



CITY OF
FOLSOM
DISTINCTIVE BY NATURE

Agenda

City Council Regular Meeting – Amended Agenda

City Council Chambers | 50 Natoma Street, Folsom CA 95630

October 26, 2021

6:30 PM

Welcome to Your City Council Meeting

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

Participation

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


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

Reasonable Accommodations

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

How to Watch

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

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

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



CITY OF
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City Council Regular Meeting – Amended Agenda

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

Tuesday, October 26, 2021 6:30 PM

Mike Kozlowski, Mayor

Sarah Aquino, Vice Mayor
Kerri Howell, Councilmember

YK Chalamcherla, Councilmember
Rosario Rodriguez, Councilmember

REGULAR CITY COUNCIL AGENDA

Pursuant to Assembly Bill 361 and the Governor’s proclamation of a State of Emergency due to the coronavirus (COVID-19) public health emergency, the Folsom City Council, staff, and members of the public may participate in this meeting via teleconference.

Members of the public wishing to participate in this meeting via teleconference may email CityClerkDept@folsom.ca.us no later than thirty minutes before the meeting to obtain call-in information. Each meeting may have different call-in information. Verbal comments via teleconference must adhere to the principles of the three-minute speaking time permitted for in-person public comment at City Council meetings.

Amended Agenda – Adding Item No’s 16 and 17

CALL TO ORDER

ROLL CALL:

Councilmembers: Rodriguez, Aquino, Chalamcherla, Howell, Kozlowski

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

PLEDGE OF ALLEGIANCE

AGENDA UPDATE

BUSINESS FROM THE FLOOR:

Members of the public are entitled to address the City Council concerning any item within the Folsom City Council's subject matter jurisdiction. Public comments are limited to no more than three

minutes. Except for certain specific exceptions, the City Council is prohibited from discussing or taking action on any item not appearing on the posted agenda.

SCHEDULED PRESENTATIONS (see additional Scheduled Presentation item at end of agenda):

1. Folsom Plan Area Quarterly Report

CONSENT CALENDAR:

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

2. Approval of October 12, 2021 Regular Meeting Minutes
3. Appointment of At-large Utility Commissioner
4. Regional Early Action Planning Grant Contracts
 - i. Resolution No. 10716 - A Resolution Authorizing the City Manager to Execute a Professional Services Agreement with Opticos for the Multi-Family and Residential Mixed-Use Design, Density, and Market Feasibility Analysis
 - ii. Resolution No. 10717 - A Resolution Authorizing the City Manager to Execute a Professional Services Agreement with Ascent Environmental, Inc. for Implementation of Housing Element Program H-2
5. Resolution No. 10727 – A Resolution Authorizing the City Manager to Execute an Agreement with Cisco Capital Leasing to Purchase Network Routers
6. Resolution No. 10728 - A Resolution Authorizing Submission of Folsom Transportation Development Act Claim for Pedestrian and Bicycle Facilities Fiscal Year 2021-22 to the Sacramento Area Council of Governments
7. Resolution No. 10729 - A Resolution Authorizing the City Manager to Execute Amendment No. 1 to the Contract with RRM Design Group for Additional Structural Engineering Design Work for the Trail Connections Project (Contract No. 173-21 21-001) and Appropriation of Funds
8. Resolution No. 10730 - A Resolution Authorizing the City Manager to Execute Program Supplement Agreements to Administering Agency-State Agreement 03-5288S21
9. Resolution No. 10732 – A Resolution Authorizing the City Manager to Execute an Amendment to the Memorandum of Understanding Agreement (Contract No. 174-21 20-062) with the Capital Southeast Connector Joint Powers Authority for the Scott Road Realignment Project and Appropriation of Funds
10. Resolution No. 10733 – A Resolution Authorizing the City Manager to Execute a Construction Change Order with VSS International, Inc. for the Pavement Resurfacing Project Fiscal Year 2020-21, Project No. 8017
11. Resolution No. 10734 - A Resolution Authorizing the City Manager to Execute Contract Amendment No. 1 with WEST Consultants, Inc. (Contract No. 174-21 19-038) for the Weather Station Project Phase II, Project No. PW1703
12. Resolution No. 10735 - A Resolution Authorizing the City Manager to Execute a Subdivision Improvement Agreement and Accept Offers of Dedication for the Russell Ranch Phase 3B Subdivision, and Approval of the Final Map for the Russell Ranch Phase 3B Subdivision
13. Resolution No. 10736 - A Resolution Authorizing the City Manager to Execute a Construction Agreement with Sierra National Construction, Inc. for the On-Call Concrete and Asphalt Maintenance Services Project and Appropriation of Funds

14. Resolution No. 10737 – A Resolution of the City Council Making Findings to Continue Teleconferencing Options for Public Meetings Under AB 361

PUBLIC HEARING:

15. Mangini Ranch Phase 1C South –North of White Rock Road, South of Mangini Parkway, and westerly of Savannah Parkway in the Folsom Plan Area Specific Plan. (PN 21-001)

i. Resolution No. 10731 - A Resolution to Approve a Small Lot Vesting Tentative Subdivision Map, Minor Administrative Modifications, Planned Development Permit and Design Review to Allow 115 Residential Units and Approval of Street Names for the Mangini Ranch 1C South Project

SCHEDULED PRESENTATIONS (continued from earlier section)

16. PG&E Overhead Transmission Lines Vegetation Management and Tree Removal and Direction to Staff

OLD BUSINESS:

17. Update on Online Mapping Tools for By-District Election Under the California Voting Rights Act

CITY MANAGER REPORTS:

COUNCIL COMMENTS:

ADJOURNMENT

The City Council's next regular meeting is scheduled for November 9, 2021.

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

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

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

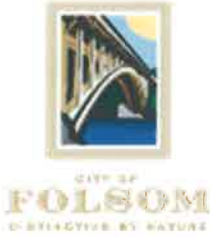
PERSONS INTERESTED IN PROPOSING AN ITEM FOR THE CITY COUNCIL AGENDA SHOULD CONTACT A MEMBER OF THE CITY COUNCIL.

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

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

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

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Folsom City Council Staff Report

MEETING DATE:	10/26/2021
AGENDA SECTION:	Scheduled Presentations
SUBJECT:	Folsom Plan Area Quarterly Report
FROM:	Community Development Department

RECOMMENDATION / CITY COUNCIL ACTION

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

BACKGROUND / ISSUE

Community Development staff will provide an update on the planning, engineering and building activity in the Folsom Plan Area south of Highway 50 during the third quarter of 2021.

Submitted,

Pam Johns, Community Development Director

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City Council Regular Meeting

MINUTES

Tuesday, October 12, 2021 6:30 PM

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

CALL TO ORDER

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

ROLL CALL:

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

Councilmembers Absent: Mike Kozlowski, Mayor

Participating Staff: City Manager Elaine Andersen
City Attorney Steve Wang
Deputy City Clerk Lydia Konopka
Communications Director Christine Brainerd
Revenue Services Supervisor Elizabeth Hanna
Community Development Director Pam Johns
Senior Park Planner Brad Nelson

PLEDGE OF ALLEGIANCE

The Pledge of Allegiance was recited.

AGENDA UPDATE

Deputy City Clerk Lydia Konopka announced that items 4, 5, 6 and 15 had amended staff reports and item 15 had additional information.

BUSINESS FROM THE FLOOR:

None

SCHEDULED PRESENTATIONS

1. Presentation of 2021 Community Service Day Results

Communications Director Christine Brainerd made a presentation.

2. Utility Billing – Property Owner Accounts

Revenue Services Supervisor Elizabeth Hanna made a presentation and responded to questions from the City Council.

CONSENT CALENDAR:

3. Approval of September 14, 2021 Special and Regular Meeting Minutes
4. Approval of September 28, 2021 Special and Regular Meeting Minutes (**as amended**)
5. **pulled for discussion**
6. Resolution No. 10714 - A Resolution Authorizing the City Manager to Execute Amendment No. 1 to the Agreement with H.B. Restoration Inc. for On-Call Painting Services (**as amended**)
7. Resolution No. 10715 - A Resolution Approving an Appropriation in Fiscal Year 2021-22 for a Replacement Rototiller
8. Resolution No. 10718 – A Resolution Authorizing the City Manager to Execute a Subdivision Improvement Agreement and Accept Offers of Dedication for the Mangini Ranch Phase 2 Village No. 1 Subdivision, and Approval of the Final Map for the Mangini Ranch Phase 2 Village No. 1 Subdivision
9. Resolution No. 10720 – A Resolution Authorizing the City Manager to Execute a Subdivision Improvement Agreement and Accept Offers of Dedication for the Mangini Ranch Phase 2 Village No. 2 Subdivision, and Approval of the Final Map for the Mangini Ranch Phase 2 Village No. 2 Subdivision
10. **pulled for discussion**
11. Resolution No. 10723 – A Resolution Authorizing the Public Works Department to Install All-Way Stop Sign Control at the Intersection of Iron Point Road and Dry Creek Road
12. Resolution No. 10724 – A Resolution Authorizing the City Manager to Execute an Agreement with Pape Machinery to Purchase One Wheel Loader Tractor
13. Resolution No. 10725 – A Resolution Rescinding and Replacing Resolution No. 10671 and Authorizing the City Manager to Execute an Agreement with Western Truck Parts and Equipment Company, LLC. to Purchase Six Solid Waste Collection Vehicles

- 14. Resolution No. 10726 - A Resolution Amending the Change Order Amounts of Resolution No. 10679 and Resolution No. 10692 for the Neighborhood Sidewalk Replacement Fiscal Year 2020-21 Project No. PW1801

Motion by Councilmember Rosario Rodriguez, second by Councilmember Kerri Howell to approve Consent Calendar items 3-4, 6-9, 10-14.

Motion carried with the following roll call vote:

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

CONSENT CALENDAR ITEMS PULLED FOR DISCUSSION

- 5. Resolution No. 10713 - A Resolution Authorizing the City Manager to Execute an Agreement with Black & Veatch Corporation for an Evaluation and Review of the Environmental Protection Agency’s 2021 Lead and Copper Rule Revisions and Identifying Compliance Requirements for the City and Appropriation of Funds

Councilmember Kerri Howell explained that she pulled this item in order to recuse herself because Black & Veatch Corporation is a client of hers.

Motion by Councilmember Rosario Rodriuez, second by Councilmember YK Chalamcherla to approve Resolution No. 10713 as amended.

Motion carried with the following roll call vote:

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

- 10. Resolution No. 10721 - A Resolution of the City Council of the City of Folsom Authorizing the Community Development Department to Increase the Existing Maximum Grant Amounts for the Seniors Helping Seniors Program and Update the Guidelines

Councilmember YK Chalamcherla explained that he pulled this item for clarification. Community Development Director Pam Johns responded to questions.

Motion by Councilmember YK Chalamcherla, second by Councilmember Rosario Rodriguez to approve Resolution No. 10721.

Motion carried with the following roll call vote:

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

PUBLIC HEARING:

15. Public Hearing No. 2 Under the California Voting Rights Act Regarding the Composition of the City's Voting Districts Pursuant to Elections Code Section 10010

Vice Mayor Sarah Aquino commented regarding Scott Rafferty's email to the City Council.

City Attorney Steve Wang introduced the item. Consultant Doug Yoakam from NDC made a presentation and responded to questions from the City Council.

The public hearing was opened at 7:28 p.m. The following speakers addressed the City Council:

1. Muriel Brounstein
2. Cheryl Davis
3. Unidentified speaker
4. Ian Cornell
5. Scott Rafferty (via teleconference)

There being no further speakers, the public hearing was closed at 7:43 p.m.

OLD BUSINESS:

16. Resolution No. 10719 - A Resolution Approving Parks and Recreation Commission's Recommendation with Respect to the Design, Engineering and Phased Construction of Benevento Family Park

Senior Park Planner Brad Nelson made a presentation and responded to questions from the City Council.

Motion by Councilmember Rosario Rodriguez, second by Councilmember Kerri Howell to approve Resolution No. 10719.

Motion carried with the following roll call vote:

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

NEW BUSINESS:

17. Resolution No. 10722 - A Resolution Approving the Preferred Master Plan for Neighborhood Park #3 in the Folsom Plan Area

Senior Park Planner Brad Nelson made a presentation and responded to questions from the City Council.

Motion by Councilmember Kerri Howell, second by Councilmember Rosario Rodriguez to approve Resolution No. 10722.

Motion carried with the following roll call vote:

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

CITY MANAGER REPORTS:

City Manager Elaine Andersen spoke of the City's water use conservation efforts and new incentive programs, the upcoming Trunk or Treat event, the City seeking naming submittals for a Gold Rush mining themed park and the upcoming Veteran's Day Parade. She announced that she has appointed Mark Rackovan as the new Public Works Director.

COUNCIL COMMENTS:

Councilmember Kerri Howell commented that there are upcoming meetings for Regional Transit, Regional Sanitation District and SE Connector JPA. She reminded everyone to drive safely and congratulated Mark Rackovan on his good news.

Councilmember Rosario Rodriguez announced upcoming events, including the Folsom's Leading Young Professionals non-profit event, the Twin Lakes Food Bank Gala, and the Folsom Americana Fest. She commented regarding Ira Graham who had overcome addiction and is doing really well. She congratulated Mark Rackovan on his promotion.

Councilmember YK Chalamcherla echoed congratulations to Mark Rackovan as the new Public Works Director. He commented regarding the Folsom Cordova School District 2x2 meetings and his discussion about school security, joining the CAPS meeting and he thanked the CAPS volunteers for their service. He spoke of attending the Regional Water Authority meeting and what he learned and thanked Environmental and Water Resources Director Marcus Yasutake for inviting him to the meeting and for his leadership. He concluded with encouraging residents to take advantage of the rebate opportunities offered by the City and commenting regarding seeking better technology at the City.

Vice Mayor Sarah Aquino congratulated Mark Rackovan and thanked Environmental and Water Resources Director Marcus Yasutake for serving as the acting Public Works Director. She spoke of the recent fire in Isleton and suggested a letter of support from the City of Folsom to the City of Isleton.

ADJOURNMENT

There being no further business to come before the Folsom City Council, Vice Mayor Sarah Aquino adjourned the meeting at 8:25 p.m.

SUBMITTED BY:

Lydia Konopka, Deputy City Clerk

ATTEST:

Sarah Aquino, Vice Mayor



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Folsom City Council Staff Report

MEETING DATE:	10/26/2021
AGENDA SECTION:	Consent Calendar
SUBJECT:	Appointment of At-Large Utility Commissioner
FROM:	City Clerk's Department

RECOMMENDATION / CITY COUNCIL ACTION

Staff recommends that the Mayor appoint, with approval from the City Council, an at-large member to the Utility Commission to fill the unexpired term ending in December 2022.

BACKGROUND / ISSUE

The Utility Commission's purpose is to establish a communication process that will inform and educate all city residents and businesses as to the necessity and function of city utilities, such as water, sewer and solid waste and the associated costs to operate and maintain these city functions.

The Committee is composed of seven members – five members who are individually appointed by each City Council Member, and two at-large members appointed by the City Council.

POLICY/ RULE

Folsom Municipal Code Section 2.35.030 states, in part, that an "at-large appointment" is an appointment made by a majority vote of the city council or an appointment made by the Mayor with the approval of the city council.

ANALYSIS

There is currently an at-large vacancy with the term ending in December 2022. The vacancy was created due to the resignation of a current at-large appointment prior to the expiration of the existing appointment's two-year term. A Notice of Vacancy was posted on the City's web page, the bulletin boards at City Hall and at the Georgia Murray Library as well as published in the Folsom Telegraph newspaper.

ATTACHMENT

Application received from the following individual:

1. George Condon

Respectfully Submitted,

Christa Freemantle, CMC
City Clerk

Thank you for your interest in serving on a Folsom commission or committee.

Before You Begin:

- Please read this form and instructions carefully.
- Complete all pages and sign the application.
- Applications remain active for six months after submittal.

Return completed applications to:

City Clerk's Department, Folsom City Hall, 50 Natoma Street, Folsom, CA 95630

Applicant Information: (All information is required)

Name: George Condon

Residence Address: _____

Email: jllmmm6@comcast.net

Phone: _____

Employer and Occupation: _____

Currently Serving on a Commission/Committee? If yes, please specify:

No

Folsom Residency / Registered Voter Verification: Commission and Committee members must be residents and registered voters of Folsom.


Registered to vote? Indicate Yes / No Yes

Financial Disclosure / Ethics Training:

I understand that commission and committee members must file statements disclosing financial information. Indicate Yes / N
Yes

I understand that commission and committee members must complete ethics and harassment training. Indicate Yes / N
Yes

Truth and Accuracy: I certify that the information contained on this form is true and accurate:

Signature:  Date: November 1, 2021

Important Public Records Information: The city may receive requests from the public to review documents this form and the city is obligated to release these public records, including all information contained on the form.

Choice of Commission or Committee:

(If you are interested in multiple commissions, please rank them numerically according to your preference)

_____ Arts and Culture Commission

_____ Historic District Commission*

Please identify which seat you qualify for:

_____ representative who is actively involved with historic preservation

_____ representative who is a resident of the Historic District

_____ representative who owns a business within the Sutter Street Subarea

_____ Planning Commissioners

_____ representative from a Historic District business outside the Sutter Street Subarea

_____ architect, landscape architect, or other design professional with expertise in historic preservation

_____ Landscaping and Lighting District Advisory Committee*

Please advise which L&L District you live in:

District of Residence: _____

_____ Library Commission

_____ Parks and Recreation Commission

_____ Planning Commission

_____ Traffic Safety Committee*

Please identify which seat you qualify for:

_____ representative representing a wide cross section of interests

_____ representative who has demonstrated an interest in or a concern for pedestrian and bicycle

X _____ Utility Commission

_____ Other: _____

***Application Supplement Required:**

Supplemental information is required for the Historic District Commission, Landscape and Lighting District Advisory Committee, and the Traffic Safety Committee. These boards have special qualification requirements for certain seats.

Continue to next page

for):

1. Why do you want to serve on this commission or committee:

I have been a resident of Folsom for 16 years. I also owned rental property in Folsom and worked well with the city departments during that time.

I continue to feel that the City of Folsom is a very well run city that offers many different services to the citizens.

I continue to believe that this city has strong police and fire departments. The many different committees and commissions prove to me the city is strong and wonderful place to live and raise a family.

I think with my involvement on the Board of Directors of the Empire Ranch HOA and my many years in the construction business, as a Plumbing Contractor and a General Contractor, will give me good insight into the commission's work.

2. What do you think is(are) the top issue(s) facing this commission or committee:

Implementation of the organics recycling program as mandated by the state and water supply.

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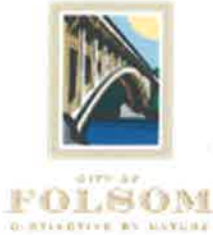
3. Briefly describe how your experiences qualify you to serve on the commission or committee.

As I stated above my 60 years in the construction industry.
Before retiring my last position was Project Manager of the Sacramento International Airport Terminal B. I was part of the Design Build Team primarily focused on the Plumbing and Utilities.

4. Which commission or committee meetings have you attended?

END OF APPLICATION FORM

Return completed applications to:
City Clerk's Department, Folsom City Hall, 50 Natoma Street, Folsom, CA 95630



Folsom City Council Staff Report

MEETING DATE:	10/26/2021
AGENDA SECTION:	Consent Calendar
SUBJECT:	<p>Regional Early Action Planning Grant Contracts</p> <ol style="list-style-type: none"> 1. Resolution No. 10716 – A Resolution Authorizing the City Manager to Execute a Professional Services Agreement with Opticos for the Multi-Family and Residential Mixed-Use Design, Density, and Market Feasibility Analysis 2. Resolution No. 10717 – A Resolution Authorizing the City Manager to Execute a Professional Services Agreement with Ascent Environmental, Inc. for Implementation of Housing Element Program H-2
FROM:	Community Development Department

RECOMMENDATION / CITY COUNCIL ACTION

Staff respectfully recommends that the City Council:

1. Move to approve Resolution No. 10716 – A Resolution Authorizing the City Manager to Execute a Professional Services Agreement with Opticos for the Multi-Family and Residential Mixed-Use Design, Density, and Market Feasibility Analysis.
2. Move to approve Resolution No.10717 – A Resolution Authorizing the City Manager to Execute a Professional Services Agreement with Ascent Environmental, Inc. for Implementation of Housing Element Program H-2.

BACKGROUND / ISSUE

In the 2019-20 Budget Act, Governor Gavin Newsom allocated \$250 million for all regions, cities, and counties to do their part by prioritizing planning activities that accelerate housing production to meet identified needs of every community. With this allocation, the state Department of Housing and Community Development (HCD) established the Regional Early Action Planning Grant Program (REAP) with \$125 million distributed to regions. REAP provides one-time grant funding to regional governments and regional entities for planning activities that will accelerate housing production and facilitate compliance in implementing the sixth cycle of the Regional Housing Needs Allocation (RHNA).

The Sacramento Area Council of Governments (SACOG) received \$6,612,880 in REAP funds to address the greater Sacramento region’s unique housing priorities and planning needs. In March of last year, the SACOG board recommended approval of a framework for spending an initial 25 percent of the REAP funds using an early access option provided by the state. These early funds provided a formula allocation directly to local agencies for housing element updates or other planning projects related to housing. The City’s allocation from this initial portion of REAP funds was \$41,000 and was explicitly for use on our Housing Element update.

There were three additional REAP grant opportunities; two were non-competitive direct allocations for qualifying projects and the third was a competitive grant. Eligible activities were required to demonstrate housing-related planning activities and facilitate accelerated housing production. Zoning code updates and specific plans that include an Environmental Impact Report (EIR), as well as an evaluation of infrastructure needs and cost analyses, are strongly encouraged because these planning activities are identified as priorities in SACOG’s Green Means Go Program. Furthermore, for the competitive grant, the project was required to accelerate, increase, and/or intensify housing in the City’s Green Zones. The planning activity must support the entire Green Zone or many parcels within the Green Zone.

