Developer hereby assumes the defense of, and indemnifies and saves harmless the City, the Authority, the District, and their respective officers, directors, employees and agents (collectively, the "Indemnitees"), from and against all actions, damages, claims, losses or expenses of every type and description including but not limited to personal injury, or bodily injury including death, as well as from claims for property damage which may arise from the operations of the Developer or its contractors,

subcontractors, agents, or employees, to which the Indemnitees may be subjected or put, by reason of, or resulting from or alleged to have resulted from the acts or omissions of the Developer or its contractors, subcontractors, agents or employees arising out of any contract for the design, engineering and construction of the Acquisition Improvements entered into by or for the Developer, or arising out of any alleged misstatements of fact or alleged omission of a material fact made by the Developer, its officers, directors, employees or agents to the District's underwriter, financial advisor, appraiser, district engineer or bond counsel or regarding the Developer, its proposed developments, its property ownership and its contractual arrangements contained in the official statement relating to the District financing (Developer hereby acknowledges that it has been furnished a copy of the official statement for the District and has not objected thereto). Nothing in this Section 3.01 shall limit in any manner the City's rights against any of the Developer's architects, engineers, contractors or other consultants. Except as set forth in this Section 3.01, no provision of this Agreement shall in any way limit the extent of the responsibility of the Developer for payment of damages resulting from the operations of the Developer, its agents and employees. Nothing in this Section 3.01 shall be understood or construed to mean that the Developer agrees to indemnify the Indemnitees for any wrongful acts, willful misconduct, active negligence or omissions to act of the Indemnitees. It is understood that the duty of Developer to indemnify and hold harmless includes the duty to defend as set forth in Section 2778 of the California Civil Code. Acceptance by City of any insurance certificates or endorsements does not relieve Developer from liability under this indemnification and hold harmless clause. This indemnification and hold harmless clause shall apply to any damages or claims for damages whether or not such insurance policies shall have been determined to apply. By execution of this Agreement, Developer acknowledges and agrees to the provisions of this Section and that it is a material element of consideration. The foregoing indemnity obligation of the Developer shall survive the termination or expiration of this Agreement.

Section 3.02. Audit. The City shall have the right, during normal business hours and upon the giving of ten days' written notice to the Developer, to review all books and records of the Developer pertaining to costs and expenses incurred by the Developer (for which the Developer seeks reimbursement pursuant to this Agreement) in constructing the Acquisition Improvements.

Section 3.03. Cooperation. The City and the Developer agree to cooperate with respect to the completion of the financing of the Acquisition Improvements by the District through the levy of the Special Taxes and issuance of Bonds. The City and the Developer agree to meet in good faith to resolve any differences on future matters which are not specifically covered by this Agreement.

Section 3.04. General Standard of Reasonableness. Any provision of this Agreement which requires the consent, approval or acceptance of either party hereto or any of their respective employees, officers or agents shall be deemed to require that the consent, approval or acceptance not be unreasonably withheld or delayed, unless the provision expressly incorporates a different standard. The foregoing provision shall not apply to provisions in the Agreement which provide for decisions to be in the sole discretion of the party making the decision.



Section 3.05. Third Party Beneficiaries. It is expressly agreed that there are no third party beneficiaries of this Agreement, including without limitation any owners of Bonds, any of the City's, District's or Developer's contractors for the Acquisition Improvements and any of the City's, District's or the Developer's agents and employees.

Section 3.06. Conflict with Other Agreements. Nothing contained herein shall be construed as releasing the Developer or the City from any condition of development or requirement imposed by any other agreement between the City and the Developer, and, in the event of a conflicting provision, the other agreement shall prevail unless the conflicting provision is specifically waived or modified in writing by the City and the Developer.

Section 3.07. Notices. All invoices for payment, reports, other communication and notices relating to this Agreement shall be mailed or e-mailed to:

<p><u>If to the City:</u></p> <p>Chief Financial Officer  City of Folsom  50 Natoma Street  Folsom, CA 95630  E-mail: <a href="mailto:stamagni@folsom.ca.us">stamagni@folsom.ca.us</a></p> <p>With a copy to:</p> <p>City Attorney  City of Folsom  50 Natoma Street  Folsom, CA 95630  E-mail: <a href="mailto:swang@folsom.ca.us">swang@folsom.ca.us</a></p>	<p><u>If to the Developer:</u></p> <p>Toll West Inc. doing business as  Toll Brothers West Inc.  110 Woodmere Road, Suite 120  Folsom, CA 95630  Attention: Greg Van Dam, P.E.  E-mail: <a href="mailto:gvandam@tollbrothers.com">gvandam@tollbrothers.com</a></p> <p>With a copy to:</p> <p>O'Neil LLP  19900 MacArthur Blvd., Suite 1050  Irvine, CA 92612  Attention: Sandra A. Galle  E-mail: <a href="mailto:sgalle@oneil-llp.com">sgalle@oneil-llp.com</a></p>
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Either party may change its address by giving notice in writing to the other party.

Section 3.08. Severability. If any part of this Agreement is held to be illegal or unenforceable by a court of competent jurisdiction, the remainder of this Agreement shall be given effect to the fullest extent reasonably possible.

Section 3.09. Governing Law. This Agreement and any dispute arising hereunder shall be governed by and interpreted in accordance with the laws of the State of California. Any action brought relating to this Agreement shall be held exclusively in a state court in the County of Sacramento.

Section 3.10. Waiver. Failure by a party to insist upon the strict performance of any of the provisions of this Agreement by the other party, or the failure by a party to exercise its rights upon the default of the other party, shall not constitute a waiver of such party's right to insist and demand strict compliance by the other party with the terms of this Agreement.



Section 3.11. Singular and Plural; Gender. As used herein, the singular of any word includes the plural, and terms in the masculine gender shall include the feminine.

Section 3.12. Counterparts. This Agreement may be executed in counterparts, each of which shall be deemed an original.

Section 3.13. Successors and Assigns. This Agreement is binding upon the heirs, assigns and successors-in-interest of the parties hereto. The Developer may not assign its rights or obligations hereunder, except to successors-in-interest to the property within the District, without the prior written consent of the City, which consent shall not be unreasonably withheld.

Section 3.14. Remedies in General. It is acknowledged by the parties that the City would not have entered into this Agreement if it were to be liable in damages under or with respect to this Agreement or the application thereof, and therefore the Developer hereby waives any and all claims for damages against the City and its officers, agents and employees for breach of this Agreement. This waiver of damages by Developer shall not preclude any action by Developer to specifically enforce the obligations of the City hereunder to review and approve for acceptance and acquisition the Acquisition Improvements constructed by Developer in accordance with the terms hereof and to process applications for payment with the CFD Administrator for payment to Developer from the Acquisition and Construction Fund of the approved Acquisition Price for each of the Acquisition Improvements completed by Developer.

The parties further acknowledge that damages are not a remedy under this Agreement, and thus, while in general each of the parties hereto may pursue any remedy at law or equity available for the breach of any provision of this Agreement, the City shall not be liable in damages to the Developer, or to any assignee or transferee of the Developer. The Developer may, without any claim for damages of any kind, in addition to other rights or remedies, institute an action to cure, correct, specifically enforce or remedy any default in the processing of the payments to the Developer specified in this Agreement. Subject to the foregoing, the Developer covenants not to sue for or claim any damages for any alleged breach of, or dispute which arises out of, this Agreement.

*[Remainder of Page Intentionally Blank; Signature Page Follows]*

IN WITNESS WHEREOF, the parties have executed this Agreement as of the day and year written above.

**DEVELOPER:**

**Toll West Inc. doing business as  
Toll Brothers West Inc.,  
a Delaware corporation**

By: \_\_\_\_\_  
Name: \_\_\_\_\_  
Its: \_\_\_\_\_

By: \_\_\_\_\_  
Name: \_\_\_\_\_  
Its: \_\_\_\_\_

**CITY:**

**CITY OF FOLSOM, A Municipal Corporation:**

\_\_\_\_\_  
Date Elaine Andersen, City Manager

ATTEST:

FUNDING AVAILABLE:

\_\_\_\_\_  
Christa Freemantle, City Clerk Stacey Tamagni, Chief Financial Officer

ORIGINAL APPROVED AS TO CONTENT:

ORIGINAL APPROVED AS TO FORM:

\_\_\_\_\_  
Pam Johns, Director Steven Wang, City Attorney  
Community Development Department



## EXHIBIT A TO THE ACQUISITION AGREEMENT

### DESCRIPTION OF ACQUISITION IMPROVEMENTS AND ESTIMATED AMOUNTS

<u>ACQUISITION IMPROVEMENTS<sup>1</sup></u>	<u>ESTIMATED AMOUNTS</u>
<b>1. <u>Roadway Improvements</u></b>	
(a) Mangini Parkway, including the Mangini Parkway/Alder Creek Bridge	\$27,000,000
(b) East Bidwell Parkway	\$5,200,000
(c) Oak Avenue	\$5,900,000
(d) Internal subdivision streets and related underground utilities, including specifically the Regency Parkway/Alder Creek Bridge	\$124,000,000
(e) Other public roadway improvements designed to meet the needs of development within CFD 23	\$7,000,000
(f) Traffic Signals	TBD/Incl. above
(g) Soft Costs	\$17,000,000
<b>2. <u>Water System Improvements</u></b>	
All water facilities designed to meet the needs of development within CFD 23, including:	
(a) water storage, treatment and distribution facilities including waterlines and appurtenances, gate valves, pressure reducing stations, flow meters, fire hydrants, and other improvements related thereto such as site clearing, grading and paving; curbs and gutters;	TBD/Incl. above
(b) booster pump stations;	TBD/Incl. above
(c) stand-by generators;	TBD/Incl. above
(d) site lighting, drainage, sanitary sewer, and water service;	TBD/Incl. above
(e) landscaping and irrigation;	TBD/Incl. above
(d) access gates, and fencing; and striping and signage.	TBD/Incl. above

<p><b>3. <u>Recycled Water System Improvements</u></b></p> <p>Any and all recycled water system facilities designed to meet the needs of development within CFD 23, including:</p> <ul style="list-style-type: none"> <li>(a) treatment and distribution facilities including pipelines and appurtenances, gate valves, flow meters, booster pump pressurization system, and other improvements related thereto - such as site clearing, grading and paving, curbs and gutters;</li> <li>(b) booster pump stations;</li> <li>(c) stand-by generators;</li> <li>(d) site lighting, drainage, sanitary sewer, and water service;</li> <li>(e) landscaping and irrigation;</li> <li>(d) access gates, and fencing; and striping and signage.</li> </ul>	<p>TBD/Incl. above</p> <p>TBD/Incl. above</p> <p>TBD/Incl. above</p> <p>TBD/Incl. above</p> <p>TBD/Incl. above</p> <p>TBD/Incl. above</p>
<p><b>4. <u>Drainage System Improvements</u></b></p> <p>Any and all drainage and storm drain improvements designed to meet the needs of development within CFD 23, including:</p> <ul style="list-style-type: none"> <li>(a) excavation and grading, pipelines and appurtenances, outfalls and water quality measures, detention/retention basins, drainage pretreatment facilities, drainage ways/channels, pump stations, landscaping and irrigation; and access roads, gates, and fencing; and striping and signage and other improvements related thereto.</li> </ul>	<p>TBD/Incl. above</p>
<p><b>5. <u>Wastewater System Improvements</u></b></p> <p>Any and all wastewater facilities designed to meet the needs of development within CFD 23, including:</p> <ul style="list-style-type: none"> <li>(a) pipelines and all appurtenances thereto;</li> <li>(b) manholes;</li> <li>(c) tie-in to existing main line;</li> <li>(d) force mains;</li> <li>(e) lift stations;</li> <li>(f) odor-control facilities; and</li> <li>(g) permitting related thereto; and related sewer system improvements.</li> </ul>	<p>TBD/Incl. above</p> <p>TBD/Incl. above</p> <p>TBD/Incl. above</p> <p>TBD/Incl. above</p> <p>TBD/Incl. above</p> <p>TBD/Incl. above</p> <p>TBD/Incl. above</p>



<p><b>6. <u>Park, Parkway, and Open Space Improvements</u></b></p> <p>Any and all improvements to parks, parkways and open space required for development within CFD 23, including:</p> <p>(a) grading, turf, shrubs and trees, landscaping irrigation, site lighting, drainage, sanitary sewer and water service, pedestrian and bicycle trails, protective fencing (including soundwalls), pedestrian/bicycle bridges, storm drain crossings, wetland mitigation, hawk mitigation for authorized facilities herein, access gates and fencing and related open space improvements;</p> <p>(b) recreation center and amenities;</p> <p>(c) acquisition of any and all parkland as well as open space/bike trail/public access easements required for development within CFD 23.</p>	<p>TBD/Incl. above</p> <p>\$20,000,000</p> <p>TBD/Incl. above</p>
<p><b>7. <u>Specific Plan Infrastructure Fee and Infrastructure</u></b></p> <p>The Specific Plan Infrastructure Fee as well as any and all improvements that are in the Specific Plan Infrastructure Fee Program adopted by the City Council on September 8, 2015, including any future amendments thereto.</p> <p>By way of example, Developer may include fee advances for Set Aside Fees, Roadways or Water System Improvements.</p>	<p>\$32,800,000</p>

**Footnotes:**

<sup>1</sup>Note: For this Agreement, Acquisition Improvements Limited to Authorized Facilities described in the Resolution of Formation for CFD 23, and components thereof.

**EXHIBIT B TO THE ACQUISITION AGREEMENT**

**DESCRIPTION OF ELIGIBLE PORTIONS  
OF ACQUISITION IMPROVEMENTS,  
INCLUDING RELATED DESIGN COSTS**

**[None]**

**EXHIBIT C TO THE ACQUISITION AGREEMENT**

**DISBURSEMENT REQUEST FORM  
(Acquisition Improvement or Eligible Portion)**

To: Folsom Ranch Financing Authority CFD Administrator (Community Facilities District No. 23) Improvement Area No. 3  
Attention: \_\_\_\_\_  
E-mail: \_\_\_\_\_  
Phone: \_\_\_\_\_

Re: Community Facilities District No. 23, Improvement Area No. 3  
Disbursement

The undersigned, a duly authorized officer of the Developer, hereby requests a withdrawal from the City of Folsom Community Facilities District No. 23 Acquisition and Construction Fund, as follows:

- Request Date: [Insert Date of Request]
- Withdrawal Amount: [Insert Acquisition Price/Installment Payment]
- Acquisition Improvements: [Insert Description of Acquisition Improvement(s)/Eligible Portion(s) from Exhibit A]
- Payment Instructions: [Insert Wire Instructions or Payment Address for Construction Lender, or Developer or other Developer designee provided by the Developer after termination of direct payments to Construction Lender per Section 2.07]

The undersigned hereby certifies as follows:

The Withdrawal is being made in accordance with a permitted use of the monies pursuant to the Acquisition Agreement and the Withdrawal is not being made for the purpose of reinvestment.

None of the items for which payment is requested have been reimbursed previously from the Acquisition and Construction Fund.

If the Withdrawal Amount is greater than the funds held in the Acquisition and Construction Fund, the CFD Administrator is authorized to pay the amount of such funds (excluding any amounts being retained therein as directed by the City in lieu of Performance and Payment Bonds and/or for punch list work) and to pay remaining amount(s) as funds are subsequently deposited in and/or become available for payment from the Acquisition and Construction Fund, should that occur.

<b>Developer:</b>  [Name of Developer]  _____	<b>Approved By:</b>  City of Folsom  _____
Authorized Representative	City Engineer

## EXHIBIT D TO THE ACQUISITION AGREEMENT

### INSURANCE REQUIREMENTS

NOTE: The word “Consultant” in this Exhibit refers to either “Consultant”, “Developer” or “Contractor” as the term is used in the Agreement/Contract to which this Exhibit is attached.

A. During the term of this Agreement, Consultant shall maintain in full force and effect at all times during the term of the contract, at its sole cost and expense, policies of insurance as set forth herein:

1. General Liability:

- a. General liability insurance including, but not limited to, protection for claims of bodily injury and property damage liability, personal and advertising injury liability and product and completed operations liability.
- b. Coverage shall be at least as broad as Insurance Services Office Commercial General Liability coverage form CG 0001 (occurrence).
- c. Claims-made coverage is not acceptable.
- d. The limits of liability shall not be less than:  
Each occurrence: One Million Dollars (\$1,000,000)

Products & Completed Operations: One Million Dollars (\$1,000,000)

Personal & Advertising Injury: One Million Dollars (\$1,000,000)

- e. If a general aggregate limit of liability is used, the minimum general aggregate shall be twice the ‘each occurrence’ limit or the policy shall contain an endorsement stating that the general aggregate limit shall apply separately to the project that is the subject of the contract.
- f. If a products and completed operations aggregate limit of liability is used, the minimum products and completed operation aggregate shall be twice the ‘each occurrence’ limit or the policy shall contain an endorsement stating that the products and completed operations aggregate limit shall apply separately to the project which is the subject of the contract.
- g. If the Consultant maintains higher limits than the minimums shown above, the City requires and shall be entitled to coverage for the higher limits maintained by the Consultant. Any available insurance proceeds in excess of the specified minimum limits of insurance and coverage shall be available to the City.

2. Automobile Liability:

- a. Automobile liability insurance providing protection against claims of bodily injury and property damage arising out of ownership, operation, maintenance, or use of owned, hired, and non-owned automobiles.
- b. Coverage shall be at least as broad as Insurance Services Office Automobile Liability coverage form CA 0001, symbol 1 (any auto).



- c. The limits of liability per accident shall not be less than:

Combined Single Limit	One Million Dollars (\$1,000,000)
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- d. If Automobile Liability coverage, as required above, is provided by the Commercial General Liability form, the General Liability policy shall include an endorsement providing automobile liability as required above.

3. Workers' Compensation

- a. Workers' Compensation Insurance, with coverage as required by the State of California (unless the Consultant is a qualified self-insurer with the State of California), and Employer's Liability coverage.
- b. Employer's Liability Coverage with a limit not less than \$1,000,000 per accident for bodily injury and disease.
- c. Consultant shall sign and file with the City department responsible for this Agreement/Contract the Worker's Compensation Certificate contained in the Project Manual.

4. Insurance Required in the Supplementary Conditions: Consultant shall be required to comply with all conditions as stipulated in the Standard Construction Specifications, any supplementary conditions and any special provisions as applicable.

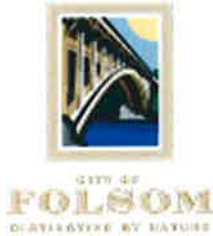
5. Professional Liability Insurance: If required, errors and omissions, malpractice or professional liability insurance with coverage of not less than \$1,000,000 per occurrence.

6. Other Insurance Provisions:

- a. The Consultant's General Liability and Automobile Liability policies shall contain, or be endorsed to contain, the following provisions:
- i. The City, its officials, employees, agents and volunteers shall be covered and specifically named as additional insureds on a separate endorsement as respects liability arising out of activities performed by or on behalf of the Consultant, products and completed operations of the Consultant, premises owned, occupied, or used by the Consultant, or automobiles owned, leased, hired, or borrowed by the Consultant in a form acceptable to the City Attorney.
  - ii. The Endorsement requirement may be satisfied with express provisions in the insurance policy(ies) which identifies any person or entity required to be included as an insured under the policy. A copy of the declarations page identifying the policy number, and pertinent provisions in the policy providing additional insured coverage shall be provided to the City.
  - iii. The policy shall contain no special limitations on the scope of coverage afforded to the City, its officials, employees, agents or volunteers.
- b. For any claims related to the project, the Consultant's General Liability and Automobile insurance coverage shall be primary insurance in their coverage of the City and its officers, officials, employees, agents, or volunteers, and any insurance or self-insurance maintained by the City, its officers, officials, employees, agents or volunteers shall be excess of the Consultant's insurance and shall not contribute with it.

- c. Any failure to comply with reporting or other provisions of the policies on the part of the Consultant, including breaches of warranties, shall not affect coverage provided to the City, its officers, officials, employees, agents or volunteers.
  - d. The Consultant's Workers Compensation and Employer's Liability policies shall contain an endorsement that waives any rights of subrogation against the City, its officers, officials, employees, agents, and volunteers.
  - e. Each insurance policy shall state that coverage shall not be suspended, voided, canceled by either party, reduced in coverage or in limits, non-renewed, or materially changed except after **30 days prior written notice** by certified mail has been given to the City. Ten days prior written notice by certified mail shall be given to the City in the event of cancellation due to nonpayment of premium.
7. Acceptability of Insurers: Insurance is to be placed with insurers with a **Bests' rating of no less than A:VII.**
  8. The Consultant shall furnish the City with Certificates of Insurance and endorsements or insurance binders, signed by a person authorized by the insurer to bind coverage on its behalf, evidencing the coverage required by this section, the Standard Specifications, Special Provisions and/or any Supplementary Conditions. **The Consultant shall furnish complete, certified copies of all required insurance policies, including original endorsements specifically required hereunder if requested.**
  9. The Consultant shall report, by telephone to the Project Manager within 24 hours, and also report in writing to the City within 48 hours, after Consultant or any Subcontractors or agents have knowledge of, any accident or occurrence involving death of or serious injury to any person or persons, or damage in excess of Ten Thousand Dollars (\$10,000) to property of the City or others, arising out of any work done by or on behalf of the Consultant as part of the contract.
  10. Such report shall contain:
    - a. the date and time of the occurrence,
    - b. the names and addresses of all persons involved, and
    - c. a description of the accident or occurrence and the nature and extent of the injury or damage.
  11. The City, at its discretion, may increase the amounts and types of insurance coverage required hereunder at any time during the term of the contract by giving 30 days written notice.
  12. If the Consultant fails to procure or maintain insurance as required by this section, the Standard Specifications, and any Supplementary Conditions, or fails to furnish the City with proof of such insurance, the City, at its discretion, may procure any or all such insurance. Premiums for such insurance procured by the City shall be deducted and retained from any sums due the Consultant under the contract.
  13. Failure of the City to obtain such insurance shall in no way relieve the Consultant from any of its responsibilities under the contract.

14. The making of progress payments to the Consultant shall not be construed as relieving the Consultant or its Subcontractors of responsibility for loss or direct physical loss, damage, or destruction occurring prior to final acceptance by the City.
15. The failure of the City to enforce in a timely manner any of the provisions of this section shall not act as a waiver to enforcement of any of these provisions at any time during the term of the contract.
16. In the event Consultant carries Excess Liability Coverage, the Excess Liability Coverage shall apply to any and all claims related to the project on a primary and non-contributory basis, and the City's insurance or self-insurance coverage shall be excess to the Consultant's Excess Liability Coverage.



## Folsom City Council Staff Report

<b>MEETING DATE:</b>	8/23/2022
<b>AGENDA SECTION:</b>	Consent Calendar
<b>SUBJECT:</b>	Resolution No. 10904 – A Resolution Authorizing the City Manager to Execute a Design and Consulting Services Contract with Kimley Horn and Associates, Inc. for the Intelligent Transportation Systems (ITS) Master Plan Implementation Project, Federal Project No. 5288(052)
<b>FROM:</b>	Public Works Department

### **RECOMMENDATION / CITY COUNCIL ACTION**

The Public Works Department recommends that the City Council pass and adopt Resolution No. 10904 – A Resolution Authorizing the City Manager to Execute a Design and Consulting Services Contract with Kimley Horn and Associates, Inc. for the Intelligent Transportation Systems (ITS) Master Plan Implementation Project, Federal Project No. 5288(052).

### **BACKGROUND / ISSUE**

The City of Folsom's Intelligent Transportation System (ITS) Master Plan was originally developed in 2004 to address traffic concerns related to the closing of Folsom Dam Road. The 2004 plan provided ITS deployment recommendations for a traffic management system focusing on Folsom Boulevard, Riley Street, and Folsom Auburn Road. Though the City did not completely execute the entire Plan as originally envisioned, the City has implemented many key ITS components since the Plan was developed including connecting many of the City's traffic signals using fiber optics, and traffic signal controller upgrades. In 2014, an update to the original plan was developed to clearly define the focus and direction for the ITS program moving forward. The continued maturity of the City's ITS program and ongoing evolution of technology requires the City to develop and deploy ITS elements that enhance the longevity and sustainability of the system. During this timeframe the City continued to invest in its Intelligent Transportation System, first by upgrading to a video traffic signal detection system on East Bidwell Street from US50 to Oak Avenue Parkway to capture High-Resolution traffic data that allows for software algorithms to use cloud-based data to recommend

optimized signal timing, and later by installing backbone fiber optic communications along Empire Ranch Road and Broadstone Parkway as part of the 2019 traffic signal installation project, and creation of the Traffic Operations Center at City Hall.

In 2019, the Sacramento Area Council of Governments (SACOG) partnered with the City of Folsom and seven other agencies to develop the Smart Region Sacramento: ITS Architecture and Future Technology Project (referred to as Smart Region Sacramento). This project updated the City's 2014 ITS Master Plan, and on a separate and related path, created a regional Concept of Operations to document the parameters in which the future regional system will be functional, define stakeholder roles and responsibilities, and outline data usage expectations. The Smart Region Sacramento Plan has six key objectives that emerged as the most critical through the process. These six key objectives are 1) Accommodate different communities throughout the region (Urban, Suburban, Rural, Underserved), 2) Adapt the Region to New Technology, 3) Achieve Consistency and Reliability for all Modes, 4) Increase Safety, 5) Improve Traveler Information Dissemination, 6) Improve Disaster Preparedness. A portion of this project will explore data sharing opportunities to pursue these regional objectives.

On December 8, 2020, City Council adopted Resolution No. 10571 - A Resolution Authorizing Staff to Submit Grant Applications to the Sacramento Area Council of Governments for the 2020-21 Funding Round. One of the projects submitted and selected to receive funding was the Intelligent Transportation Systems (ITS) Master Plan Implementation Project.

Staff publicly advertised a Request for Proposals to provide Professional Engineering Services on May 24, 2022, and received one proposal on June 20, 2022. The sole proposal was received from Kimley-Horn and Associates, Inc. (Kimley Horn) in the amount of \$878,311.87. Kimley Horn developed the City of Folsom 2004 ITS Master Plan, 2014 ITS Master Plan, 2019 ITS Master Plan, and the SACOG Smart Region Sacramento Plan. Staff recognizes that the work required to complete this project is of a specialized nature and did not expect a large number of proposals. Public Works has worked with Kimley Horn and their listed sub consultants before and is confident in their abilities to perform the scope of the work. Pursuant to Caltrans regulations, a Public Interest Finding (PIF), the required document when there is a sole proposal, has already been approved by the District Local Assistance Engineer.

The scope of the Design and Consulting Services Contract with Kimley-Horn will consist of identifying locations for installation of closed-circuit televisions (CCTVs) to monitor traffic flow, upgrading and installation of fiber optic and communication equipment to fill gaps and expand capabilities of the traffic management center, installation of changeable message boards (CMB) to broadcast messages to motoring public, expansion of signal performance measures (SPM) software to proactively adjust signal timing and identify maintenance issues, assessment of transit signal priority to minimize impacts of the Sacramento Regional Transit Gold Line preemption on signal performance, implementation of a cloud based emergency vehicles preemption throughout the City to route emergency vehicles safely through congested corridors and improve response times, and the development of a traveler information website dashboard.



## **POLICY / RULE**

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

## **ANALYSIS**

As previously mentioned in this report, only one proposal was received (Kimley Horn). City Staff is very comfortable recommending Kimley Horn for the award of this contract based on their submitted proposal for this project and their prior experience with the City of Folsom producing high quality and cost-effective ITS projects.

## **FINANCIAL IMPACT**

The City was awarded federal funds in the amount of \$4,985,434 for this project. The City's match requirement for the project is 12.8% or \$639,434. The design portion of this project was initially allocated up to \$800,000, however the final design contract with Kimley Horn would be authorized for a not to exceed amount of \$878,311.87, a difference of \$78,311.87. The additional \$78,311.87 will be appropriated from the construction phase of the project. Staff is requesting an appropriation in the amount of \$878,311.87 from the Transportation Improvement Fund (Fund 446) for this project, of which 100% or \$878,311.87 will be reimbursed to that fund through Caltrans invoicing.

## **ENVIRONMENTAL REVIEW**

The scope of Kimley Horn's professional services includes providing environmental evaluations and a technical memorandum that will be submitted to Caltrans for approval of the project as it pertains to the California Environmental Quality Act (CEQA) and National Environmental Policy Act (NEPA).

## **ATTACHMENTS**

1. Resolution No. 10904 – A Resolution Authorizing the City Manager to Execute a Design and Consulting Services Contract with Kimley Horn and Associates, Inc. for the Intelligent Transportation Systems (ITS) Master Plan Implementation Project, Federal Project No. 5288(052)
2. Project Area and Proposed Signal ITS Improvements
3. Scope and Fee

Submitted,

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Mark Rackovan, PUBLIC WORKS DIRECTOR

# Attachment 1

**RESOLUTION NO. 10904**

**A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE A DESIGN AND CONSULTING SERVICES CONTRACT WITH KIMLEY HORN AND ASSOCIATES, INC. FOR THE INTELLIGENT TRANSPORTATION SYSTEMS (ITS) MASTER PLAN IMPLEMENTATION PROJECT, FEDERAL PROJECT NO. 5288(052)**

**WHEREAS**, on December 8, 2020 the City Council adopted Resolution No. 10571, which authorized the Public Works Department to apply for grant funds from the Sacramento Area Council of Governments; and

**WHEREAS**, one of the grants that was applied for and successfully awarded to the City was the Intelligent Transportation Systems (ITS) Master Plan Implementation Project; and,

**WHEREAS**, the amount of funds granted to the project was \$4,985,434; and,

**WHEREAS**, an amount of \$800,000 of the awarded funds has been allocated for design; and,

**WHEREAS**, a Request for Proposal to provide Professional Engineering Services was publicly advertised on May 24, 2022 and on June 20, 2022 a single proposal was received from Kimley-Horn and Associates, Inc. in the amount of \$878,311.87; and

**WHEREAS**, there is a difference of \$78,311.87 between the initial design funding amount and the requested funding amount that will be covered by utilizing a portion of the construction funds; and

**WHEREAS**, there is sufficient funding available for the design and consulting services contract in the Transportation Improvement Fund (Fund 446); and

**WHEREAS**, the cost related to the design and consulting services contract will be 100% reimbursable through Caltrans invoicing and reimbursements received will be applied to the Transportation Improvement Fund (Fund 446); and

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

**NOW, THEREFORE, BE IT RESOLVED** that the City Council of the City of Folsom authorizes the City Manager to Execute a Design and Consulting Services Contract with Kimley Horn and Associates, Inc. for the Intelligent Transportation Systems (ITS) Master Plan Implementation Project, Federal Project No. 5288(052).

**NOW, THEREFORE, BE IT FURTHER RESOLVED** that the Finance Director is authorized to appropriate \$878,312 in the Transportation Improvement Fund (Fund 446) to be reimbursed from grant revenue.

**PASSED AND ADOPTED** this 23<sup>rd</sup> day of August 2022, by the following roll-call vote:

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

---

Kerri M. Howell, MAYOR

ATTEST:

---

Christa Freemantle, CITY CLERK



## Attachment 2

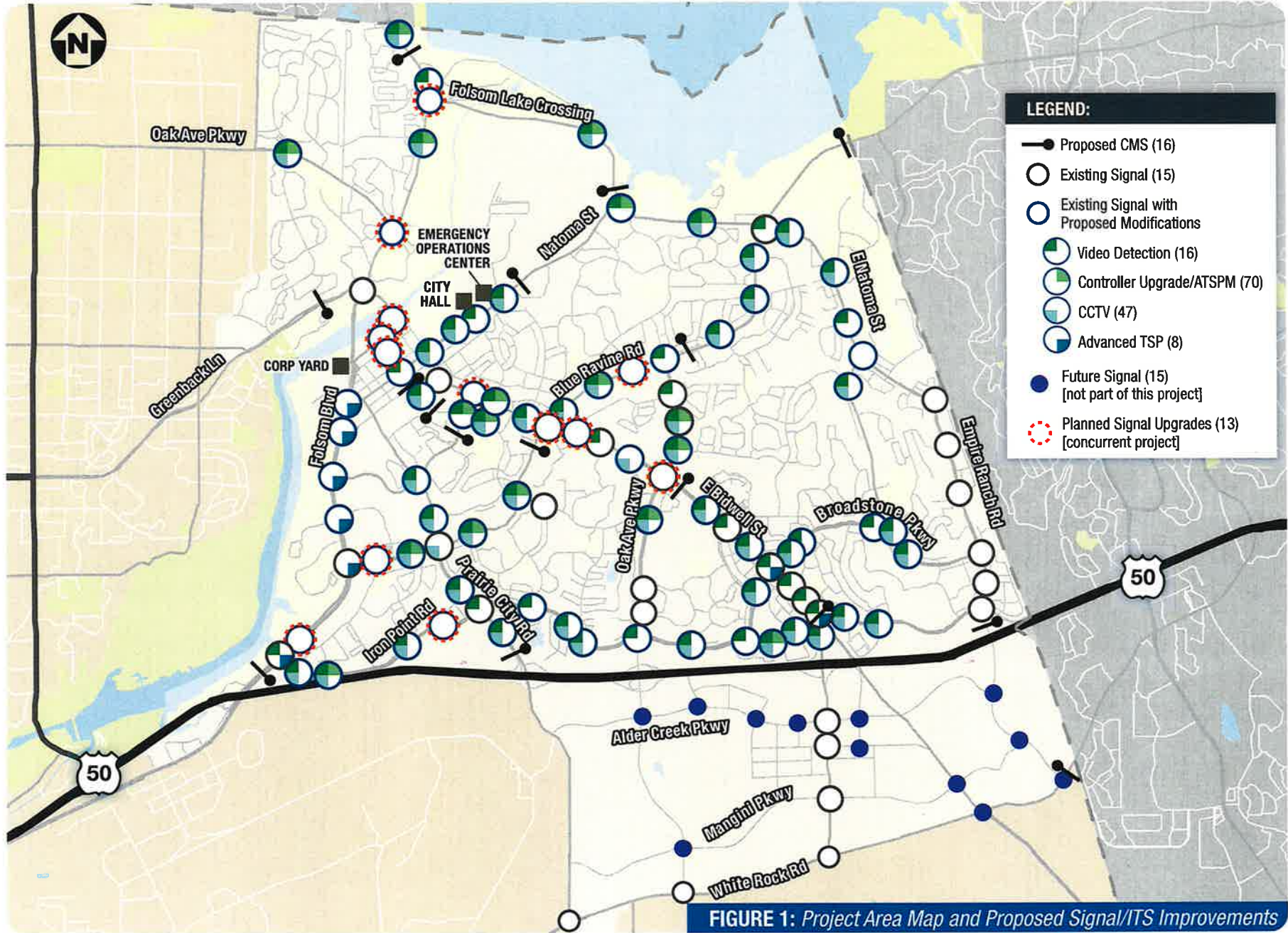


FIGURE 1: Project Area Map and Proposed Signal/ITS Improvements

# Attachment 3

## **Exhibit A**

### **Folsom ITS Master Plan Implementation Scope of Services**

#### **Task 1: Project Management and Administration**

##### Task 1.1 Project Management

This task includes general project administration, including management of project staff, quality control, and project accounting.

Kimley-Horn will submit monthly invoices with associated project status reports for the effort completed each month. Project reports will include status updates on completed and ongoing project tasks, deliverables completed, upcoming milestones, and potential constraints and risks to project progress.

##### Task 1.2 Kick-off and Project Coordination Meetings

Kimley-Horn will initiate this project with a Project Kick-Off Meeting. This meeting will discuss the overall project schedule and constraints, review Scope of Services elements, identify project coordination, discuss quality control, and review administrative and invoicing procedures.

During the course of the project, we will conduct monthly project coordination meetings, or meetings at the City's desired frequency, with the City Project Manager to review project schedule, budget, progress status, and risks to the project. We will prepare and distribute materials and notes for each meeting.

Kimley-Horn will prepare a project schedule identifying key milestones, deliverables, and critical path tasks for the project. We will update the schedule throughout the project and have it available during meetings, or as requested.

##### **Task 1 Deliverables:**

- Meeting Notes, Agendas, and Meeting Materials
- Project Schedule (with updates)
- Monthly Invoices with Project Status Reports (assumed 16 months)

#### **Task 2: Project Approval and Environmental Documentation**

The following environmental scope of work has been developed based on the following key assumptions:

- Supporting technical documents will be developed pursuant to both NEPA and CEQA guidelines as administered by the Caltrans and FHWA.
- One project design alternative is assessed through environmental review

Kimley-Horn will initiate this effort as part of the kick-off meeting/discussion (Task 1) to define the parameters of the analysis, scheduling and understanding of the project. To acquire relevant environmental data and background information, we will coordinate with appropriate City departments, use previous studies for the area and other available files, and rely on existing exhibits, maps and reference documents. Environmental issues that may require further detailed study or that may delay or affect the viability of the project will be documented.

Task 2.1 - Preliminary Environmental Study (PES) Form and Area of Potential Effects (APE) Map  
Environmental issues that may require further detailed study will be documented in the PES for the City/Caltrans concurrence prior to the initiation of the technical study work program. Kimley-Horn will draft a PES Form for the City review. As part of this task, we will draft the Area of Potential Effects (APE) map for both Archaeology and Historic Architecture. After City review, we will revise the PES Form and APE map and they will be submitted to Caltrans for review and approval from Caltrans Professionally Qualified Staff (PQS) approval. The APE map will provide the cultural resources boundaries for the Caltrans PQS-prepared Screened Undertaking, as discussed in Task 2.2, below.

Kimley-Horn will attend one site visit with Caltrans and the City to review the area and take comments on the PES Form and APE map. Kimley-Horn anticipates one round of additional review to produce a Caltrans approved PES form, which will inform the scope of work for the required CEQA and NEPA compliance documentation.

#### Task 2.2 Technical Work Study Program

As discussed above, Kimley-Horn proposes to prepare technical studies in conformance with NEPA, pertinent FHWA regulations, Caltrans' Standard Environmental Reference (SER), and the CEQA.

Under CEQA and NEPA, it is anticipated that the Project would allow for environmental clearance to be a Categorical Exemption/Categorical Exclusion, respectively. Should Caltrans require additional analysis on the affected resource categories below, Kimley-Horn can provide this analysis under a separate scope of work and fee. It is anticipated that the resources below can be addressed within the context of the Categorical Exemption/Categorical Exclusion for construction purposes and would not require a technical study. Based upon our recent projects within Caltrans District 3, a review of the project as presented in the RFP, and 2021 Caltrans-approved PES Form to include the information required in the 2021 updated instructions manual, Kimley-Horn anticipates that the following technical resources would be addressed by Caltrans staff or within the context of the resulting environmental document. Caltrans will make the final determination regarding the number of required technical studies during the review of the PES form. Required technical studies not included in this scope of work may be accommodated under an amended scope of services.

- Air quality can be addressed within the context of the Categorical Exemption/Categorical Exclusion for construction purposes and would not require a technical study. In addition, the project is exempt from air quality conformity based on 40 CFR 93.126, Table 2, which lists Bicycle and Pedestrian Facilities Projects and Pavement Resurfacing and/or Rehabilitation Projects, as exempt from the requirement that a conformity determination be made
- Noise can be addressed within the context of the Categorical Exemption/Categorical Exclusion for construction purposes and would not require a technical study
- For Cultural Resources, based on the nature of the project, Kimley-Horn anticipates a Screened Undertaking, which would be prepared by Caltrans PQS
- Biological resources can be addressed within the context of the Categorical Exemption/Categorical Exclusion for construction purposes and would not require a technical study

Based on a review of the GeoTracker database website there are no existing hazardous sites in the surrounding area. As such this scope of work assumes hazardous materials can be addressed in the PES form through database searches of the project area on GeoTracker.



## Task 2.3 CEQA and NEPA Compliance

### *CEQA Compliance*

Kimley-Horn will prepare a Notice of Exemption (NOE) form and memo for improvements proposed at all project locations within the project area. The City will be the lead agency for the NOE and Caltrans is a responsible agency. The form and memo will be provided to the City for review. This scope includes one round of revisions on the NOE form and memo. Kimley-Horn will coordinate with the City to file the NOE with State Clearinghouse.

### *NEPA Compliance*

This scope of work assumes Caltrans will prepare a NEPA Categorical Exclusion, and any supporting technical memorandum in support the NEPA document, pursuant to Section 23 USC 326, 23 CFR 771 activity (c)(8). Should Caltrans identify the need to prepare the more time-consuming Environmental Assessment, a separate scope and fee will be provided to the City.

## Task 2.4 Environmental Meetings and Coordination

Kimley-Horn will provide project management oversight of team's activity and coordinate with the City throughout the project's duration. The project management and task leads will supervise, coordinate, and monitor the planning and design of the Project for conformance with standards and policies established between the City and Kimley-Horn team at the beginning of the project.

We will attend a kick-off meeting and one (1) additional review meeting with City staff. The goal of the kick-off meeting is to finalize the project schedule and establish a plan for a successful project. No public meeting or hearings are included in this scope.

## Task 2.5 Environmental Preliminary Site Investigation (PSI)

Kimley-Horn will conduct a PSI for the Project area to evaluate soil for potential impacts in areas proposed for soil disturbance during construction activities. The PSI will be performed in accordance with the American Society for Testing and Materials (ASTM) International Standard E1903-11, Standard Practice for Environmental Site Assessments: Phase II Environmental Site Assessment Process, and the Caltrans Standard Environmental Reference (SER) Environmental Handbook (EH) Volume 1, Chapter 10, "Guidelines for Hazardous Materials, Hazardous Waste, and Contamination."

### *Sampling and Analysis Plan/Health and Safety Plan*

Kimley-Horn will prepare a Sampling and Analysis Plan (SAP) and a Health and Safety Plan (HASP) for the proposed field work activities. Sample locations will be marked in white paint, and Underground Service Alert (USA) North 811 will be notified a minimum of 72 hours prior to the start of field sampling. Kimley-Horn will obtain applicable permits, rights-of-entry, or drilling permits, as needed, and subcontract a licensed drilling company to perform the field work. Kimley-Horn will obtain a utility location service to clear the boring locations at the intersections as a precaution to avoid subsurface lines. Kimley-Horn will provide oversight during drilling and sampling activities, and samples will be submitted to a state-certified laboratory, following the chain-of-custody protocol, and analyzed for specific constituents of concern (COC) based on historical use and adjoining property use.

Although leaded fuel has been prohibited in California since the 1980s, aerially deposited lead (ADL) from vehicle emissions may still be present in surface and near-surface soils in unpaved areas along California highways and roadways. Because lead is ubiquitous in the environment, sampling and analysis of soil are performed during Project development to determine if lead concentrations are at levels that

require special management and/or disposal. Shallow soil samples will be collected from exposed soil areas within 50 feet of the roadway and analyzed for lead and pH; concentrations of lead are then compared to regulatory levels (80 milligrams per kilogram) to evaluate soil re-use/disposal.

#### *Field Work*

Based on our team's understanding, project improvements will involve minimal soil disturbance. We estimate up to 16 borings proposed for the Project (one (1) boring per CMS location). The borings will be sampled using a Direct Push Technology (DPT) rig to take continuous core soil samples at specific locations. DPT uses a hydraulically operated percussion hammer along with vehicle weight to advance the sampling barrel with an acetate liner used to contain the soil sample. The acetate liner will be cut into specific intervals, 0-1 feet, 1-2 feet, and 2-3 feet below ground surface (bgs), capped at each end with a Teflon sheet and plastic lid, labeled, and placed into an ice chest with ice. Samples will be logged on the chain-of-custody which will be given to the laboratory upon delivery of the soil samples for analyses. The borings will be backfilled with grout and capped with native soil.

The soil samples will be analyzed for lead and pH using EPA 6020 and EPA 9045, respectively, following Caltrans protocol. Additional COCs will be analyzed on composite samples at selected borings based on RECs identified in the Initial Site Assessment (ISA). Other COCs in the Project area include polychlorinated biphenyls (PCB), polycyclic aromatic hydrocarbons (PAH), metals, volatile organic compounds (VOC), pesticides (historical agriculture), Total Petroleum Hydrocarbons (TPH) as gasoline, diesel, and motor oil, and used oil (motor, hydraulic, and lubricating).

#### *PSI Report*

Kimley-Horn will prepare a PSI Report and incorporate the sampling and analytical testing conducted at the Project area. The report will include a discussion of sample collection and testing methods and certifications of the individuals performing the work. Additionally, the report will identify (if present) regulated and/or hazardous materials, and evaluate soil disposal/ reuse and worker safety measures. Kimley-Horn will incorporate the comments received from the Project Team on the draft report and incorporate into the draft-final report for review by the City. Comments from the City will be incorporated into the final report for Caltrans review. The report will comply with California Environmental Quality Act/National Environmental Policy Act requirements.

#### **Task 2 Deliverables:**

- One (1) Draft PDF copy of the PES and APE for City/Caltrans review
- One (1) Final PDF copy of the PES and APE for City/Caltrans review and approval
- One (1) PDF copy of the Draft CE for Caltrans review and approval
- One (1) PDF copy of the Draft NOE for City review and approval
- One (1) Draft PDF copy of the Draft PSI Report for City/Caltrans review
- One (1) Draft PDF copy of the Final PSI Report for City/Caltrans review

#### **Task 3: Preliminary Engineering**

This task encompasses background information gathering to create a foundation for design elements and plan sheet development.

### Task 3.1 – Data Collection and Field Assessment

Kimley-Horn will obtain readily available background project information to initially summarize the overall project elements. This effort will include the following materials from the City:

- Existing as-builts of City facilities (traffic signals, signal interconnect/communications network, TOC)
- Planned/ongoing communications infrastructure improvements, including private utilities
- Utility information of City-owned facilities
- Right-of-way maps
- Utility contact list (phone number, email, and address, as available)

Kimley-Horn will conduct a field review to confirm data collected from existing plans and documentation, and to identify additional unusual or special conditions that may affect the project design. Furthermore, our field investigations team will conduct field review for potential fiber cable pathways, and identify and map the communications conduits and pull boxes to be utilized along the corridors.

Our field investigations will consist of the following activities:

- Review existing as-builts and other background information provided by the City
- Identification of existing traffic signal controllers and cabinets
- Identification of the existing pull box and conduit sizes and an assessment of the condition of the existing conduits and sweeps. The conduit's condition shall include conduit material, whether the conduit is intact, dirty, debris-filled, and the entry length of the conduit into the pull boxes (this will affect the pulling of fiber into the existing pull box).
- Determination of, to the extent possible, the percent fill of the existing conduits, and determination of the maximum capacity based on applicable standards (e.g., Caltrans or NEC).
- Review existing traffic signal infrastructure, including existing conduits, wires/cables and sizes, as well as the viability of using the existing conduit based on our comprehensive approach detailed above. For each pull box, we will assess the conduit entrance conditions including the position and entry distance of each conduit that may be used for the fiber optic installation.
- A photo log of traffic signal cabinets, signal poles, pull boxes, and other relevant field information will be prepared as part of this task.