Based on the City’s Housing Element update and the comprehensive zoning code update, staff identified three distinct and qualifying grant projects to further the City’s housing program goals as follows:

Grant Project Description	Grant Amount
Grant #1 East Bidwell Drainage Study	\$100,000
Grant #2 Multi-Family and Residential Mixed-Use Design, Density and Market Feasibility Analysis	\$90,000
Grant #3 Housing Element Program H-2 Implementation: General Plan and Specific Plan Amendment and Environmental Analyses	\$575,000
Total Grant Funds Awarded	\$765,000

On March 9, 2021 City Council authorized staff to apply for these grants. Applications were completed and the City was successful in receiving all three grant awards totaling \$765,000.

On July 13, 2021, City Council approved Resolution No. 10668 - A Resolution Accepting Three Regional Early Action Planning Grant Awards to Further Housing Program Goals and Appropriation of Funds.

At this time, staff is requesting that City Council authorize the City Manager to execute two separate professional services agreements with Opticos for the Multi-Family and Residential Mixed-Use Design, Density and Market Feasibility Analysis (Grant #2) and Ascent Environmental, Inc. for Housing Element Program H-2 Implementation: General Plan and Specific Plan Amendment and Environmental Analyses (Grant #3) to carry out the work associated with two of the three grant awards. Once a consultant is selected by Public Works through the RFP process (which is currently open), a separate request will be presented to City Council regarding a professional services agreement for the East Bidwell Drainage Study (Grant #1).

POLICY / RULE

In accordance with Chapter 2.36 of the Folsom Municipal Code, professional services contracts of \$62,657 or greater shall be approved by the City Council. Furthermore, pursuant to Folsom Municipal Code 2.36.120 professional service contracts are not subject to competitive bidding.

ANALYSIS

In conjunction with the REAP Grants, SACOG established a bench of eight pre-qualified consultants to carry out the planning activities associated with the REAP grants which included the following firms:

1. AECOM
2. Ascent Environmental, Inc.
3. BAE Urban Economics, Inc.
4. Cascadia Partners, LLC
5. Economic and Planning Systems (EPS)
6. ECONorthwest
7. Estolano Advisers
8. Opticos Design

As part of this effort, SACOG hosted a virtual meet and greet event earlier this year to allow each local jurisdiction to share their individual grant proposals and to learn about the services, expertise, and relevant project work of each of the consultant teams. A benefit of the pre-qualified REAP consultant bench is that it streamlines the procurement process by allowing jurisdictions to select qualified consultants without going through the Request for Proposal/ Request for Qualifications (RFP/RFQ) process. Based on City staff's participation in the meet and greet event, six of the firms on the bench (AECOM, Ascent Environmental, BAE Urban Economics, Cascadia Partners, ECONorthwest and Opticos Design) expressed interest in

working with the City and were qualified to perform the work associated with REAP Grants #2 and #3.

Grant #2 - Multi-Family and Residential Mixed-Use Design, Density and Market Feasibility Analysis

In reviewing SACOG's pre-qualified consultant bench for the Multi-Family and Residential Mixed-Use Design, Density and Market Feasibility Analysis project, several of the interested consulting firms (BAE Urban Economics, Cascadia Partners, and ECONorthwest) were capable of leading the density and market feasibility analysis; however, the Opticos Design team of urban designers, architects and strategists stood out given that outstanding design, along with economic feasibility, are key to the City's effort to increase densities in key areas of the City to encourage affordable housing development. Opticos is an architectural firm with a skill set that includes public sector planning and private sector architecture, along with zoning experience. In addition, Opticos' project experience includes identifying development barriers and proposing recommendations to apply to policy and zoning standards to overcome these barriers. Thus, for the reasons identified above, city staff requested that the Opticos Design team prepare a proposal for the work associated with Grant #2. City staff reviewed Opticos' proposal and based on their architectural, urban design and problem-solving background selected the firm. The proposed consultant agreement is for \$90,000.

The Opticos consultant team will partner with Lisa Wise Consulting (an economic firm) to provide both an evaluation of design, density and market feasibility of multi-family and residential mixed-use development in key areas of Folsom where the City is considering changing density and development standards to encourage more housing development. The goal is to provide the City Council and community with an understanding of the economics of residential development on smaller parcels (i.e., less than four acres) and how density and development standards affect design as well as how good design can mask density and address other common concerns. The results of this effort will lay the groundwork for General Plan and Specific Plan amendments associated with implementing Housing Element Program H-2 (Grant #3).

Grant #3 - Housing Element Program H-2 Implementation: General Plan and Specific Plan Amendment and Environmental Analyses

In reviewing SACOG's pre-qualified consultant bench for the Housing Element Program H-2 Implementation: General Plan and Specific Plan Amendment and Environmental Analyses project, there were two consulting firms (AECOM and Ascent Environmental) were qualified to perform the work. Both of these consulting firms, which have vast experience amending General Plans and Specific Plans and with extensive environmental document preparation, were asked to provide the City with proposals.

City staff carefully reviewed both of the proposals and found both to be thoughtful, reasonable and on point; however, the proposal from Ascent Environmental, Inc. was selected based on their expertise, understanding of the project, identification of potential issues, and inclusion of

optional CEQA approaches based on the outcomes of the technical analysis associated with the project. Furthermore, Ascent was one of the consultants instrumental in preparing the 2035 General Plan and is also very familiar with the City's Folsom Plan Area Specific Plan (FPASP), transit priority areas, and community design standards policies that will affect the General Plan and Specific Plan amendments. The proposed consultant agreement is for \$574,106.

With assistance from City staff, the consultant team will prepare amendments to the General Plan and the Folsom Plan Area Specific Plan (based on the results of the design, density, and market feasibility analysis performed pursuant to grant #2) and at a minimum will address the following tasks:

1. Amend the General Plan and zoning to increase the maximum density and floor area ratio (FAR) standards for the East Bidwell Corridor Mixed-Use Overlay, which currently allows for housing at 20–30 units per acre and an FAR of up to 1.5.
2. Establish a new transit development overlay designation that would allow for increased densities at the Glenn and Iron Point stations.
3. Amend the FPASP to increase opportunities for multi-family high density development and amend the existing Town Center District (TCD) overlay designation to allow for increased densities and FAR for parcels in the TCD overlay area.
4. Identify zoning code amendments necessary to increase residential densities, including implementation of a transit priority area overlay, necessary zoning map changes, and revisions to design and development standards.
5. Conduct technical analyses to support the environmental review process.
6. Prepare the appropriate environmental document to address the changes to the General Plan, FPASP, and zoning.

FINANCIAL IMPACT

The REAP Grants Program award total is \$765,000. None of the REAP grant awards require a financial match. All grant funds are required to be fully expended and reimbursed by August 30, 2023. Consultant services will be funded initially through the General Fund (Fund 010) and reimbursed by the REAP Grants Program funds in accordance with the reimbursement schedule over two fiscal year periods; Fiscal Year 2021-22 and Fiscal Year 2022-23.

ENVIRONMENTAL REVIEW

The execution of the Opticos contract to conduct design and feasibility analyses and the execution of the Ascent Environmental Inc. contract to implement Housing Element Program H-2 are not considered projects under the California Environment Quality Act (CEQA) in

accordance with CEQA Guidelines Section 15061(b)(3). As a result, these actions are exempt from environmental review. The General Plan Amendment and Folsom Plan Area Specific Plan Amendment will be required to include environmental review and thus prior to adoption of the General Plan Amendment and Folsom Plan Area Specific Plan Amendment, environmental review will be conducted, and the appropriate environmental document prepared. This will be presented to the City Council at the time of adoption.

ATTACHMENTS

1. Resolution No. 10716 – A Resolution Authorizing the City Manager to Execute a Professional Services Agreement with Opticos for the Multi-Family and Residential Mixed-Use Design, Density, and Market Feasibility Analysis
2. Resolution No. 10717 – A Resolution Authorizing the City Manager to Execute a Professional Services Agreement with Ascent Environmental, Inc. for Implementation of Housing Element Program H-2

Submitted,



Pam Johns, Community Development Director

ATTACHMENT 1

Resolution No. 10716 – A Resolution Authorizing the City Manager to Execute a Professional Services Agreement with Opticos for the Multi-Family and Residential Mixed-Use Design, Density, and Market Feasibility Analysis

RESOLUTION NO. 10716

A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE A PROFESSIONAL SERVICES AGREEMENT WITH OPTICOS FOR THE MULTI-FAMILY AND RESIDENTIAL MIXED-USE DESIGN, DENSITY, AND MARKET FEASIBILITY ANALYSIS

WHEREAS, the City of Folsom desires to hire a consultant team that can provide both an evaluation of design, density and market feasibility of multi-family and residential mixed-use development in key areas of Folsom where the City is considering changing density and development standards to encourage more housing development; and

WHEREAS, the City received a Sacramento Area Council of Governments (SACOG) non-competitive Regional Early Action Planning Grant Program (REAP) grant in the amount of \$90,000 to conduct a Multi-Family and Residential Mixed-Use Design, Density, and Market Feasibility Analysis; and

WHEREAS, SACOG established a bench of eight pre-qualified consultants, including Opticos, to carry out the planning activities associated with the REAP grant; and

WHEREAS, Opticos, by reasons of their experience, understanding of the project, and cost proposal was selected to perform the required professional consulting services; and

WHEREAS, consultant services will be funded initially through the General Fund (Fund 010) and reimbursed by the REAP Grant Program funds; 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 Professional Services Agreement with Opticos for the Multi-Family and Residential Mixed-Use Design, Density, and Market Feasibility Analysis in an amount not-to-exceed \$90,000.

PASSED AND ADOPTED this 26th day of October 2021, by the following roll-call vote:

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

Michael D. Kozlowski, MAYOR

ATTEST:

Christa Freemantle, CITY CLERK

ATTACHMENT 2

Resolution No. 10717 – A Resolution Authorizing the City Manager to Execute a Professional Services Agreement with Ascent Environmental, Inc. for Implementation of Housing Element Program H-2

RESOLUTION NO. 10717

A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE A PROFESSIONAL SERVICES AGREEMENT WITH ASCENT ENVIRONMENTAL FOR IMPLEMENTATION OF HOUSING ELEMENT PROGRAM H-2

WHEREAS, the City of Folsom desires to implement Housing Element Program H-2 by increasing densities in the East Bidwell Mixed Use Overlay, SACOG Transit Priorities Areas, and the Folsom Plan Area Specific Plan Town Center; and

WHEREAS, the City received a Sacramento Area Council of Governments (SACOG) competitive Regional Early Action Planning Grant Program (REAP) grant in the amount of \$575,000 to implement Housing Element Program H-2; and

WHEREAS, SACOG established a bench of eight pre-qualified consultants, including Ascent Environmental, Inc., to carry out the planning activities associated with the REAP grant; and

WHEREAS, Ascent Environmental, Inc., by reasons of their experience, understanding of the project, and proposed CEQA approach was selected to perform the required professional consulting services; and

WHEREAS, consultant services will be funded initially through the General Fund (Fund 010) and reimbursed by the REAP Grant Program funds; 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 Professional Services Agreement with Ascent Environmental for Housing Element Program H-2 Implementation: General Plan and Specific Plan Amendment and Environmental Analyses in an amount not to exceed \$574,106.

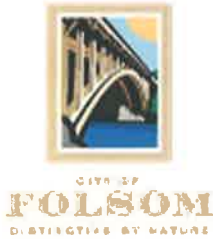
PASSED AND ADOPTED this 26th day of October 2021, by the following roll-call vote:

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

Michael D. Kozlowski, MAYOR

ATTEST:

Christa Freemantle, CITY CLERK



Folsom City Council Staff Report

MEETING DATE:	10/26/2021
AGENDA SECTION:	Consent Calendar
SUBJECT:	Resolution No. 10727 – A Resolution Authorizing the City Manager to Execute an Agreement with Cisco Capital Leasing to Purchase Network Routers
FROM:	Finance Department

RECOMMENDATION / CITY COUNCIL ACTION

The Office of Management and Budget respectfully request the City Council approve Resolution No. 10727 – A Resolution Authorizing the City Manager to Execute an Agreement with Cisco Capital Leasing to Purchase Network Routers.

BACKGROUND / ISSUE

The city currently has core routers that serve all the data that moves throughout the city’s network including internet. The core routers eventually reach their “end of life” for support from the manufacturer, and in-turn need to be replaced to continue to have support, security updates, and firmware updates.

POLICY / RULE

Section 2.36.080, Award of contracts of the Folsom Municipal Code states, in part, that contracts for supplies, equipment, services, and construction with an estimated value of \$62,657 or greater shall be awarded by the City Council.

ANALYSIS

Our current core routers are at the stage of being end of life. Staff recommends the core routers be replaced with new Cisco core routers with an expected lifespan of approximately

5-7 years. The cost of the routers is \$91,999.20 which will be in the form of a lease over a three period at \$28,862.56 annually.

FINANCIAL IMPACT

The Information Technology division of the General Fund has funding budgeted and available for this agreement. Over the next two years the cost will be included during the budget process.

ENVIRONMENTAL REVIEW

n/a

ATTACHMENT

Resolution No. 10727 – A Resolution Authorizing the City Manager to Execute an Agreement with Cisco Capital Leasing to Purchase Network Routers

Submitted,

Stacey Tamagni, Finance Director

RESOLUTION NO. 10727

A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE AN AGREEMENT WITH CISCO CAPITAL LEASING TO PURCHASE NETWORK ROUTERS

WHEREAS, Section 2.36.080 of the Folsom Municipal Code requires the City Council to approve contracts greater than \$62,657; and

WHEREAS, in order to replace the current network routers at end of life to provide consistent, reliable, redundant network routing and switching; and

WHEREAS, the proposal from Quest Technologies allows the City to lease equipment from Cisco at a zero percent lease with annual payments of \$28,862.56 annually for three years at which point the City will own the equipment; and

WHEREAS, sufficient funds are available in the FY 2021-22 budget in the Information Technology Division of the General Fund (Fund 010), and future years will be included during the budget process; 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 authorizes the City Manager to execute an agreement with Cisco Capital Leasing to purchase network routers in an amount not to exceed \$91,999.20 over a three-year period at \$28,862.56 annually.

PASSED AND ADOPTED this 26th day of October, 2021, by the following roll-call vote:

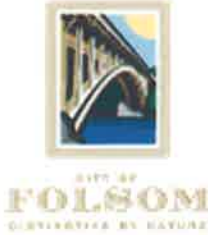
- AYES:** Councilmember(s):
- NOES:** Councilmember(s):
- ABSENT:** Councilmember(s):
- ABSTAIN:** Councilmember(s):

Michael D. Kozlowski, MAYOR

ATTEST:

Christa Freemantle, CITY CLERK

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Folsom City Council Staff Report

MEETING DATE:	10/26/2021
AGENDA SECTION:	Consent Calendar
SUBJECT:	Resolution No. 10728 - A Resolution Authorizing Submission of Folsom Transportation Development Act Claim for Pedestrian and Bicycle Facilities Fiscal Year 2021-22 to the Sacramento Area Council of Governments
FROM:	Parks and Recreation Department

RECOMMENDATION / CITY COUNCIL ACTION

The Parks and Recreation Department recommends that the City Council approve Resolution No. 10728 – A Resolution Authorizing Submission of Folsom Transportation Development Act Claim for Pedestrian and Bicycle Facilities Fiscal Year 2021-22 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 \$70,392, which includes all LTF pedestrian and bicycle funds, is the amount available for Fiscal Year 2021-22.

FINANCIAL IMPACT

Approval of the Fiscal Year 2021-22 TDA claim, in the amount of \$70,392, 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. 10728 - A Resolution Authorizing Submission of Folsom Transportation Development Act Claim for Pedestrian and Bicycle Facilities Fiscal Year 2021-22 to the Sacramento Area Council of Governments
2. Transportation Development Act Claim Packet

Submitted,

Lorraine Poggione, Parks and Recreation Department Director

ATTACHMENT NO. 1

RESOLUTION NO. 10728

A RESOLUTION AUTHORIZING SUBMISSION OF FOLSOM TRANSPORTATION DEVELOPMENT ACT CLAIM FOR PEDESTRIAN AND BICYCLE FACILITIES FY 2021-22 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 funds 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 2021-22 to be \$70,392; 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 2021-22 in the amount of \$70,392, along with any subsequent amendments should the amount of requested funds be adjusted.

PASSED AND ADOPTED this 26th day of October 2021, by the following roll-call vote:

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

Michael D. Kozlowski, MAYOR

ATTEST:

Christa Freemantle, CITY CLERK

ATTACHMENT NO. 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.

Item	Claimant	Attached	On File
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		
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: \$70,392.00

FY 2021/2022

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	\$70,392.00								\$70,392.00
Total	\$70,392.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$0.00	\$70,392.00

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”

Fiscal Year	Project Title	Amount Approved	Expenditures	Project Status
FY 2021-22	Folsom-Placerville Rail Trail (PK1604)	\$36,000	\$0	Active
FY 2020-21	Trail Connection Projects Design	\$110,000	\$0	Active
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
TOTAL		\$367,560	\$221,560	

**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 in the amount of **\$70,392** (LTF) and **\$0** (STA) for a total of **\$70,392** 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 2021-2022
- (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 estimated amount of FY 2021-2022 maximum eligibility for moneys from the Local Transportation Fund and State Assistance Fund, as defined in Section 6634 is \$70,392

Signature of Finance Director _____
Stacey Tamagni

Agency Name City of Folsom

Date _____



CITY OF
FOLSOM
BY NATURE. BY NATURE.

Folsom City Council Staff Report

MEETING DATE:	10/26/2021
AGENDA SECTION:	Consent Calendar
SUBJECT:	Resolution No. 10729 - A Resolution Authorizing the City Manager to Execute Amendment No. 1 to the Contract with RRM Design Group for Additional Structural Engineering Services for the Trail Connections Project (Contract No. 173-21 21-001) and Appropriation of Funds
FROM:	Parks and Recreation Department

RECOMMENDATION / CITY COUNCIL ACTION

Staff Recommends the City Council Approve Resolution No. 10729 – A Resolution Authorizing the City Manager to Execute Amendment No. 1 to the Contract with RRM Design Group for Additional Structural Engineering Services for the Trail Connections Project (Contract No. 173-21 21-001) and Appropriation of Funds.

BACKGROUND / ISSUE

As part of the City Bikeway Master Plan, there are three trail connection projects being proposed that would fill important gaps in the city-wide trail network. Two of the connections being proposed are along the Oak Parkway Trail and the third is along the Humbug-Willow Creek Trail at the East Bidwell Street undercrossing.

The Class I trail connection projects include:

Oak Parkway Trail - Willow Creek Drive Connection – Complete the Class I Oak Parkway Trail connection to Willow Creek Drive. When this Oak Parkway trail segment was constructed, funding was limited and the trail came 900-feet short of connecting to Willow Creek Drive. Cyclists and pedestrians currently share a 4-foot wide sidewalk through BT Collins Park, which creates unnecessary conflicts. The project would be to complete the remaining 900-feet of trail to connect with the Willow Creek Drive crosswalk.

HBWC Trail - East Bidwell Street Connection - Provide a much-needed Class I trail connection from the Humbug-Willow Creek trail undercrossing to East Bidwell Street Class II bike lanes.

Oak Parkway Trail - McFarland Drive Connection - Provide a 100-foot long Class I trail connection from the Oak Parkway Trail to McFarland Drive for the neighborhood south of the trail corridor. Currently pedestrians and cyclists use an unpaved access to the trail.

POLICY / RULE

In accordance with Chapter 2.36 of the Folsom Municipal Code, Public Works projects or purchases costing \$62,657 or greater shall be awarded by the City Council.

ANALYSIS

The original scope of work for RRM Design Group included engineering design services for a retaining wall structural design for the Trail Connections Site 2. This addendum is for additional structural design for the pedestrian trail bridge at the Site 2 trail connection, which replaces the retaining wall structural design described in the original RRM Design Group proposal. The extra work associated with the additional structural design services is an amount not-to-exceed \$4,890 for a total contract amount of \$110,000.

FINANCIAL IMPACT

The original contract with RRM Design Group, was in the amount of \$105,110. The additional structural design necessary to complete the design of Site 2 is \$4,890. The total value of the amended contract will be \$110,000.

The additional structural design services for Trail Connection Site 2 will be funded through the Fiscal Year 2021-22 General Fund Operating Budget in Parks and Recreation. Funding for this agreement was included in the Fiscal Year 2020-21 Operating Budget, however the project has not as yet been completed. The contract currently has approximately \$30,120 still available to be used in Fiscal Year 2021-22. To complete the design services an appropriation in Fiscal Year 2021-22 will be needed in the amount of \$35,010 (\$30,120 + \$4,890). The funding will be provided from Fund 248 - Transportation Tax as a transfer to the General Fund (Fund 010), for a total over two fiscal years of \$110,000.

ENVIRONMENTAL REVIEW

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

ATTACHMENT

Resolution No. 10729 – A Resolution Authorizing the City Manager to Execute Amendment No. 1 to the Contract with RRM Design Group for Additional Structural Engineering Services for the Trail Connections Project (Contract No. 173-21 21-001) and Appropriation of Funds

Submitted,

Lorraine Poggione,
Parks and Recreation Department Director

ATTACHMENT NO. 1

RESOLUTION NO. 10729

A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE AMENDMENT NO. 1 TO THE CONTRACT WITH RRM DESIGN GROUP FOR ADDITIONAL STRUCTURAL ENGINEERING SERVICES FOR THE TRAIL CONNECTIONS PROJECT (CONTRACT NO. 173-21 -21-001) AND APPROPRIATION OF FUNDS

WHEREAS, on October 2, 2020, RRM Design Group was selected based on their qualifications and experience in planning and engineering design services; and

WHEREAS, it was determined that additional structural design services were necessary to complete the full scope of the project; and

WHEREAS, the cost to complete the structural design services is \$4,890, for a revised total not-to-exceed contract amount of \$110,000; and

WHEREAS, the trail connection projects will be funded through the Fiscal Year 2021-22 General Fund Operating Budget, Parks and Recreation; and

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Folsom authorizes the City Manager to execute Amendment No.1 with RRM Design Group for structural design services for the Trail Connections Project for a total not-to-exceed amount of \$110,000.