### Task 3.2 – Basis of Design Memorandum

Kimley-Horn will prepare a Basis of Design memorandum that briefly summarizes the complete project elements to be designed for this project, and how the project elements will be delivered. Project improvements to be considered include:

- Traffic signal communications upgrades
- Cabinet upgrades
- Traffic Signal controller upgrades
- CCTV Cameras
- Video Detection Systems
- Arterial Changeable Message Signs (CMS)
- Emergency Vehicle Preemption (EVP) upgrades

This document will also include a planning-level estimate of construction cost to validate and align with available construction funding. This memorandum will provide a baseline for design effort in Task 5.

### Task 3.3 – Utility Coordination

Kimley-Horn will provide utility coordination in accordance with City and Caltrans requirements. This task includes communicating the City's project to the utility owners and working with them to verify potential conflicts.

We will develop a utility company matrix and prepare Utility "A" Letters on City letterhead for City review and approval to be sent out to utilities known to operate in the vicinity of the project. This package will include an exhibit ("A" Plan) of the project area and existing utilities based on available data and field surveys of visible utilities. This letter is to request record information and to put the utility owners on notice that the City is intending to construct a project that may affect their facilities. We will continue to coordinate with utility agencies through final design.

Kimley-Horn will prepare utility base mapping in AutoCAD based on as-built information, field measurements, mapping provided by the utility companies, and positive location from potholing.

At 50% design, Kimley-Horn will prepare utility conflict maps ("B" Plans) and "B" Letters on City letterhead for City review and approval to be sent out to utilities in the vicinity of the project. This serves as request to relocate if it is needed. Two copies of the conflict mapping will be sent to the utility company showing the individual company's facilities and the anticipated utility conflicts. Regardless of potential conflict or not, the utility company is requested to respond within 30 days of receipt of the letter and to initiate relocation design in the event this is needed. If relocation is needed, the utility company will be requested to provide copies of relocation plans to alleviate the conflicts and a cost estimate of the relocation. Kimley-Horn will coordinate the relocation of company facilities to new alignments that avoid the proposed improvements and that are acceptable to the utility company and the City.

Kimley-Horn will work with the City to finalize all utility agreements and certifications to satisfy federal funding requirements. This task includes reviewing relocation agreements for proper charges and fees and negotiating as necessary to ensure correct advances, refunds and reimbursements. Final utility agreements will be included in the Right of Way Certification package as included in the deliverables of Task 6 in this Scope of Work.

When the relocation plans are received, Kimley-Horn will check the utility company relocation design against the latest project plans for conflicts. We will then send a copy of the Final Plans ("C" Plans) along with a Notice to Owner (Caltrans Exhibit 14-D in the LAPM as included in the deliverables of Task 6) directing each facility to initiate relocation construction.

### Task 3.4 – Potholing

The Kimley-Horn team will perform potholing in the field to confirm location and depth of utilities in immediate vicinity of proposed CMS improvements. This Scope of Services includes up to 16 potholes at proposed CMS locations. Results of the potholing will be used to determine whether any changes to proposed improvements and other design elements will need to be made and reflected in the construction documents.

Our team will pull an encroachment permit, prepare and submit traffic control plans according to CA MUTCD, latest edition, for the City's review and approval prior to commencement of work.

#### Task 3.5 – Base Mapping

Kimley-Horn will create a base map of the project corridors using high-resolution, orthogonally rectified aerials retrieved from Nearmap PhotoMaps™ as the design background. Base maps will be created in AutoCAD Civil 3D. By utilizing high-resolution, orthogonally rectified aerials, it will enable a seamless integration of survey data acquired during later tasks of this project. The base mapping will be reviewed and supplemented based on field observations. We will establish approximate alignments for existing curb and sidewalk at project intersections in AutoCAD utilizing the aerial imagery.

#### Task 3 Deliverables:

- Map of the preliminary findings
- Photo Log
- Basis of Design Memorandum
- Utility Coordination "A", "B", and "C" Letters
- Digital copies of utility as-built plans obtained from utility providers
- Utility Base Mapping (AutoCAD)

### Task 4 – Changeable Message Sign (CMS) Evaluation and Design

#### Task 4.1 – CMS Assessment

This task will consist of conducting research on the types and sizes of different CMSs that are suitable for the proposed application (i.e., arterial-based installations). This includes:

- Conduct research on CMS types and technologies (e.g., full-matrix, resolution, message display capabilities) to identify the optimal display sizing based on the City's desired
- Conduct a field review of the proposed locations per the ITS Master Plan (16 locations) to evaluate potential CMS locations based on existing pole locations, clear sight distance, potential electrical service points and routing of new conductors to the electrical service points and communications connections.
- Identify pole aesthetics, including color, visual characteristics, and CMS pole geometry.

It is assumed that existing electrical service points will be used for the new CMSs and that no new electrical service will be required. New service applications and PG&E coordination are not included in this scope of work.

#### Task 4.2 – CMS Structural Design

Once the preferred CMS locations, pole geometry, aesthetics, and weights have been identified, we will prepare structural calculations to determine the maximum diameter of the supporting pole, and the design diameter and depth of the shaft foundation. The maximum diameter of the pole and foundation design will be in accordance with the AASHTO LRFD LTS (1st Edition). The foundations will be designed based on the following assumed geotechnical parameters for both Cohesive and Cohesionless soils listed below. It is assumed that Construction Contractor will perform soil testing during construction. If Contractor determines that soil conditions do not meet these geotechnical design parameters, Kimley-Horn will review and provide revised foundation design as part of Design Services During Construction (Task 8).



Allowable Bearing pressure = 1500 psf

Cohesive Soil

- Shear Strength,  $C=1500$  PSF

Cohesionless Soil

- Soil Unit Weight,  $g = 120$  pcf
- Soil Friction Angle,  $\phi = 30$  degrees

Final design of the overhead CMS steel posts, and connection of the CMS display to the steel posts will be the responsibility of the contractor or steel post fabricator that is working for the City of Folsom.

Kimley-Horn will prepare and submit the draft design documents to the City for review. The design plans will provide details on the CMS installations at each site including:

- CMS types and sizes
- CMS locations
- Electrical rounding and connections
- Communications routing and connections
- Maximum pole diameter
- Foundation diameter and depth (Based on assumed geotechnical values)

Upon receipt of the comments from the City, Kimley-Horn will meet to discuss them if necessary. Based on City comments and subsequent discussions with the City, Kimley-Horn will prepare the final design documents.

The final design plans will be incorporated into the overall plan set and signed and sealed by a State of California registered civil engineer.

#### **Task 4 Deliverables:**

- Draft and Final Design Plans in PDF format
- Structural Calculations Technical Memorandum in PDF format

### **Task 5: Plans, Specifications, and Estimate**

#### Task 5.1 – 50% Design Plans and Estimate

Kimley-Horn will prepare 50% plans and estimate of probable construction costs for the design of traffic signal modifications (including controller and cabinet replacements/upgrades), fiber optic communications, changeable message signs (CMS), closed circuit television (CCTV) cameras, video detection, emergency vehicle preemption (EVP), and traffic control devices relevant to the design plans will be layered to reflect “existing”, “to be removed/modified”, and “proposed” conditions. We will prepare the 50% plan set based on decisions made during the preliminary engineering task.

The plans will be prepared in AutoCAD 2020 and will adhere to the applicable City design standards and specifications. We will utilize the City standard plan sheet borders with title block and general construction notes and CAD standards that will be provided by the City.

Based on these assumptions, we anticipate the plan set will consist of the following sheets:

Title Sheet	1
General Plan/Notes	2
Layout Sheet/Key Map	5
Communications Design Plans	40
CMS Design Plans	5
Traffic Signal Modification Plans	79
Traffic Signal Details	4
Communications Block Diagrams	4
Fiber Optic Splice Diagrams	10
<b>Total Sheets</b>	<b>150</b>

#### Task 5.2 – 90% Plans, Specifications, and Estimate (PS&E)

Prior to beginning the development of the 90% PS&E documents, Kimley-Horn will participate in a design review meeting with the City to discuss review comments on the 50% submittal. After review of one set of consolidated comments from the City, Kimley-Horn will prepare 90% Plans, Specifications, and Estimate (PS&E) for the proposed improvements. A comment resolution matrix will be prepared which will summarize the comments received on the 50% plans and estimate documents with resolutions identified for each comment. This matrix will be submitted with the 90% submittal. Specifications will include limited parameters pertaining to unique design features and will be based on standard special provisions provided by the City of Folsom.

#### Task 5.3 – Final Plans, Specifications, and Estimate (PS&E)

Prior to beginning the development of the Final PS&E documents, Kimley-Horn will participate in a design review meeting with the City to discuss review comments on the 90% submittal. Based on the review comments on 90% PS&E, the PS&E documents will be advanced to the final design level. A comment resolution matrix will be prepared which will summarize the comments received on the 90% PS&E documents with resolutions identified for each comment. This matrix will be submitted with the Final submittal.

The final plans will be stamped and signed by the professional engineer (licensed in California with current registration) in responsible charge. The Final PS&E will be submitted to the City for use in advertising and constructing the improvements.

#### Task 5 Deliverables:

- 50% Plans (PDF)
- 50% Design Opinion of Probable Construction Cost (Excel and PDF)
- 90% PS&E (PDF)
- Final PS&E (PDF)
- Final Bid-Ready PS&E

#### Task 6: Local Assistance Procedures Manual (LAPM) Support

The Kimley-Horn team will assist the City with LAPM submittals including Request for Authorization (RFA) packages, Utility Certification, Right of Way Certification, PS&E Certification, Cost-Effectiveness/Public Interest Finding (PIF) and other local assistance compliance tasks as they arise. It is anticipated that the City will need assistance with completing forms (Exhibits) in LAPM Chapters 3, 6, 7,

12, 13, 14, and 15. This task will also include coordination with Caltrans pertaining to the determination of appropriate Federally Participating Cost eligible work items.

**Task 6 Deliverables:**

- RFA Packages
- Utility and Right of Way Certifications
- PS&E Certification
- Cost-Effectiveness/Public Interest Finding

**Task 7: Bidding and Award Support Assistance**

Kimley-Horn will provide support to the City during the bid and award phase. This will include participation at the pre-bid meeting and site walk-through (if required) to review project details and expectations with potential bidders. We will assist the City in preparing a response to pre-bid questions and a bid addendum to resolve outstanding issues.

Kimley-Horn will review responsive bids against the Engineer's Estimate and provide input to the pricing. If the lowest bid exceeds the project budget, we will provide input on phasing or staging of project elements that should still result in a complete project.

**Task 7 Deliverables:**

- Attend Pre-bid Meeting and Site Walk-through
- Prepare Response to Bidder Questions
- Prepare Bid Addendum (one anticipated), if required
- Bid Evaluation Support

**Task 8: Design Services During Construction**

Kimley-Horn will provide design support to the City during construction. Design support will include attendance at pre-construction meeting, review submittals and shop drawings, maintain records of proprietary products procured for PIF determination, review and prepare response to contractor requests for information (RFI), prepare Construction Change Orders (CCO), and field support to discuss contractor questions or field conditions. Field support will also include input to contractor system integration and testing of field equipment. We will maintain a log of RFIs, approvals, and CCOs during the project and have available upon request.

As construction nears completion, Kimley-Horn will participate in a final walk-through of the project to provide input on the inspector's punch list of remaining work. After construction is complete, Kimley-Horn will prepare as-built drawings based on contractor-provided plan sheet redlines. As-built drawings will be prepared in AutoCAD. As requested by the City, and as budget permits, we will provide project close-out support to prepare required documentation to complete the project.

**Task 8 Deliverables:**

- Attend Pre-Construction Meeting
- Prepare Responses to RFIs
- Maintain Log of RFIs
- Prepare Construction Change Orders (budget for up to 3)
- Prepare As-built Drawings

**Task 9: Emergency Vehicle Priority (EVP) and Transit Signal Priority (TSP) Assessment**

Kimley-Horn will perform a qualitative evaluation of advanced EVP and TSP solutions and develop recommendations which considers existing infrastructure, compatibility, scalability, system functional requirements, stakeholder input, O&M and deployment costs. We understand that the City is currently evaluating a pilot cloud-based EVP solution which is anticipated to sunset in early 2023. Kimley-Horn will support the City with its evaluation of this current cloud-based EVP product in addition to other advanced EVP solutions. Recommendations on system selection will be documented in a draft technical memorandum to be submitted to the City. Based on City comments and subsequent discussions with the City staff and regional stakeholder group, Kimley-Horn will prepare the final technical memorandum.

Additionally, Kimley-Horn will review existing traffic signal operations and light rail preemption along the Folsom Boulevard corridor between Natoma Street and Iron Point Road (7 signals). We will review the existing traffic signal logic operation (i.e. detection, rail preemption, blank-out sign, overlaps) and propose recommended operational enhancements to improve traffic flow and safety. These operational enhancements may include modifications to load switch assignments, signal phasing during rail preemption, and logic operation. We will provide marked up signal timing sheets documenting recommended modifications.

This task includes up to fifteen (15) hours of field support for implementation of signal timing modifications.

**Task 9 Deliverable:**

- EVP and Advanced TSP Assessment Memorandum
- Timing Sheet markups

**Task 10: Development of Travel Information Website Dashboard**

To effectively provide real-time traveler information and other information on the City's transportation network, Kimley-Horn will support the City with development of a website dashboard. This dashboard will allow residents and general public to view traveler information including traffic conditions, speeds, CMS messages, and still images from closed circuit television (CCTV) cameras at signalized intersections throughout the City, and parking occupancy data at key locations around the City. The information shall be provided on both a system-wide and a critical arterial basis.

A browser-based dashboard shall be created and published for the City. Kimley-Horn will conduct prototype reviews with project stakeholders and create a design document reflecting the decisions made during these reviews, the proposed website architecture, and site maintenance routines. This dashboard will be public facing and deployed on City hardware.

After deployment of the dashboard, Kimley-Horn will provide 3 years of maintenance and support for the system.

**Task 10 Assumptions:**

- All necessary software licenses, which will be determined during task kickoff, will be supplied by the City
- A web hosting environment will be supplied by the City with VPN access for Kimley-Horn staff
- All device feeds, including but not limited to CMS and CCTV (from Genetec video management software), will be furnished by the City in a format that is digestible by a web browser
- CCTV feeds will be limited to still images

**Task 10 Deliverables:**

- One task kickoff meeting
- Two prototype review meetings
- One publicly facing dashboard deployed on City servers
- One training session
- Design document detailing site components, implementation, and maintenance
- 3 years of website maintenance and support

**Task 11: Network Assessment**

Kimley-Horn will support the City with performing a network assessment which includes an analysis of the City's current and future bandwidth with the installation of new field devices and communications (fiber) upgrades. We will perform a network data discovery which includes coordination with City IT to obtain the following information:

- Existing bandwidth and utilization
- Specifications for field devices (CCTV cameras, traffic signal controllers, video detection, TSP)
- Bandwidth consumption for field devices
- Network architecture to understand protocols utilized and flow of network traffic

This task includes up to four (4) design/discovery meetings (assumed to be virtual) with City IT staff.

Kimley-Horn will prepare and submit a technical memorandum presenting the results of the network assessment and include network design recommendations and upgrades.

**Task 12: Adaptive Signal Evaluation and Procurement Support**

If requested by the City as an additional service (for additional fee), Kimley-Horn will analyze presently functioning adaptive traffic control system software packages, compare their functions and features, make determinations of which systems would be most desirable for the City of Folsom based on the system performance expectations, and make a recommendation for the preferred system software. Once this preferred system is determined, we will assess the required changes to the system including field equipment to accommodate the adaptive system and estimate costs. We believe that this will be an iterative process given that the cost of the changes may exceed the available budget. Should this be the case, we will identify any concessions or trade-offs that can be made and still produce an effective



adaptive system. For example, to meet a system's ideal requirements, new system and intersection detection may be necessary. However, existing detection (i.e. loops) may be used, but this may result in lesser accuracy for determining vehicle queue lengths or even travel times. We will identify these trade-offs and quantify the extent of their implications on the system's operations.

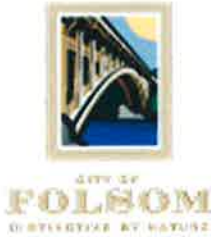
Upon completion of this task, we envision that a preferred adaptive system will be selected for the corridor. Once that decision has been made, we will prepare an Evaluation Summary Report detailing the evaluation process and the results of the selection.

Kimley-Horn will participate in vendor bid review and attend vendor interviews. This will be a non-voting support role to provide technical support to City staff. This will involve review of qualifications, schedule, functional requirement compliance, interview demonstrations, and prior performance. We will provide City staff with written observations that the City may consider in selecting the vendor.

City of Folsom  
ITS Master Plan Implementation  
Fee Proposal

Revised 8/11/2022

		Kimley-Horn and Associates, Inc.								Total Hours	Total Cost	
Name	Category/Title	Sr. Professional III	Sr. Professional II	Sr. Professional I	Professional II	Professional I	Analyst II	Analyst I	Sr. Project Support			Project Support
194.54%	Overhead%											
194.38%	Overhead% w/o FCCM											
10%	Fee%											
	Direct Rate	\$120.80	\$100.53	\$86.68	\$72.90	\$63.78	\$51.02	\$40.15	\$51.74	\$34.32		
	Billing Rate	\$391.37	\$325.70	\$280.82	\$236.18	\$206.63	\$165.29	\$130.08	\$167.63	\$111.19		
<b>Task 1</b>	<b>Project Management and Administration</b>	<b>10</b>	<b>48</b>	<b>34</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>16</b>	<b>10</b>	<b>118</b>	<b>\$ 32,888.95</b>
1.1	Project Management		24	10					16	10	60	\$ 14,418.84
1.2	Kick-off and Project Coordination Meetings	4	12	12							28	\$ 8,843.69
1.3	Regional Stakeholder Meetings (6)	6	12	12							30	\$ 9,626.42
<b>Task 2</b>	<b>Project Approval and Environmental Documentation</b>	<b>0</b>	<b>6</b>	<b>44</b>	<b>0</b>	<b>100</b>	<b>10</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>170</b>	<b>\$ 38,302.95</b>
2.1	Preliminary Environmental Study (PES) and APE Map		2	8		40					50	\$ 11,163.31
2.2	Technical Work Study Program		2	8		20					30	\$ 7,030.65
2.3	CEQA and NEPA Compliance		2	10		24			10		46	\$ 10,095.09
2.4	Environmental Meetings and Coordination			16		16					32	\$ 7,799.32
2.5	Preliminary Site Investigation (PSI)			2			10				12	\$ 2,214.58
<b>Task 3</b>	<b>Preliminary Engineering</b>	<b>0</b>	<b>12</b>	<b>56</b>	<b>22</b>	<b>48</b>	<b>138</b>	<b>250</b>	<b>0</b>	<b>0</b>	<b>526</b>	<b>\$ 90,078.65</b>
3.1	Data Collection and Field Assessment		8	24		20	80	100			232	\$ 39,709.21
3.2	Basis of Design Memorandum		4	18	10	18	20	20			90	\$ 18,346.23
3.3	Utility Coordination			6	12	10	18	40			86	\$ 14,763.81
3.4	Potholing			8				10			18	\$ 3,547.36
3.5	Base Mapping						20	80			100	\$ 13,712.04
<b>Task 4</b>	<b>Changeable Message Sign (CMS) Evaluation and Design</b>	<b>0</b>	<b>16</b>	<b>0</b>	<b>0</b>	<b>74</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>100</b>	<b>\$ 22,154.91</b>
4.1	Changeable Message Sign (CMS) Evaluation and Design		6			34					40	\$ 8,979.70
4.2	CMS Structural Design		10			40	10				60	\$ 13,175.21
<b>Task 5</b>	<b>Plans, Specifications, and Estimate</b>	<b>24</b>	<b>24</b>	<b>110</b>	<b>130</b>	<b>150</b>	<b>520</b>	<b>660</b>	<b>0</b>	<b>0</b>	<b>1618</b>	<b>\$ 281,602.07</b>
5.1	50% Design Plans and Estimate	10	10	30	30	30	180	240			530	\$ 89,851.09
5.2	90% Plans, Specifications, and Estimate (PS&E)	8	8	50	60	80	240	300			746	\$ 129,172.75
5.3	Final Plans, Specifications, and Estimate (PS&E)	6	6	30	40	40	100	120			342	\$ 62,578.23
<b>Task 6</b>	<b>Local Assistance Procedures Manual (LAPM) Support</b>	<b>0</b>	<b>4</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>24</b>	<b>\$ 5,763.96</b>
6.1	Local Assistance Procedures Manual (LAPM) Support		4	10			10				24	\$ 5,763.96
<b>Task 7</b>	<b>Bidding and Award Support Assistance</b>	<b>2</b>	<b>10</b>	<b>40</b>	<b>4</b>	<b>6</b>	<b>30</b>	<b>20</b>	<b>0</b>	<b>0</b>	<b>112</b>	<b>\$ 25,017.52</b>
7.1	Bidding and Award Support Assistance	2	10	40	4	6	30	20			112	\$ 25,017.52
<b>Task 8</b>	<b>Design Services during Construction</b>	<b>2</b>	<b>20</b>	<b>50</b>	<b>20</b>	<b>15</b>	<b>40</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>147</b>	<b>\$ 35,772.68</b>
8.1	Design Services during Construction	2	20	50	20	15	40				147	\$ 35,772.68
<b>Task 9</b>	<b>Transit Signal Priority (TSP) and Emergency Vehicle Priority (EVP) Assessment</b>	<b>0</b>	<b>8</b>	<b>16</b>	<b>0</b>	<b>40</b>	<b>0</b>	<b>8</b>	<b>0</b>	<b>0</b>	<b>72</b>	<b>\$ 16,404.69</b>
9.1	Transit Signal Priority (TSP) and Emergency Vehicle Priority (EVP) Assessment		8	16		40		8			72	\$ 16,404.69
<b>Task 10</b>	<b>Development of Real-Time Travel Information Website Dashboard</b>	<b>0</b>	<b>5</b>	<b>44</b>	<b>87</b>	<b>395</b>	<b>415</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>946</b>	<b>\$ 184,749.33</b>
10.1	Prototypes, Design Documentation, and User Meetings		5	5	10	40	20				80	\$ 16,965.59
10.2	Website Development - Phase 1			2	5	30	40				77	\$ 14,553.29
10.3	Device Sourcing & Implementation - Agency IT Coordination			5	10	90	90				195	\$ 37,239.33
10.4	CCTV Feed Integration			5	15	60	60				140	\$ 27,262.42
10.5	DMS Feed Integration				5	30	30				65	\$ 12,338.70
10.6	Parking Occupancy Data			2	5	30	40				77	\$ 14,553.29
10.7	3-yr Maintenance & Support			15	15	30	90				150	\$ 28,830.48
10.8	Testing					30	15				45	\$ 8,678.40
10.9	Edge Service Install			5	15	40	20				80	\$ 16,518.02
10.10	Cloud Deployment (on City cloud)				2	10	10				22	\$ 4,191.63
10.11	Training			5	5	5					15	\$ 3,618.19
<b>Task 11</b>	<b>Network Assessment</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>80</b>	<b>10</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>0</b>	<b>90</b>	<b>\$ 20,960.73</b>
11.1	Network Assessment Support				80	10					90	\$ 20,960.73
	<b>TOTAL HOURS</b>	<b>38</b>	<b>153</b>	<b>404</b>	<b>343</b>	<b>838</b>	<b>1173</b>	<b>938</b>	<b>26</b>	<b>10</b>	<b>3923</b>	
	<b>Subtotal Labor:</b>	<b>\$ 14,871.89</b>	<b>\$ 49,831.35</b>	<b>\$ 113,452.95</b>	<b>\$ 81,009.73</b>	<b>\$ 173,158.60</b>	<b>\$ 193,889.36</b>	<b>\$ 122,012.38</b>	<b>\$ 4,358.28</b>	<b>\$ 1,111.89</b>		<b>\$ 753,696.43</b>
	<b>Other Direct Costs</b>											<b>\$ 124,615.45</b>
	Labor Escalation											\$ 11,305.45
	Mileage											\$ 600.00
	CS3 Engineering, Inc.											\$ 40,000.00
	BESS Testlab, Inc.											\$ 32,710.00
	Terracon (PSI)											\$ 40,000.00
	<b>TOTAL COST:</b>											<b>\$ 878,311.87</b>



## Folsom City Council Staff Report

<b>MEETING DATE:</b>	8/23/2022
<b>AGENDA SECTION:</b>	Consent Calendar
<b>SUBJECT:</b>	Resolution No. 10905 – A Resolution Authorizing the City Manager to Execute an Agreement with Western Truck Parts and Equipment Company, LLC. for the Purchase of 14 Solid Waste Collection Vehicles
<b>FROM:</b>	Public Works Department

### **RECOMMENDATION / CITY COUNCIL ACTION**

The Public Works Department recommends that the City Council pass and adopt Resolution No. 10905 – A Resolution Authorizing the City Manager to Execute an Agreement with Western Truck Parts and Equipment Company, LLC. for the Purchase of 14 Solid Waste Collection Vehicles.