NOW, THEREFORE, BE IT FURTHER RESOLVED that the City Council of the City of Folsom authorizes the Finance Director to appropriate an additional \$35,010 in the General Fund (Fund 010) as a transfer from the Transportation Tax Fund (Fund 248). This will be for a total of \$110,000 over two fiscal years.

PASSED AND ADOPTED this 26th day of October 2021, by the following roll-call vote:

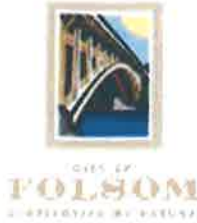
- AYES:** Councilmember(s):
- NOES:** Councilmember(s):
- ABSENT:** Councilmember(s):
- ABSTAIN:** Councilmember(s):

Michael D. Kozlowski, MAYOR

ATTEST:

Christa Freemantle, CITY CLERK

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Folsom City Council Staff Report

MEETING DATE:	10/26/2021
AGENDA SECTION:	Consent Calendar
SUBJECT:	Resolution No. 10730 - A Resolution Authorizing the City Manager to Execute Program Supplement Agreements to Administering Agency-State Agreement 03-5288S21
FROM:	Public Works Department

RECOMMENDATION / CITY COUNCIL ACTION

The Public Works Department recommends that the City Council pass and adopt Resolution No. 10730 - A Resolution Authorizing the City Manager to Execute Program Supplement Agreements to Administering Agency-State Agreement 03-5288S21.

BACKGROUND / ISSUE

The Fixing America's Surface Transportation Act (FAST) was signed into law on December 4, 2015. Under FAST, the Highway Safety Improvement Program (HSIP) is a core federal-aid program to States for the purpose of achieving a significant reduction in fatalities and serious injuries on all public roads. The California Department of Transportation (Caltrans) Division of Local Assistance (DLA) manages California's local agency share of HSIP funds. California's Local HSIP focuses on infrastructure projects with nationally recognized crash reduction factors (CRFs). Local HSIP projects must be identified based on crash experience, crash potential, crash rate, or other data-supported means.

Using the data-based conclusions and recommendations of the draft 2021 Local Road Safety Plan (LRSP), the Public Works Department applied for and received funding for three separate HSIP funded projects as identified in the table below:

Project Title	Location of Work	Description of Work	HSIP Funds (State)
Signal Hardware and Timing Project	<ul style="list-style-type: none"> • Folsom Boulevard/Natoma Station Drive • Blue Ravine Road/Flower Drive • Natoma Station Drive • E. Bidwell Street/Blue Ravine Road • Oak Ave Parkway • Broadstone Parkway • Glenn Drive • Creekside Drive • Folsom Auburn Road/Oak Avenue Parkway Folsom Lake Crossing • E. Natoma Street/Prison Road • Green Valley Road • Iron Point Road/Willard Drive 	Improve signal hardware and signal timing and install raised pavement markers and striping.	\$ 792,300
Roadside Safety Project	<ul style="list-style-type: none"> • American River Canyon Drive - Oak Canyon Way & Canyon Rim Drive • Folsom Boulevard - US-50 and Iron Point Road • Glenn Drive - Sibley Street and Folsom Boulevard • Blue Ravine Road - Crossing Way and Riley Street • Folsom Auburn Road • Prairie City Road • E. Bidwell Street - US-50 and Mangini Parkway 	Install delineators, reflectors and object markers (with retro-reflectivity) on the sides of roads and install rumble strip along the edges of the roadway segments.	\$ 366,600
Median Barrier Project	<ul style="list-style-type: none"> • Folsom Lake Crossing - Folsom Dam Road and Johnny Cash Trail entrance • E. Natoma Street - Folsom Lake Crossing and Gionata Way • E. Natoma Street - Cimmaron Circle and Fargo Way • Folsom Auburn Road - Pinebrook Road and Folsom Dam Road 	Construct median barrier, install dynamic/variable speed warning signs, and delineators, reflectors, and/or object markers (with retro-reflectivity).	\$ 1,031,400

Caltrans requires a Program Supplement Agreement to the Administering Agency–State Agreement for each project administered through Caltrans. Prior to invoicing Caltrans for reimbursable costs, the city must return the fully executed Program Supplement Agreements.

Staff recently advertised Requests for Proposals to Provide Professional Engineering Services for the Preliminary Engineering phase of the Signal Hardware and Median Barrier projects. The contracts for those professional services will likely be presented to City Council in January 2022 for review and approval.

Staff plans to design the delineator and reflector project in house and utilize all the grant funding for construction.

POLICY / RULE

Caltrans requires that the executed Program Supplement Agreement is accompanied with a certified Resolution that clearly identifies the representative who is authorized to sign on the Agency's behalf.

ANALYSIS

The City of Folsom is required to execute the Program Supplement Agreement with Caltrans Local Assistance prior to invoicing Caltrans for any reimbursable costs.

FINANCIAL IMPACT

There are no local match funds required for these grant funds. Execution of these Program Supplement Agreements does not bind the City to any financial obligation.

ENVIRONMENTAL REVIEW

As part of the Preliminary Engineering phase of these projects, an analysis will be performed to determine compliance with the California Environmental Quality Act (CEQA).

ATTACHMENT

Resolution No. 10730 - A Resolution Authorizing the City Manager to Execute Program Supplement Agreements to Administering Agency-State Agreement 03-5288S21

Submitted,



Mark Rackovan, PUBLIC WORKS DIRECTOR

RESOLUTION NO. 10730

A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE PROGRAM SUPPLEMENT AGREEMENTS TO ADMINISTERING AGENCY-STATE AGREEMENT 03-5288S21

WHEREAS, the Public Works Department applied for and received Highway Safety Improvement Program (HSIP) grant funds for three separate projects; Signal Hardware and Timing Project, Roadside Safety Project and Median Barrier Project; and

WHEREAS, the executed Supplement Agreements 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, there are no matching funds required to utilize these HSIP Funds; 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 Program Supplement Agreements to Administering Agency-State Agreement 03-5288S21.

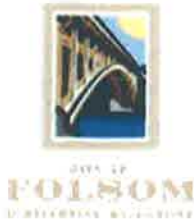
PASSED AND ADOPTED this 26th day of October 2021, by the following roll-call vote:

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

Michael D. Kozłowski, MAYOR

ATTEST:

Christa Freemantle, CITY CLERK



Folsom City Council Staff Report

MEETING DATE:	10/26/2021
AGENDA SECTION:	Consent Calendar
SUBJECT:	Resolution No. 10732 – A Resolution Authorizing the City Manager to Execute an Amendment to the Memorandum of Understanding Agreement (Contract No. 174-21 20-062) with the Capital Southeast Connector Joint Powers Authority for the Scott Road Realignment Project and Appropriation of Funds
FROM:	Public Works Department

RECOMMENDATION / CITY COUNCIL ACTION

The Public Works Department recommends that the City Council pass and adopt Resolution No. 10732 - A Resolution Authorizing the City Manager to Execute an Amendment to the Memorandum of Understanding Agreement (Contract No. 174-21 20-062) with the Capital Southeast Connector Joint Powers Authority for the Scott Road Realignment Project and Appropriation of Funds.

BACKGROUND / ISSUE

The Capital SouthEast Connector is a planned 34-mile limited-access roadway spanning from U.S. 50 at Silva Valley Parkway interchange in El Dorado County to Interstate 5 at the Hood-Franklin Interchange in Elk Grove. The Connector is planned to be constructed in segments as funding and priorities allow. Segment D3, referred to as the "Folsom segment," includes the length of the Connector that borders the City of Folsom and Sacramento County from Prairie City Road to the El Dorado County Line. Segment E1 is the El Dorado County Segment that Segment D3 ties into.

Segment D3 has been further segmented into two additional segments: D3(A) and D3(B). Segment D3(A) will upgrade existing White Rock Road to a four-lane expressway beginning near the intersection of Prairie City Road and continuing through the intersection of East Bidwell Street. The project entails constructing four lanes between these two major

intersections, including a bridge over Alder Creek. The bridge also serves as a “wildlife crossing,” as contemplated in the South Sacramento Habitat Conservation Plan.

The project is a complete reconstruction that will create a new alignment of White Rock Road adjacent and immediately south of the existing White Rock Road. The existing White Rock Road will remain open to traffic during construction. Currently under construction, Segment D(3A) is expected to be complete by Summer of 2022.

The City is currently managing the SouthEast Connector Segment D3(A) on behalf of the Capital SouthEast Connector Joint Powers Authority (JPA) and in collaboration with Sacramento County. The City will also manage the Scott Road Realignment on behalf of the JPA in collaboration with Sacramento County.

Within the D3(A) Segment, Scott Road currently ties into the Connector at a location where left turns will not be allowed from Scott Road or the Connector once construction of the segment is complete, in order to maintain the limited-access expressway objectives of the overall project. The Scott Road Realignment was originally included in the D3 Segment Project Plans but was removed due to budgetary limitations.

The Scott Road Realignment Project will intercept Scott Road at the southeast corner of the future City of Folsom Corporation Yard, follow the south border of the corporation yard property line and tie into the Prairie City Road/White Rock Road traffic signal. A three-leg traffic circle south of the Prairie City Road/White Rock Road traffic signal will control traffic from Scott Road, Prairie City Road and the Prairie City State Vehicular Recreation Area. Access to the future Corporation Yard will be installed when the improvements to the corporation yard are ready for construction

POLICY / RULE

Execution of Amendments to the Memorandum of Understanding Agreement between Agencies require City Council approval.

ANALYSIS

Memorandum of Understanding provides the framework of transactions between the City of Folsom and the JPA. The Amendment will extend the framework to include the Scott Road Realignment Project.

The existing Memorandum of Understanding was approved by City Council at the October 27, 2020 Council Meeting

FINANCIAL IMPACT

The JPA will provide funding for the project in the amount of \$3,350,000 for both construction and construction management (resident engineer, inspection, and materials testing). It is

anticipated that this amount will fully fund the project. The project budget for construction and construction engineering is as follows:

- Construction Estimate: \$3,000,000 including 10% Contingency
- Construction Engineering Estimate: \$350,000 (11.67% of Construction Estimate)

Per the terms of the Amendment, the JPA will reimburse the City for the costs related to the construction and construction management through monthly invoices submitted by the City to the JPA. Reimbursements by the JPA will be made within thirty days of receipt of an invoice from the City.

The Scott Road Realignment Project was not budgeted in the FY 2021-22 City Budget and will require an appropriation of funds in the amount of \$3,350,000 from the Transportation Improvement Fund (Fund 446). All reimbursements received by the City from the JPA will then be credited to the Transportation Improvement Fund (Fund 446).

ENVIRONMENTAL REVIEW

In 2016 the JPA approved a California Environmental Quality Act (CEQA) Tiered Initial Study with Mitigated Negative Declaration for the Capital Southeast Connector Segment D3/E1 which includes the Scott Road Realignment Project. The project is not located in an environmentally sensitive area and would not result in potential impacts to the environment, including traffic, noise, air quality and water quality.

ATTACHMENTS

1. Resolution No. 10732 – A Resolution Authorizing the City Manager to Execute an Amendment to the Memorandum of Understanding Agreement (Contract No. 174-21 20-062) with the Capital Southeast Connector Joint Powers Authority for the Scott Road Realignment Project and Appropriation of Funds
2. First Amendment to Memorandum of Understanding Agreement
3. Memorandum of Understanding Agreement-Executed

Submitted,

Mark Rackovan, PUBLIC WORKS DIRECTOR

Attachment 1

RESOLUTION NO. 10732

**A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE AN
AMENDMENT TO THE MEMORANDUM OF UNDERSTANDING AGREEMENT
(CONTRACT NO. 174-21 20-062) WITH THE CAPITAL SOUTHEAST CONNECTOR
JOINT POWERS AUTHORITY FOR THE SCOTT ROAD REALIGNMENT PROJECT
AND APPROPRIATION OF FUNDS**

WHEREAS, the Capital SouthEast Connector Project is the Sacramento region's largest single transportation project, ultimately extending over 34 miles from Elk Grove to El Dorado County; and

WHEREAS, the City of Folsom is a Member Jurisdiction of the Capital SouthEast Connector Joint Powers Authority and will implement the Project; and

WHEREAS, the Capital SouthEast Connector Project has, to date, been funded primarily through a Sacramento County sales-tax measure approved in 2004 by 75 percent of voters; and

WHEREAS, the Capital SouthEast Connector Project has developed a program development budget that requires the use of Federal and State funds to advance the project towards timely construction; and

WHEREAS, the City of Folsom desires to construct the Capital SouthEast Connector Project Scott Road Realignment along the future City Corporation Yard; and

WHEREAS, the Capital SouthEast Connector Joint Powers Authority has funding to fully construct the Capital SouthEast Connector Project Scott Road Realignment and has requested that the City of Folsom manage the Scott Road Realignment Project; and

WHEREAS, the City of Folsom and Capital SouthEast Connector Joint Powers Authority desires to amend the existing Memorandum of Understanding to realign Scott Road; and

WHEREAS, the First Amendment to the Memorandum of Understanding will identify responsibilities and financial transactions between the City of Folsom and Capital SouthEast Connector Joint Powers Authority; and

WHEREAS, funds in the amount of \$3,350,000 are available in the Transportation Improvement Fund (Fund 446) for Fiscal Year 2021-22; and

WHEREAS, reimbursements received from the Joint Powers Authority will be credited 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 an Amendment to the Memorandum of Understanding

Agreement (Contract No. 174-21 20-062) with the Capital SouthEast Joint Powers Authority for the Scott Road Realignment Project.

NOW, THEREFORE BE IT FURTHER RESOLVED that the Finance Director is authorized to appropriate \$3,350,000 from the Transportation Improvement Fund (Fund 446) for the Scott Road Realignment Project.

PASSED AND ADOPTED this 26th day of October 2021, by the following roll-call vote:

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

Michael D. Kozlowski, MAYOR

ATTEST:

Christa Freemantle, CITY CLERK

Attachment 2

**FIRST AMENDMENT TO MEMORANDUM OF UNDERSTANDING
BETWEEN THE CAPITAL SOUTHEAST CONNECTOR JPA AND THE CITY OF
FOLSOM RELATED TO A PORTION OF SEGMENT D3 OF THE CAPITAL
SOUTHEAST CONNECTOR EXPRESSWAY**

This First Amendment (“Amendment”) to the November 10, 2020 Memorandum of Understanding (“MOU”) is made and entered into on this ___ day of October, 2021 by and between the Capital SouthEast Connector Joint Powers Authority, a joint powers authority, (“JPA”) and the City of Folsom, a Municipal Corporation (“City”).

RECITALS

WHEREAS, the City and JPA entered into a MOU regarding a portion of Segment D3 of the Capital SouthEast Connector expressway beginning at the intersection of Prairie City Road and continuing to the intersection of East Bidwell Street (the “Project”); and

WHEREAS, the Project involves the construction of four lanes and a bridge over Alder Creek, which will result in a new alignment of White Rock Road adjacent and immediately south of its existing location; and

WHEREAS, the City and JPA now desire to realign existing Scott Road to the signalized intersection at White Rock Road/Prairie City Road within the City’s right of way (the “Scott Road Project”); and

WHEREAS, the City and JPA have met regularly throughout the design phase and are in agreement on the scope and nature of the work which will include a realigned roadway upgraded to current design standards, including shoulders and drainage improvements; and

WHEREAS, the JPA approved the final bid package on August 27, 2021 (“Final Bid Package”) and the City and JPA now desire to advertise the project for construction and work collaboratively to ensure the successful completion of the Project.

NOW, THEREFORE, the parties hereto, in consideration of the mutual covenants, promises, and agreements herein contained, and for other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged and agreed, do hereby agree to amend the MOU as follows:

1. Recitals. The above recitals are true and correct and are hereby made a part of the MOU.
2. Term. The MOU shall terminate on March 1, 2023.
3. Funding Contingency. The City and JPA hereby acknowledge that the obligations of the parties in this Amendment are contingent upon the JPA’s receipt of Construction Funds, as such term is defined in Section 4 herein, from the City of Elk Grove pursuant to a Memorandum of Understanding between the JPA and the City of Elk Grove Related to the Exchange of Funding.

4. JPA Obligations.

- a. The JPA will reimburse the City up to three million three hundred and fifty thousand dollars (\$3,350,000.00) for construction of the Scott Road Project (“Construction Funds”). The JPA shall reimburse the City for costs related to the construction of the Scott Road Project and for construction management services within thirty (30) days of receipt of an invoice from the City.
- b. During construction of the Project the JPA will provide engineering support and environmental monitoring services.

5. City Obligations. The City hereby agrees to the following:

- a. The City will publicly advertise for bids the Final Bid Package for construction of the Scott Road Project to allow for construction to commence in Spring of 2022.
 - b. The City will administer construction of the Scott Road Project and will release a request for proposals for construction management services for the Scott Road Project. The City will include the JPA in the request for proposal response review, evaluation, and selection process.
 - c. The City shall only award the Scott Road Project and execute a contract for construction management services if the total costs do not exceed the Construction Funds available for reimbursement by the JPA. The City agrees to include the JPA in Project related decisions affecting construction cost, including those related to any Project design revisions or contract change order requests. In the event bids for the Scott Road Project and the cost of construction management services exceed the amount of Construction Funds, the parties may agree in writing to provide additional funding to address any shortfall.
 - d. The City shall submit monthly invoices related to construction of the Scott Road Project to the JPA. Invoices shall include dates and description of the work performed, summary of 1) total Construction Funds; 2) amount of current bill; 3) amount billed to date; 4) amount of remaining construction funds, and documentation of reimbursable expenses and billed items.
6. No Additional Funding. Except as otherwise provided in this MOU, neither party shall be responsible for contributing additional funds.
7. Except as expressly amended herein, all terms and conditions of the MOU shall remain in full force and effect.

IN WITNESS WHEREOF, the parties hereto have executed this Amendment in the County of Sacramento, State of California, on the date set forth above.

CITY OF FOLSOM

Elaine Andersen, City Manager

Approved as to Form:

Steven Wang, City Attorney

Attest:

Mark Rackovan, Public Works Director

Stacey Tamagni, Finance Director

Christa Freemantle, City Clerk

CAPITAL SOUTHEAST CONNECTOR AUTHORITY

Derek Minnema, Executive Director

Approved as to Form:

Sloan Sakai Yeung & Wong, LLP
Legal Counsel to JPA

Attachment 3

MEMORANDUM OF UNDERSTANDING
BETWEEN THE CAPITAL SOUTHEAST CONNECTOR JPA AND THE CITY OF
FOLSOM RELATED TO A PORTION OF SEGMENT D3 OF THE CAPITAL
SOUTHEAST CONNECTOR EXPRESSWAY

This Memorandum of Understanding (“MOU”) is made and entered into on this 10th day of November 2020 by and between the Capital SouthEast Connector Joint Powers Authority, a joint powers authority, (“JPA”) and the City of Folsom, a Municipal Corporation (“City”).

RECITALS

WHEREAS, the City and JPA have collaborated on the design of a portion of Segment D3 of the Capital Southeast Connector expressway beginning at the intersection of Prairie City Road and continuing to the intersection of East Bidwell Street (the “Project”); and

WHEREAS, the Project involves the construction of four lanes and a bridge over Alder Creek, which will result in a new alignment of White Rock Road adjacent and immediately south of its existing location; and

WHEREAS, on May 13, 2020, the California Transportation Commission authorized \$25 million for construction of the Project; and

WHEREAS, the City received construction authorization from the California Department of Transportation (“Caltrans”) on June 25, 2020 and subsequently released the Project for bid; and

WHEREAS, the City and JPA desire to address certain ancillary issues related to costs associated with preliminary grading for the Project and the use of funds awarded to the JPA in connection with the Department of Resources Recycling and Recovery (“CalRecycle”) Fiscal Year 2019-20 Rubberized Pavement Grant Program, Grant Number TRP12-19-0002 (the “Grant”).

NOW, THEREFORE, the parties hereto, in consideration of the mutual covenants, promises, and agreements herein contained, and for other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged and agreed, do hereby agree as follows:

1. **Recitals**. The above recitals are true and correct and are hereby made a part of this MOU.
2. **Term**. This MOU shall terminate on April 1, 2022 or upon completion of the Project, whichever is sooner.
3. **Project Utility Grading**. Within sixty (60) days of execution of this MOU, the JPA shall pay the City thirty thousand dollars (\$30,000.00) for use in connection with certain Project costs associated with preliminary grading related to utility relocations.
4. **Reimbursement of Grant Funds**. The parties acknowledge the JPA has been awarded Grant funds in an amount not to exceed two hundred twenty thousand dollars (\$220,000.00) and that the Grant is reimbursement based in accordance with rates established in the Grant agreement. In connection with the Project and consistent with the terms of the Grant



agreement, the JPA shall seek reimbursement of all eligible costs and expenses from Grant funds awarded to the Project and remit any such Grant reimbursement received to the City. The City shall provide all requisite information and supporting documentation necessary for the completion of any forms, reports and documents required in connection with seeking reimbursement of Grant funds. The JPA and City acknowledge that determination of eligibility of costs and expenses for reimbursement is made exclusively by CalRecycle in accordance with the terms of the Grant agreement and that the JPA is only obligated to remit to the City as reimbursement any Grant funds received by the JPA.

5. Eligibility for Receipt of Grant Funds. The City hereby certifies that California Labor Code Section 1782 does not prohibit the City from receiving state funds for the Project. The City further certifies that it complies with California Labor Code Section 1770-1782.
6. Amendment. This MOU and all of the covenants and conditions set forth herein, may be modified, amended or terminated only by a writing duly authorized and executed by both the City and the JPA.
7. Construction and Interpretation. It is agreed and acknowledged by the parties hereto that the provisions of this MOU have been arrived at through negotiation, and that each of the parties has had a full and fair opportunity to revise the provisions of this MOU and to have such provisions reviewed by legal counsel. Therefore, the normal rule of construction that any ambiguities are to be resolved against the drafting party shall not apply in construing or interpreting this MOU.
8. Venue. This MOU and all matters relating to it shall be governed by the laws of the State of California and any action brought relating to this MOU shall be held exclusively in a state court in Sacramento County.
9. Severability. If any provision of this MOU is held by a court of competent jurisdiction to be invalid, void or unenforceable, the remainder of this MOU shall not be affected, except as necessarily required by the invalid provisions, and shall remain in full force and effect unless amended or modified by mutual consent of the parties.
10. Notices. All notices, requests, certifications or other correspondence required to be provided by the parties to this MOU shall be in writing and shall be personally delivered or delivered by first class mail to the respective parties at the following addresses:

CITY
 City of Folsom
 Attn: City Manager
 50 Natoma Street
 Folsom, CA 95630

JPA
Capital SouthEast Connector JPA
Attn: Executive Director
10640 Mather Blvd., Ste. 120
Mather, CA 95655

Notice by personal delivery shall be effective immediately upon delivery. Notice by mail shall be effective upon receipt or three days after mailing, whichever is earlier.

11. Counterparts. This MOU may be executed in multiple counterparts, each of which shall constitute an original, and all of which taken together shall constitute one and the same instrument. Documents executed, scanned, and transmitted electronically and electronic signatures shall be deemed original signatures for purposes of this Agreement and all matters related thereto, with such scanned and electronic signatures having the same legal effect as original signatures.

[SIGNATURES ON NEXT PAGE]

IN WITNESS WHEREOF, the parties hereto have executed this MOU in the County of Sacramento, State of California, on the date set forth above.

CITY OF FOLSOM



Elaine Andersen, City Manager 11/10/2020

Approved as to Form:



Steven Wang, City Attorney 11/10/2020

Attest:



Dave Nugen, Public Works Director



Stacey Tamagni, Finance Director



Christa Freemantle, City Clerk 11/12/20

CAPITAL SOUTHEAST CONNECTOR JOINT POWERS AUTHORITY



Derek Minnema, Executive Director

Approved as to Form:



Sloan Sakai Yeung & Wong, LLP
Legal Counsel to JPA



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CITY OF
FOLSOM
CALIFORNIA

Folsom City Council Staff Report

MEETING DATE:	10/26/2021
AGENDA SECTION:	Consent Calendar
SUBJECT:	Resolution No. 10733 - A Resolution Authorizing the City Manager to Execute a Construction Change Order with VSS International, Inc. for the Pavement Resurfacing Project Fiscal Year 2020-21, Project No. 8017
FROM:	Public Works Department

RECOMMENDATION / CITY COUNCIL ACTION

The Public Works Department recommends that the City Council pass and adopt Resolution No. 10733 - A Resolution Authorizing the City Manager to Execute a Construction Change Order with VSS International, Inc. for the Pavement Resurfacing Project Fiscal Year 2020-21, Project No. 8017.

BACKGROUND / ISSUE

In May 2021, City Council approved a construction contract (Contract No. 174-21 21-037) with VSS International, Inc. to perform the Pavement Resurfacing Project Fiscal Year 2020-21 Project No. 8017. The project began in June 2021, and the project was completed in July 2021.

This change order is necessary to document the final project quantities and changes. The Contractor and the City have been in discussions regarding project quantities which resulted in the delay of this change order. All project quantities have now been agreed on by both parties.

POLICY / RULE

Section 2.36.080, Award of Contracts of the Folsom Municipal Code states, in part, that if a change order exceeds one hundred thousand dollars, the city manager shall obtain written consent of the mayor or his/her designee.

ANALYSIS

This change order is the result of project quantity changes. In most instances, additional items of work were added to the project by the City. A few examples of these extra items are as follows:

- Addition of a paving mat on Silberhorn Drive due to the severely distressed pavement
- Additional mill & replace asphalt locations prior to resurfacing
- Additional miscellaneous roadway striping and delineation at various locations
- Additional resurfacing limits on Prairie City Road

All additional items of work were performed at contract unit prices or negotiated lower unit prices. All items that were not included in the original project scope were performed on a time & materials basis.

FINANCIAL IMPACT

The contract with VSS International, Inc. was authorized for \$1,597,000 with the project budgeted for a total of \$1,756,700, which included a ten percent contingency amount of \$159,700 for potential change orders. The change order will be in the amount of \$144,801.29, which is within the contingency amount. No additional funds are being requested.

ENVIRONMENTAL REVIEW

This project has been deemed categorically exempt from environmental review.

ATTACHMENT

Resolution No. 10733 - A Resolution Authorizing the City Manager to Execute a Construction Change Order with VSS International, Inc. for the Pavement Resurfacing Project Fiscal Year 2020-21, Project No. 8017

Submitted,



Mark Rackovan, PUBLIC WORKS DIRECTOR

RESOLUTION NO. 10733

A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE A CONSTRUCTION CHANGE ORDER WITH VSS INTERNATIONAL, INC. FOR THE PAVEMENT RESURFACING PROJECT FISCAL YEAR 2020-21, PROJECT NO. 8017

WHEREAS, the City Council authorized a construction contract in May 2021 for a not-to-exceed amount of \$1,756,700 with VSS International, Inc., to perform the Pavement Resurfacing Project Fiscal Year 2020-21, Project No. 8017; and

WHEREAS, the project has been successfully completed and final project quantities have been agreed on with the Contractor; and

WHEREAS, this change order is the result of quantity overages, underruns and additional items of work that were added to the project; and

WHEREAS, this change order is necessary to document final project quantities and no additional funds are being requested; 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 change order in the amount of \$144,801.29, for a revised not-to-exceed contract amount of \$1,741,801.30, with VSS International, Inc. for the Pavement Resurfacing Project Fiscal Year 2020-21, Project No. 8017.

PASSED AND ADOPTED this 26th day of October 2021, by the following roll-call vote:

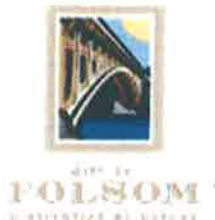
AYES: Councilmember(s):
NOES: Councilmember(s):
ABSENT: Councilmember(s):
ABSTAIN: Councilmember(s):

Michael D. Kozlowski, MAYOR

ATTEST:

Christa Freemantle, CITY CLERK

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Folsom City Council Staff Report

MEETING DATE:	10/26/2021
AGENDA SECTION:	Consent Calendar
SUBJECT:	Resolution No. 10734 - A Resolution Authorizing the City Manager to Execute Contract Amendment No. 1 with WEST Consultants, Inc. (Contract No.174-21 19-038) for the Weather Station Project Phase II, Project No. PW1703
FROM:	Public Works Department

RECOMMENDATION / CITY COUNCIL ACTION

The Public Works Department recommends that the City Council pass and adopt Resolution No. 10734 - A Resolution Authorizing the City Manager to Execute Contract Amendment No. 1 with WEST Consultants, Inc. (Contract No. 174-21 19-038) for the Weather Station Project Phase II, Project No. PW1703 and Appropriation of Funds.

BACKGROUND / ISSUE

In 2015, the city applied for and was awarded a grant from the California Department of Water Resources (DWR) Flood Emergency Response Projects – Statewide Grant Program, Round 2 in the amount of \$47,475. With that grant, the city installed five new ALERT2 rain gauges and three new ALERT2 stream gauges to augment the region-wide ALERT system of automated rain gauges, stream gauges and weather stations. The city hired WEST Consultants, Inc. to complete the installation of the new ALERT2 flood monitoring network, as well as implementing other flood emergency response preparedness tasks as identified in the original project. Installation was completed in January 2018.

The regional ALERT system has become a critical element in weather and flood-related emergency response activities for communities throughout the area and continuing to make improvements to Folsom’s flood warning system would be beneficial to city staff, residents and downstream communities. Accordingly, in February 2018 the city applied for the next round of grant funding from DWR for the Flood Emergency Response Projects – Statewide Grant Program, Round 3 in the amount of \$79,400 to cover the full estimated project cost. The city was ultimately awarded a grant in the amount of \$52,395 and staff worked with WEST

Consultants, Inc. to modify the scope of the planned improvements in order to more closely match the grant award. At the June 25, 2019 City Council meeting, Council approved Resolution No. 10303, the original contract with WEST Consultants, Inc. for the Weather Station Phase II Project in the amount of \$61,690.

As the original scope of work for the project has progressed, staff has identified additional enhancements to our stream gauge and rain gauge public dashboards that would better allow city staff and residents to review and process the rainfall and stream data that is collected, and better prepare for high flow events during storms. Staff requested that WEST Consultants, Inc. provide a scope and fee to incorporate these enhancements in their contracted work. These enhancements include obtaining creek and bridge cross sections at gauge locations in order to show accurate visual representation of the creek levels relative to the adjacent bridge crossing, developing the cross sections to be displayed within the Conrail public platform, adding historical stage data to the public platform, and developing a rating curve for Alder Creek in order to provide estimated discharges during active streamflow.

POLICY / RULE

Section 2.36.080, Award of Contracts of the Folsom Municipal Code states, in part, that contracts for supplies, equipment, services and construction with an estimated value of \$62,657 or greater shall be awarded by City Council.

ANALYSIS

Staff has reviewed the WEST Consultants, Inc. scope and fee to provide engineering design and consulting services and has determined that the proposed services and fee are consistent with the amount of work necessary to complete this type of project.

FINANCIAL IMPACT

Per Resolution No. 10303, the original contract with WEST Consultants, Inc. was authorized for \$61,690. Staff has reviewed the proposal for the additional work and concurs with the proposal to provide the requested engineering services in the amount of \$6,973, for a total not-to-exceed contract amount of \$68,663.

Funds in the amount of \$6,973 are available in the Drainage Capital Improvement Fund (Fund 448) . The current approved project budget is \$174,422 of which approximately \$35,700 remains.

ENVIRONMENTAL REVIEW

This project has been deemed categorically exempt from environmental review under the California Environmental Quality Act (CEQA).

ATTACHMENT

1. Resolution No. 10734 - A Resolution Authorizing the City Manager to Execute Contract Amendment No. 1 with WEST Consultants, Inc. (Contract No. 174-21 19-038) for the Weather Station Project Phase II, Project No. PW1703

Submitted,



Mark Rackovan, PUBLIC WORKS DIRECTOR

RESOLUTION NO. 10734

A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE CONTRACT AMENDMENT NO. 1 WITH WEST CONSULTANTS, INC. (CONTRACT NO. 174-21 19-038) FOR THE WEATHER STATION PROJECT PHASE II, PROJECT NO. PW1703

WHEREAS, the City Council adopted Resolution No. 10303 in June 2019, approving a contract with WEST Consultants, Inc. (Contract No. 174-21 19-038) in the amount of \$61,690 for the Weather Station Project Phase II; and

WHEREAS, the City of Folsom desires to continue to make upgrades to its ALERT2 flood warning system, which has become a critical element in weather and flood related emergency response activities for communities throughout the area; and

WHEREAS, WEST Consultants, Inc. has submitted a proposal to provide professional services and support to enhance the City of Folsom’s ALERT2 online dashboards and provide project management support services; and

WHEREAS, Amendment No. 1 would be in the amount of \$6,973 for a total contract amount of \$68,663; and

WHEREAS, there is sufficient funding budgeted and available in the Drainage Capital Improvement Fund (Fund 448) and within the project budget; 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 Contract Amendment No. 1 with WEST Consultants, Inc. (Contract No. 174-21 19-038) for the Weather Station Project Phase II, Project No. PW1703, for a total contract amount of \$68,663.

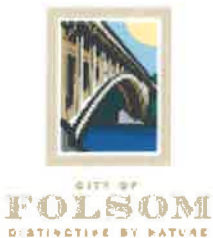
PASSED AND ADOPTED this 26th day of October 2021, by the following roll-call vote:

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

Michael D. Kozlowski, MAYOR

ATTEST:

Christa Freemantle, CITY CLERK



Folsom City Council Staff Report

MEETING DATE:	10/26/2021
AGENDA SECTION:	Consent Calendar
SUBJECT:	Resolution No. 10735 – A Resolution Authorizing The City Manager To Execute a Subdivision Improvement Agreement and Accept Offers of Dedication for the Russell Ranch Phase 3B Subdivision, and Approval of the Final Map for the Russell Ranch Phase 3B Subdivision
FROM:	Community Development Department

RECOMMENDATION / CITY COUNCIL ACTION

Staff recommends that the City Council move to adopt:

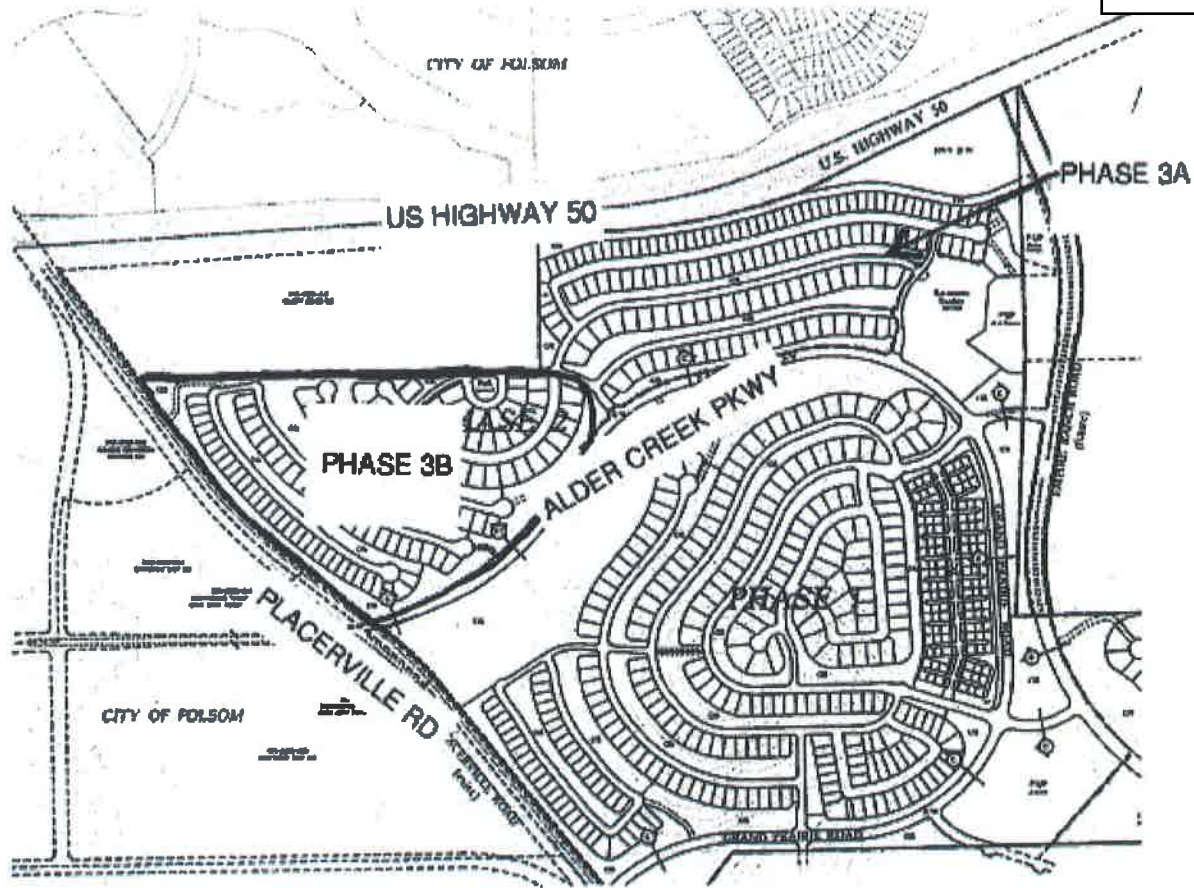
Resolution No. 10735 – A Resolution Authorizing the City Manager to Execute a Subdivision Improvement Agreement and Accept Offers of Dedication for the Russell Ranch Phase 3B Subdivision, and Approval of the Final Map for the Russell Ranch Phase 3B Subdivision

BACKGROUND/ISSUE

The Amended Vesting Tentative Subdivision Map for the Russell Ranch Phase 3B subdivision was approved by the City Council on June 28, 2016.

The action for consideration by the City Council is the approval of the Final Map and Subdivision Improvement Agreement for the Russell Ranch Phase 3A subdivision. The Final Map for the Russell Ranch Phase 3B subdivision will create a total of 110 single-family residential lots. With the approval of the Final Map, the subdivision process for this project will be complete.

The Russell Ranch Phase 3B subdivision is located on the north side of Alder Creek Parkway east of Placerville Road, south of US Highway 50 and west of the Russell Ranch Phase 3A Subdivision 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 3B 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 3B 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

An Environmental Impact Report was certified for the Russell Ranch Phase 1 subdivision pursuant to the California Environmental Quality Act Guidelines (Russell Ranch EIR, SCH # 2014062018), by the City Council on May 12, 2015. No further environmental review is required for this Final Map.

ATTACHMENTS

1. Resolution No. 10735 - A Resolution Authorizing the City Manager to Execute a Subdivision Improvement Agreement and Accept Offers of Dedication for the Russell Ranch Phase 3B Subdivision, and Approval of the Final Map for the Russell Ranch Phase 3B Subdivision
2. Russell Ranch Phase 3B Subdivision Improvement Agreement
3. Russell Ranch Phase 3B Final Map
4. Russell Ranch Phase 3B Amended Vesting Tentative Subdivision Map
5. Table of Conditions of Approval for the Russell Ranch Phase 3B Amended Vesting Tentative Subdivision Map

Submitted,



Pam Johns
Community Development Director

ATTACHMENT 1

**Resolution No. 10735 – A Resolution Authorizing the City Manager
To Execute a Subdivision Improvement Agreement and Accept Offers
of Dedication for the Russell Ranch Phase 3B Subdivision, and
Approval of the Final Map for the Russell Ranch Phase 3B Subdivision**

RESOLUTION NO. 10735

A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE A SUBDIVISION IMPROVEMENT AGREEMENT AND ACCEPT OFFERS OF DEDICATION FOR THE RUSSELL RANCH PHASE 3B SUBDIVISION, AND APPROVAL OF THE FINAL MAP FOR THE RUSSELL RANCH PHASE 3B SUBDIVISION

WHEREAS, the Final Map for the Russell Ranch Phase 3B 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 3B 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 3B subdivision.

NOW, THEREFORE, BE IT RESOLVED by the City Council of the City of Folsom that the Final Map for the Russell Ranch Phase 3B subdivision is hereby approved.

BE IT FURTHER RESOLVED that the City Manager is hereby authorized to execute the Subdivision Improvement Agreement with Lennar Homes of California, Inc. in a form acceptable to the City Attorney and accept the offers of dedication for the Russell Ranch Phase 3B subdivision.

PASSED AND ADOPTED this 26th day of October 2021, by the following roll-call vote:

AYES: Councilmember(s)

NOES: Councilmember(s)

ABSENT: Councilmember(s)

ABSTAIN: Councilmember(s)

Michael D. Kozlowski, MAYOR

ATTEST:

Christa Freemantle, CITY CLERK

ATTACHMENT 2

Russell Ranch Phase 3B 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 _____ 2021, 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 3B** 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 **FIVE MILLION NINE HUNDRED FORTY-EIGHT THOUSAND SEVEN HUNDRED FIFTY-ONE AND 00/100 DOLLARS (\$5,948,751.00)**.
2. Work; Satisfaction of City Engineer. All of the work on the required improvements is to be done at the places, of the materials, and in the manner and at the grades, all as shown upon the approved plans and specifications and as required by the City’s Improvement Standards and Standard Construction Specifications and any applicable City ordinances or state and federal laws, and to the satisfaction of the City Engineer.
3. Work; Time for Commencement and Performance. Work on the required improvements shall be completed by the Subdivider on or before twelve (12) months from the date of this Agreement. At least fifteen (15) calendar days prior to the commencement of such work, the Subdivider shall notify the City Engineer in writing of the date fixed by Subdivider for commencement of the work.
4. Time of Essence; Extension.
 - a. Time is of the essence of this Agreement. The date for completion of the work of construction may not be extended, except as provided in Section 16.36.110 of the Folsom Municipal Code.
5. Improvement Security. Concurrently with the execution of this Agreement, the Subdivider shall furnish the City:
 - a. Improvement security in the sum of **FIVE MILLION NINE HUNDRED FORTY-EIGHT THOUSAND SEVEN HUNDRED FIFTY-ONE AND 00/100 DOLLARS (\$5,948,751.00)**, which sum is equal to one hundred percent of the total estimated cost of constructing the required improvements and the cost of any other obligation to be performed by Subdivider under this Agreement, conditioned upon the faithful performance of this Agreement; and

- b. Separate improvement security in the sum of **FIVE MILLION NINE HUNDRED FORTY-EIGHT THOUSAND SEVEN HUNDRED FIFTY-ONE AND 00/100 DOLLARS (\$5,948,751.00)**, 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:

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

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 – **Russell Ranch Phase 3B**

BOND # _____
 PREMIUM: _____

PERFORMANCE BOND
 for
Subdivision Improvement Agreement

WHEREAS, The City Council of the City of Folsom, a Municipal Corporation in the State of California, and **Lennar Homes of California, Inc., a California Corporation**, (hereinafter designated as "Principal") have entered into an agreement where by principal agrees to install and complete certain designated public improvements, which said agreement, dated _____ 2021, and identified as the **Russell Ranch Phase 3B Subdivision Improvement Agreement** is hereby referred to and made a part hereof; and,

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

NOW THEREFORE, We, the principal, and _____, as surety, are held and firmly bound unto the City of Folsom, hereinafter referred to as the City; in the penal sum of **FIVE MILLION NINE HUNDRED FORTY-EIGHT THOUSAND SEVEN HUNDRED FIFTY-ONE AND 00/100 DOLLARS (\$5,948,751.00)**, 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 _____, 2021.

BY _____
(PRINCIPAL)

BY _____
(PRINCIPAL)

BY _____
(SURETY)

(ADDRESS)

(CITY, STATE, ZIP)

(TELEPHONE)

APPROVED AS TO FORM

CITY ATTORNEY

BOND # _____
 PREMIUM: _____

LABOR & MATERIALS BOND
 for
Subdivision Improvement Agreement

WHEREAS, The City Council of the City of Folsom, a Municipal Corporation of the State of California, and **Lennar Homes of California, Inc., a California Corporation** (hereinafter designated as "Principal"), have entered into an agreement whereby principal agrees to install and complete certain designated public improvements, which said agreement, dated _____ 2021, and identified as the **Russell Ranch Phase 3B Subdivision Improvement Agreement** is hereby referred to and made a part hereof; and,

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

NOW THEREFORE, said principal and the undersigned as corporate surety, are held firmly bound unto the City of Folsom and all contractors, subcontractors, laborers, materialmen and other persons employed in the performance of the aforesaid agreement and referred to in the aforesaid Code of Civil Procedure, in the sum of **FIVE MILLION NINE HUNDRED FORTY-EIGHT THOUSAND SEVEN HUNDRED FIFTY-ONE AND 00/100 DOLLARS (\$5,948,751.00)** 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 _____, 2021.