### **BACKGROUND / ISSUE**

The Public Works Department must maintain a fleet of collection vehicles that is able to provide efficient and reliable solid waste collection service. The City's requirement for these collection vehicles is based on the need to replace its aging fleet (pursuant to the Solid Waste Division's replacement schedule) and to provide the current level of services. The rear loader and two of the side loader collection vehicles are an expansion to the current fleet. The vehicles being purchased will augment current vehicles to help support the new organics collection mandate and Folsom Plan Area services.

This resolution will authorize the City Manager to execute an agreement with Western Truck Parts and Equipment Company, LLC. (Western Truck) for the purchase of eight automated side loader collection vehicles, four front loader collection vehicles, one rear loader collection vehicle, and one roll off collection vehicle. The total cost for the purchase of these vehicles will not exceed \$5,846,545.80. Sufficient funds to purchase the replacement vehicles are

budgeted and available in the Fiscal Year 2022-23 Solid Waste Operating Fund (Fund 540) (\$4,606,534.80), and the Folsom Plan Area Solid Waste Capital Fund (Fund 544) (\$1,240,011).

### **POLICY / RULE**

Section 2.36.120 of the Folsom Municipal Code states, in part, that contracts for supplies, equipment, services, and construction with an estimated value of \$66,141 or greater shall be awarded by the City Council.

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

### **ANALYSIS**

Sourcewell is a national cooperative purchasing entity of which the City of Folsom is a member. The City has purchased numerous items through Sourcewell in the past. Western Truck has a current contract with Sourcewell for solid waste collection vehicles at a price that has been assessed to be fair, reasonable, and competitive.

Sourcewell contract number #060920-PMC will be utilized for the purchase of solid waste collection vehicles.

- New Way Automated Side Loader with Crane Carrier chassis - \$436,277.06 per vehicle
- New Way Front Loader with Crane Carrier chassis - \$414,768.54 per vehicle
- New Way Rear Loader with Crane Carrier chassis - \$374,085.97 per vehicle
- Amrep Roll Off with Crane Carrier chassis - \$323,169.19 per vehicle

The prices include taxes, tire fees, and delivery.

### **FINANCIAL IMPACT**

A total of \$5,142,714 has been appropriated in the Fiscal Year 2022-23 Solid Waste Operating Budget (Fund 540) to purchase vehicles with an additional \$1,240,011 appropriated in the Folsom Plan Area Solid Waste Capital Budget (Fund 544). The Department is requesting that the contract be authorized for a not to exceed amount of \$5,846,545.80. Sufficient funds to purchase the replacement and fleet expansion vehicles are budgeted and available in the Fiscal Year 2022-23 Solid Waste Operating Fund (Fund 540) and the Folsom Plan Area Solid Waste Capital Budget (Fund 544). Due to the long production time for collection trucks, the outlay of funds for this purchase are expected to begin toward the end of the fiscal year and will be staggered based on when the City accepts delivery of each vehicle.

### **ENVIRONMENTAL REVIEW**

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

**ATTACHMENT**

Resolution No. 10905 – A Resolution Authorizing the City Manager to Execute an Agreement with Western Truck Parts and Equipment Company, LLC. for the Purchase of 14 Solid Waste Collection Vehicles

Submitted,

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Mark Rackovan, Public Works Director



**RESOLUTION NO. 10905**

**A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE AN AGREEMENT WITH WESTERN TRUCK PARTS AND EQUIPMENT COMPANY, LLC. FOR THE PURCHASE OF 14 SOLID WASTE COLLECTION VEHICLES**

**WHEREAS**, the Public Works Department has validated its need to purchase 14 solid waste collection vehicles, including eight automated side loaders, four front loaders, one rear loader, and one roll off, based on a replacement and expansion schedule; and

**WHEREAS**, this purchase will be made through Sourcewell, which used its recognized cooperative purchasing agreement to award a contract to Western Truck Parts and Equipment Company, LLC in an amount not to exceed \$5,846,545.80; and

**WHEREAS**, sufficient funds are budgeted and available in the Fiscal Year 2022-23 Solid Waste Operating Fund (Fund 540) Budget in the amount of \$\$5,142,714 for the purchase of vehicles and an additional \$1,240,011 in the Folsom Plan Area Capital Fund (Fund 544) for a total of \$6,382,725; and

**WHEREAS**, staff recommends the execution of a contract with Western Truck Parts and Equipment Company, LLC. for the purchase of 14 solid waste collection vehicle; and

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

**NOW, THEREFORE, BE IT RESOLVED** that the City Council of the City of Folsom authorizes the City Manager to execute an agreement with Western Truck Parts and Equipment Company, LLC. for the purchase of 14 Solid Waste Collection Vehicles for the Public Works Department for a not to exceed amount of \$5,846,545.80.

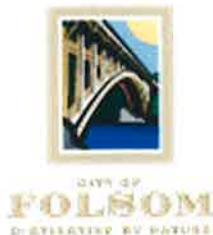
**PASSED AND ADOPTED** this 23<sup>rd</sup> day of August 2022, by the following roll-call vote:

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

\_\_\_\_\_  
Kerri M. Howell, MAYOR

ATTEST:

\_\_\_\_\_  
Christa Freemantle, CITY CLERK



## Folsom City Council Staff Report

<b>MEETING DATE:</b>	8/23/2022
<b>AGENDA SECTION:</b>	Consent Calendar
<b>SUBJECT:</b>	Resolution No. 10907 – A Resolution Authorizing the City Manager to Apply for a Grant for Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP) Funding Through Western Truck Parts and Equipment Company, LLC for the Purchase of Two Electric Refuse Collection Vehicles
<b>FROM:</b>	Public Works Department

### **RECOMMENDATION / CITY COUNCIL ACTION**

The Public Works Department recommends that the City Council pass and adopt Resolution No. 10907 – A Resolution Authorizing the City Manager to Apply for a Grant for Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP) Funding Through Western Truck Parts and Equipment Company, LLC for the Purchase of Two Electric Refuse Collection Vehicles.

### **BACKGROUND / ISSUE**

The Folsom 2035 General Plan adopted by the Folsom City Council includes a goal of reducing the consumption of carbon-intensive fuels. In Fiscal Year 2021-22 the City of Folsom corporation yard operations purchased about 225,000 gallons of diesel fuel. About 90% of that was utilized in the City's fleet of refuse collection vehicles. Also, with the addition of weekly organics collection in July 2022 diesel fuel use has increased. The exhaust from diesel engines exposes the community to dangerous greenhouse gas emissions. Converting to electric refuse trucks has the potential to significantly reduce greenhouse gas emissions produced by City operations. The initial purchase price of electric refuse trucks far exceeds the cost of diesel trucks, but the operational cost is estimated to be much lower, so long-term savings are expected. To evaluate the effectiveness of this technology within city operations, the Public Works Department is seeking funding to purchase two electric refuse vehicles as a pilot project.

As an incentive for collection fleets to convert to clean energy vehicles, grant funding is available to assist with the initial cost. The California Air Resources Board (CARB) administers the Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP). This funding is only available as a discount voucher to approved dealers. The city cannot apply directly to receive funding but can partner with an approved dealer to seek approval for discount vouchers.

On April 27, 2021, the Folsom City Council approved resolution 10616 authorizing an application for HVIP funding through The Lion Electric Co. (Lion) and the vouchers were approved. In ongoing communication with Lion, city staff were unable to obtain a final quote and ultimately learned that Lion was unable to commit to a timeframe for production. As a result, the previously approved HVIP vouchers were released for redistribution.

Staff has since selected a new vendor, Western Truck Parts and Equipment Company, LLC. (WTP) to supply electric collection vehicles for the pilot project. WTP is an approved HVIP dealer and production of the electric vehicles is estimated to begin in the Spring of 2023. The specific trucks being requested use the same body as other refuse trucks in our fleet and the chassis will be built by the same manufacturer producing our diesel-powered trucks. The similarity between the new electric trucks and our diesel fleet increases the ability of our internal Fleet Division to service and maintain these vehicles.

In March of 2022 CARB began accepting HVIP funding requests for the current funding cycle. Since funds are distributed first-come, first-served, the Public Works Department has submitted a request for the funding in advance of approval by the Folsom City Council. The requested resolution would authorize that application. In addition, grant funding requires a purchase order to prove the vehicles are being procured. CARB has temporarily accepted a letter of intent in lieu of a purchase order; however, to complete the award of grant funding the city will need to provide proof that the purchase is proceeding. Authorization to purchase one electric residential side loader and one electric rear loader, and appropriation of funds is being requested by a separate resolution.

### **POLICY / RULE**

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

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

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

### **ANALYSIS**

The Division is seeking grant funding to assist with the purchase of two electric refuse collection vehicles. This technology has the potential to eliminate emissions from refuse collection vehicles; however, since the technology is relatively new to the waste industry and costly, the Division would like to purchase one residential side loader and one rear loader to pilot the technology and evaluate the effectiveness within the operation.

Due to the high initial cost of purchasing electric refuse vehicles, the Division is seeking multiple funding sources for this project. In December of 2019, the Division applied for and was awarded \$102,361 from the Sacramento Metropolitan Area Quality Management District (SMAQMD) for the disposal of two diesel refuse trucks and the purchase of two zero emission refuse trucks. An agreement for this funding was executed in August 2020.

In March of 2021, the Division applied for a second grant from SMAQMD and was awarded \$200,000 toward the replacement of two diesel-powered refuse trucks with two electric refuse trucks. An agreement for this funding was executed in January 2022.

The requested HVIP funding of \$240,000 is eligible to combine with both grants from SMAQMD. The combined grants would offset the purchase price of the electric vehicles by \$542,361 bringing the final cost of the two electric refuse trucks to near equivalent to the cost of purchasing diesel trucks.

In addition to the truck purchase price, the Division would also need to invest in charging infrastructure. The Public Works Department is working with Sacramento Municipal Utility District (SMUD) to ensure adequate power and chargers will be installed at the corporation yard. The corporation yard does not currently have an adequate power supply and a new transformer will be necessary. The cost of infrastructure is still being determined. SMUD may have funding available to contribute to the cost of infrastructure; however, no funding has been secured for the infrastructure at this time.

### **FINANCIAL IMPACT**

If approved, the HVIP grant would provide the Division with \$240,000 in discounts on the purchase of two electric refuse collection vehicles. Utilizing these funds would commit the Waste and Recycling Divisions to the purchase of two electric refuse trucks for an initial capital outlay of \$1,112,661. After reimbursement from SMAQMD grant funding, the net cost to the

city would be \$810,363 for the purchase of the two vehicles. This does not include the cost of charging infrastructure, which is still being determined but is currently estimated at approximately \$160,000.

**ENVIRONMENTAL REVIEW**

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

**ATTACHMENT**

Resolution No. 10907 – A Resolution Authorizing the City Manager to Apply for a Grant for Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP) Funding Through Western Truck Parts and Equipment Company, LLC for the Purchase of Two Electric Refuse Collection Vehicles

Submitted,

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Mark Rackovan, Public Works Director



**RESOLUTION NO. 10907****A RESOLUTION AUTHORIZING THE CITY MANAGER TO APPLY FOR A GRANT FOR HYBRID AND ZERO-EMISSION TRUCK AND BUS VOUCHER INCENTIVE PROJECT (HVIP) FUNDING THROUGH WESTERN TRUCK PARTS AND EQUIPMENT COMPANY, LLC FOR THE PURCHASE OF TWO ELECTRIC REFUSE COLLECTION VEHICLES**

**WHEREAS**, the Public Works Department Waste and Recycling Division desires to purchase two electric refuse collection vehicles to pilot the feasibility of the technology within the City of Folsom waste collection operation; and

**WHEREAS**, the Folsom 2035 General Plan commits to reducing the consumption of carbon-intensive fuels through the purchase of more efficient vehicles; and

**WHEREAS**, refuse collection vehicles consume more diesel fuel than any other City of Folsom fleet vehicles; and

**WHEREAS**, in March 2022 the California Air Resources Board (CARB) opened the current funding request period and began accepting applications for the Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP); and

**WHEREAS**, HVIP is accepting applications for up to \$120,000 per vehicle for refuse trucks; and

**WHEREAS**, the HVIP grant in combination with other grant funding would make the cost comparable to diesel collection vehicles; and

**WHEREAS**, the agreement will be in a form acceptable to the City Attorney: (as applicable to contracts)

**NOW, THEREFORE, BE IT RESOLVED** that the City Council of the City of Folsom hereby authorizes the City Manager to apply for a grant for Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP) funding through Western Truck Parts and Equipment Co, LLC for the purchase of two electric refuse collection vehicles.

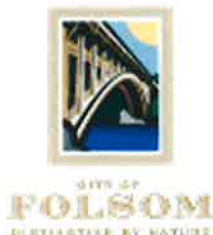
**PASSED AND ADOPTED** this 23<sup>rd</sup> day of August 2022, by the following roll call vote:

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

\_\_\_\_\_  
Kerri M. Howell, MAYOR

ATTEST:

\_\_\_\_\_  
Christa Freemantle, CITY CLERK



## Folsom City Council Staff Report

<b>MEETING DATE:</b>	8/23/2022
<b>AGENDA SECTION:</b>	Consent Calendar
<b>SUBJECT:</b>	Resolution No. 10908 - A Resolution Authorizing Submission of Folsom Transportation Development Act Claim for Pedestrian and Bicycle Facilities Fiscal Year 2022-23 to the Sacramento Area Council of Governments
<b>FROM:</b>	Parks and Recreation Department

### **RECOMMENDATION / CITY COUNCIL ACTION**

The Parks and Recreation Department recommends that the City Council approve Resolution No. 10908 – A Resolution Authorizing Submission of Folsom Transportation Development Act Claim for Pedestrian and Bicycle Facilities Fiscal Year 2022-23 to the Sacramento Area Council of Governments.

### **BACKGROUND / ISSUE**

The Sacramento Area Council of Governments (SACOG) requires annual submission of funding claims regarding the use of Transportation Development Act (TDA) funds in the form of Local Transportation Funds (LTF). These funds are used by the City of Folsom for pedestrian and bicycle facilities.

### **POLICY / RULE**

SACOG requires City Council approval for Transportation Development Act Claim submissions.

### **ANALYSIS**

The portion of LTF funds for pedestrian and bicycle facilities available to the City of Folsom is calculated each year on a percentage of sales tax based on population. The amount of \$90,322, which includes all LTF pedestrian and bicycle funds, is the amount estimated by SACOG to be available for Fiscal Year 2022-23.

**FINANCIAL IMPACT**

Approval of the Fiscal Year 2022-23 TDA claim, in the amount of \$90,322, by the City of Folsom and the SACOG Board of Directors will provide additional funding for pedestrian and bicycle facility projects without reliance on the City's General Fund.

**ATTACHMENTS**

1. Resolution No. 10908 - A Resolution Authorizing Submission of Folsom Transportation Development Act Claim for Pedestrian and Bicycle Facilities Fiscal Year 2022-23 to the Sacramento Area Council of Governments
2. Transportation Development Act Claim Packet

Submitted,

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Lorraine Poggione, Parks and Recreation Department Director

# ATTACHMENT 1



**RESOLUTION NO. 10908**

**A RESOLUTION AUTHORIZING SUBMISSION OF FOLSOM TRANSPORTATION DEVELOPMENT ACT CLAIM FOR PEDESTRIAN AND BICYCLE FACILITIES FY 2022-23 TO THE SACRAMENTO AREA COUNCIL OF GOVERNMENTS**

**WHEREAS**, the Transportation Development Act (TDA) of 1974 allows two percent (2%) of the Local Transportation Fund apportionment to be made available exclusively for pedestrian and bicycle facilities; and

**WHEREAS**, the City desires to utilize these authorized TDA fund for construction, maintenance, and repair of existing and future bicycle and pedestrian facilities throughout the City of Folsom; and

**WHEREAS**, the Sacramento Area Council of Governments has estimated the amount of TDA funds available to the City of Folsom for bicycle and pedestrian facilities in Fiscal Year 2022-23 to be \$90,322; and

**WHEREAS**, the Sacramento Area Council of Governments requires a claim package be submitted to receive the TDA allocation, including a resolution approved by the City Council authorizing the filing of the claim; and

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

**NOW, THEREFORE, BE IT RESOLVED** that the City Council of the City of Folsom authorizes submission of Folsom Transportation Development Act Claim for Pedestrian and Bicycle Facilities Fiscal Year 2022-23 in the amount of \$90,322, along with any subsequent amendments should the amount of requested funds be adjusted.

**PASSED AND ADOPTED** this 23<sup>rd</sup> day of August 2022, by the following roll-call vote:

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

\_\_\_\_\_  
Kerri M. Howell, MAYOR

ATTEST:

\_\_\_\_\_  
Christa Freemantle, CITY CLERK

## ATTACHMENT 2



TRANSPORTATION

DEVELOPMENT ACT

CLAIM PACKET

Sacramento Area Council of Governments  
1415 L Street, Suite 300  
Sacramento, CA 95814

**TRANSPORTATION DEVELOPMENT ACT  
CLAIM CHECKLIST**

Please check the following items as either included with the attached TDA claim package or on file at SACOG.

<b>Item</b>	<b>Claimant</b>	<b>Attached</b>	<b>On File</b>
TDA-1 Annual Transportation Development Claim	All Claimants	X	N/A
TDA-2 Project and Expenditure Plan (for the fiscal year of this claim and prior fiscal year)	All Claimants	X	N/A
TDA-3 Status of Previously Approved Projects	All Claimants	X	N/A
TDA-4 Statement of Conformance	All Claimants	X	N/A
TDA-5 TDA Claim Certification	All Claimants	X	N/A
Resolution by governing body that authorized the claim	All Claimants	X	N/A
CHP Safety Compliance Report (completed within the last 13 months)	Claimants for transit service		
Adopted or proposed budget for the fiscal year of the claim	Claimants for transit service		
Signed copy of transit service contract	Claimants for transit service		
Area wide transfer agreement and resolution	Claimants that allow inter-system transfers		
Information establishing eligibility under efficiency criteria - STA Operator Qualifying Criteria calculation based on Section 99314.6	Claimants for revenue-based STA funds		
Certification that claim is consistent with Capital Improvement Program	Claimants for bike/ped facilities	X	N/A
Compliance with PUC Sections 99155 and 99155.5	Claimants for transit service		
Copy of Ten-Year Capital & Operations Program	Claimants for transit service		

**TDA-1**  
**TRANSPORTATION DEVELOPMENT ACT CLAIM**

**TO:** Sacramento Area Council of Governments  
1415 L Street, Suite 300  
Sacramento, CA 95814

**FROM:**

Claimant	City of Folsom, Parks and Recreation Department
Address	50 Natoma Street
City	Folsom
	Zip Code 95630
Contact Person	Brett Bollinger
Telephone	(916) 461-6632
E-Mail	bbollinger@folsom.ca.us

The above claimant hereby requests, in accordance with authority granted under the Transportation Development Act and applicable rules and regulations adopted by the Sacramento Area Council of Governments (SACOG), that its request for funding be approved as follows:

**LTF:**

\$	17,788 Amended	FY	2021-22
\$	90,322	FY	2022-23
\$	108,110 Total Claim		

**STA: None**

Submitted by: **Lorraine Poggione**

Title: **Parks and Recreation Director**

Date:



**TDA-2  
ANNUAL PROJECT AND EXPENDITURE PLAN**

**Claimant: City of Folsom** **Fiscal Year: FY 21-22**

Project Title and TDA Article Number	TDA LTF FY 21-22	TDA STA FY 21-22	TDA STA-SGR FY 21-22	Transit Fares	General Fund	Fund Balance- Transit	Federal/State	Other Income and Interest	Total
Article 8 Section 9923(c) Pedestrian and Bikes	\$90,322.00								\$90,322.00
<b>Total</b>	\$90,322.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$90,322.00

**TDA-3**  
**STATUS OF PREVIOUSLY APPROVED PROJECTS**

Instructions — Describe the status of all prior fiscal year TDA claim projects and any projects from previous years that are still active, as follows:

- Include both operating and capital budgets
- Approved amounts should be specified in TDA claims approved by SACOG
- Expenditures should be to date
- Project status should be either “Complete” or “Active”

<b>Fiscal Year</b>	<b>Project Title</b>	<b>Amount Approved</b>	<b>Expenditures</b>	<b>Project Status</b>
FY 2021-22	Folsom-Placerville Rail Trail (PK1604)	\$36,000	\$36,000	Active
FY 2020-21	Trail Connection Projects Design	\$110,000	\$110,000	Complete
FY 2018-19	Lake Natoma Class I Trail – Phase II (PK0902)	\$124,900	\$124,900	Complete
FY 2018-19	Johnny Cash Trail – Phase II (PK2711)	\$96,660	\$96,660	Complete
<b>TOTAL</b>		<b>\$367,560</b>	<b>\$367,560</b>	

**TDA-4**  
**STATEMENT OF CONFORMANCE**

Form TDA-4 must be completed and signed by the Administrative Office of the submitting claimant.

The City of Folsom hereby certifies that the Transportation Development Act claim for fiscal year FY 21-22 (revised) and 22-23 in the amount of **\$108,110** (LTF) and **\$0** (STA) for a total of **\$108,110** conforms to the requirements of the Transportation Development Act and applicable rules and regulations. (See Attachment A for listing of conformance requirements)

Certified by the Finance Director \_\_\_\_\_  
Stacey Tamagni

Date \_\_\_\_\_

Certified by City Clerk \_\_\_\_\_  
Christa Freemantle

Date \_\_\_\_\_

**TDA-5**  
**TDA CLAIM CERTIFICATION FORM**

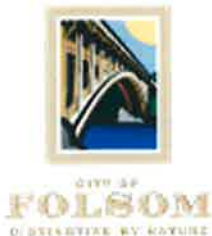
I, Stacey Tamagni, Finance Director for the City of Folsom,  
do hereby attest, as required under the California Code of Regulations, Title 21, Division 3, Chapter 2,  
Section 6632, to the reasonableness and accuracy of the following:

- (a) The attached budget or proposed budget for FY 2022-2023
- (b) The attached certification by the Department of the California Highway Patrol verifying that  
The City of Folsom is in compliance with Section 1808.1 of the  
Vehicle Code, as required in Public Utilities Code Section 99251.
- (c) The **revised** amount of FY 2021-2022 maximum eligibility for moneys  
from the Local Transportation Fund and State Assistance Fund, as defined in Section 6634 is  
\$17,788
- (d) The **estimated** amount of FY 2022-2023 maximum eligibility for moneys  
from the Local Transportation Fund and State Assistance Fund, as defined in Section 6634 is  
\$90,322

Signature of Finance Director \_\_\_\_\_  
Stacey Tamagni

Agency Name City of Folsom

Date \_\_\_\_\_



## Folsom City Council Staff Report

<b>MEETING DATE:</b>	8/23/2022
<b>AGENDA SECTION:</b>	Consent Calendar
<b>SUBJECT:</b>	Resolution No. 10909 – A Resolution Authorizing the City Manager to Execute an Agreement with Western Truck Parts and Equipment Company, LLC for the Purchase of Two Electric Refuse Collection Vehicles and Appropriation of Funds
<b>FROM:</b>	Public Works Department

### **RECOMMENDATION / CITY COUNCIL ACTION**

The Public Works Department recommends that the City Council pass and adopt Resolution No. 10909 – A Resolution Authorizing the City Manager to Execute an Agreement with Western Truck Parts and Equipment Company, LLC for the Purchase of Two Electric Refuse Collection Vehicles and Appropriation of Funds.

### **BACKGROUND / ISSUE**

The Folsom 2035 General Plan adopted by the Folsom City Council includes a goal of reducing the consumption of carbon-intensive fuels. In Fiscal Year 2021-22 the City of Folsom corporation yard operations purchased about 225,000 gallons of diesel fuel. About 90% of that was utilized in the City's fleet of refuse collection vehicles. Also, with the addition of weekly organics collection in July 2022 diesel fuel use has increased. The exhaust from diesel engines exposes the community to dangerous greenhouse gas emissions. Converting to electric refuse trucks has the potential to significantly reduce greenhouse gas emissions produced by City operations. The initial purchase price of electric refuse trucks far exceeds the cost of diesel trucks, but the operational cost is estimated to be much lower, so long-term savings are expected. To evaluate the effectiveness of this technology within city operations, and to begin implementation of the California Air Resources Board fleet electrification requirements, the Public Works Department is seeking authorization to purchase two electric refuse vehicles as a pilot project.



Understanding the feasibility of electric vehicle technology in waste collection operations will also position the City of Folsom for compliance with California Air Resources Board regulations which require a progressive increase in the percentage of heavy-duty electric vehicles sold in California. By 2035, 75% of class 8 trucks sold in California will have to be electric.

There are several incentives currently available to assist fleet owners with the transition to electric technology. The Waste and Recycling Divisions (Division) have been working to secure as much funding as possible to offset the cost to the city to invest in this technology. The table below shows the status of current funding.

#### Electric Refuse Vehicle Funding

Grantor*	Funding Source*	Amount	Status
SMAQMD	LEVIP	\$ 102,361	Agreement executed. Amendment to change vehicles and timeline pending approval of purchase.
SMAQMD	SECAT	\$ 200,000	Agreement executed. Amendment to change vehicles and timeline pending approval of purchase.
CARB	HVIP	\$ 240,000	Pending approval of vehicle purchase order.
SCAQMD	VW	\$ 400,000	Agreement executed. Cannot be combined with other funding.

\*Acronyms used in the above table are as follows: Sacramento Metropolitan Air Quality Management District (SMAQMD), California Air Resources Board (CARB), South Coast Air Quality Management District (SCAQMD), Lower Emission Vehicle Incentive Program (LEVIP), Sacramento Emergency Clean Air & Transportation Grant Program (SECAT), California's Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP), Volkswagen Environmental Mitigation Trust Program (VW).

Each of the funding sources shown in the above table requires the purchase of two electric refuse vehicles. Funding from LEVIP, SECAT, and HVIP can be combined. The VW funding cannot be combined with any of the others. The Division is requesting authorization to proceed with the purchase of two electric refuse trucks utilizing the three funding sources that can be combined and forgoing the VW funding.

To use HVIP funding the city must apply for discount vouchers through an HVIP approved dealer. The Division has selected Western Truck Parts and Equipment Company, LLC (WTP) to supply the vehicles. The specific trucks being requested use the same body as other refuse trucks in our Fleet and the chassis will be built by the same manufacturer producing our diesel-powered trucks. The similarity between the new electric trucks and our diesel fleet increases the ability of our internal Fleet Division to service and maintain these vehicles.

The remaining funding for the pilot project will come from the Solid Waste Fund. The rate study conducted in 2021 included the assumption that these electric refuse vehicles would be purchased. As a pilot project, the funding amount was above and beyond that planned for the regular collection fleet. The Division did not include this funding in the fiscal year 2022-23

budget and is requesting an appropriation now that a vendor and specific vehicles have been selected.

Production of the electric trucks is anticipated to begin in spring of 2023 with receipt of the vehicles anticipated to occur in fiscal year 2023-24. This will allow adequate time to install the infrastructure needed for charging. The Public Works Department is managing the infrastructure project. Approval of the infrastructure and appropriation of funds will be submitted as a separate resolution.

### **POLICY / RULE**

Section 2.36.120 of the Folsom Municipal Code states, in part, that contracts for supplies, equipment, services, and construction with an estimated value of \$66,141 or greater shall be awarded by the City Council.

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

### **ANALYSIS**

Electric vehicle technology has the potential to eliminate emissions from refuse collection vehicles; however, it is relatively new to the waste collection industry. The Division is seeking approval to purchase two electric refuse vehicles, one side loader for residential can service and one rear loader for bulky waste collection. The goal of this pilot is to evaluate the feasibility of electric vehicle technology in Folsom's waste operation. Purchasing two types of vehicles will allow data to be collected for services with different characteristics such as miles traveled and stops per day. The Division will test the range and function of the vehicles as well as downtime and maintenance costs, which are estimated to be approximately 40% less for electric refuse trucks compared with diesel.

In addition to being an HVIP approved dealer, WTP will provide pricing through a purchasing agreement with Sourcewell, a national cooperative bidding entity of which the City of Folsom is a member. Sourcewell contract number 060920-CRN will be used for both vehicles. The cost of the side loader is \$704,230.83 and the rear loader is \$648,430.34. After all grant funding, the net cost of the two electric trucks is \$810,300. The current cost of diesel equivalents is \$810,363.

The Division will also purchase two chargers, one 50 kW and one 24 kW. Since range is a critical factor of success with electric trucks, the Division will evaluate if a fast charger is necessary for midday charging under certain circumstances or if overnight charging is sufficient to consistently meet operational needs. The two chargers needed for the pilot project are estimated to be approximately \$60,000 and are not included in the current appropriation request and also does not include the cost of the infrastructure

The Public Works Department is working with Sacramento Municipal Utility District (SMUD) on the necessary infrastructure to support the transition to electric fleet vehicles. SMUD has completed the design and the next step will be a request for proposals to upgrade the transformer and install conduit to the charger locations. The design will support the expansion of additional charging stations as the city expands its light and heavy-duty fleets. The infrastructure to support the charging stations is anticipated not to exceed \$100,000; however, a final cost will be provided when the project is awarded. The Public Works Department has also submitted a request for SMUD incentives to contribute toward the electrification project; however, at this time funding from SMUD has not been secured.

### **FINANCIAL IMPACT**

The cost of two electric refuse vehicles is \$1,352,661 and will be primarily funded by the Solid Waste Operating Fund (Fund 540) as planned in the 2021 rate study. The HVIP funding of \$240,000 will apply to the purchase price when the vehicles are ordered so the capital outlay and appropriation request is \$1,112,661. Once the vehicles are received and the expense has been incurred the Division will be eligible for grant reimbursements of \$302,361 from SMAQMD. After discounts and reimbursements, the net purchase price, not including infrastructure is \$810,300. The purchase of the two electric vehicles is contingent on the award of the HVIP grant. If the grant is not approved the purchase will be cancelled or staff will return to the council to request additional funding.

The Public Works Department is requesting an appropriation and authorization to purchase the vehicles in Fiscal Year 2022-23; however, production is not expected to begin until spring of 2023. The dealer had provided a preliminary estimate of delivery in the middle of Fiscal Year 2023-24, but this estimate is subject to change upon confirmation of the order.

### **ENVIRONMENTAL REVIEW**

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

### **ATTACHMENT**

Resolution No. 10909 – A Resolution Authorizing the City Manager to Execute an Agreement with Western Truck Parts and Equipment Company, LLC for the Purchase of Two Electric Refuse Collection Vehicles and Appropriation of Funds

Submitted,

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Mark Rackovan, Public Works Director

**RESOLUTION NO. 10909****A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE AN AGREEMENT WITH WESTERN TRUCK PARTS AND EQUIPMENT COMPANY, LLC FOR THE PURCHASE OF TWO ELECTRIC REFUSE COLLECTION VEHICLES AND APPROPRIATION OF FUNDS**

**WHEREAS**, the Public Works Department Waste and Recycling Divisions desire to purchase one electric side loader refuse collection vehicle and one electric rear loader refuse collection vehicle to pilot the feasibility of electric vehicle technology within the waste collection operation; and

**WHEREAS**, the Folsom 2035 General Plan commits to reducing the consumption of carbon-intensive fuels through the purchase of more efficient vehicles; and

**WHEREAS**, refuse collection vehicles consume more diesel fuel than any other City of Folsom fleet vehicles; and

**WHEREAS**, the Waste and Recycling Divisions have selected Western Truck Parts and Equipment Company, LLC (WTP) to supply electric refuse collection vehicles; and

**WHEREAS**, staff has secured reimbursement grant funding of \$302,361 from the Sacramento Metropolitan Air Quality Management District (SMAQMD); and

**WHEREAS**, WTP is an approved dealer for California's Hybrid and Zero-Emission Truck and Bus Voucher Incentive Project (HVIP); and

**WHEREAS**, WTP will use HVIP funding vouchers in the amount of \$240,000 to discount the City of Folsom electric refuse truck purchase; and

**WHEREAS**, this purchase will be made through Sourcewell, which used its recognized cooperative purchasing agreement to award a contract to Western Truck Parts and Equipment Company, LLC in an amount not to exceed \$1,352,661; and

**WHEREAS**, sufficient funds are available in the Solid Waste Operating Fund (Fund 540); and

**WHEREAS**, an appropriation will be required in the amount of \$1,112,661; and

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

**NOW, THEREFORE, BE IT RESOLVED** that the City Council of the City of Folsom hereby authorizes the City Manager to Execute an Agreement with Western Truck Parts and Equipment Company, LLC for the Purchase of Two Electric Refuse Collection Vehicles, for an amount not to exceed \$1,112,661 which includes the use of HVIP grant vouchers in the amount of

\$240,000

**NOW, THEREFORE, BE IT FURTHER RESOLVED** that the Finance Director is authorized to appropriate \$1,112,661 from the Solid Waste Operating Fund (Fund 540) for the Electric Refuse Collection Vehicle Pilot Project. The additional appropriation will utilize \$810,300 of current fund balance and \$302,361 will also be appropriated as grant revenue.

**PASSED AND ADOPTED** this 23<sup>rd</sup> day of August 2022, by the following roll call vote:

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

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Kerri M. Howell, MAYOR

ATTEST:

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Christa Freemantle, CITY CLERK





CITY OF  
**FOLSOM**  
D-DISTINGUISHING BY NATURE

## Folsom City Council Staff Report

<b>MEETING DATE:</b>	8/23/2022
<b>AGENDA SECTION:</b>	New Business
<b>SUBJECT:</b>	Ordinance No. 1331 – An Ordinance of the City of Folsom Adding Sections 10.20.290, 10.20.295, and 10.20.300 to the Folsom Municipal Code to Establish a Residential Permit Parking Program in Designated Areas of the Historic District (Introduction and First Reading)
<b>FROM:</b>	Public Works Department

### **RECOMMENDATION / CITY COUNCIL ACTION**

The Public Works Department recommends that the City Council introduce and conduct the first reading of Ordinance No. 1331 - An Ordinance of the City of Folsom Adding Sections 10.20.290, 10.20.295, and 10.20.300 to the Folsom Municipal Code to Establish a Residential Permit Parking Program in Designated Areas of the Historic District.

### **BACKGROUND / ISSUE**

In 2019 the City Council directed the formation of the Historic District Ad Hoc Parking Solutions Committee, which was a committee comprised of residents, business owners, and other community stakeholders to develop recommendations to address the parking issues facing the Historic District. The committee completed their work in Spring 2020 and reported their findings and recommendations back to City Council, which the City Council then in turn directed staff to implement over time. One of the committee's high-priority recommendations was to establish a Residential Permit Parking Program to limit the intrusion of non-resident parking into designated residential areas within the Historic District.

In June 2022 the City completed a six-month permit parking pilot and determined that a permit parking program could be a viable element of the overall parking management strategy in the Historic District. At the July 23, 2022 meeting, the Council directed staff to prepare an ordinance for their consideration that would enact a permanent program that would allow

interested parties to request that the City designate and post permit parking restrictions in their residential area of the Historic District and to obtain permits that would allow them to park within those designated areas.

In directing staff to prepare an ordinance, the Council requested that the draft ordinance give the Council the ability to determine the number of permits which could be issued to each address, the cost of each permit, and whether guest permits should be issued. Staff also felt it important that the Council decide whether there should be a minimum approval threshold to determine if a majority of residents within a proposed permit zone support the plan.

### **DISCUSSION**

Staff has prepared a draft ordinance in accordance with Council's direction and has assessed existing permit parking programs throughout the State of California to evaluate the range of costs, numbers of permits issued, status of guest permits, and approval thresholds for Council's consideration. Staff will present the results of their permit program assessment and will incorporate Council's desired outcomes into the final ordinance.

If the first reading is approved, staff will prepare a companion resolution for Council approval at the September 27, 2022 meeting to enact a Residential Permit Parking zone in the Historic District.

### **FINANCIAL IMPACT**

The implementation of a permit parking program will result in an as-yet determined number of staff hours for program administration and potentially parking enforcement. The program would also require City resources in the form of signs, window decals, and placards. It is staff's recommendation that the costs associated with this program be borne by permit holders only, with no cost to the general public. However, given that the costs of the program divided by the number of permits issued is an unknown value, it is recommended that the cost per permit be set initially at an annual amount of \$25 per permit. Any costs associated with the program above and beyond this per permit cost will be a General Fund liability.

### **ENVIRONMENTAL REVIEW**

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

### **ATTACHMENTS**

Ordinance No. 1331 - Ordinance of the City of Folsom Adding Sections 10.20.290, 10.20.295, and 10.20.300 to the Folsom Municipal Code to Establish a Residential Permit Parking Program in Designated Areas of the Historic District (Introduction and First Reading)

Submitted,

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Mark Rackovan, PUBLIC WORKS DIRECTOR

**ORDINANCE NO. 1331**

**AN ORDINANCE OF THE CITY OF FOLSOM ADDING SECTIONS 10.20.290, 10.20.295, AND 10.20.300 TO THE FOLSOM MUNICIPAL CODE TO ESTABLISH A RESIDENTIAL PERMIT PARKING PROGRAM IN DESIGNATED AREAS OF THE HISTORIC DISTRICT**

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

**SECTION 1 PURPOSE**

The purpose of this Ordinance is to establish a Residential Permit Parking Program in areas designated by the City Council in the Historic District by adding Sections 10.20.290, 10.20.295, and 10.20.300 to the Folsom Municipal Code.

**SECTION 2 ADDITION TO CODE**

Section 10.20.290 is hereby added to the Folsom Municipal Code to read as follows:

**10.20.290 Residential permit parking program.**

A. A residential permit parking program in the Historic District is established in areas designated by Resolution of the City Council, which may be amended from time to time, to provide preferential parking to residents of those specified areas by exempting them from limitations or prohibitions established for parking of vehicles in such areas.

B. Unless displaying a valid permit issued under this Section or otherwise exempt under Section 10.20.300, no person shall stop, stand, or park a vehicle in areas designated for residential permit parking [during the times set by Resolution of the City Council].

C. For purpose of the residential permit parking program, vehicles include any device designed for transportation such as, for example, motor vehicles, motorcycles, bicycles, as well as carts and trailers whether or not attached to a vehicle.

**SECTION 3 ADDITION TO CODE**

Section 10.20.295 is hereby added to the Folsom Municipal Code to read as follows:

**10.20.295 Permits to be issued.**

Upon payment of a fee to be set and amended from time to time by Resolution of the City Council, the City shall issue residential parking permits, in a quantity to be specified by Resolution of the City Council, to residents residing in the designated areas. When such permit is appropriately displayed, that permitted vehicle shall be exempt from any parking limitation or prohibition in effect at that location. Permits shall not exempt residents from all other provisions of the California

Vehicle Code or Folsom Municipal Code in force and effect within such area notwithstanding the permit program.

#### **SECTION 4 ADDITION TO CODE**

Section 10.20.300 is hereby added to the Folsom Municipal Code to read as follows:

##### **10.20.300 Exemption for official duties.**

The following vehicles shall be exempt from the permit parking requirements while used in the performance of their official duties:

- A. City, county, state, federal government vehicles.
- B. Emergency vehicles.
- C. Public/private ambulances.
- D. Utility company vehicles (e.g., natural gas, electrical, telephone, internet, etc.)
- E. Federal and private mail and package delivery vehicles.
- F. Any private commercial business vehicle performing a service (e.g., landscaping, construction, pest control, housekeeping, pool cleaning, etc.)

#### **SECTION 5 SCOPE**

Except as set forth in this Ordinance, all other provisions of the Folsom Municipal Code shall remain in full force and effect.

#### **SECTION 6 NO MANDATORY DUTY OF CARE**

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

#### **SECTION 7 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 8 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 August 23, 2022 and the second reading occurred at the regular meeting of the City Council on September 13, 2022.

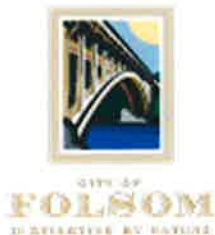
On a motion by Council Member \_\_\_\_\_ seconded by Council Member \_\_\_\_\_, the foregoing Ordinance was passed and adopted by the City Council of the City of Folsom, State of California, this \_\_\_\_ day of \_\_\_\_\_ 2022, by the following roll-call vote:

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

\_\_\_\_\_  
Kerri M. Howell, MAYOR

ATTEST:

\_\_\_\_\_  
Christa Freemantle, CITY CLERK



## Folsom City Council Staff Report

<b>MEETING DATE:</b>	8/23/2022
<b>AGENDA SECTION:</b>	Old Business
<b>SUBJECT:</b>	Review Proclamation of COVID-19 Local Emergency Under City Council Resolution No. 10408 and Direction to Staff
<b>FROM:</b>	City Manager's Office

### **RECOMMENDATION / CITY COUNCIL ACTION**

Provide direction to staff as to the continuance of the Proclamation of COVID-19 Local Emergency declared by City Council Resolution No. 10408.

### **BACKGROUND / ISSUE**

At a City Council Emergency Meeting on March 16, 2020, the City Council adopted Resolution No. 10408 (Attachment 1), A Resolution of the City Council Proclaiming Existence of A Local Emergency. The Council took this action as the rapid spread of COVID-19 in Sacramento County and throughout the State of California presented conditions of extreme peril for the Folsom, warranting and necessitating the proclamation of the existence of a local emergency.

Staff was recently asked by the City Council to agendize a discussion with the City Council to review the proclamation declaring the existence of the COVID-19 local emergency.

### **POLICY / RULE**

The California Emergency Services Act and the Folsom Municipal Code empower the City Council to proclaim the existence or threatened existence of a local emergency when the City is affected or likely to be affected by a public calamity. The City Council shall proclaim termination of the local emergency at the earliest possible date that conditions warrant per Folsom Municipal Code Section 2.28.040(A).

## **ANALYSIS**

The Governor of the State of California proclaimed a State of Emergency in California as a result of the threat from the rapid spread of COVID-19 on March 4, 2020; that State of Emergency remains in effect. The Sacramento County Public Health Officer proclaimed a public health emergency in Sacramento County due to the threat to public health and safety from COVID-19 on March 5, 2020, and the Sacramento County Board of Supervisors ratified the County's Proclamation of Local Public Health Emergency on March 10, 2020. The County's emergency proclamation remains in effect as well. As of this writing, all of the cities within Sacramento County still have States of Emergency related to the COVID-19 pandemic in effect for their cities.

Folsom's State of Emergency also remains in effect. On the basis of the City Council declaration of a local emergency, the City's Director of Emergency Services (the City Manager) is empowered to make and issue rules and regulations on matters reasonably related to the protection of life, environment, and property as affected by such emergency, and that such emergency rules and regulations must be confirmed by the City Council at the earliest practicable opportunity. As such, consistent with Section 2.28.040(E)(1) of the Folsom Municipal Code, the City Manager executed seven Emergency Orders related to the COVID-19 emergency that were later ratified by a vote of the City Council. The staff reports and accompanying City Council resolutions ratifying those Emergency Orders are attached (Attachments 2-8). It should be noted that the Emergency Orders would be terminated simultaneously should the City Council choose to terminate the State of Emergency.

The City Manager and City Attorney will facilitate a discussion with the City Council as to Folsom's current State of Emergency related to the COVID-19 pandemic, the details of the related Emergency Orders, and possible strategies to codify portions of the Emergency Orders outside of a State of Emergency if that is the Council's desire and direction.

## **FINANCIAL IMPACT**

At this time, staff is not aware of any pending City financial reimbursement claims that are directly tied to or contingent on Folsom's current State of Emergency declaration. It remains to be seen if there would be a possible financial impact to terminating the State of Emergency in the future in terms of reimbursement eligibility. Termination or continuation of components of various Emergency Orders could have financial consequences, which staff can research and review in further detail as directed by the City Council.

## **ENVIRONMENTAL REVIEW**

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

**ATTACHMENTS**

1. Resolution No. 10408 – A Resolution of the City Council of the City of Folsom Proclaiming Existence of A Local Emergency
2. Resolution No. 10409 – A Resolution of the City Council Confirming Emergency Order DES-01-20 Issued by the Director of Emergency Services
3. Resolution No. 10411 – A Resolution of the City Council Confirming Emergency Order DES-02-20 Issued by the Director of Emergency Services
4. Resolution No. 10422 – A Resolution of the City Council Confirming Emergency Order DES-03-20 Issued by the Director of Emergency Services
5. Resolution No. 10433 – A Resolution of the City Council Confirming Emergency Order DES-04-20 Issued by the Director of Emergency Services
6. Resolution No. 10485 – A Resolution of the City Council Confirming Emergency Order DES-05-20 (Amended) Issued by the Director of Emergency Services
7. Resolution No. 10600 - A Resolution of the City Council Confirming Emergency Order DES-06-20 Issued by the Director of Emergency Services
8. Resolution No. 10678 - A Resolution of the City Council Confirming Emergency Order DES-07-20 Issued by the Director of Emergency Services

Submitted,

Elaine Andersen, City Manager

# ATTACHMENT 1



**RESOLUTION NO. 10408****A RESOLUTION OF THE CITY COUNCIL OF THE CITY OF FOLSOM  
PROCLAIMING EXISTENCE OF A LOCAL EMERGENCY**

WHEREAS, the Governor of the State of California proclaimed on March 4, 2020 a State of Emergency to exist in California as a result of the threat from the rapid spread of a respiratory illness caused by novel coronavirus 2019 (COVID-19); and

WHEREAS, Sacramento County has reported community transmission of COVID-19 in the County, with multiple cases of confirmed patients, and there is an ongoing risk and likelihood of additional COVID-19 positive patients being identified in Sacramento County; and

WHEREAS, on March 5, 2020, the Sacramento County Public Health Officer proclaimed a public health emergency in Sacramento County due to the threat to public health and safety from COVID-19; and

WHEREAS, the Sacramento County Board of Supervisors ratified the County's Proclamation of Local Public Health Emergency on March 10, 2020; and

WHEREAS, there is currently no vaccine or medical treatment specifically for COVID-19, which constitutes a potential epidemic under Section 8558 of the Government Code that, by reason of its magnitude, is potentially beyond the control of the services, personnel, equipment and facilities of the City of Folsom and requires the combined forces of a mutual aid region or regions to contain, control, combat, treat and mitigate; and

WHEREAS, for the past 10 days, the spread of COVID-19 has been escalating and could significantly, negatively and adversely impact the local Folsom economy due to the illness (or precautions taken to prevent or avoid contracting the illness) of those engaged in activities and businesses critical to the local economy; and

WHEREAS, the California Emergency Services Act empowers the City Council to proclaim the existence or threatened existence of a local emergency when the City is affected or likely to be affected by a public calamity; and

WHEREAS, the City Council has been requested by the City's Director of Emergency Services to proclaim the existence of a local emergency therein; and

WHEREAS, the City Council does hereby find that conditions of extreme peril to the safety of persons and property have arisen within the City of Folsom, caused by the rapid spread of COVID-19 in Sacramento County and throughout the State of California, commencing the 6<sup>th</sup> day of March, 2020, and that the aforesaid conditions of extreme peril warrant and necessitate the proclamation of the existence of a local emergency.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Folsom proclaiming the existence of a local emergency caused by the rapid spread of a respiratory illness known as novel coronavirus 2019 (COVID-19) since March 6, 2020, and that said local emergency continues to exist throughout the City of Folsom.