BY _____
(PRINCIPAL)

BY _____
(PRINCIPAL)

BY _____
(SURETY)

(ADDRESS)

(CITY, STATE, ZIP)

(TELEPHONE)

APPROVED AS TO FORM

CITY ATTORNEY

Attach Exhibit "A"

Engineers Estimate signed and stamped by Licensed Civil Engineer

ATTACHMENT 3

Russell Ranch Phase 3B Final Map

OWNER'S STATEMENT

I HEREBY STATE THAT I AM THE ONLY PARTY HAVING ANY RECORD TITLE INTEREST IN THE REAL PROPERTY INCORPORATED WITHIN THE BOUNDARIES OF THIS FINAL MAP OF 'RUSSELL RANCH PHASE 3B SMALL LOT MAP' AND DO HEREBY DECLARE THE CONSENT FROM NO OTHER PERSON IS NECESSARY AND I CONSENT TO THE INFORMATION AND RECOMMENDATION OF THIS FINAL MAP AND OFFER FOR DEDICATION AND DO HEREBY DEDICATE AS PUBLIC RIGHT-OF-WAYS AND AS PUBLIC UTILITY EASEMENTS TO THE CITY OF FOLSOM, DUNDINE CIRCLE, PURPLE SAGE CIRCLE, VALLEY TERRACE DRIVE, DUNDINE CIRCLE, RUSSELL COURT, ROCKY COURT, WELBY DRIVE COURT, DUNDINE CIRCLE, HINDALE DRIVE, PLEASANT HAVEN DRIVE AND ALDER CREEK PARKWAY AS SHOWN HEREON.

WE DO HEREBY DEDICATE FOR SPECIFIC PURPOSES THE FOLLOWING

- 1. A PUBLIC EASEMENT FOR THE INSTALLATION AND MAINTENANCE OF DRAIN, GAS, STREET AND WATER LINES, AND FOR UNDERGROUND WIRE AND CABLES FOR ELECTRICAL, TELEVISION AND COMMUNICATION SERVICES, TOGETHER WITH ANY AND ALL APPURTENANCES PERTAINING THERETO ON OVER, UNDER AND ACROSS THOSE STRIPS OF LAND SHOWN HEREON AND DESIGNATED 'LANDSCAPE EASEMENT' (L.E.);
2. A PUBLIC EASEMENT AND RIGHT-OF-WAY FOR THE INSTALLATION, REPAIR, REMOVAL OR REPLACEMENT OR IMPROVING THEREWITH WITH ANY AND ALL APPURTENANCES PERTAINING THERETO ON OVER, UNDER AND ACROSS THOSE STRIPS OF LAND SHOWN HEREON AND DESIGNATED 'LANDSCAPE EASEMENT' (L.E.);
3. A PUBLIC EASEMENT FOR THE INSTALLATION AND MAINTENANCE OF SIDEWALK AND PEDESTRIAN ACCESS ON OVER AND ACROSS THOSE STRIPS OF LAND SHOWN HEREON AND DESIGNATED 'PEDESTRIAN ACCESS EASEMENT' (P.A.E.);
4. A PUBLIC EASEMENT FOR THE INGRESS AND EGRESS OF CITY OF FOLSOM EMERGENCY VEHICLES ON OVER AND ACROSS THOSE STRIPS OF LAND SHOWN HEREON AND DESIGNATED 'EMERGENCY VEHICLE ACCESS EASEMENT' (E.V.A.);
5. A PUBLIC EASEMENT FOR CONSTRUCTION AND MAINTENANCE OF UTILITY LINES, SIDEWALKS, DRIVEWAYS AND DRIVEWAYS TOGETHER WITH ANY AND ALL APPURTENANCES PERTAINING THERETO INCLUDING PEDESTRIAN ACCESS FOR INGRESS AND EGRESS OF MAIL ON OVER AND ACROSS THOSE STRIPS OF LAND P. 6 (5) FEET IN WIDTH CONTIGUOUS TO ALL RIGHT-OF-WAYS.

AG ESSENTIAL HOUSING CA 4 L.P. A DELAWARE LIMITED PARTNERSHIP

BY: AGHP ASSET MANAGEMENT, LLC AN ARIZONA LIMITED LIABILITY COMPANY AUTHORIZED AGENT

NAME: STEVEN S. BUNSON MARSHALL DATE:

NOTARY'S ACKNOWLEDGMENT

A NOTARY PUBLIC OR OTHER OFFICIAL, COMPLETELY THIS CERTIFICATE VERIFIES ONLY THE IDENTITY OF THE INDIVIDUAL WHO SIGNED THE DOCUMENT TO WHICH THIS CERTIFICATE IS ATTACHED, AND NOT THE TRUTH, FAITH, ACCURACY OR VALIDITY OF THAT DOCUMENT.

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

PERSONALLY KNOWN TO ME ON THE BASIS OF SATISFACTORY EVIDENCE TO BE THE PERSON(S) WHOSE NAME(S) WERE SUBSCRIBED TO THE WITHIN INSTRUMENT AND ACKNOWLEDGED TO ME THAT WHOSE/WHICH EXERCISED THE SAME IN HIS/HER/IT(S) AUTHORIZED CAPACITY(IES), AND THAT BY HIS/HER/IT(S) 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:



NADORS BENCHMARK-CITY OF FOLSOM BENCHMARK 71 ELEVATION = 444.88 NAV 088 BRASS DISK STAMPED 'CITY OF FOLSOM BN 71' ON THE SOUTHWEST CORNER OF THE CONCRETE FOOTING FOR A BROWNSHIRT POLE SUCCESS. LOCATION OF SITE IS APPROXIMATELY 100 FEET SOUTH OF HIGHWAY 50 AND 30 FEET EAST OF THE RAILROAD TRACKS ALONG OLD PLACERVILLE ROAD. APPROXIMATE LATITUDE: 38° 54' 54.00" LONGITUDE: 121° 03' 33.00" THE BASIS FOR LEVELS WERE RUN FROM COUNTY BENCHMARK UNBROKEN STAMPED 'NADORS' IN FEBRUARY 2014 BY MACKAY & SOMPS CIVIL ENGINEERS, INC.

CITY ENGINEER'S STATEMENT

I HEREBY STATE THAT I HAVE EXAMINED THIS FINAL MAP OF 'RUSSELL RANCH PHASE 3B SMALL LOT MAP' 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. GRAHN, REG-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 3B SMALL LOT MAP' AND I AM SATISFIED THAT SAID MAP IS TECHNICALLY CORRECT.

GERALD A. YOUNG, REG-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 'RUSSELL RANCH PHASE 3B SMALL LOT MAP' AND HAS ACCEPTED, ON BEHALF OF THE PUBLIC, SUBJECT TO IMPROVEMENTS, ALL RIGHT-OF-WAYS AND EASEMENTS SHOWN HEREON FOR DEDICATION AS 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

I HEREBY STATE THAT I HAVE EXAMINED THIS FINAL MAP OF 'RUSSELL RANCH PHASE 3B SMALL LOT MAP' AND I AM SATISFIED THAT SAID MAP IS TECHNICALLY CORRECT.

DONNA ALFRED SACRAMENTO COUNTY RECORDER STATE OF CALIFORNIA

DATE:

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 AS THE REQUEST OF TUNG RUSSELL RANCH LLC, A DELAWARE LIMITED LIABILITY COMPANY IN DECEMBER 2017. I HEREBY STATE THAT THIS FINAL MAP SUBSTANTIALLY CONFORMS TO THE CONDITIONALLY APPROVED TENTATIVE MAP THAT THE BOUNDARY LINES, OF THE CHARACTER AND WILL OCCUPY THE POSITIONS AS INDICATED AND WILL BE SET BY JUNE 30, 2022, AND THAT SAID MONUMENTS WILL BE SUFFICIENT TO ENABLE THE SURVEY TO BE RETRACED.

MACKAY & SOMPS CIVIL ENGINEERS, INC.



FOR REVIEW ONLY PAUL FERGUSON, JR. P.L.S. 9256 EXP. 03-31-2022 DATE: 10-07-2021

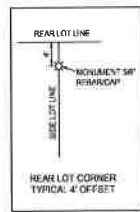
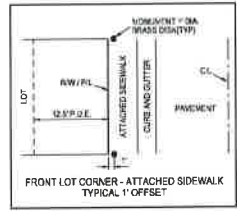
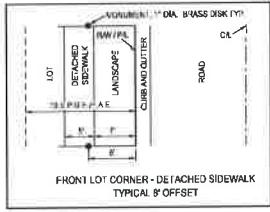
FINAL MAP (PN 16-122.P3B) RUSSELL RANCH PHASE 3B SMALL LOT MAP

MACKAY AND REBUBINATION OF LOTS 8 AND 9 AS SHOWN AND SO DESIGNATED ON THAT CERTAIN FINAL MAP ENTITLED 'FINAL MAP' (PN 16-122) RUSSELL RANCH - LARGE LOT' FILED FOR RECORD ON SEPTEMBER 21, 2017 IN BOOK 358 OF MAPS, AT PAGE 1 SACRAMENTO COUNTY RECORDS, AVERRED PURSUANT TO THAT CERTAIN CERTIFICATE OF CORRECTION, RECORDED OCTOBER 19, 2018 AS DOCUMENT NO. 20181818202, BEING A PORTION OF 30 CITIES & TOWNSHIP RECORDS, RANGE 30 EAST, MERIDIAN CITY OF FOLSOM • SACRAMENTO COUNTY • CALIFORNIA OCTOBER 2021 SHEET 1 OF 13

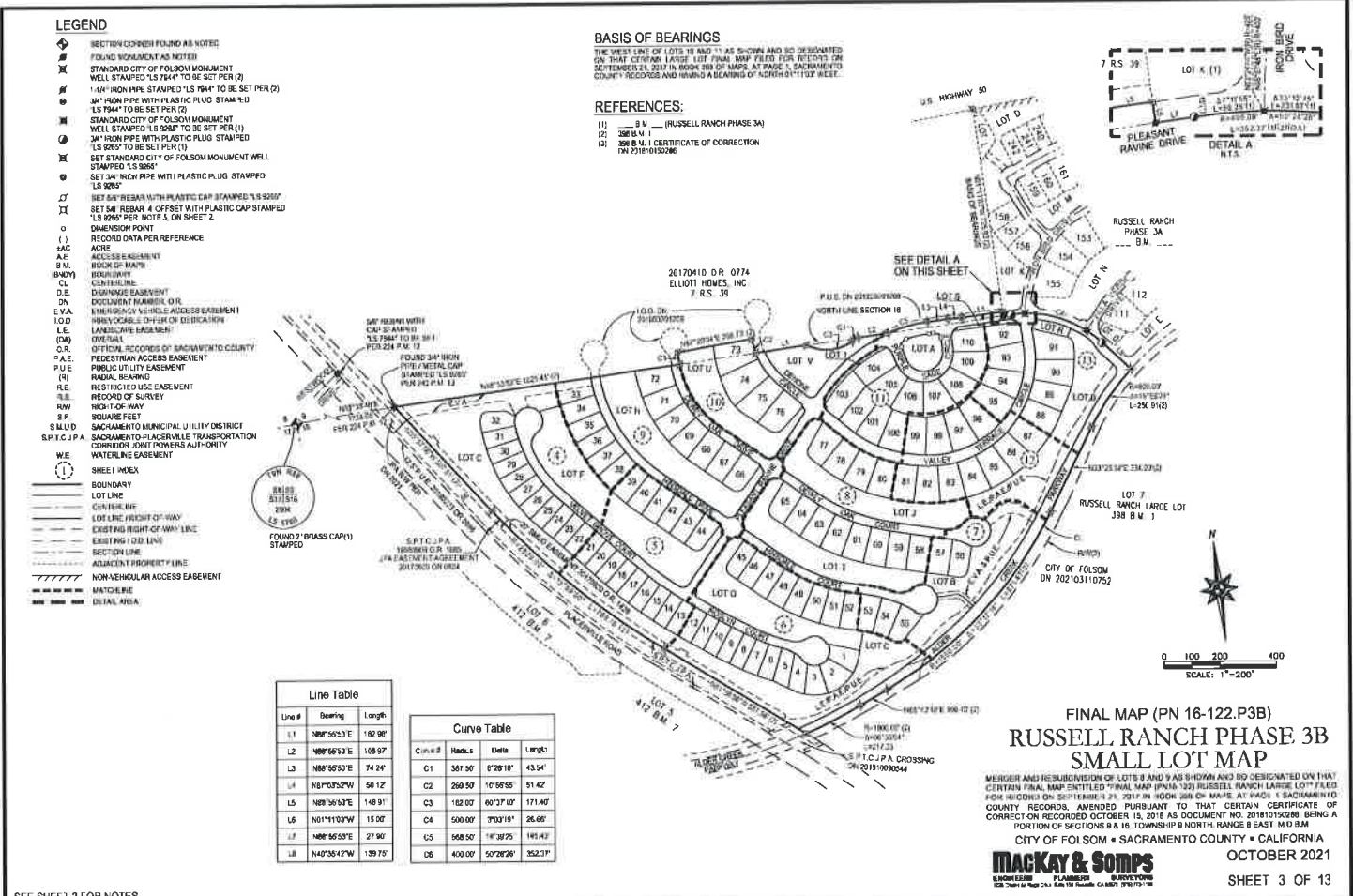
NOTES

- ALL CURVE DIMENSIONS ARE RADII, 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 5,310+ SQUARE FEET OF LANDS, CONSISTING OF 110 RESIDENTIAL LOTS AND 13 LETTER LOTS. THE RESIDENTIAL LOTS ARE NUMBERED 1-110 AND LETTERED LOTS ARE A, B, C, F, G, H, I, J, R, S, T, U AND V.
- A PRELIMINARY GEOTECHNICAL ENGINEERING REPORT FOR THE RUSSELL RANCH SOUTH (INDUSTRIAL) DEVELOPMENT WAS PREPARED BY GEOTECHNICAL CONSULTING GROUP, INC. ON DECEMBER 02, 2019 AND MAY BE AVAILABLE FOR PUBLIC INSPECTION AT THE CITY OF FOLSOM COMMUNITY DEVELOPMENT DEPARTMENT.
- ALL FRONT LOT EASEMENTS WILL BE SET WITH AN 8'00" FOOT OFFSET FROM THE DETACHED SIDEWALK ON THE SIDE LOT LINE OR A 1'00" FOOT OFFSET FROM THE ATTACHED SIDEWALK ON THE SIDE LOT LINE EXTENDED WITH A 1" DIAMETER BRASS DISK STAMPED "L.S. 2021" (SEE DETAIL THIS SHEET).
- REAR CORNERS WILL BE SET AS FOLLOWS (UNLESS SHOWN OTHERWISE):
 - FOR LOTS 1 THROUGH 53 & 109 - 110 WILL BE SET WITH A 5'6" REAR AND "PLASTIC CAP" STAMPED "L.S. 2021".
 - FOR LOTS 54 THROUGH 108 WILL BE SET WITH A 4'00" FOOT OFFSET ON THE SIDE LOT LINE WITH A 3/8" REAR AND PLASTIC CAP STAMPED "L.S. 2021" (SEE DETAIL THIS SHEET).
- PROPERTY SUBJECT TO COMMUNITY FACILITIES DISTRICT SCHOOL FACILITIES IMPROVEMENT DISTRICT NO. 3 PER 20200707 O.R. 086.
- PROPERTY SUBJECT TO A PENDING SCHOOL FACILITIES IMPROVEMENT DISTRICT NO. 2.
- PROPERTY SUBJECT TO COMMUNITY FACILITIES DISTRICT NO. 201-1 (WATER FACILITIES AND SUPPLY) PER 20191201 O.R. 091.
- PROPERTY SUBJECT TO COMMUNITY FACILITIES DISTRICT NO. 17 (WILLOW HILL PIPELINE) PER 20190205 O.R. 033.
- PROPERTY SUBJECT TO COMMUNITY FACILITIES DISTRICT NO. 22 (RUSSELL RANCH) PER 20171115 O.R. 103.
- PROPERTY SUBJECT TO COMMUNITY FACILITIES DISTRICT NO. 18 (FOLSOM PLAN AREA - AREA WIDE IMPROVEMENTS AND SERVICES) PER 20151209 O.R. 047 AND 201620160405.
- PROPERTY SUBJECT TO TERMS AND PROVISIONS CONTAINED IN THEIR DEVELOPMENT AGREEMENT RELATIVE TO THE FOLSOM SOUTH SPECIFIC PLAN PER 20170812 O.R. 042 AND "ABANDONMENT AND ASSUMPTION AGREEMENT" RELATIVE TO THE FOLSOM SOUTH SPECIFIC PLAN PER 2017 DEVELOPMENT AGREEMENT PER 20170812 O.R. 042, 20170812 O.R. 045, 20170812 O.R. 046, 20170812 O.R. 047, 20170812 O.R. 048 AND 20171217 O.R. 219.
- PROPERTY SUBJECT TO "WATER SUPPLY AND FACILITIES FINANCING PLAN AND AGREEMENT BETWEEN THE CITY OF FOLSOM AND CERTAIN LANDOWNERS IN THE FOLSOM PLAN AREA FOR 2017 OCTOBER 12, 2017 AND "ASSUMPTION AND ABANDONMENT AGREEMENT RELATIVE TO WATER SUPPLY AND FACILITIES FINANCING PLAN AND AGREEMENT BETWEEN THE CITY OF FOLSOM AND LANDOWNERS IN THE FOLSOM PLAN AREA" PER 20170802 O.R. 042, 20170802 O.R. 088 & 20171217 O.R. 042 AND 20171221 O.R. 213.
- 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. 048, 20140801 O.R. 100, AND 20141109 O.R. 060.
- PROPERTY SUBJECT TO TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "AGREEMENT AFFECTING REAL PROPERTY (INCLUSIONARY HOUSING AGREEMENT) PER 2010170 O.R. 061.
- PROPERTY SUBJECT TO TERMS AND PROVISIONS CONTAINED IN THE DOCUMENTS ENTITLED "AGREEMENT FOR EASEMENT OF WAY (EASEMENT AND ACQUISITION FOR THE MAINLINE EASEMENT OF THE CAPITAL SOUTH/EAST CORRIDOR BETWEEN THE NEW HOME COMPANY, RUSSELL RANCH, LLC AND THE CAPITAL SOUTH/EAST CORRIDOR DEVELOPMENT AUTHORITY) PER 20160204 O.R. 050.
- 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. 082.
- PROPERTY SUBJECT TO DECLARATION OF COVENANTS AND RESTRICTIONS RECORDED JUNE 19, 2017 PER 20170618 O.R. 061.
- PROPERTY SUBJECT TO DECLARATION OF COVENANTS AND RESTRICTIONS RECORDED MARCH 19, 2016 PER 20160319 O.R. 061, MODIFICATION RECORDED OCTOBER 26, 2016 PER 20161026 O.R. 059 AND TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "PARTIAL ABANDONMENT OF COVENANTS AND RESTRICTIONS RECORDED MARCH 21, 2016 PER 20160321 O.R. 061.
- PROPERTY SUBJECT TO THE TERMS AND PROVISIONS CONTAINED IN THAT DOCUMENT ENTITLED "SUPPLEMENTAL IMPROVEMENT AGREEMENT (FOLSOM PLAN AREA - SCOTT ROAD IMPROVEMENTS) PER 20170706025.
- PROPERTY SUBJECT TO A PRIVATE EASEMENT, TO BE RECEIVED IN FAVOR OF THE RUSSELL RANCH COMMUNITY ASSOCIATION, OR, OTHER EASEMENT AND RIGHTS OF LAND SHOWN HEREON AND DEDICATED RESTRICTIVE USE EASEMENTS (RUE). THE PURPOSE OF THE EASEMENT IS TO ALLOW THE HOMEOWNER'S ASSOCIATION TO RECLAIM THE LANDSCAPING AND CONSTRUCTION OF ALL STRUCTURES (FOR EXAMPLE, TERRACE AND WALKWAYS) WITHIN THE EASEMENT AREA TO MAINTAIN VIEWS AND PRESERVE THE STRUCTURAL STABILITY OF ENGINEERED SLOPES.
- THIS MERGER AND RESUBDIVISION INCLUDES LOTS 8 AND 9. PUBLIC CASEMENTS, UNRELOCABLE OFFERS OF EASEMENT AND RIGHTS OF WAY AS SHOWN ON RUSSELL RANCH LARGE LOT MAP 368 B M. 1 UNLESS OTHERWISE SHOWN HEREON.
- 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, NORTHSTAR CALIFORNIA, LLC, A SACRAMENTO LIMITED LIABILITY COMPANY, AND AG ESEBRIAL, HOUSTON, CA, L.P., A DELAWARE LIMITED LIABILITY COMPANY, RECORDED DECEMBER 21, 2021, FILE NO. 2021021019 OF OFFICE RECORDED.