BE IT RESOLVED that during the existence of said local emergency the powers, functions and duties of the Director of Emergency Services and the emergency organization of this City shall be those prescribed by state law, by charter, ordinances and resolutions of the City of Folsom.

BE IT RESOLVED that said local emergency shall be deemed to continue to exist until its termination is proclaimed by the City Council of the City of Folsom.


PASSED AND ADOPTED this 16<sup>th</sup> day of March, 2020, by the following roll-call vote:

<b>AYES:</b>	Council Member(s):	Gaylord, Howell, Kozlowski, Sheldon, Aquino
<b>NOES:</b>	Council Member(s):	None
<b>ABSENT:</b>	Council Member(s):	None
<b>ABSTAIN:</b>	Council Member(s):	None



Sarah Aquino, MAYOR

ATTEST:



Christa Freemantle, CITY CLERK

## ATTACHMENT 2

**RESOLUTION NO. 10409****A RESOLUTION OF THE CITY COUNCIL CONFIRMING  
EMERGENCY ORDER DES-01-20 ISSUED BY THE  
DIRECTOR OF EMERGENCY SERVICES**

WHEREAS, the Governor of the State of California proclaimed on March 4, 2020 a State of Emergency to exist in California as a result of the threat from the rapid spread of a respiratory illness caused by novel coronavirus 2019 (COVID-19); and

WHEREAS, Sacramento County has confirmed community transmission of COVID-19, with multiple cases of diagnosed patients, and cautioned that the rapid transmission of COVID-19 poses an ongoing risk and likelihood of additional patients in Sacramento County; and

WHEREAS, on March 10, 2020 the Sacramento County Board of Supervisors ratified the County Public Health Officer's Proclamation of Local Public Health Emergency in Sacramento County due to the threat to public health and safety from COVID-19; and

WHEREAS, there is currently no vaccine or medical treatment specifically for COVID-19, which constitutes a potential epidemic under Section 8558 of the Government Code that, by reason of its magnitude, is potentially beyond the control of the services, personnel, equipment and facilities of the City of Folsom and requires the combined forces of a mutual aid region or regions to contain, control, combat, treat and mitigate; and

WHEREAS, on March 16, 2020, the City Council adopted Resolution No. 10408 and proclaimed the existence of a local emergency in the City of Folsom; and

WHEREAS, following the City Council proclamation of a local emergency, and based on the authority in Section 2.28.040 of the Folsom Municipal Code, the City's Director of Emergency Services issued rules and regulations in Emergency Order DES-01-20 in the interest of protecting life and property affected by the COVID-19 emergency; and

WHEREAS, rules and regulations issued by the City's Director of Emergency Services shall be confirmed by the City Council as early as practicable under the circumstances of the emergency.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Folsom that Emergency Order DES-01-20 is hereby confirmed, and all actions taken in furtherance thereto are hereby ratified and approved.


PASSED AND ADOPTED this 27<sup>th</sup> day of March, 2020, by the following roll-call vote:

<b>AYES:</b>	Council Member(s):	Gaylord, Howell, Kozlowski, Sheldon, Aquino
<b>NOES:</b>	Council Member(s):	None

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

  
Sarah Aquino, MAYOR

ATTEST:

  
Christa Freemantle, CITY CLERK





## EMERGENCY ORDER DES-01-20

Pursuant to the Proclamation of a State of Emergency by California Governor Gavin Newsom on March 4, 2020 in response to the rapid spread of the novel coronavirus (COVID-19), the Governor's Executive Orders (including but not limited to N-33-20), the Order of the Sacramento County Health Officer dated March 19, 2020, the City's Proclamation of a Local Emergency dated March 16, 2020, and Government Code Section 8634, I hereby issue the following Order:

1. All law enforcement officers under the command of the City of Folsom Chief of Police shall take all steps necessary to cause the dispersal and prevent the continuation of large outdoor gathering of people (over 10 individuals) in the City of Folsom, whether or not practicing social-distancing (maintain at least 6-feet from any other person), whenever the law enforcement officer on the scene has reason to believe the gathering endangers or is likely to endanger the health and safety of persons from the spread of COVID-19. Nothing in this Order prohibits the gathering of members of a household or living unit, or the gathering of people for the limited purposes expressly permitted in Section 10 of the Order of the Sacramento County Health Officer.
2. All non-essential permanent City employees designated by the Human Resources Department shall stay home from the date of this Order until March 31, 2020 and follow the State and Sacramento County's stay home orders. Said employees will be provided paid administrative leave through March 31, 2020 and are subject to work assignments as determined by their Department Director from time to time.
3. All permanent City employees performing essential services as determined by the Human Resources Department shall continue to report to their work locations and perform their duties.
4. Rental payments for rental or lease of City facilities under a formal written lease agreement or concessionaire agreement due and payable to the City shall be waived from the date of this Order to May 31, 2020.
5. The Contract Between the City of Folsom and the Sacramento Society for the Prevention of Cruelty to Animals for Shelter Services dated January 1, 2018 shall be modified per emergency request from the Sacramento SPCA as shown in Exhibit "A" attached to this Order, from the date of this Order to May 1, 2020.

Failure of any person to comply with this Order and any order issued by a law enforcement officer pursuant to this Order constitutes an imminent threat to public health.

This Order is not intended to, and does not, create any rights or benefits, substantive or procedural, enforceable at law or in equity, against the City of Folsom, its departments, officers, employees, or any other person.

If any provision of this Order to the application thereof to any person or circumstances is held to be invalid, the remainder of the Order, including the application of such part or provision to other persons or circumstances, shall not be affected and shall continue in full force and effect. To this end, the provisions of this Order are severable.

This Order shall be filed in the City Clerk's Office and given widespread publicity and notice.

**IT IS SO ORDERED:  
DES-01-20**

Date: March 20, 2020

By:           / signed /            
Elaine Andersen  
City Manager  
Director of Emergency Services

TIME RECEIVED

March 20, 2020 at 5:19:29 PM PDT

REMOTE CSID

9836450

DURATION

35

PAGES

1

STATUS

Received

03/29/2004 10:54 9836450

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PAGE 01

**Failure of any person to comply with this Order and any order issued by a law enforcement officer pursuant to this Order constitutes an imminent threat to public health.**

**This Order is not intended to, and does not, create any rights or benefits, substantive or procedural, enforceable at law or in equity, against the City of Folsom, its departments, officers, employees, or any other person.**

**If any provision of this Order to the application thereof to any person or circumstances is held to be invalid, the remainder of the Order, including the application of such part or provision to other persons or circumstances, shall not be affected and shall continue in full force and effect. To this end, the provisions of this Order are severable.**

**This Order shall be filed in the City Clerk's Office and given widespread publicity and notice.**

**IT IS SO ORDERED:**

**DES-01-20**

**Date: March 20, 2020**

**By: \_\_\_\_\_**



**Elaine Andersen  
City Manager  
Director of Emergency Services**

**EXHIBIT A**

The Contract Between the City of Folsom and the Sacramento Society for the Prevention of Cruelty to Animals for Shelter Services dated January 1, 2018 shall be amended for the period from March 20, 2020 to May 1, 2020 as follows:

- 1) The SSPCA will only intake stray animals from the Folsom Jurisdiction in need of advanced medical care, and those animals will be treated by the SSPCA medical staff and transferred to foster homes after 72 hours if no owner is found.
- 2) Healthy cats and kittens over the age of 8 weeks will not be accepted and must be returned to the neighborhood they were found and not brought into the SSPCA shelter unless medically necessary. SSPCA will continue to take unweaned animals.
- 3) If a cat or dog is deemed aggressive or "unadoptable" after it becomes medically stable, SSPCA may proceed with euthanasia if no owner is found after the five day holding period. Since the SSPCA will be closed to the public, this five-day period begins on the day of intake.
- 4) The SSPCA is willing to continue housing dogs under Bite Quarantine (BQ), if absolutely necessary. BQ in the home setting is preferred but SSPCA recognizes this is not always an option.
- 5) The SSPCA will remain available to house Protective Custody cases, should the need arise, with coordination between Folsom and the SSPCA. The SSPCA will require ALL behaviorally sound protective custody animals be eligible for off-site foster care through SSPCA approved foster homes.
- 6) If an animal owner comes to reclaim their pet in SSPCA's care, and the boarding fees serve as a barrier for the owner to reclaim their pet, SSPCA will waive the boarding fees they charge to Folsom and, in exchange, Folsom will waive collection of said boarding fees from the pet owner.

/// NOTHING FOLLOWS ///

## ATTACHMENT 3



**RESOLUTION NO. 10411****A RESOLUTION OF THE CITY COUNCIL CONFIRMING  
EMERGENCY ORDER DES-02-20 ISSUED BY THE  
DIRECTOR OF EMERGENCY SERVICES**

WHEREAS, the Governor of the State of California proclaimed on March 4, 2020 a State of Emergency to exist in California as a result of the threat from the rapid spread of a respiratory illness caused by novel coronavirus 2019 (COVID-19); and

WHEREAS, Sacramento County has confirmed community transmission of COVID-19, with multiple cases of diagnosed patients, and cautioned that the rapid transmission of COVID-19 poses an ongoing risk and likelihood of additional patients in Sacramento County; and

WHEREAS, on March 10, 2020 the Sacramento County Board of Supervisors ratified the County Public Health Officer's Proclamation of Local Public Health Emergency in Sacramento County due to the threat to public health and safety from COVID-19; and

WHEREAS, there is currently no vaccine or medical treatment specifically for COVID-19, which constitutes a potential epidemic under Section 8558 of the Government Code that, by reason of its magnitude, is potentially beyond the control of the services, personnel, equipment and facilities of the City of Folsom and requires the combined forces of a mutual aid region or regions to contain, control, combat, treat and mitigate; and

WHEREAS, on March 16, 2020, the City Council adopted Resolution No. 10408 and proclaimed the existence of a local emergency in the City of Folsom; and

WHEREAS, following the City Council proclamation of a local emergency, and based on the authority in Section 2.28.040 of the Folsom Municipal Code, the City's Director of Emergency Services issued Emergency Order DES-01-20 on March 20, 2020, which was confirmed by the City Council on March 27, 2020; and

WHEREAS, in the interest of protecting life and property affected by the COVID-19 emergency, the City's Director of Emergency Services issued further rules and regulations in Emergency Order DES-02-20 on April 1, 2020; and

WHEREAS, rules and regulations issued by the City's Director of Emergency Services shall be confirmed by the City Council as early as practicable under the circumstances of the emergency.

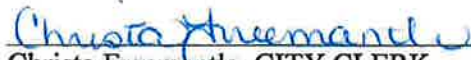
NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Folsom that Emergency Order DES-02-20 is hereby confirmed, and all actions taken in furtherance thereto are hereby ratified and approved.

PASSED AND ADOPTED this 14<sup>th</sup> day of April, 2020, by the following roll-call vote:

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

  
\_\_\_\_\_  
Sarah Aquino, MAYOR

**ATTEST:**

  
\_\_\_\_\_  
Christa Freemantle, CITY CLERK



## **EMERGENCY ORDER DES-02-20**

Pursuant to the Proclamation of a State of Emergency by California Governor Gavin Newsom on March 4, 2020 in response to the rapid spread of the novel coronavirus (COVID-19), the Governor's Executive Orders (including but not limited to N-33-20), the Order of the Sacramento County Health Officer dated March 19, 2020, the City's Proclamation of a Local Emergency dated March 16, 2020, the Families First Coronavirus Response Act (H.R. 6201) and Government Code Section 8634, I hereby issue the following Order:

1. In the interest of limiting the spread of COVID-19 and protecting the life, health and safety of Folsom residents, City facilities listed on Exhibit "A" attached to this Order are closed and shall remain closed until further notice.
2. As of April 1, 2020 and until notice is given to return to their normal and customary duty location, all non-essential permanent City employees designated by the Human Resources Department shall stay home and be subject to work assignments as determined by their department director from time to time. Decisions to remain at home or return to duty will be made as needed. If not working, non-essential permanent City employees will be able to access the Emergency Leave Benefit ("ELB"- see Section 4 below).
3. All permanent City employees performing essential services as determined by the Human Resources Department shall continue to report to their work locations and perform their duties.
4. Effective April 1, 2020, Emergency Leave Benefit described in Exhibit "B" attached hereto shall be implemented on a temporary basis for permanent full-time and permanent part-time non-public safety City employees, if eligible. Temporary ELB provided herein is not in addition to any emergency leave benefit which the City Council may approve from time to time during the COVID-19 public health emergency, shall terminate without recourse or accrual upon any action by the City Council approving emergency leave benefit for City employees, and any usage of the ELB leave benefit from April 1, 2020 shall be counted toward any emergency leave benefit ultimately approved by the City Council.

Failure of any person to comply with this Order and any order issued by a law enforcement officer pursuant to this Order constitutes an imminent threat to public health.

This Order is not intended to, and does not, create any rights or benefits, substantive or procedural, enforceable at law or in equity, against the City of Folsom, its departments, officers, employees, or any other person.

If any provision of this Order to the application thereof to any person or circumstances is held to be invalid, the remainder of the Order, including the application of such part or provision to other persons or circumstances, shall not be affected and shall continue in full force and effect. To this end, the provisions of this Order are severable.

This Order shall be filed in the City Clerk's Office and given widespread publicity and notice.

**IT IS SO ORDERED:  
DES-02-20**

Date: April 1, 2020

By:   
Elaine Andersen  
City Manager  
Director of Emergency Services

EXHIBIT A

[CLOSURE OF CITY FACILITIES UNTIL FURTHER NOTICE]

- Folsom Public Library
- Steve Miklos Aquatic Center
- Folsom Art Center and the Gallery at 48 Natoma
- Folsom Senior Center
- Andy Morin Sports Complex
- Folsom City Zoo Sanctuary
- Folsom Community Center
- Rotary Clubhouse
- Athletic fields, including but not limited to Lembi, Livermore, Econome, Kemp, Catlin, Davies, Ed Mitchell, Briggs, Rodeo, Handy Family, McFarland, Mann, Nisenan, Cohn, and Sheldon parks
- Basketball courts
- Ball walls
- Bocce ball courts
- FIDO Field Dog Park
- Library book return (no overdue fees will accrue during temporary library closure)
- Pickleball courts
- Playgrounds and play equipment
- Tennis courts
- Volleyball courts
- B.T. Collins Disc Golf Course

## EXHIBIT B

## [Emergency Leave Benefit]

The Emergency Leave Benefit (ELB) is intended to satisfy the benefit requirements of the federal Public Health Emergency Leave Act (the Act) and the federal Emergency Paid Sick Leave Act (EPSLA).

Effective April 1, 2020, the City shall provide non-public safety permanent full-time and permanent part-time City employees with up to 512 hours of paid time off in the form of ELB for absences due to the inability to work or telework because of COVID-19 related conditions or other reasons as specified in the EPSLA and the Act.

This temporary emergency leave benefit is being provided to (1) help ease the economic stress caused by the COVID-19 pandemic, (2) meet the requirements of EPSLA and (3) meet the requirements of the Act.

The following terms shall apply:

- A. Eligible employees shall mean all non-public safety permanent full-time and permanent part-time City employees as of March 31, 2020, or hired in the period of April 1, 2020 through December 31, 2020.
- B. Five Hundred and Twelve (512) hours of temporary ELB (hours to be prorated for permanent part-time positions) shall be granted to each eligible employee, not 80 as provided by the EPSLA and 400 as provided by the Act.
- C. ELB shall be paid based on 100% of the employee's regular pay (just as compensation is paid to employees when using annual leave), not on the lower amounts and caps as specified by the EPSLA and the Act.
- D. Employees shall be entitled to utilize ELB for absences due to the inability to work or telework because of COVID-19 related conditions or other reasons as specified in the EPSLA and the Act, before they can be required to utilize any other paid leave benefit provided by the City.
- E. Employees shall be available during their normal and customary work schedule to perform work assignments as determined by their department director.
- F. Employees who wish to be on vacation or are sick or injured for non-COVID-19 reasons shall use their annual or sick leave rather than ELB.
- G. ELB shall run concurrently with FMLA Public Health Emergency Leave. An employee may choose to use ELB during the first 10 days of FMLA Public Health Emergency Leave which is, by law, unpaid.
- H. Employees may use ELB from April 1, 2020 through December 31, 2020 for absences due to the inability to work or telework because of COVID-19 related conditions or other reasons specified in the EPSLA and the Act.
- I. Unused ELB shall not carry over beyond December 31, 2020.



- J. There is no cash-out value to any ELB time.
- K. There is no use of any unused ELB at the time of separation of employment or beyond December 31, 2020.
- L. ELB cannot be donated as catastrophic leave or transferred to another employee for any reason.
- M. Use of ELB will count towards use of FMLA leave but any FMLA leave prior to April 1, 2020 will not reduce the amount of ELB.

The City retains the right to determine "essential services and duties", to make work assignments, to determine if an employee can work at home or must come in to the job location, to telework, to schedule working hours, and whether or not employees are working full-time or part-time.

/// NOTHING FOLLOWS ///

# ATTACHMENT 4

**RESOLUTION NO. 10422****A RESOLUTION OF THE CITY COUNCIL CONFIRMING  
EMERGENCY ORDER DES-03-20 ISSUED BY THE  
DIRECTOR OF EMERGENCY SERVICES**

WHEREAS, the Governor of the State of California proclaimed on March 4, 2020 a State of Emergency to exist in California as a result of the threat from the rapid spread of a respiratory illness caused by novel coronavirus 2019 (COVID-19); and

WHEREAS, Sacramento County has confirmed community transmission of COVID-19, with multiple cases of diagnosed patients, and cautioned that the rapid transmission of COVID-19 poses an ongoing risk and likelihood of additional patients in Sacramento County; and

WHEREAS, on March 10, 2020 the Sacramento County Board of Supervisors ratified the County Public Health Officer's Proclamation of Local Public Health Emergency in Sacramento County due to the threat to public health and safety from COVID-19; and

WHEREAS, there is currently no vaccine or medical treatment specifically for COVID-19, which constitutes a potential epidemic under Section 8558 of the Government Code that, by reason of its magnitude, is potentially beyond the control of the services, personnel, equipment and facilities of the City of Folsom and requires the combined forces of a mutual aid region or regions to contain, control, combat, treat and mitigate; and

WHEREAS, on March 16, 2020, the City Council adopted Resolution No. 10408 and proclaimed the existence of a local emergency in the City of Folsom; and

WHEREAS, following the City Council proclamation of a local emergency, and based on the authority in Section 2.28.040 of the Folsom Municipal Code, the City's Director of Emergency Services issued Emergency Order DES-01-20 on March 20, 2020 (confirmed by the City Council on March 27, 2020) and Emergency Order DES-02-20 on April 1, 2020 (confirmed by the City Council on April 14, 2020); and

WHEREAS, in the interest of protecting life and property affected by the COVID-19 emergency, the City's Director of Emergency Services issued further rules and regulations in Emergency Order DES-03-20 on April 10, 2020; and

WHEREAS, rules and regulations issued by the City's Director of Emergency Services shall be confirmed by the City Council as early as practicable under the circumstances of the emergency.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Folsom that Emergency Order DES-03-20 is hereby confirmed, and all actions taken in furtherance thereto are hereby ratified and approved.

PASSED AND ADOPTED this 28<sup>th</sup> day of April, 2020, by the following roll-call vote:

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

  
\_\_\_\_\_  
Sarah Aquino, MAYOR

ATTEST:

  
\_\_\_\_\_  
Christa Freemantle, CITY CLERK



## EMERGENCY ORDER DES-03-20

Pursuant to the Proclamation of a State of Emergency by California Governor Gavin Newsom on March 4, 2020 in response to the rapid spread of the novel coronavirus (COVID-19), the Governor's Executive Orders (including but not limited to N-33-20), the Order of the Sacramento County Health Officer dated March 19, 2020, the City's Proclamation of a Local Emergency dated March 16, 2020, the Order of the Sacramento County Health Officer dated April 7, 2020, and Government Code Section 8634, I hereby issue the following Order:

1. Section 10.20.280 of the Folsom Municipal Code (pertaining to the 72-hour parking limitation of recreational vehicles (RV) on City streets) is suspended from April 8, 2020 until further notice for First Responders defined in subsection "A" below, subject to full compliance of the rules set forth in subsection "B". Failure to comply with all rules shall cause immediate lifting of the suspension and subject violators to fines and penalties in Chapter 10.20 of the Folsom Municipal Code.

A. For purpose of this Section, "First Responders" are individuals necessary for the provision of transport, care, and healthcare of medical patients, and individuals whose services are needed to assist with the response to COVID-19 including law enforcement officers, fire fighters, emergency medical services personnel, public health personnel, paramedics, 911 operators, public works personnel, as long as they meet the threshold requirement of providing services necessary to limit the spread of COVID-19. Individuals not listed above shall remain subject to Section 10.20.280 of the Folsom Municipal Code, unless written exemption is issued by the City Manager at her sole and complete discretion.

B. First Responder shall:

- (i) Notify Code Enforcement of RV parking on City street by calling (916) 461-6227 or emailing [ppiccardo@folsom.ca.us](mailto:ppiccardo@folsom.ca.us);
- (ii) Provide verification of First Responder status (e.g., hospital-issued identification badge/card for healthcare professionals) to Code Enforcement;
- (iii) Maintain First Responder status throughout the period of receiving the benefit provided in this Order;

- (iv) Place City-issued exemption permit on the front windshield or entry door of the RV so that the permit is visible from the outside;
- (v) Assure that the RV is only used and occupied by the First Responder and that no other person may stay or remain in the RV other than to provide food, groceries, medicine, medical care and household supplies; and
- (vi) Comply with all laws and regulations, including but not limited to the City's noise ordinance in Chapter 8.42 of the Folsom Municipal Code.

2. Effective from the date of this Order until termination of the local emergency, non-public safety City employees must maintain six-foot social distancing while at work. It is also strongly recommended that when City employees are engaged in Essential Activities or visiting Essential Businesses in the community that they wear face coverings over their nose and mouth. The face coverings do not have to be (and should not be) medical-grade surgical masks or N95 respirators, but rather, fabric coverings such as scarves, bandanas or homemade fabric face coverings. Each permanent City employee may obtain one fabric face covering from their Department Director at no cost.