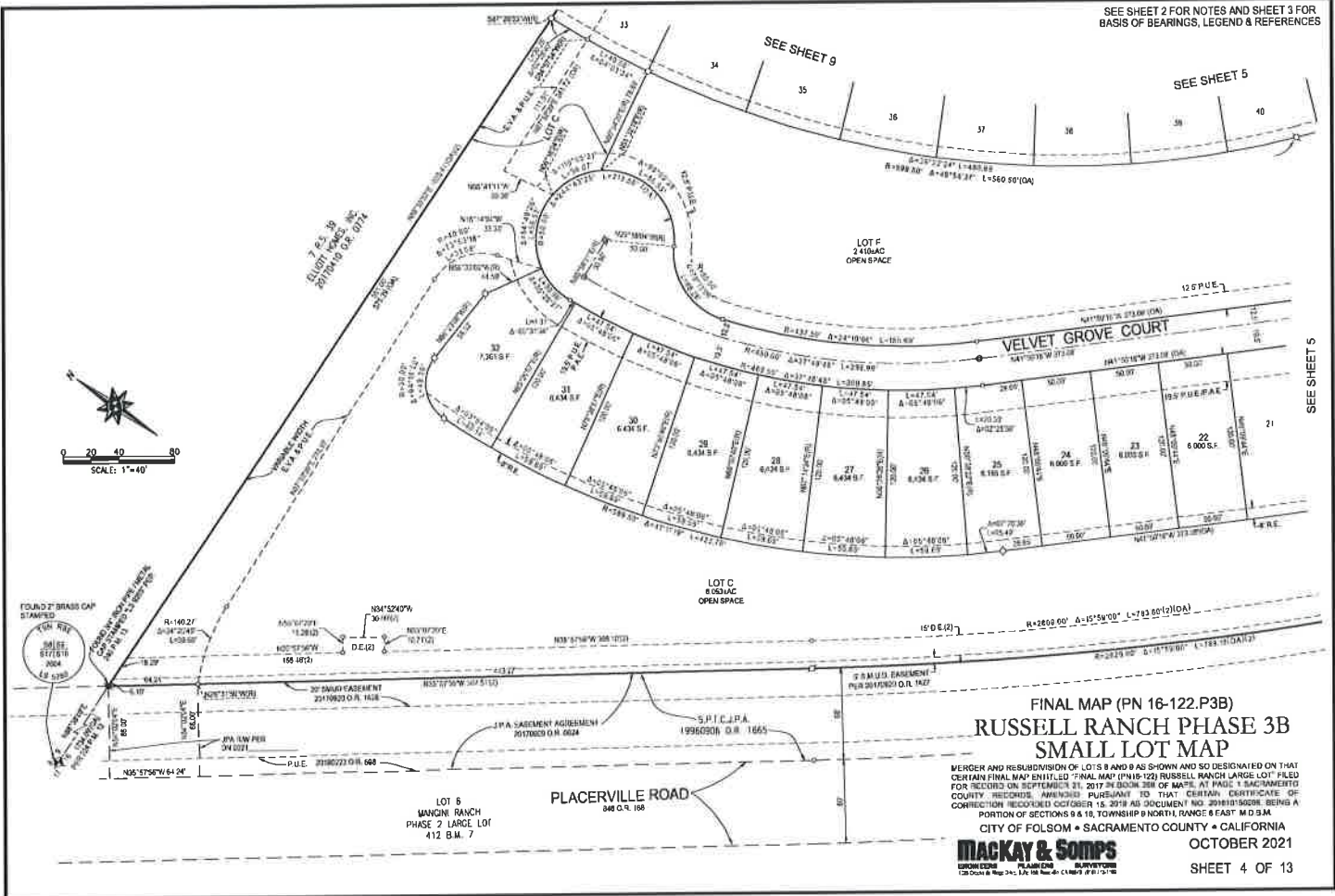
- PROPERTY SUBJECT TO THE TERMS AND PROVISIONS CONTAINED IN THE DOCUMENT ENTITLED "MEMORANDUM OF OPTION AGREEMENT" EXECUTED BY AND BETWEEN AG ESEBRIAL, HOUSTON, CA, L.P., A DELAWARE LIMITED LIABILITY COMPANY, AND NEW HOME OF CALIFORNIA, INC., A CALIFORNIA CORPORATION, RECORDED FEBRUARY 23, 2021, AS ON 202102230213 O.R.
- MONUMENTS SET PER RUSSELL RANCH LARGE LOT MAP 368 B M. 1 HAVE BEEN REMOVED FROM THIS MAP UNLESS OTHERWISE NOTED.
- LOTS 8, C, H, U AND V TO BE DEEDED BY SEPARATE DOCUMENT TO THE CITY OF FOLSOM.
- LOTS B AND G, SHOWN HEREON SUBJECT TO THE RUSSELL RANCH PHASE 1 FUEL MODIFICATION PLAN, PREPARED BY BRIGHTVIEW DESIGN GROUP, ON FILE IN THE CITY OF FOLSOM COMMUNITY DEVELOPMENT DEPARTMENT.
- LOT A TO BE DEEDED TO THE RUSSELL RANCH COMMUNITY ASSOCIATION FOR A PRIVATE PARK.
- LOTS F, G, I, J, R, S, AND T TO BE DEEDED TO THE RUSSELL RANCH COMMUNITY ASSOCIATION.
- PURSUANT TO SECTION 6343(C) OF THE SUBDIVISION MAP ACT THE FILING OF THIS FINAL MAP SHALL CONSTITUTE ABANDONMENT OF THAT PORTION OF THE EASEMENTS LISTED BELOW NOT SHOWN HEREON THAT FALL WITHIN THE SUBJECT PROPERTY:
 - LOT 3 A E.P. LINE ALONG NORTHERLY RIGHT OF WAY LINE OF ALDER CREEK PARKWAY WITHIN LOTS 8 AND 9 PER 368 B M. 1.
 - THE RIGHTS OF WAY OF ALDER CREEK PARKWAY, LOTS 8 AND 9 PER 368 B M. 1 (RECORDED ON THIS MAP).
 - THE RIGHTS OF WAY OF PLEASANT RAVINE DRIVE WITHIN LOT 8 PER 368 B M. 1 (RECORDED ON THIS MAP).
 - LOT 3 WITHIN SAID LOT 8 AND 9 PER 20181215 O.R. 068.
 - A 12' WIDE W.E. IN LOT 8 PER 368 B M. 1.
 - A 12' WIDE W.E. IN THE SECTION OF LOT 8 AND 9W PORTION LOT 9 PER 368 B M. 1.

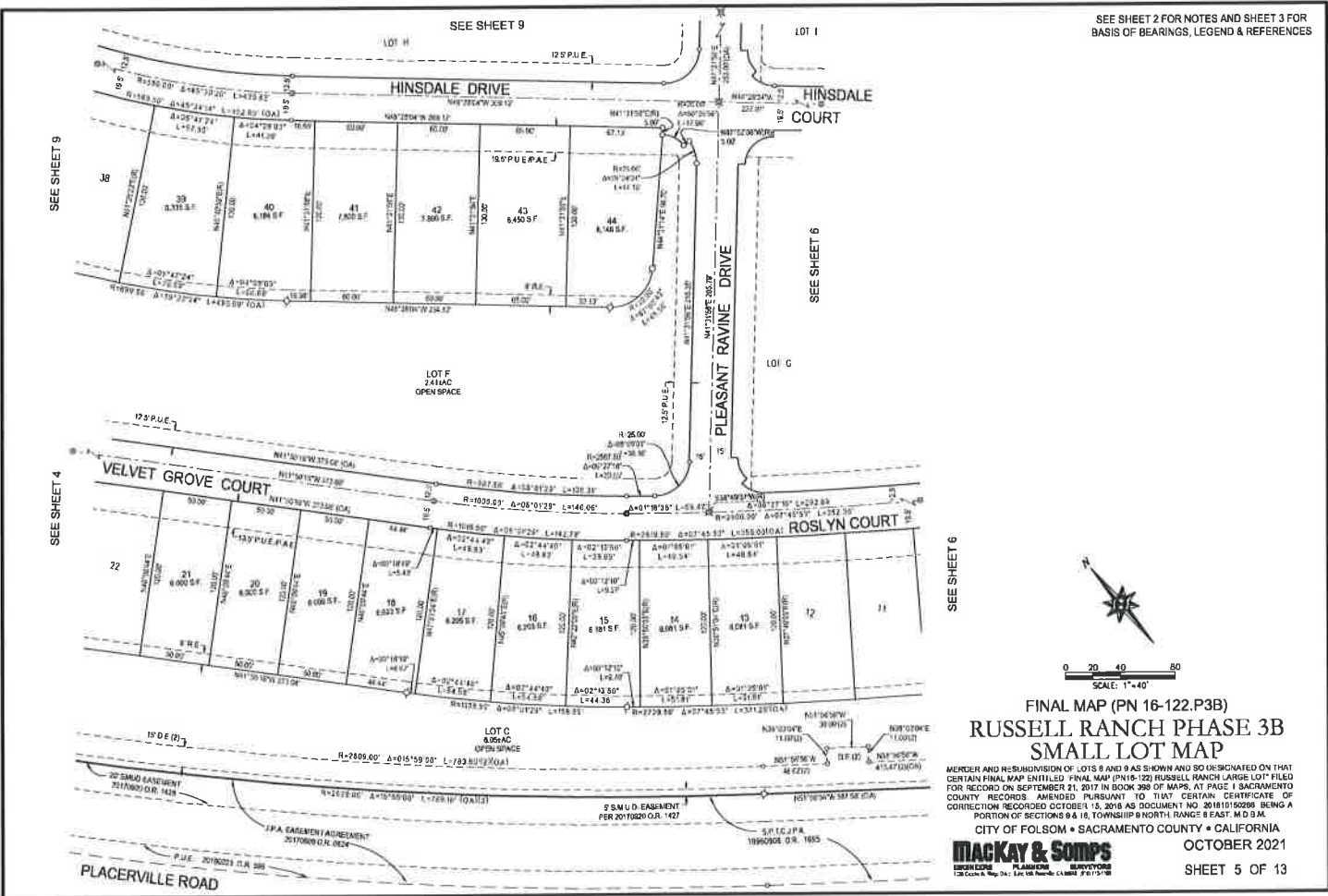


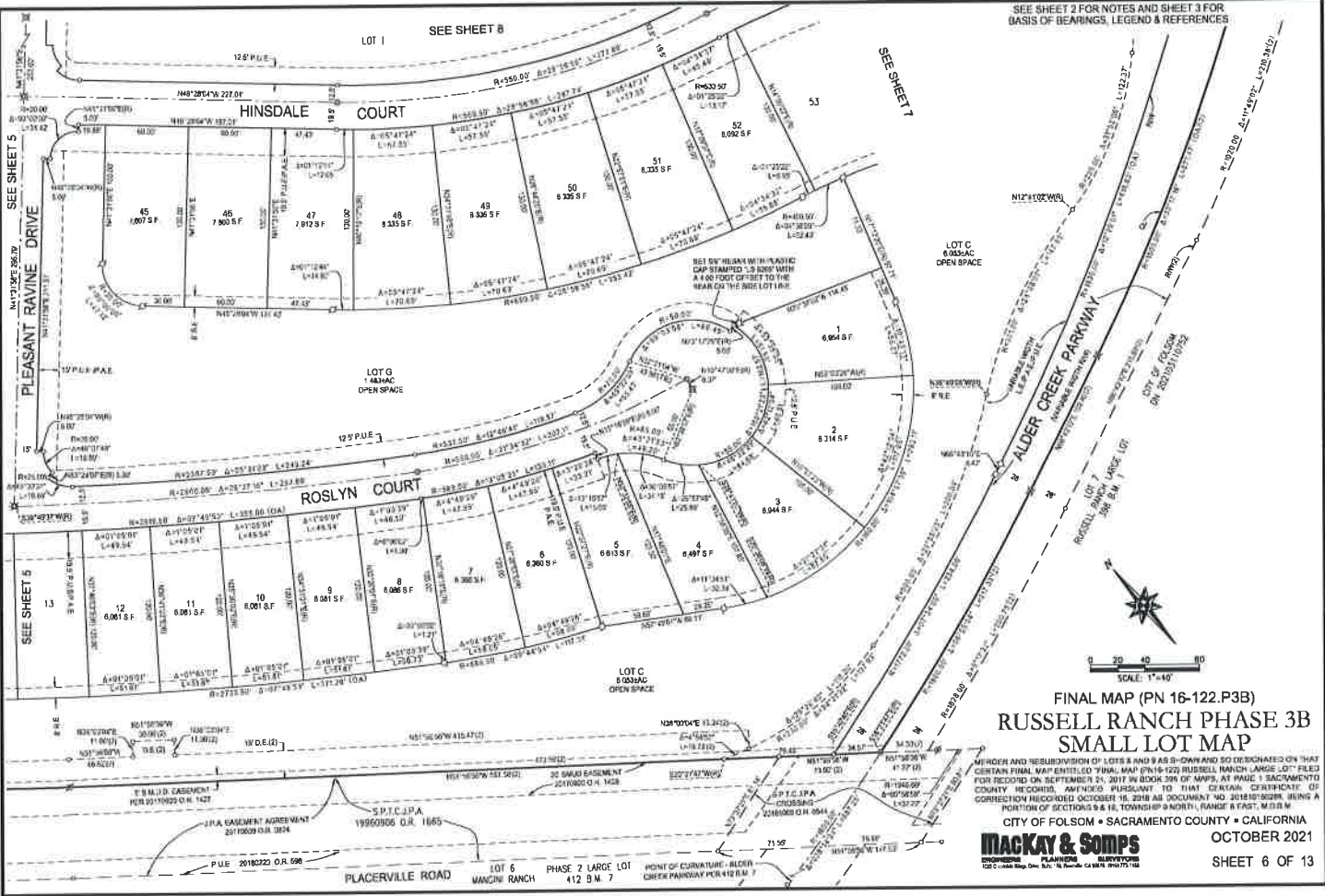
FINAL MAP (PN 16-122.P3B)
RUSSELL RANCH PHASE 3B
SMALL LOT MAP
 MERGER AND RESUBDIVISION OF LOTS 8 AND 9 AS SHOWN AND SO DESIGNATED ON THAT CERTAIN FINAL MAP ENTITLED "FINAL MAP (PN 16-122) RUSSELL RANCH LARGE LOT" FILED FOR RECORD ON DECEMBER 21, 2017 IN BOOK 388 OF MAPS AT PAGE 3 SACRAMENTO COUNTY RECORDS, AMENDED PURSUANT TO THAT COUNTY CERTIFICATE OF CORRECTION RECORDED OCTOBER 19, 2018 AS DOCUMENT NO. 20181019026, BEING A PORTION OF SECTIONS 8 & 9, TOWNSHIP 9 NORTH RANGE 3 EAST, M.D. 35A.
 CITY OF FOLSOM • SACRAMENTO COUNTY • CALIFORNIA
MACKAY & SOMPS SURVEYORS
 128 South 4th Street, Suite 100, Folsom, CA 95630
 OCTOBER 2021
 SHEET 2 OF 13



SEE SHEET 2 FOR NOTES







SHEET 7 OF 13

OCTOBER 2021

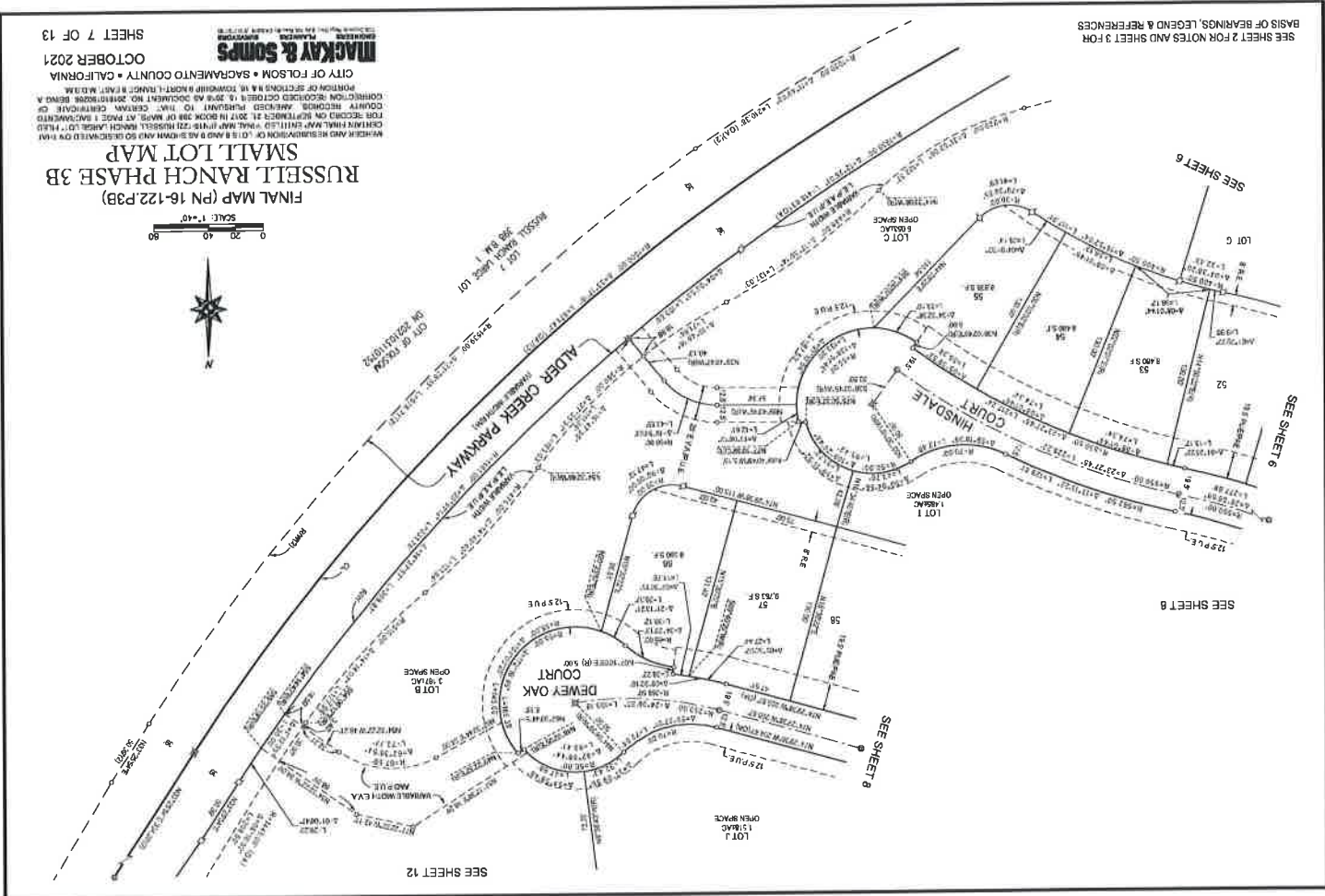
THACKAY & SONS
ENGINEERS PLANNERS ARCHITECTS
CITY OF FOLSOM • SACRAMENTO COUNTY • CALIFORNIA
PORTION OF SECTION 18 IN TOWNSHIP 18 NORTH RANGE 18 WEST
CORRECTION RECORDED OCTOBER 14, 2018 AS DOCUMENT NO. 20181000000000000000
FOR RECORD ON BEARING 21 2017 IN BOOK 208 OF MAPS, 1ST PAGE 1 IMPROVED
CERTAIN FINAL MAP ENTITLED "SMALL LOT MAP" RUSSELL RANCH PHASE 3B, LOT 11
WHEREAS RESUBDIVISION OF LOTS 8 AND 9 AS SHOWN AND SO DESIGNATED ON THE

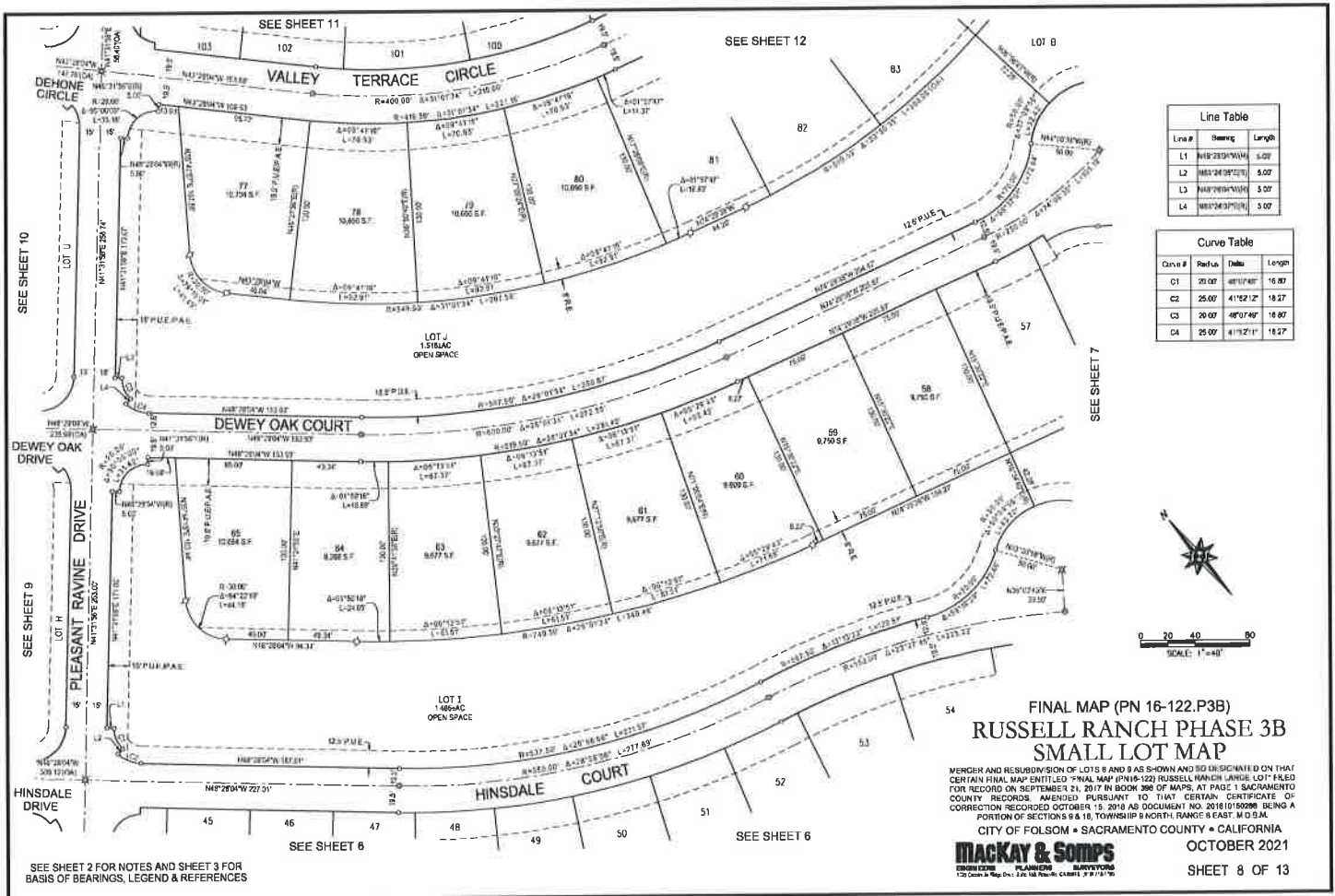
SMALL LOT MAP
RUSSELL RANCH PHASE 3B
FINAL MAP (PN 16-122-P3B)