3. Visitors to City facilities are strongly encouraged to wear face coverings over their nose and mouth. This is a strong recommendation and not a mandatory requirement at this time.

Failure of any person to comply with this Order and any order issued by a law enforcement officer pursuant to this Order constitutes an imminent threat to public health.

This Order is not intended to, and does not, create any rights or benefits, substantive or procedural, enforceable at law or in equity, against the City of Folsom, its departments, officers, employees, or any other person.

If any provision of this Order to the application thereof to any person or circumstances is held to be invalid, the remainder of the Order, including the application of such part or provision to other persons or circumstances, shall not be affected and shall continue in full force and effect. To this end, the provisions of this Order are severable.

This Order shall be filed in the City Clerk's Office and given widespread publicity and notice.

**IT IS SO ORDERED:  
DES-03-20**

Date: April 10, 2020

By:   
 Elaine Andersen  
 City Manager  
 Director of Emergency Services



## ATTACHMENT 5

**RESOLUTION NO. 10433****A RESOLUTION OF THE CITY COUNCIL CONFIRMING  
EMERGENCY ORDER DES-04-20 ISSUED BY THE  
DIRECTOR OF EMERGENCY SERVICES**

WHEREAS, the Governor of the State of California proclaimed on March 4, 2020 a State of Emergency to exist in California as a result of the threat from the rapid spread of a respiratory illness caused by novel coronavirus 2019 (COVID-19); and

WHEREAS, Sacramento County has confirmed community transmission of COVID-19, with multiple cases of diagnosed patients, and cautioned that the rapid transmission of COVID-19 poses an ongoing risk and likelihood of additional patients in Sacramento County; and

WHEREAS, on March 10, 2020 the Sacramento County Board of Supervisors ratified the County Public Health Officer's Proclamation of Local Public Health Emergency in Sacramento County due to the threat to public health and safety from COVID-19; and

WHEREAS, there is currently no vaccine or medical treatment specifically for COVID-19, which constitutes a potential epidemic under Section 8558 of the Government Code that, by reason of its magnitude, is potentially beyond the control of the services, personnel, equipment and facilities of the City of Folsom and requires the combined forces of a mutual aid region or regions to contain, control, combat, treat and mitigate; and

WHEREAS, on March 16, 2020, the City Council adopted Resolution No. 10408 and proclaimed the existence of a local emergency in the City of Folsom; and

WHEREAS, following the City Council proclamation of a local emergency, and based on the authority in Section 2.28.040 of the Folsom Municipal Code, the City's Director of Emergency Services issued Emergency Order DES-01-20 on March 20, 2020 (confirmed by the City Council on March 27, 2020), Emergency Order DES-02-20 on April 1, 2020 (confirmed by the City Council on April 14, 2020), and Emergency Order DES-03-20 on April 10, 2020 (confirmed by the City Council on April 28, 2020); and

WHEREAS, in the interest of protecting life and property affected by the COVID-19 emergency, the City's Director of Emergency Services issued further rules and regulations in Emergency Order DES-04-20 on May 1, 2020; and

WHEREAS, rules and regulations issued by the City's Director of Emergency Services shall be confirmed by the City Council as early as practicable under the circumstances of the emergency.

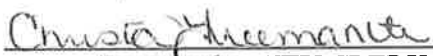
NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Folsom that Emergency Order DES-04-20 is hereby confirmed, and all actions taken in furtherance thereto are hereby ratified and approved.

PASSED AND ADOPTED this 12<sup>th</sup> day of May, 2020, by the following roll-call vote:

<b>AYES:</b>	Council Member(s):	Gaylord, Howell, Kozlowski, Sheldon, Aquino
<b>NOES:</b>	Council Member(s):	None
<b>ABSENT:</b>	Council Member(s):	None
<b>ABSTAIN:</b>	Council Member(s):	None

  
\_\_\_\_\_  
Sarah Aquino, MAYOR

ATTEST:

  
\_\_\_\_\_  
Christa Freeman, CITY CLERK



## EMERGENCY ORDER DES-04-20

Pursuant to the Proclamation of a State of Emergency by California Governor Gavin Newsom on March 4, 2020 in response to the rapid spread of the novel coronavirus (COVID-19), the Governor's Executive Orders (including but not limited to N-33-20), the City's Proclamation of a Local Emergency dated March 16, 2020, and the Orders of the Sacramento County Health Officer dated March 19, 2020, April 7, 2020 and May 1, 2020, and Government Code Section 8634, I hereby issue the following Order:

1. In the interest of balancing the public's needs for greater recreational opportunities and the City's efforts to contain and limit the spread of COVID-19 for the protection of life, health and safety of Folsom residents, City facilities listed on Exhibit "A" attached to this Order are re-opened from 11:59 pm on the date of this Order subject to the following requirements:

- A. Six-foot social distancing must be maintained at all times (except for people in the same household). Failure to practice social distancing may result in the suspension or loss of privilege to use the facilities, as well as closure of the facilities.
- B. It is strongly encouraged that privately-owned sports equipment (e.g., balls, rackets, etc.) brought to City facilities be disinfected by the owner before visiting City facility and after each use.
- C. Cloth face coverings or masks are required to enter the Andy Morin Sports Complex. Users must bring their own sports equipment (sanitized before and after use) as none will be provided by the City at this time.
- D. Masks or cloth face coverings are strongly advised if you feel the six-foot distancing between you and others might accidentally be encroached while recreating.
- E. Those recreating at City parks and using park amenities are strongly encouraged to take personal responsibility for sanitizing equipment and structures before and after use.
- F. Users of City facilities and those accessing essential services are strongly encouraged to wear face coverings over their nose and mouth (except for people with medical conditions that preclude wearing facial coverings), and wash hands with soap and water for at least 20 seconds after each visit. This is a strong recommendation and not a mandatory requirement at this time. The face coverings do not have to be (and should not be)

medical-grade surgical masks or N95 respirators, but rather, fabric coverings such as scarves, bandanas or homemade fabric face coverings.

2. Section 5.09.020 of the Folsom Municipal Code limiting the numbers and frequency of garage sales is suspended until termination of the local emergency. Six-foot social distancing must be maintained at all times, except for people in the same household.
3. Provided that the home occupation complies with all operational criteria in Section 17.61.070 of the Folsom Municipal Code, Sections 17.61.030, 17.61.050, and 17.61.060 of the Folsom Municipal Code pertaining to the permitting, business license requirement, and fees for home occupations are suspended until termination of the local emergency.
4. Until termination of the local emergency, City-owned non-ADA public parking spaces may be used temporarily for curbside pick-up of food from restaurants, as well as curbside pick-up of retail goods and merchandise from Essential Businesses (as defined in the latest Sacramento County Health Order), subject to the following requirements:
  - A. Businesses desiring to use public parking spaces for curbside pick-up and delivery shall submit a request, with photographs, drawing or depiction of the proposed location and layout, and obtain a temporary permit from the Community Development Department.
  - B. Temporary signage may be placed at the curb to designate the use of public parking spaces for pick-up and delivery purposes.
  - C. The City reserves the right to determine on a case-by-case basis the suitability and appropriateness of the public parking spaces requested by the businesses.
  - D. The use of City-owned public parking spaces shall not interfere with vehicular and pedestrian traffic, or access under the Americans with Disabilities Act.
  - E. No permanent item or structure may be installed on City-owned public parking spaces.
  - F. No real property right is provided, given, or otherwise conveyed to any person or entity using City-owned public parking spaces as provided herein. Any such use shall cease upon termination of the local emergency, and the permittee shall return City-owned public parking spaces to the condition existing at the time of permit issuance.
5. Once retailers and businesses other than Essential Businesses are permitted by the Sacramento County Health Officer to resume operation (not just to maintain "Minimum Basic Operations" as defined in the latest Sacramento County Health Order), City-owned non-ADA public parking spaces may be used temporarily for curbside pick-up of retail goods and merchandise until termination of the local emergency, subject to the requirements in Section 4 above.

6. Once sit-down dining is permitted by the Sacramento County Health Officer, certain City-owned public properties may be used temporarily for outdoor dining until termination of the local emergency, subject to the following requirements:

- A. Restaurants desiring to use public property for outdoor dining shall submit a request, with photographs, drawing or depiction of the proposed location and layout, and obtain a temporary permit from the Community Development Department.
- B. Temporary signage may be placed at the curb to designate the use of public property for outdoor dining.
- C. The City reserves the right to determine on a case-by-case basis the suitability and appropriateness of the public property requested by the restaurant for outdoor dining.
- D. The use of City property shall not interfere with vehicular and pedestrian traffic, or access under the Americans with Disabilities Act.
- E. No permanent item or structure may be installed on City property.
- F. Temporary fencing not exceeding 3 feet tall shall be placed in a safe manner around the outdoor dining area.
- G. Dining tables shall be placed in a manner that observe six-foot social distance between groups of customers. Customers in the same household dining together are counted as one group and are exempt from this requirement while sitting at the same table(s).
- H. Restaurants shall comply with all applicable State and County laws and regulations pertaining to outdoor dining (including but not limited to sale and consumption of alcoholic beverages) under this provision.
- I. No real property right is provided, given, or otherwise conveyed to any person or entity using public property for outdoor dining purpose. Any such use permitted hereunder shall cease upon termination of the local emergency, and the permittee shall return public property to the condition existing at the time of permit issuance.

7. The amount of the differential for local contract preferences provided for in Section 2.36.100(I) of the Folsom Municipal Code is hereby increased to 25% until termination of the local emergency.

8. To the extent feasible and appropriate based on project type and location, public works activities (including construction and maintenance) occurring in the public rights-of-way shall be



performed outside of normal business hours in order to minimize disruption to commercial and business operations.

9. The provisions in the Folsom Municipal Code limiting temporary signage such as, for example, A-frame, window signs or banner signs, for business advertisement and promotion are suspended until termination of the local emergency, provided that such signs do not block, impede or otherwise interfere with the public rights-of-way and the safe travel of vehicles and pedestrians.

10. The provisions in the Folsom Municipal Code and any Conditional Use Permit limiting or restricting the hours of delivery of goods and supplies to businesses are hereby suspended until termination of the local emergency.

11. Temporary waiver of rental payments for rental or lease of City facilities under a formal written lease agreement or concessionaire agreement due and payable to the City, as described in Emergency Order DES-01-20, shall be extended until termination of the local emergency.

12. Temporary modification to the Contract between the City of Folsom and the Sacramento Society for the Prevention of Cruelty to Animals for Shelter Services dated January 1, 2018, as described in Emergency Order DES-01-20, shall be extended until termination of the local emergency.

Failure of any person to comply with this Order and any order issued by a law enforcement officer pursuant to this Order constitutes an imminent threat to public health.

This Order is not intended to, and does not, create any rights or benefits, substantive or procedural, enforceable at law or in equity, against the City of Folsom, its departments, officers, employees, or any other person.

If any provision of this Order to the application thereof to any person or circumstances is held to be invalid, the remainder of the Order, including the application of such part or provision to other persons or circumstances, shall not be affected and shall continue in full force and effect. To this end, the provisions of this Order are severable.

This Order shall be filed in the City Clerk's Office and given widespread publicity and notice.

**IT IS SO ORDERED:  
DES-04-20**

Date: May 1, 2020

By:   
Elaine Andersen  
City Manager  
Director of Emergency Services

EXHIBIT A

[RE-OPENING OF CITY FACILITIES]

● **Andy Morin Sports Complex. Masks or cloth face coverings required to enter facility. Only non-contact sports or recreational activities are authorized.**

● **Athletic fields, including but not limited to Lembi, Livermore, Econome, Kemp, Catlin, Davies, Ed Mitchell, Briggs, Rodeo, Handy Family, McFarland, Mann, Nisenan, Cohn, and Sheldon parks. Only non-contact sports or recreational activities are authorized. Drop-in play only, no organized league practices or games authorized.**

- Ball walls
- Bocce ball courts
- FIDO Field Dog Park
- Pickleball courts
- Playgrounds and play equipment
- Tennis courts
- Volleyball courts
- B.T. Collins Disc Golf Course
- Skate park
- Bike park

## ATTACHMENT 6

**RESOLUTION NO. 10485****A RESOLUTION OF THE CITY COUNCIL CONFIRMING  
EMERGENCY ORDER DES-05-20 (AMENDED) ISSUED BY THE  
DIRECTOR OF EMERGENCY SERVICES**

WHEREAS, the Governor of the State of California proclaimed on March 4, 2020 a State of Emergency to exist in California as a result of the threat from the rapid spread of a respiratory illness caused by novel coronavirus 2019 (COVID-19); and

WHEREAS, Sacramento County has confirmed community transmission of COVID-19, with multiple cases of diagnosed patients, and cautioned that the rapid transmission of COVID-19 poses an ongoing risk and likelihood of additional patients in Sacramento County; and

WHEREAS, on March 10, 2020 the Sacramento County Board of Supervisors ratified the County Public Health Officer's Proclamation of Local Public Health Emergency in Sacramento County due to the threat to public health and safety from COVID-19; and

WHEREAS, there is currently no vaccine or medical treatment specifically for COVID-19, which constitutes a potential epidemic under Section 8558 of the Government Code that, by reason of its magnitude, is potentially beyond the control of the services, personnel, equipment and facilities of the City of Folsom and requires the combined forces of a mutual aid region or regions to contain, control, combat, treat and mitigate; and

WHEREAS, on March 16, 2020, the City Council adopted Resolution No. 10408 and proclaimed the existence of a local emergency in the City of Folsom; and

WHEREAS, following the City Council proclamation of a local emergency, and based on the authority in Section 2.28.040 of the Folsom Municipal Code, the City's Director of Emergency Services issued Emergency Order DES-01-20 on March 20, 2020 (confirmed by the City Council on March 27, 2020), Emergency Order DES-02-20 on April 1, 2020 (confirmed by the City Council on April 14, 2020), Emergency Order DES-03-20 on April 10, 2020 (confirmed by the City Council on April 28, 2020), and Emergency Order DES-04-20 on May 1, 2020 (confirmed by the City Council on May 12, 2020); and

WHEREAS, in the interest of protecting life and property affected by the COVID-19 emergency, the City's Director of Emergency Services issued further rules and regulations in Emergency Order DES-05-20 on June 29, 2020; and

WHEREAS, upon consultation with the Sacramento County Department of Health Services, Emergency Order DES-05-20 was amended on July 2, 2020 to remove validation requirement for the public entering into City facilities claiming exemption from the statewide mask mandate due to medical reasons that prevent the wearing of a mask or face covering, as well as to order the closure of the City Public Library and the Andy Morin Sports Complex due to the State and Sacramento County Health Officer's directions and strong recommendation to

avoid all indoor in-person activities in the interest of limiting the spread of COVID-19 and protecting the life, health and safety of Folsom residents.

WHEREAS, rules and regulations issued by the City's Director of Emergency Services shall be confirmed by the City Council as early as practicable under the circumstances of the emergency.

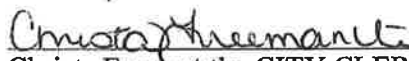
NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Folsom that Emergency Order DES-05-20 (Amended) is hereby confirmed, and all actions taken in furtherance thereto are hereby ratified and approved.

PASSED AND ADOPTED this 14<sup>th</sup> day of July, 2020, by the following roll-call vote:

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

  
\_\_\_\_\_  
Sarah Aquino, MAYOR

ATTEST:

  
\_\_\_\_\_  
Christa Freemantle, CITY CLERK



## **AMENDED EMERGENCY ORDER DES-05-20**

Pursuant to the Proclamation of a State of Emergency by California Governor Gavin Newsom on March 4, 2020 in response to the rapid spread of the novel coronavirus (COVID-19), the Governor's Executive Orders (including but not limited to N-33-20), the City's Proclamation of a Local Emergency dated March 16, 2020, and the Orders of the Sacramento County Health Officer dated March 19, 2020, April 7, 2020, May 1, 2020, May 22, 2020, May 26, 2020, June 12, 2020, and June 19, 2020, and Government Code Section 8634, I hereby issue the following Order:

1. This Emergency Order DES-05-20 (Amended) replaces and supersedes Emergency Order DES-05-20 dated June 29, 2020.
2. Under Emergency Order DES-02-20 issued on April 1, 2020, non-essential permanent City employees designated by the Human Resources Department were directed to stay home, and the decision for those employees to return to duty have been made as needed on a case-by-case basis. All permanent City employees performing essential services continued to report to their normal and customary duty stations and work locations.
3. All non-essential permanent City employees previously directed to stay home under Emergency Order DES-02-20 are directed to return to their full-time work schedule effective July 1, 2020.
4. Returning to work full-time, however, does not mean that all employees must return to working on-site at their regular work location. While the COVID-19 public health emergency remains in effect, the City supports continuing with work from home, staggered shifts, and partial work at home days to limit the number of employees physically at work; however, such schedules must be approved in advance by the employee's Department Director.
5. Until termination of the local emergency, City employees (both essential and non-essential) reporting to City facilities must follow and comply with the COVID-19 Prescreening Protocol attached hereto as Exhibit "A" prior to shift. Time spent going through the COVID-19 Prescreening Protocol shall be counted as compensable work time for the employee.
6. City employees are encouraged not to report to work if they are sick or do not feel well. Employees will be directed to return home and seek medical attention if they show signs and



symptoms of COVID-19 exposure, or if their body temperature exceeds 100.5 degrees Fahrenheit.

7. Until termination of the local emergency, City-hired contractors and consultants coming to City facilities shall be subject to the COVID-19 Prescreening Protocol (Exhibit "A") prior to meeting with City employees. As an infectious disease mitigation measure to protect the health, safety and welfare of City employees and the public, no contract amendment or change order for additional time or compensation will be made for going through the COVID-19 Prescreening Protocol.

8. City-hired contractors and consultants are encouraged not to visit City facilities if they are sick or do not feel well. Those individuals will be directed to leave City facility and seek medical attention if they show signs and symptoms of COVID-19 exposure, or if their body temperature exceeds 100.5 degrees Fahrenheit.

9. As directed in email to all City Employees dated June 18, 2020:

- A. Members of the public entering any indoor City facility must wear a mask or face covering unless exempt from the statewide mask mandate.
- B. Every City employee must wear a mask or face covering when entering a City building *whether or not it's open to the public*. In other words, the moment the employee reaches for the handle of the door to enter the building (whether it's a public entrance or an employee-only entrance), the employee must put on a mask or face covering.
- C. Employee may remove mask/face covering ONLY upon reaching the employee's cubicle, office, or workspace, AND there is no one around less than six feet away.
- D. Employee must wear mask or face covering whenever leaving personal workspace, or whenever another person enters the employee's workspace who might come within six feet of the employee. This includes walking through hallways, visiting common areas, using elevators, and/or visiting the restroom (*again, even if those spaces are not open to the public*).
- E. Employee must wear mask or face covering at all times in areas accessible by the public, *whether or not members of the public are present*.
- F. Employees working outside City facilities must carry a mask or face covering, and shall put it on immediately if a person is approaching who is likely to come within six feet of the employee.
- G. Employees exempt from the statewide mask mandate shall notify Human Resources Department and provide supporting documentation from the employee's treating physician.

10. Due to the State and Sacramento County Health Officer's directions and strong recommendation to avoid all indoor in-person activities in the interest of limiting the spread of COVID-19 and protecting the life, health and safety of Folsom residents, the City Public Library and the Andy Morin Sports Complex are hereby closed effective from the date of this Order until further notice. Outdoor curbside and pick-up library services may be provided.

Failure of any person to comply with this Order and any order issued by a law enforcement officer pursuant to this Order constitutes an imminent threat to public health.

This Order is not intended to, and does not, create any rights or benefits, substantive or procedural, enforceable at law or in equity, against the City of Folsom, its departments, officers, employees, or any other person.

If any provision of this Order to the application thereof to any person or circumstances is held to be invalid, the remainder of the Order, including the application of such part or provision to other persons or circumstances, shall not be affected and shall continue in full force and effect. To this end, the provisions of this Order are severable.

This Order shall be filed in the City Clerk's Office and given widespread publicity and notice.

**IT IS SO ORDERED:  
DES-05-20 (AMENDED)**

Date: July 2, 2020

By: \_\_\_\_\_



Elaine Andersen  
City Manager  
Director of Emergency Services

## EXHIBIT A

## [COVID-19 SCREENING PROTOCOL]

## Supervisor's Daily COVID-19 Prescreening

Supervisor (or designee approved by the department director) has employee check in prior to shift. Keeping proper 6-foot distancing when possible and **both wearing a face mask**, supervisor should ask employee health questions and administer temperature check. If employee passes this prescreening, supervisor should have employee sanitize hands before starting work. If employee does not pass the prescreening, he or she should be sent home and supervisor should notify Human Resources. Supervisor must update a report log recording prescreening completion each day.

### Health Questions

1. Have you had at least two of the following symptoms in the last 24 hours?
  - a. Fever, cough, shortness of breath or difficulty breathing, chills, repeated shaking with chills, muscle aches (general malaise or fatigue), headache, sore throat, or new loss of taste or smell?
2. Have you or anyone in your household with whom you are currently living had:
  - a. a fever in the last 24 hours?
  - b. been told by a medical provider to stay at home due to COVID-19 symptoms?



- The  symbol indicates the Forehead temperature mode. The  symbol indicates the Object temperature mode.

## Temperature Check

1. Pick up thermometer and press button to turn it on; make sure it is in **forehead mode**, hold the thermometer ½ - 1 inch away from employee's forehead and then press and release the measure button. The forehead temperature will be displayed on the screen.
  - a. If the reading is between 97.5 and 99.0, one reading is sufficient. If the reading is outside of that range, a second reading should be conducted.
  - b. If the second reading is between 97 and 100 degrees and within 0.3 degrees of the first, it is accepted. If it is more than 0.3 degrees different from the first reading, a third reading should be taken.
  - c. If employee has a temperature reading above 99.5 degrees but below 100.5 degrees tell them to monitor how they are feeling and get rechecked in 4 hours.
  - d. If employee has a **temperature at or above 100.5 degrees they should be told to leave the building and go home**, monitor their symptoms, and contact their healthcare provider.

### QUICK GUIDE

1. Part hair
2. Wipe sweat
3. Point at the center (1-3cm)



To avoid a false positive reading, if employee arrives at work after physical exercise or on a "hot" day, or when there is a significant change from outside to inside temperatures, advise employee to wait 5 minutes before screening.

## Sanitize Hands

Have employee disinfectant hands before leaving area. Have the employee use a paper towel to pick up the spritzer and sanitize their hands.

## Log Daily Report

Notify Human Resources immediately should any employee fail the health screen or temperature check and needed to be sent home.

Update Health Screen Report Log listing all employees in your group. Clearly check by each employee's name that they completed the health questionnaire, the temperature check, and the hand sanitizing. Make sure today's date is indicated.

## Decision Making

1. If an employee answers "yes" to any of the above questions you should tell the employee to go home, further monitor symptoms, and contact a healthcare provider on when it is appropriate to return to work.
2. If employee has a **temperature at or above 100.5 degrees, they should be told to leave the building and go home**, monitor their symptoms, and contact their healthcare provider.

## Return to Work Guidelines

The City is following the current recommendations of the CDC and/or the treating health care provider for employees to return to work:

### **If you develop COVID-19 symptoms:**

- If you have had COVID-19 symptoms that have resolved, and your health care provider clears you in writing, you may return to work.
- If you have not had a test or a health provider's clearance, you can return after these three things have happened: You have had no fever for at least 3 days AND other symptoms have improved AND at least 10 days have passed since your symptoms first appeared.
- If are tested for COVID-19, you can return if you have no fever, symptoms have improved, and you receive two negative test results in a row, at least 24 hours apart.