SCALE: 1"=40'



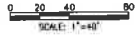
SEE SHEET 2 FOR NOTES AND SHEET 3 FOR
BASIS OF BEARINGS, LEGEND & REFERENCES





Line Table		
Line #	Bearing	Length
L1	N18°28'34"W	5.00'
L2	N83°24'03"E	5.00'
L3	N41°01'34"W	5.00'
L4	N18°28'34"W	5.00'

Curve Table			
Curve #	Radius	Delta	Length
C1	20.00'	180°00'00"	16.82'
C2	25.00'	41°52'12"	18.27'
C3	20.00'	48°07'48"	18.80'
C4	25.00'	41°52'12"	18.27'



FINAL MAP (PN 16-122.P3B)
**RUSSELL RANCH PHASE 3B
 SMALL LOT MAP**

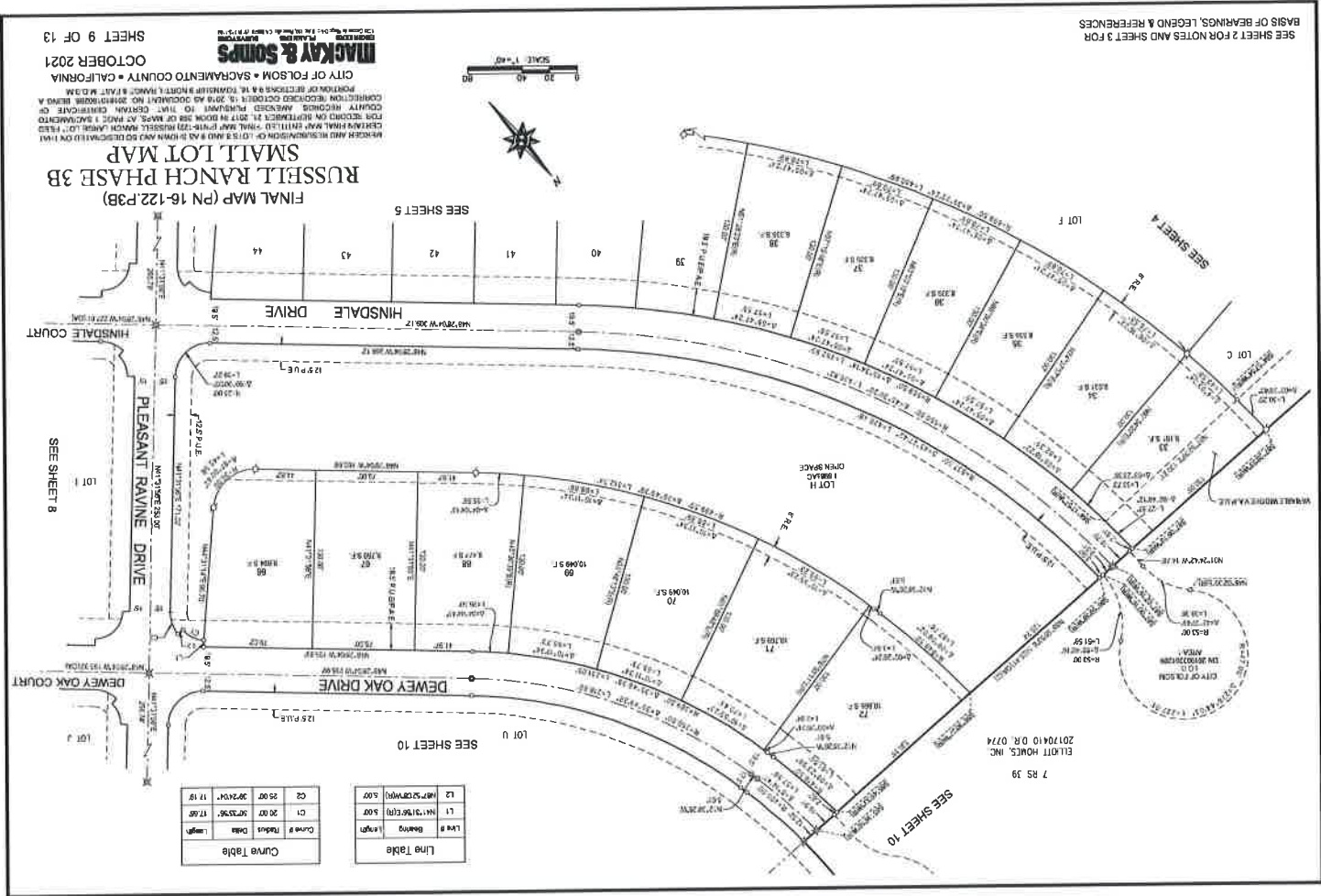
MEMORANDUM AND RESUBDIVISION OF LOTS 8 AND 9 AS SHOWN AND SO INDICATED ON THAT CERTAIN FINAL MAP ENTITLED "FINAL MAP (PN 16-122) RUSSELL RANCH LARGE LOT" FILED FOR RECORD ON SEPTEMBER 21, 2017 IN BOOK 396 OF MAPS, AT PAGE 1 SACRAMENTO COUNTY RECORDS AMENDED PURSUANT TO THAT CERTAIN CERTIFICATE OF CORRECTION RECORDED OCTOBER 15, 2018 AS DOCUMENT NO. 201810150288 BEING A PORTION OF SECTIONS 9 & 16, TOWNSHIP 8 NORTH, RANGE 8 EAST, M.D.5.M.

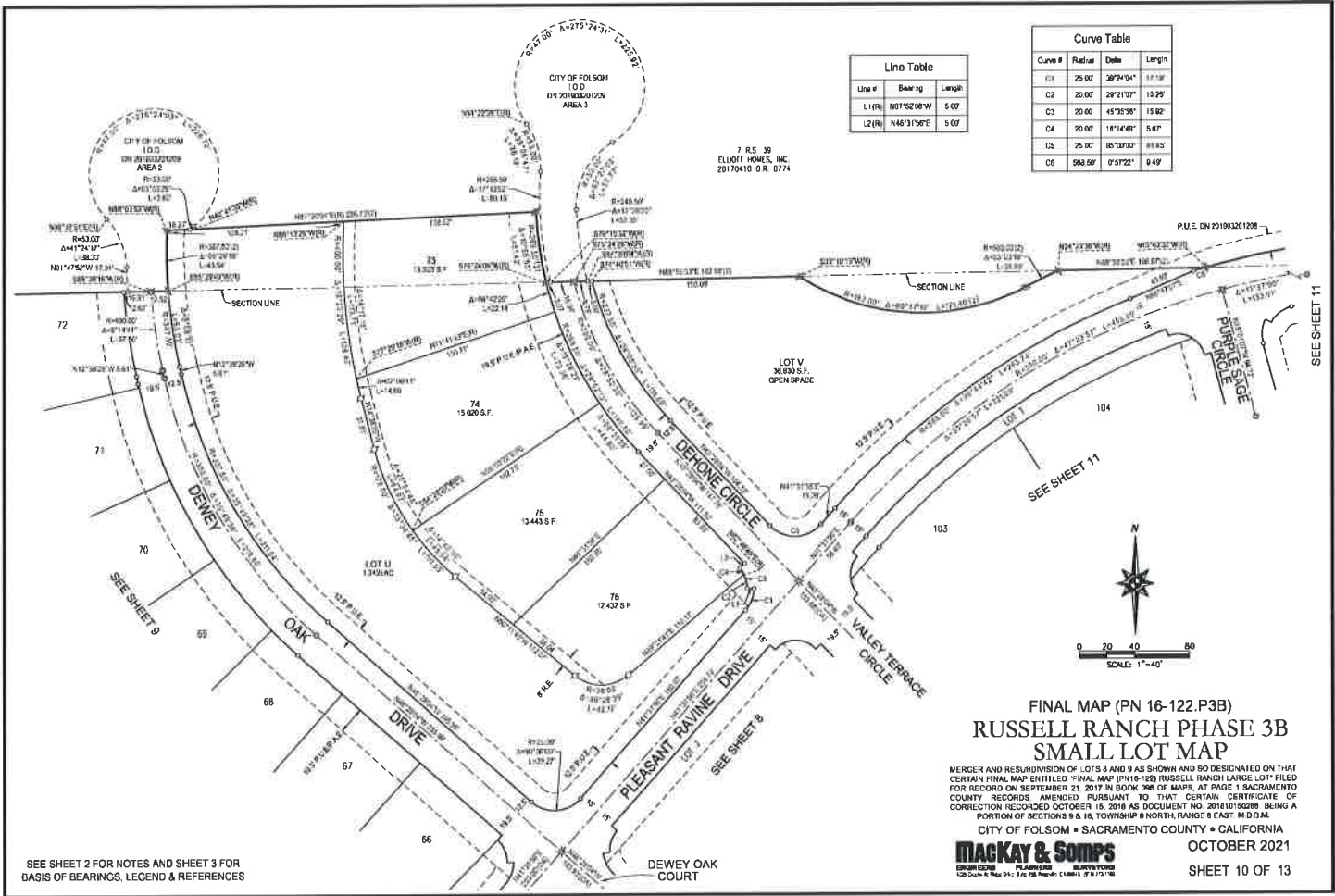
CITY OF FOLSOM • SACRAMENTO COUNTY • CALIFORNIA

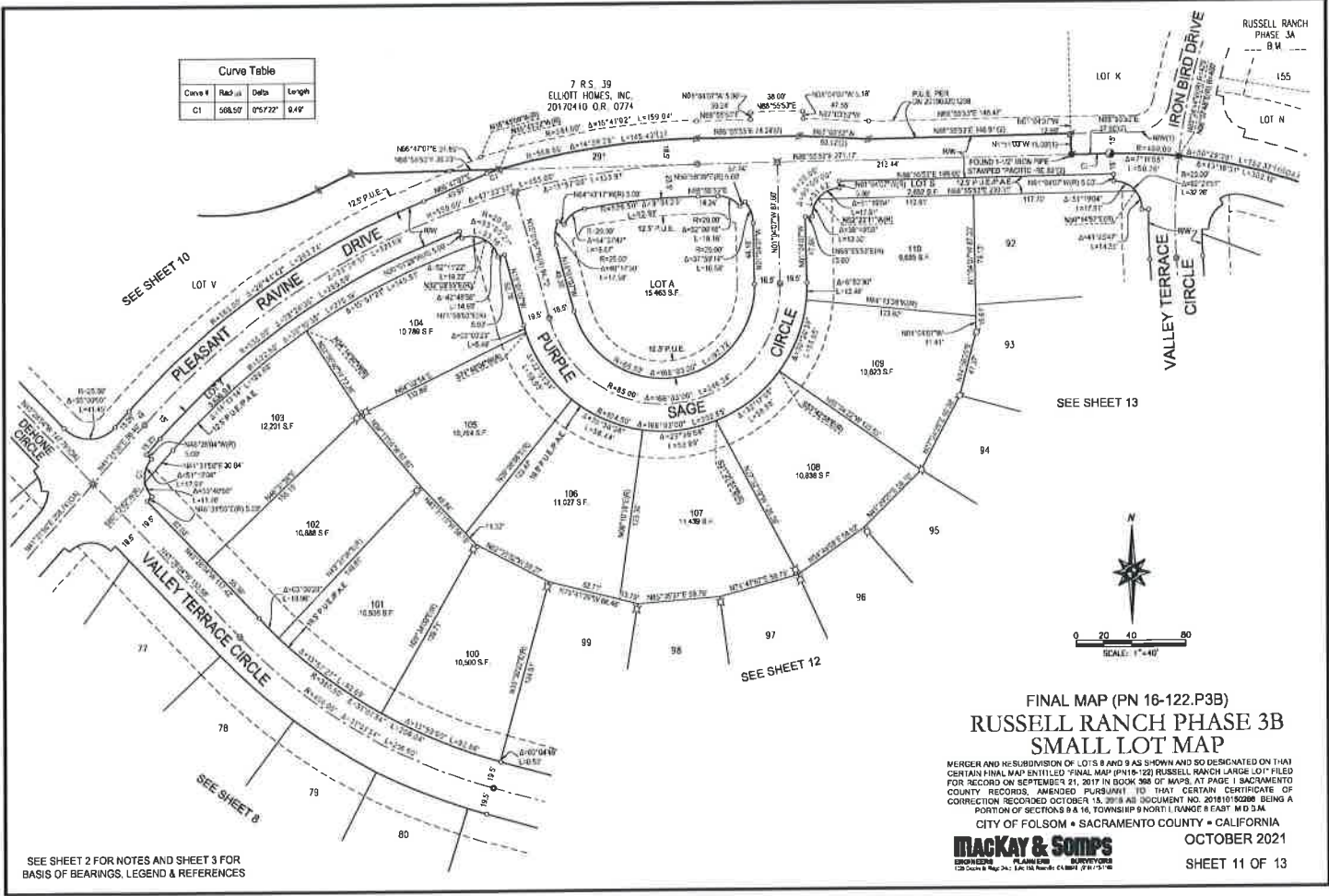
MACKAY & SOMPS
ENGINEERS PLANNERS SURVEYORS
 1320 Colusa & Map Dr. • 122 1/2 N. Pacific • Colusa, CA 95619

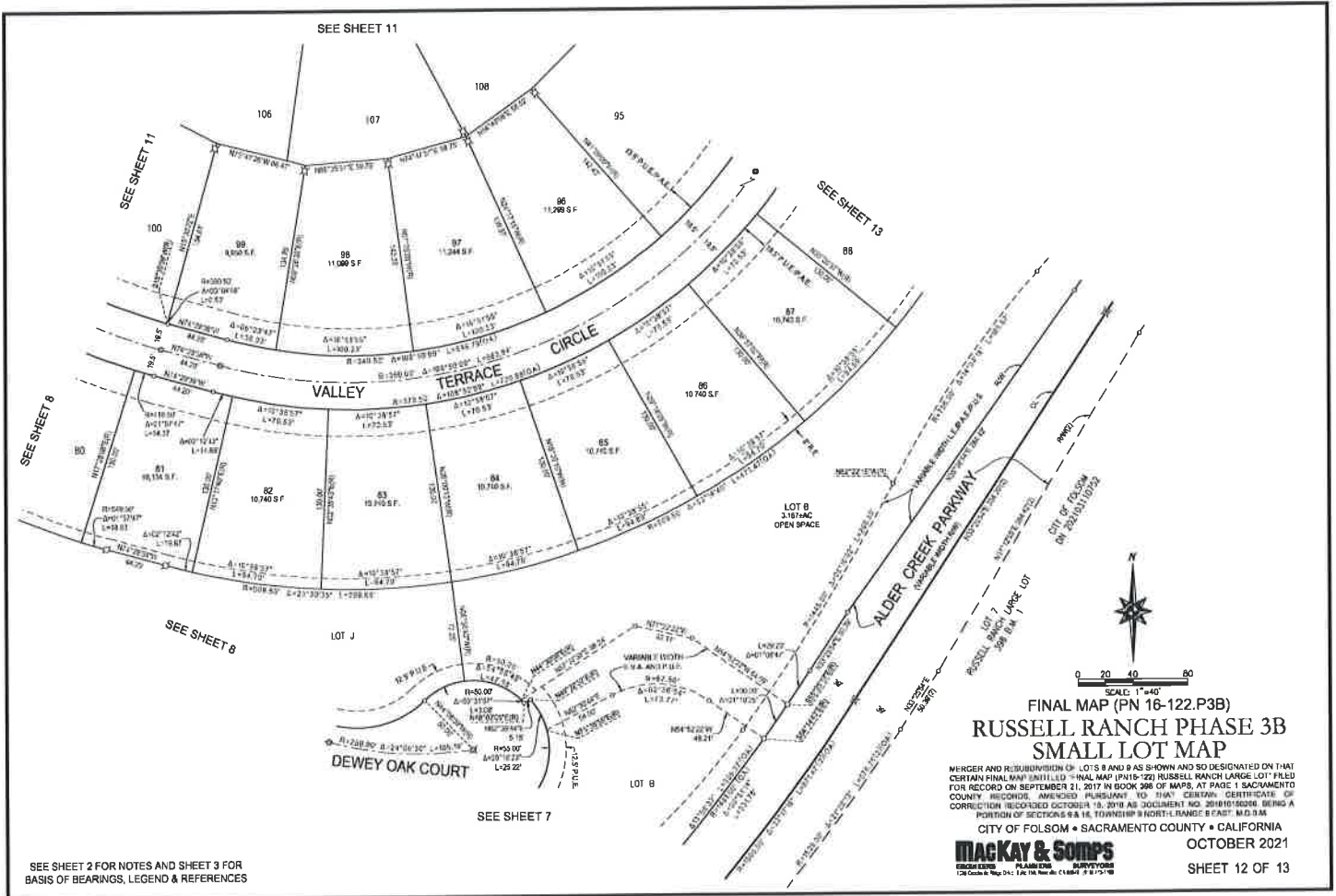
OCTOBER 2021
 SHEET 8 OF 13

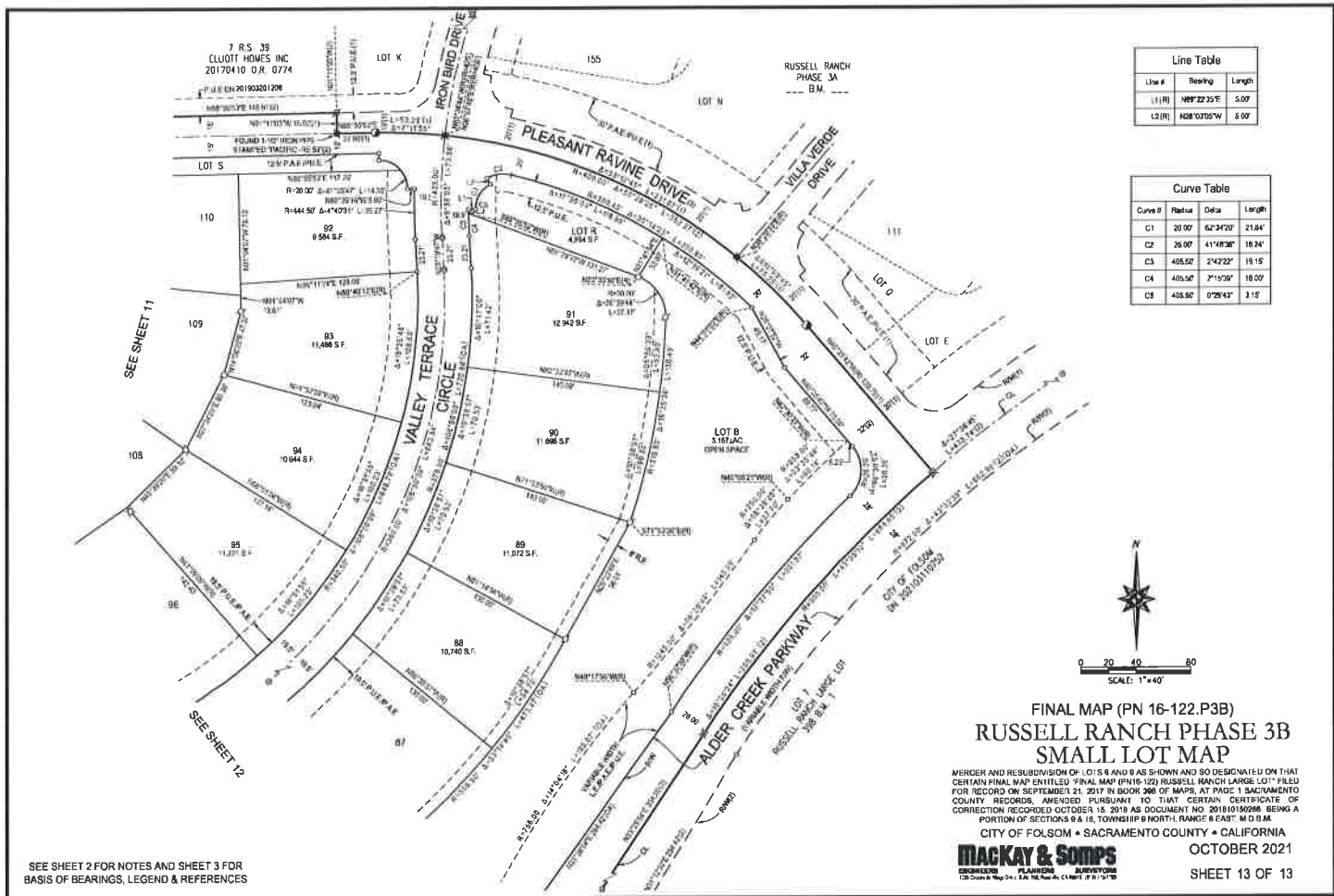
SEE SHEET 2 FOR NOTES AND SHEET 3 FOR BASIS OF BEARINGS, LEGEND & REFERENCES











Line Table

Line #	Bearing	Length
L1(R)	N89°22'35"E	5.00'
L2(R)	N58°03'55"W	5.00'

Curve Table

Curve #	Radius	Delta	Length
C1	20.00'	62°34'20"	21.84'
C2	25.00'	41°48'30"	18.24'
C3	405.50'	2°42'22"	19.15'
C4	405.50'	2°15'29"	18.09'
C5	405.50'	0°28'43"	3.15'