### **If a person in your household tests positive:**

- Anyone who has close contact with someone with COVID-19 should stay home for 14 days after exposure based on the time it takes to develop illness.

**Failure to Take Screening**

If an employee refuses to take any part of the screening, remind them that it is an official policy of the City, and that failure to comply with it is a violation and subject to discipline. Further, they are not cleared for work and will either use their Annual Leave or be on Administrative Leave without Pay until in compliance.



## ATTACHMENT 7

**RESOLUTION NO. 10600****A RESOLUTION OF THE CITY COUNCIL CONFIRMING  
EMERGENCY ORDER DES-06-20 ISSUED BY THE  
DIRECTOR OF EMERGENCY SERVICES**

**WHEREAS**, the Governor of the State of California proclaimed on March 4, 2020 a State of Emergency to exist in California as a result of the threat from the rapid spread of a respiratory illness caused by novel coronavirus 2019 (COVID-19); and

**WHEREAS**, Sacramento County has confirmed community transmission of COVID-19, with multiple cases of diagnosed patients, and cautioned that the rapid transmission of COVID-19 poses an ongoing risk and likelihood of additional patients in Sacramento County; and

**WHEREAS**, on March 10, 2020 the Sacramento County Board of Supervisors ratified the County Public Health Officer's Proclamation of Local Public Health Emergency in Sacramento County due to the threat to public health and safety from COVID-19; and

**WHEREAS**, on March 16, 2020, the City Council adopted Resolution No. 10408 and proclaimed the existence of a local emergency in the City of Folsom; and

**WHEREAS**, following the City Council proclamation of a local emergency, and based on the authority in Section 2.28.040 of the Folsom Municipal Code, the City's Director of Emergency Services issued Emergency Order DES-01-20 on March 20, 2020 (confirmed by the City Council on March 27, 2020), Emergency Order DES-02-20 on April 1, 2020 (confirmed by the City Council on April 14, 2020), Emergency Order DES-03-20 on April 10, 2020 (confirmed by the City Council on April 28, 2020), Emergency Order DES-04-20 on May 1, 2020 (confirmed by the City Council on May 12, 2020), and Emergency Order DES-05-20 (Amended) on July 2, 2020 (confirmed by the City Council on July 14, 2020); and

**WHEREAS**, during the COVID-19 public health emergency, Sacramento County Health Officer Order dated March 3, 2021 allows removal of homeless encampments on public property that pose a public safety hazard as designed by local orders; and

**WHEREAS**, consistent with, and pursuant to, Sacramento County Health Officer Order dated March 3, 2021, the City's Director of Emergency Services issued further rules and regulations in Emergency Order DES-06-20 on March 8, 2021 for the purpose of protecting the public's health, life and safety by preventing the start and spread of wildfire to surrounding residential homes and structures; and

**WHEREAS**, rules and regulations issued by the City's Director of Emergency Services shall be confirmed by the City Council as early as practicable under the circumstances of the emergency.

**NOW, THEREFORE, BE IT RESOLVED** by the City Council of the City of Folsom that Emergency Order DES-06-20 is hereby confirmed, and all actions taken in furtherance thereto are hereby ratified and approved.

**PASSED AND ADOPTED** this 23<sup>rd</sup> day of March 2021, by the following roll-call vote:

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

  
 \_\_\_\_\_  
 Michael D. Kozlowski, MAYOR

**ATTEST:**

  
 \_\_\_\_\_  
 Christa Freemantle, CITY CLERK



## EMERGENCY ORDER DES-06-20

Pursuant to the Proclamation of a State of Emergency by California Governor Gavin Newsom on March 4, 2020 in response to the rapid spread of the novel coronavirus (COVID-19), the Governor's Executive Orders (including but not limited to N-33-20), the City's Proclamation of a Local Emergency dated March 16, 2020, the most recent Order of the Sacramento County Health Officer dated March 3, 2021, and Government Code Section 8634, I hereby issue the following Order:

1. The open space areas in the City of Folsom identified in Exhibit A attached hereto are subject to weed abatement and ladder-fuel clearing for the purpose of protecting the public's health, life and safety by preventing the start and spread of wildfire to surrounding residential homes and structures, based on the following:

- A. Sacramento County Health Officer Order dated March 3, 2021 allows removal of homeless encampments on public property that pose a public safety hazard as designed by local orders.
- B. The City has a vast number of open space areas that require annual and periodic weed abatement and ladder-fuel clearing to prevent the start and spread of wildfire to surrounding residential homes and structures, and some individuals experiencing homelessness live unsheltered in those open space areas.
- C. Combustible materials such as butane canisters, propane, lighter fluid, matches, lighters, charcoal, wood briquettes, smoking materials, candles, heat lamps, heaters, paper, paper boxes and containers have been found, observed, and discarded in homeless encampments in the City's open space areas.
- D. Over the past year, the Folsom Fire Department responded to at least seven open space vegetation fires in the City associated with, or directly attributed to, homeless encampments. All these fires had significant potential for spreading, property destruction and potential loss of life due to dense vegetation, terrain, and closeness to residential neighborhoods, and some required multi-jurisdictional responses to aggressively attack, contain, and extinguish with large and coordinated firefighting efforts.
- E. Wildfires pose a significant life and safety danger to residents and homeless individuals alike, thus for purpose of protecting the public's health, life, and safety, weed abatement

and ladder fuel reduction in the City's open space areas are necessary and require temporary cleaning and clearing of the homeless encampments in those areas.

2. Temporary abatement of homeless encampments under this Emergency Order shall follow the City's standard noticing protocol to individuals experiencing homelessness in the identified areas so that homeless individuals can collect and safeguard their personal belongings, and the items they no longer need or want can be discarded in City-supplied refuse containers.

Failure of any person to comply with this Order and any order issued by a law enforcement officer pursuant to this Order constitutes an imminent threat to public health.

This Order is not intended to, and does not, create any rights or benefits, substantive or procedural, enforceable at law or in equity, against the City of Folsom, its departments, officers, employees, or any other person.

If any provision of this Order to the application thereof to any person or circumstances is held to be invalid, the remainder of the Order, including the application of such part or provision to other persons or circumstances, shall not be affected and shall continue in full force and effect. To this end, the provisions of this Order are severable.

This Order shall be filed in the City Clerk's Office and given widespread publicity and notice.

**IT IS SO ORDERED:**

**DES-06-20**

Date: March 8, 2021

By: \_\_\_\_\_

  
Elaine Andersen  
City Manager  
Director of Emergency Services

EXHIBIT A  
[SEE ATTACHED]





Ladder fuel work													
Phase	FFD Hazard Rating	Number of risk factors	L&L Location	District	Total Acres	Linear feet of fence/road	Acres of Fuel ladder to be completed	CDFW	Months to work	APN	Lat, Long	Adjacent Structures L&L	Width of defensible space
1	1	6	Sibley to Lembi Park	Folsom Heights	15.57	6723	10.8	Y	01Oct-14Feb	071-1050-051-0000 071-1780-021-0000 071-1730-019-0000 071-0330-079-0000	38.663505, -121.168065	51	30-80 ft wide
1	1	5	Arterial trail from Fort Rock to Temperance River Ct	ARCN	12.3	7500	12	N	Any	227-0030-067-0000 227-0470-036-0000 227-0470-032-0000 227-0410-040-0000 227-0420-024-0000 227-0430-025-0000 227-0460-071-0000	38.707083, -121.187656	94	80 ft wide
1	1	5	Iron Pt to Catherine	Broadstone 3	2.85	1145	1.8	Y	01Oct-14Feb	072-2060-017-0000	38.648611, -121.108892	6	40 ft wide
1	1	5	Serpa to Toburry	Broadstone 3	3	1262	2	Y	01Oct-14Feb	072-2760-011-0000	38.650655, -121.107551	9	35-38 ft wide
1	1	5	Catherine to Serpa/Sitoun	Broadstone 3	2.85	3581	1.6	N	Any	072-2760-029-0000	38.653957, -121.113119	8	40 ft wide
1	1	5	Listowel to Broadstone Phwy	Broadstone 3	10.11	3485	5.6	Y	01Oct-14Feb	072-0770-148-0000	38.657476, -121.111284	19	40-100 ft wide
1	1	5	Toburry to North boundary	Broadstone 3	4.02	1677	2.7	Y	01Oct-14Feb	072-2760-030-0000	38.65203, -121.105802	11	70-150 ft wide
1	1	5	Humburg creek from Oak Ave to Willow Bend Park	Parks	35.08	12035	19.3	Y	01Oct-14Feb	071-1290-009-0000 071-1260-021-0000	38.677134, -121.126946	52	30-70 ft wide
1	1	5	Willow Creek from Oak Ave to Silberhorn/Broder circle	Parks	53.18	13175	21.1	Y	01Oct-14Feb	071-0050-051-0000 071-1260-031-0000	38.671271, -121.126774	86	80-70 ft wide
1	1	5	Amos Catlin SE corner	Parks	8.77	1455	2.3	Y	01Oct-14Feb	072-1550-955-0000 078-1180-012-0000	38.652807, -121.154841	13	30-70 ft wide
1	1	4	Flat Rock and Alpine Falls	ARCN	3.46	1185	1.9	Y	01Oct-14Feb	227-0090-065-0000	38.71181, -121.187402	6	30-80ft wide
1	1	4	Hinkle Creek Nature area	Parks	48.41	11460	18.4	Y	01Oct-14Feb	213-0060-026-0000 213-0060-024-0000 213-0060-023-0000	38.691079, -121.182865	116	30 ft near roads, 80-100 ft near houses
1	2	3	City Hall complex from PD to lower roads	Parks	30	2160	3.5	N	Any	071-0010-014-0000	38.684605, -121.166181	10	30-150 ft wide
1	1	5	Catlin North	Parks	23.03	6100	9.8	N	Any	072-1410-032-0000 072-1180-005-0000 072-1720-002-0000 072-1790-011-0000	38.656511, -121.159147	41	30-70 ft wide
<b>Year 1 total</b>					<b>232.63</b>	<b>72943</b>	<b>112.8</b>						
2	1	4	BT Collins open spaces East of park	Parks	22.51	7190	11.5	N	Any	071-0850-010-0000 071-0850-021-0000 071-0800-026-0000	38.683935, -121.132868	90	30-50 ft wide
2	1	4	Blue Ravine and Riley	Prairie Oaks Ranch	4.18	2060	3.3	Y	01Oct-14Feb	072-1710-030-0000	38.660786, -121.156027	11	30-70 ft wide
2	1	4	Duncan to Keyler	Prairie Oaks Ranch	8.29	3964	6.4	Y	01Oct-14Feb	072-1710-035-0000 072-1710-031-0000	38.657988, -121.155829	49	up to 425 ft wide
2	1	4	Riley to Hall	Prairie Oaks Ranch	6.96	4255	6.8	Y	01Oct-14Feb	072-1180-023-0000	38.659132, -121.151004	34	30-50 ft near houses
2	1	4	Between Russi and Hall	Prairie Oaks Ranch	0.91	814	0.91	Y	01Oct-14Feb	072-1890-010-0000	38.656652, -121.154064	4	30-40 ft
2	1	4	Hall to McGuire Ct	Prairie Oaks Ranch	2.69	1704	2.69	Y	01Oct-14Feb	072-1390-011-0000	38.65679, -121.152621	19	up to 160ft wide
2	1	4	Grover to Hansen Cir	Prairie Oaks Ranch	4.07	1680	2.7	Y	01Oct-14Feb	072-1890-038-0000 072-1170-012-0000	38.652186, -121.153205	25	50-100 ft wide
2	1	4	Hansen Cir to Willow Springs trail	Prairie Oaks Ranch	3.6	1439	2.3	Y	01Oct-14Feb	072-1880-019-0000	38.652844, -121.151113	14	30-70 ft wide
2	1	4	Willow Springs trail head at Iron Pt	Willow Springs	1.73	1565	1.73	N	Any	072-0020-026-0000	38.650094, -121.152612	10	140 ft total width with structures on each side
2	1	4	BT Collins open spaces West of park	Parks	12.26	7850	12	N	Any	071-0630-018-0000 071-0490-021-0000 071-0600-001-0000 071-0640-067-0000 071-0610-014-0000 071-0040-087-0000 071-0040-086-0000	38.683248, -121.143747	74	50 ft average with one area out to 250 ft wide



2	1	4	West of Rodeo Park	Parks	4.3	2743	4	N	Any	070-0120-021-0000 070-0120-034-0000 070-0120-043-0000 070-0370-022-0000	38.680208, -121.169851
2	1	4	Between Heaton Way and Tecota Way	Parks	7.26	2922	4.7	N	Any	072-0270-084-0000	38.661604, -121.142953
2	2	5	Willow Hill reservoir and surrounding open spaces	Parks	21.1	6781	10.9	Y	01Oct-14Feb	072-2780-080-0000 072-2780-074-0000 072-2780-073-0000 072-2780-072-0000	38.645165, -121.153639
2	2	3	Natomia, Briggs Ranch, Fohorn lake crossing	Parks	6.56	875	1.4	N	Any	071-0080-095-0000	38.693423, -121.147996
2	2	3	Broadstone Pkwy East of Vista Del Lago		19.24	1675	2.7	Y	01Oct-14Feb	072-1170-149-0000 072-1170-151-0000	38.653008, -121.101519
2	2	3	Humbog creek from Riley to Cummings park	Parks	64.33	18199	29.2	Y	01Oct-14Feb	071-0320-110-0000 071-0080-128-0000	38.673432, -121.145271
2	1	3	Alabaster point	ARCN	9.38	4280	6.9	N	Any	227-0550-002-0000 227-0090-064-0000	38.712542, -121.190875
2	2	3	Willow Creek From Riley to E Bldwell	Parks	14.55	7953	12.7	Y	01Oct-14Feb	072-1480-013-0000 072-1480-014-0000 072-1470-019-0000 072-0980-029-0000	38.665642, -121.150249
2	1	3	Temperance River Ct	ARCN	7.94	2535	4.1	Y	01Oct-14Feb	227-0090-066-0000	38.712889, -121.187839
<b>Year 2 Total</b>					<b>221.86</b>	<b>80484</b>	<b>126.93</b>				
3	1	4	Haverhill to Halidon along tennis club	Broadstone 1&2	3.83	3207	3.83	Y	01Oct-14Feb	072-1190-088-0000	38.649751, -121.135017
3	1	4	Bundrick to Blough	Broadstone 1&2	2.3	2245	2.3	Y	01Oct-14Feb	072-1190-017-0000	38.650907, -121.130907
3	1	4	Clarkville to Rundgren way	Broadstone 1&2	2.5	2475	2.5	Y	01Oct-14Feb	072-1190-016-0000	38.651242, -121.128461
3	1	4	Blough to Iron Pt.	Broadstone 1&2	5	4107	5	Y	01Oct-14Feb	072-1540-053-0000	38.647119, -121.131852
2	1	4	Rosberry to Iron pt	Broadstone 1&2	2	2375	2	Y	01Oct-14Feb	072-1190-044-0000	38.646768, -121.129577
3	2	2	Goodell Rd	Briggs Ranch	5.81	2274	3.7	Y	01Oct-14Feb	071-1020-026-0000	38.686254, -121.131201
3	2	3	Drainage area Bentley Square East	Broadstone 1&2	1.27	590	1	Y	01Oct-14Feb	072-1610-054-0000	38.663147, -121.136558
3	2	3	Drainage area Bentley Square West	Broadstone 1&2	1.37	400	0.6	Y	01Oct-14Feb	072-1670-302-0000	38.665543, -121.142263
3	2	3	Drainage area at Blue Ravine and Turnpike	Natomia Station	4.4	1250	2	Y	01Oct-14Feb	072-1330-001-0000	38.655299, -121.171798
3	2	2	Duncan water retention pond	Prarie Oaks Ranch	0.53	650	0.53	Y	01Oct-14Feb	072-1710-015-0000	38.660401, -121.155373
3	2	2	Russl water retention pond	Prarie Oaks Ranch	1.02	895	1	Y	01Oct-14Feb	072-1710-034-0000	38.658822, -121.154648
3	2	2	Riley water retention pond	Prarie Oaks Ranch	0.2	375	0.2	Y	01Oct-14Feb	072-1440-036-0000	38.660242, -121.152841
3	2	2	Grower water retention pond	Prarie Oaks Ranch	0.38	615	0.38	Y	01Oct-14Feb	072-1380-057-0000	38.652655, -121.153989
3			West side of John Kemp Park	Parks	11.7	1440	2.1	Y	01Oct-14Feb	072-1190-123-0000	38.65398, -121.134499
3			Doc Covotes trail area	Parks	9.9	3410	5.5	Y	01Oct-14Feb	069-0250-002-0000	38.65205, -121.182533
3			Ponds SE of Iron Pt and Buckingham	Parks	8.23	2700	4.1	Y	01Oct-14Feb	072-1190-144-0000	38.643901, -121.144499
3			SE of Iron Pt Circle	Parks	1.26	610	1	Y	01Oct-14Feb	072-1190-120-0000	38.643599, -121.141796
3	2	2	Parkshore outer limits	Parks	44.01	12406	19.9	Y	01Oct-14Feb	071-0020-085-0000 071-0020-086-0000 071-0010-057-0000 072-0010-058-0000 072-0010-059-0000	38.660129, -121.179861
3			JPA from Blue Ravine to Natomia Station Drive	Parks	5.28	3955	5.28	N	Any	072-0850-012-0000 072-0850-016-0000 072-0840-020-0000	38.649377, -121.183434
3	2	2	Between Lembi Park and Station 35	Parks	12.59	690	1.1	Y	01Oct-14Feb	071-0320-079-0000 071-0320-078-0000 071-0690-006-0000 071-1800-096-0000	38.668105, -121.164132
3	2	2	Marsh Hawk south of pond	Parks	12.12	2585	4.2	Y	01Oct-14Feb	072-1820-001-0000 072-1820-019-0000	38.651299, -121.144413
3	2	2	SW side Nilsman Park	Parks	33	4274	6.9	Y	01Oct-14Feb	072-1170-143-0000	38.661319, -121.105424
3	3	1	2 lots on Black Powder Circle	Los Cerrros	0.52	1065	0.52	Y	01Oct-14Feb	072-0980-019-0000 072-0980-004-0000	38.666278, -121.148506 38.664502, -121.149981

Acres of Fuel ladder to be completed	Acres of Fuel ladder to be completed
Parks Phase 2	L&L Phase 2
89.1	37.83

- 15 30-100 ft wide
- 28 70 ft near homes
- 102 up to 270 ft wide
- 6 up to 150 ft wide
- 14 50-70 ft wide
- 300 up to 200 ft wide
- 24 Entire lots due to power towers, trails, road frontage, roughly 300ft wide
- 98 up to 200 ft wide
- 16 Soft along homes, 10 ft from trail, 30 ft from road
- 13 20-50 ft wide
- 34 50 ft wide
- 32 30-50 ft wide
- 27 30-80 ft wide
- 21 30-80 ft wide
- 22 30-80 ft wide
- 5 30-45 ft wide
- 6 30-50 ft wide
- 15 30-100 ft wide
- 3 100 ft wide
- 10 entire lot outside of high water mark
- 9 entire lot inside fence
- 3 100 ft wide
- 50 30-100 ft wide
- 70 30-80 ft wide
- 20 30-100 ft wide
- 173 30-100 ft wide
- 100 entire lot between rail tracks and property boundaries 30-50 ft
- 28 80 ft wide
- 8 30-80 ft wide
- 20 30-100 ft wide
- 8 Entire lots 100 ft wide



## ATTACHMENT 8

**RESOLUTION NO. 10678****A RESOLUTION OF THE CITY COUNCIL CONFIRMING  
EMERGENCY ORDER DES-07-20 ISSUED BY THE  
DIRECTOR OF EMERGENCY SERVICES**

**WHEREAS**, the Governor of the State of California proclaimed on March 4, 2020 a State of Emergency to exist in California as a result of the threat from the rapid spread of a respiratory illness caused by novel coronavirus 2019 (COVID-19); and

**WHEREAS**, Sacramento County has documented community transmission of COVID-19, with multiple cases of diagnosed patients and fatalities, and the County Health Officer has cautioned that the rapid transmission of COVID-19 poses an ongoing risk and likelihood of additional patients in Sacramento County; and

**WHEREAS**, on March 10, 2020 the Sacramento County Board of Supervisors ratified the County Public Health Officer's Proclamation of Local Public Health Emergency in Sacramento County due to the threat to public health and safety from COVID-19; and

**WHEREAS**, on March 16, 2020, the City Council adopted Resolution No. 10408 and proclaimed the existence of a local emergency in the City of Folsom; and

**WHEREAS**, following the City Council proclamation of a local emergency, and based on the authority in Section 2.28.040 of the Folsom Municipal Code, the City's Director of Emergency Services issued Emergency Orders that temporarily waived rental payments for rental or lease of City facilities under a formal written lease agreement or concessionaire agreement until termination of the local emergency; and

**WHEREAS**, as of June 15, 2021, Governor Newsom terminated the executive orders that put into place the stay home order and the Blueprint for a Safer Economy, and lifted the COVID-19 restrictions pertaining to physical distancing, capacity limits on businesses, and the County tier system, resulting in an increase of business activities; and

**WHEREAS**, the City's Director of Emergency Services issued Emergency Order DES-07-20 on August 5, 2021 to resume collection of payments for rental or lease of City facilities starting September 1, 2021; and

**WHEREAS**, rules and regulations issued by the City's Director of Emergency Services shall be confirmed by the City Council as early as practicable under the circumstances of the emergency.

**NOW, THEREFORE, BE IT RESOLVED** by the City Council of the City of Folsom that Emergency Order DES-07-20 is hereby confirmed, and all actions taken in furtherance thereto are hereby ratified and approved.



**PASSED AND ADOPTED** this 24<sup>th</sup> day of August 2021, by the following roll-call vote:

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

**NOES:** Councilmember(s): None

**ABSENT:** Councilmember(s): None

**ABSTAIN:** Councilmember(s): None

  
\_\_\_\_\_  
Michael D. Kozlowski, MAYOR

**ATTEST:**

  
\_\_\_\_\_  
Christa Freemantle, CITY CLERK



## EMERGENCY ORDER DES-07-20

Pursuant to the Proclamation of a State of Emergency by California Governor Gavin Newsom on March 4, 2020 in response to the rapid spread of the novel coronavirus (COVID-19), the Governor's Executive Orders (including but not limited to N-33-20), the City's Proclamation of a Local Emergency dated March 16, 2020, and Government Code Section 8634, I hereby issue the following Order:

1. Section 11 of Emergency Order DES-040-20 dated May 1, 2020 is hereby modified as follows:

Temporary waiver of rental payments for rental or lease of City facilities under a formal written lease agreement or concessionaire agreement due and payable to the City, as described in Emergency Order DES-01-20, shall be extended until August 31, 2021. Contractual obligations to make rental and lease payments resume September 1, 2021, and the payments are due and payable on the due date specified in the written rental, lease, or concessionaire agreement.

Failure of any person to comply with this Order and any order issued by a law enforcement officer pursuant to this Order constitutes an imminent threat to public health.

This Order is not intended to, and does not, create any rights or benefits, substantive or procedural, enforceable at law or in equity, against the City of Folsom, its departments, officers, employees, or any other person.

If any provision of this Order to the application thereof to any person or circumstances is held to be invalid, the remainder of the Order, including the application of such part or provision to other persons or circumstances, shall not be affected and shall continue in full force and effect. To this end, the provisions of this Order are severable.

This Order shall be filed in the City Clerk's Office and given widespread publicity and notice.

IT IS SO ORDERED:  
DES-07-20

Date: August 5, 2021

By:   
Elaine Andersen  
City Manager  
Director of Emergency Services