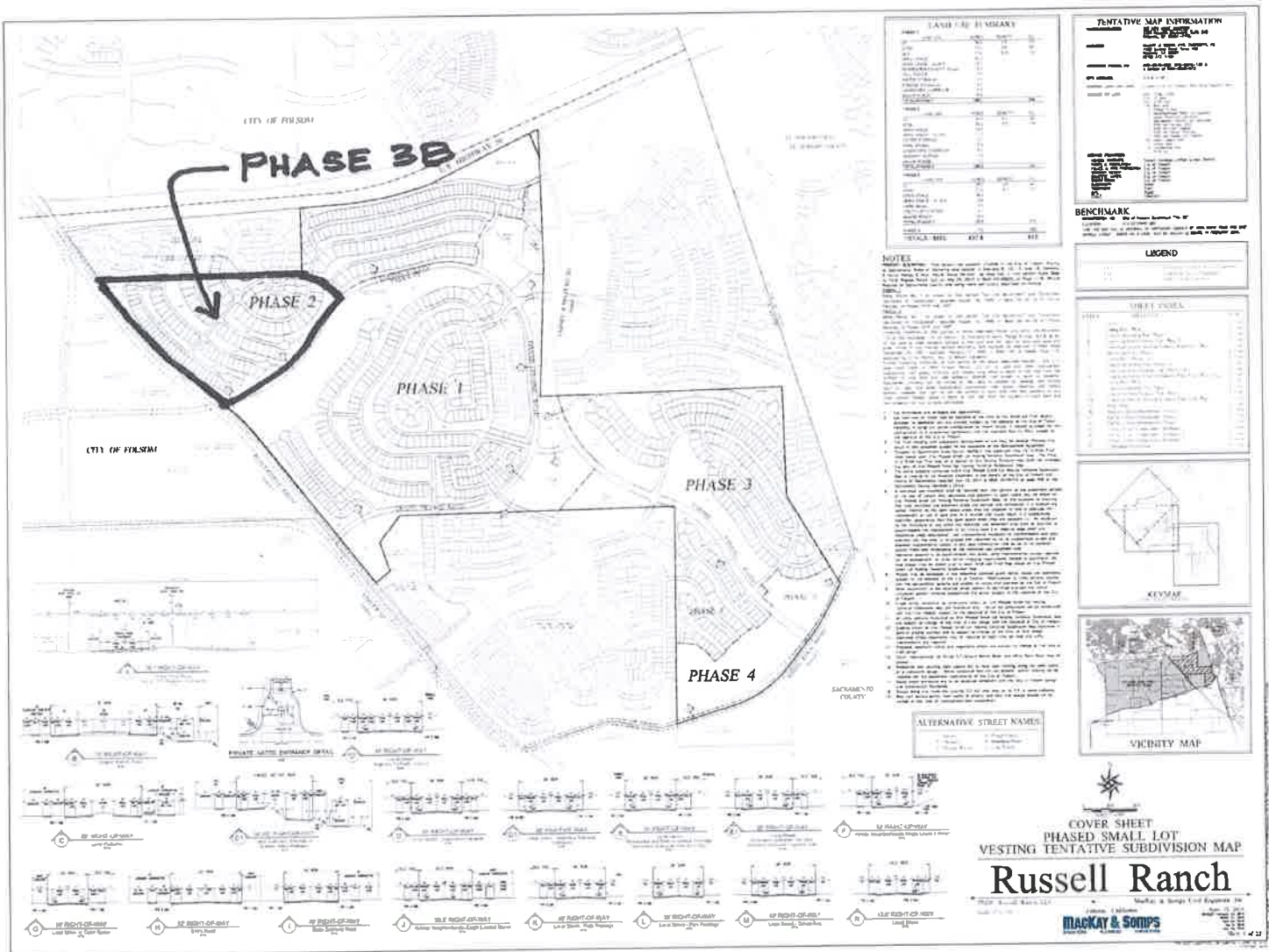
FINAL MAP (PN 16-122.P3B)
 RUSSELL RANCH PHASE 3B
 SMALL LOT MAP

MERGER AND RESUBDIVISION OF LOTS 8 AND 9 AS SHOWN AND 90 DESIGNATED ON THAT CERTAIN FINAL MAP ENTITLED "FINAL MAP (PN 15-122) RUSSELL RANCH LARGE LOT" FILED FOR RECORD ON SEPTEMBER 21, 2017 IN BOOK 260 OF MAPS, AT PAGE 1 SACRAMENTO COUNTY RECORDS, AMENDED PURSUANT TO THAT CERTAIN CERTIFICATE OF CORRECTION RECORDED OCTOBER 15, 2018 AS DOCUMENT NO. 2018 01 00098, BEING A PORTION OF SECTIONS 9 & 10, TOWNSHIP 8 NORTH, RANGE 8 EAST, M.D.B.M.

CITY OF FOLSOM • SACRAMENTO COUNTY • CALIFORNIA
Mackay & Somp OCTOBER 2021
 SHEET 13 OF 13

ATTACHMENT 4

Russell Ranch Phase 3B Amended Vesting Tentative Subdivision Map



LAND USE SUMMARY

Category	Area (Acres)	Percentage
Single-Family Residential	1,234.56	85.2%
Community Center	15.67	1.1%
Open Space	100.00	7.1%
Other	10.77	0.8%
Total	1,461.00	100.0%

TENTATIVE MAP INFORMATION

Map No.	10/26/2021 Item No. 12
Project Name	Russell Ranch
City	Pulaski
County	Sacramento
Scale	1" = 100'
Date	10/26/2021

NOTES

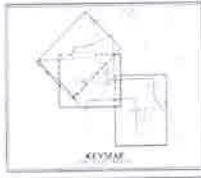
1. This map is a tentative map and is not intended to be used for any purpose other than to show the general location of the proposed subdivision.
2. The applicant is responsible for obtaining all necessary permits and approvals from the appropriate agencies.
3. The applicant is responsible for providing all necessary information to the City of Pulaski and Sacramento County.
4. The applicant is responsible for providing all necessary information to the public.
5. The applicant is responsible for providing all necessary information to the State of California.

BENCHMARK

Station	10/26/2021 Item No. 12
Point	10/26/2021 Item No. 12
Height	10/26/2021 Item No. 12

LEGEND

Symbol	Description
—	Proposed Street
—	Proposed Lot
—	Proposed Right-of-Way
—	Proposed Easement
—	Proposed Utility



ALTERNATIVE STREET NAMES

Proposed	10/26/2021 Item No. 12
Alternative	10/26/2021 Item No. 12

**COVER SHEET
PHASED SMALL LOT
VESTING TENTATIVE SUBDIVISION MAP**

Russell Ranch

Mackay & Somp's
Professional Engineers, Inc.

ATTACHMENT 5

Table of Conditions of Approval for the Russell Ranch Phase 3B Amended Vesting Tentative Subdivision Map

FINAL CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 16-122) SOUTH OF HIGHWAY 50, EAST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP					
	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
1.	<p>Final Development Plans The owner/applicant shall submit final site development plans to the Community Development Department that shall substantially conform to the exhibits referenced below:</p> <ul style="list-style-type: none"> • Phased Small Lot Vesting Tentative Subdivision Map, dated May 25, 2016 • Phase 1 Lotting Plan, dated May 25, 2016 • Phase 1 Conceptual Grading Plan, dated May 25, 2016 • Phase 1 Conceptual Storm Drainage Plan dated May 25, 2016 • Phase 1 Conceptual Sanitary Sewer and Domestic Water Plan dated May 25, 2016 • Phase 1-MLD Large Lot 6 Vesting Tentative Subdivision Map dated May 25, 2016 • Phase 2 and A Portion of Phase 1 Lotting Plan dated May 25, 2016 • Phase 2 and A Portion of Phase 1 Conceptual Grading Plan dated May 25, 2016 • Phase 2 and A Portion of Phase 1 Conceptual Storm Drainage Plan dated May 25, 2016 • Phase 2 and A Portion of Phase 1 Conceptual Sanitary Sewer and Domestic Water Plan dated May 25, 2016 • Phase 3 Lotting Plan, dated March 25, 2016 	M	CD (P) (E)	<p>The Community Development Department has reviewed and approved the improvement plans and the final maps for all of the eight (8) villages in Phase 1 of the project. The approved improvement plans were in substantial compliance with the preliminary grading and drainage plans, the preliminary site and utility plans, the preliminary site and utility plans, offsite infrastructure exhibit, the preliminary landscape plans, and the Russell Ranch Design Guidelines.</p> <p>The final maps for the all of the eight (8) villages in Phase 1 were in substantial compliance with the approved Amended Vesting Tentative Subdivision Map.</p> <p>Phase 2 and 3 rough grading plans have been reviewed and approved by the Community Development Department. Phase 3 has been revised into Phases 3A & 3B and the improvement plans have been reviewed and approved by the Community Development Department. The final maps for the future Phase 2 subdivision will be presented to the City Council for approval in the future.</p> <p>The Phase 4 Vesting Tentative Subdivision Map was included as part of the Russell</p>	Yes

FINAL CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 16-122) SOUTH OF HIGHWAY 50, EAST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP					
	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
1. Cont.	<ul style="list-style-type: none"> • Phase 3, Conceptual Grading Plan, dated May 25, 2016 • Phase 3 Conceptual Storm Drainage Plan, dated May 25, 2016 • Phase 3 Conceptual Sanitary Sewer and Domestic Water Plan dated May 25, 2016 • Detail Sheet Phased Small Lot dated May 25, 2016 • Phase 1 Backbone Major Infrastructure, dated May 25, 2016 • Phase 2 Backbone Major Infrastructure, dated May 25, 2016 • Phase 3 Backbone Major Infrastructure, dated May 25, 2016 • Alternative 1 Off-site Utility Connections, dated May 25, 2016 • Alternative 2 Off-site Utility Connections, dated May 25, 2016 • Alternative 3 Off-site Utility Connections, dated May 25, 2016 • Community Trail Exhibit dated May 25, 2016 <p>The amended Vesting Small Lot Tentative Subdivision Map is approved for the development of an 852 lot single family residential subdivision (Russell Ranch Subdivision). Implementation of the project shall be consistent with the above referenced items and these conditions of approval.</p>	M	CD (P) (E)	Ranch Phase 2 Vesting Tentative Subdivision Map (PN17-288) approved by the City Council on March 13, 2018. Phase 4 from the original Vesting Tentative Subdivision Map was included in this same approval and therefore no longer exists.	

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
1. Cont.	<p>The Vesting Small Lot Tentative Subdivision map shall be approved by the City Council prior to approval of any final map.</p> <p><u>No development will be allowed in Phase 4 until a Tentative Subdivision Map and Final Map for Phase 4 have been approved by the City Council.</u></p> <p><u>The Owner/Applicant shall update the Folsom Plan Area Specific Plan to include all new or modified tables, maps, text, etc. to reflect any and all modifications that will result from approval of the project. The owner/applicant shall submit an electronic version of the Specific Plan that accounts for all revisions as a result of this project to the satisfaction of the Community Development Director.</u></p> <p><u>Revision made by Staff after the 4-15-15 Planning Commission Meeting</u></p>	M	CD (P) (E)	The updated Folsom Plan Area Specific Plan has been submitted to and approved by the Community Development Director.	
2.	<p>Plan Submittal</p> <p>Building plans, and all civil engineering and landscape plans, shall be submitted to the Community Development Department for review and approval to ensure conformance with this approval and with relevant codes, policies, standards and other requirements of the City of Folsom.</p>	G, I, B	CD (P) (E) (B)	Improvement plans for the Phase 3B subdivision have been reviewed and approved by the Community Development Department. Grading and construction commented in these villages in the Spring of 2021.	Yes Condition will be satisfied prior to

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
				Landscape plans for Phase 3B will be submitted for review and will be approved prior to building permit issuance in the subdivision.	building permit issuance.
3.	Validity This approval of the Vesting Small Lot Tentative Subdivision Maps shall be valid for the term specified in Section 2.2 of Amendment No. 1 of the Amended and Restated Tier 1 Development Agreement, and any amendments thereto, for the project, or for a period of twenty four months, whichever is longer, but in no event for a shorter period than the maximum period of time permitted by the Subdivision Map Act. Pursuant to Section 2.2 the term for the term of the Planned Development shall track the term of the maps.	OG	CD (P)	The City Council approved the Amended Vesting Tentative Subdivision Map for the Russell Ranch subdivision on March 13, 2018. With the approval and recordation of phased final maps in the subdivision and with the requirement to construction off-site improvements above the minimum threshold allowed in the Subdivision Map Act, the Russell Ranch Amended Vesting Tentative Subdivision Map has been extended and is therefore valid until March 13, 2023.	Yes
4.	Indemnity for City The owner/applicant shall defend, indemnify, and hold harmless the City and its agents, officers and employees from any claim, action or proceeding against the City or its agents, officers or employees to attack, set aside, void, or annul any approval by the City or any of its agencies, departments, commissions, agents, officers, employees, or legislative body concerning the project, which claim, action or proceeding is brought within the time period provided therefore in Government Code Section 66499.37. The City will promptly	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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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
4. Cont.	<p>notify the owner/applicant of any such claim, action or proceeding, and will cooperate fully in the defense. If the City should fail to cooperate fully in the defense, the owner owner/applicant shall not thereafter be responsible to defend, indemnify and hold harmless the City or its agents, officers, and employees, pursuant to this condition. The City may, within its unlimited discretion, participate in the defense of any such claim, action or proceeding if both of the following occur:</p> <ul style="list-style-type: none"> • The City bears its own attorney's fees and costs; and • The City defends the claim, action or proceeding in good faith <p>The owner/applicant shall not be required to pay or perform any settlement of such claim, action or proceeding unless the settlement is approved by the owner/applicant. The owner/applicant's obligations under this condition shall apply regardless of whether a Final Map is ultimately recorded with respect to this project.</p>	OG	CD (P) (E) (B) PW, PR, FD, PD		
5.	<p>Mitigation Monitoring The owner/applicant shall be required to participate in a mitigation monitoring and reporting program pursuant to City Council Resolution No. 2634 and Public Resources Code 21081.6. The mitigation monitoring and reporting measures identified in the Russell Ranch</p>	OG	CD (P)	The owner/applicant has funded and participated in a Mitigation Monitoring Reporting Program (MMRP) throughout the course of construction. The MMRP is being conducted by both City staff and the City's consultant, Helix.	Yes

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
5. Cont.	Subdivision Initial Study and Environmental Impact Report prepared for this project 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 with a check mark (✓) 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)		
6.	Vesting Tentative Subdivision Map The tentative subdivision map is expressly conditioned upon compliance with all environmental mitigation measures.	OG	CD	The owner/applicant has complied with all applicable mitigation measures from the FEIR/EIS prior to the issuance of a grading permit. Additionally, construction inspection and monitoring was conducted throughout construction by the City and/or its Consultants.	Yes
7.	Phasing Plan 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	G, I, M	CDD (E), EWR, PW, FD	The owner/applicant submitted a phasing plan for Phase 3 which was reviewed and approved by the Community Development Department. All required infrastructure necessary to allow development to proceed in Phase 3B has been completed	Yes

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
7. Cont.	<p>required on-site and off-site improvements, but not limited to, water system improvements (distribution and transmission mains, booster pump stations, water reservoirs, PRV stations, etc.), sanitary sewer improvements (sewer mains, lift stations, forced mains, etc.) roadway and transportation improvements, storm drainage improvements (detention/water quality basins, outfalls, etc.) and all other necessary improvements required for each phase of development. The phasing plan shall include itemized cost estimates for all required improvements and the phasing plan shall be reviewed and approved by the City prior to approval of grading and/or improvements plans.</p> <p>The City Engineer may condition the phasing to ensure that each phase functions independently and is consistent with the minimum utility and access standards of the City. All maps filed in phases will be required to have two points of access for emergency vehicle access and/or general traffic purposes and all off-site utilities deemed necessary as determined by the City Engineer. Improvement plans for all phases that include half sections of local residential streets shall include a minimum of 15 feet of pavement over the centerline, to allow two-way traffic and shall be subject to approval of the Community Development Department and Fire Department.</p>	G, I, M	CDD (E), EWR, PW, FD	in accordance with the approved phasing plan.	

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
7. Cont.	The City will not dictate the order of the phasing except that the first phase shall build the off-site two lane access road (Easton Valley Parkway) between the project site and Scott Road and shall construct the intersections of Scott Road and Easton Valley Parkway, Old Placerville Road and EVP, Old Placerville Road and Grand Prairie Road in accordance with the project's Final Transportation Impact Study prepared by Fehr & Peers dated December 2014.	G, I, M	CDD (E), EWR, PW, FD		
POLICE/SECURITY REQUIREMENT					
8.	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 required considered : 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. (This requirement shall be included on all approved construction drawings). <ul style="list-style-type: none"> • Security measures for the safety of all construction equipment and unit appliances shall be employed. • Landscaping shall not cover exterior doors or windows, block line-of-sight at intersections or screen overhead lighting. 	G, I, B	PD	The owner/applicant provided onsite security during grading and construction and will incorporate line of sight guidelines into landscaping plans at all intersections in the Phase 3B subdivision. The Community Development Department will review and approve all landscape plans to verify compliance with this condition.	Yes Condition will be satisfied prior to issuance of a building permit.

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
	Revision made at the Planning Commission Meeting on 4/15/15				
DEVELOPMENT COSTS AND FEE REQUIREMENTS					
9.	Taxes and Fees The owner/applicant shall pay all applicable taxes, fees and charges for the project at the rate and amount required by the PFFP and the ARDA.	OG	CD (P) (E)	The owner/applicant has paid all current taxes and fees associated with the Phase 3B subdivision.	Yes
10.	Assessments If applicable, the owner/applicant shall pay off any existing assessments against the property, or file necessary segregation request and pay applicable fees.	OG	CD (E)	The owner/applicant has paid all taxes and fees associated with this subdivision and filed a tax segregation request for applicable taxes.	Yes
11.	Legal Counsel The City, at its sole discretion, may utilize the services of outside legal counsel to assist in the implementation of this project, including, but not limited to, drafting, reviewing and/or revising agreements and/or other documentation for the project. If the City utilizes the services of such outside legal counsel, the City shall provide notice to the owner/applicant of the outside counsel selected, the scope of work and hourly rates, and the owner/applicant shall reimburse the City for all outside legal fees and costs incurred and documented by the City for such services. The owner/applicant may be required, at the sole discretion of the City Attorney, to submit a deposit to the City for these services prior to initiation of the services. The owner/applicant shall be	OG	CD (P) (E)	The City has not yet utilized any outside services for any type of legal issues for this subdivision. If at any time during the development of this subdivision, any outside legal services were necessary, the owner/applicant would be required to conform to this condition.	Yes

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
	responsible for reimbursement to the City for the services regardless of whether a deposit is required.				
12.	<p>Consultant Services</p> <p>If the City utilizes the services of consultants to prepare special studies or provide specialized design review or inspection services for the project, the City shall provide 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, B	CD (P) (E)	The City has provided notice to the owner/applicant for various Consultants performing services for the development of this Phase 3B subdivision. The City has collected deposits in advance of such work for these services.	Yes
13.	<p>FPASP Development Impact Fees</p> <p>The owner/applicant shall be subject to all Folsom Plan Area Specific Plan Area development impact fees in place at the time of approval on subsequently adopted consistent with the PFFD, Development Agreement and amendments thereto, unless exempt by previous agreement. The owner/applicant shall be subject to all applicable plan wide development impact fees in effect at such time that a building permit is issued. These fees may include, but are not limited to, the Folsom Plan Area Specific Plan Fee, Specific Plan Infrastructure Fee (SPIF), Solid Waste Fee,</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.

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
13. Cont.	<p>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 (May 26, 2015), or otherwise shall be governed by the terms of the ARDA if not yet adopted. The fees shall be calculated at the fee rate set forth in the PFFP and the ARDA.</p>	B	CD (P) PW, PK		
14.	<p>Replacing Hazardous Facilities</p> <p>The owner/applicant shall be responsible for replacing any and all damaged or hazardous public sidewalk, curb and gutter, and/or bicycle trail facilities along the site frontage and/or boundaries, including pre-existing conditions and construction damage, to the satisfaction of the Community Development Department.</p>	OG	CD	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 Phase 3B subdivision prior to acceptance of the improvements by the City.	Yes
GRADING PERMIT REQUIREMENTS					
15.	<p>Geotechnical Report</p> <p>Prior to the issuance of any grading and/or building permit, the owner/applicant shall have a geotechnical report prepared by an appropriately licensed engineer that includes an analysis of site suitability, proposed foundation design for all proposed structures, and roadway and pavement design.</p>	G, B	CD (E)	A geotechnical report has been prepared by the consulting firm of Youngdahl & Associates, Inc., which includes an analysis for site suitability, roadway, and pavement design. The Community Development Department has reviewed and approved the improvement plans for the subdivision	Yes

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
				to ensure that all recommendations of the Geotechnical report have been addressed.	
16.	Geotechnical Recommendations The owner/applicant shall submit to the Engineering Division, for review and approval, a grading plan for the project site which ensures that all geotechnical recommendations specified in the geotechnical report are properly incorporated and utilized in the design. VI-1	G	CD (E)	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
17.	Geotechnical Monitoring Program The owner/applicant shall contract with a geotechnical engineer who shall develop a program to monitor the sites during construction to ensure compliance with the recommendations presented in the geotechnical report(s) and conditions for performing such monitoring. The geotechnical monitoring program shall include a description of the improvements areas where geotechnical monitoring shall be required. The completed program shall be submitted to the City prior to approval of any grading and/or improvement plan. VI-3	G, I	CD (P) CD (E) (B)	The owner/applicant submitted a plan and retained Youngdahl & Associates for monitoring and testing during construction. Copies of the plan and test results are on file with Youngdahl and have been provided to the City as required by the Community Development Department prior to approval of the grading plans.	Yes
18.	State and Federal Permits The owner/applicant shall obtain all required State and Federal permits and provide evidence that said permits have been obtained, or that the permit is not required, subject to staff review prior to approval of any grading or improvement plan.	G, I	CD (P) CD (E)	The owner/applicant has obtained all required State and Federal permits and copies are available from the Community Development Department.	Yes
19.	SPTC-JPA Approval	G, I	CDD (E), PW	The owner/applicant has obtained a Public Utility Easements for utilities within the	Yes

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
19. Cont.	<p>The owner/applicant shall cooperate with the City to obtain written approval from both the Sacramento Placerville Transportation Corridor-Joint Powers Authority (SPTC-JPA) and the Public Utilities Commission (PUC) for any proposed crossing(s) work within the existing JPA corridor which parallels Old Placerville Road. The owner/applicant shall provide written approval from both the SPTC-JPA and as required by the PUC to the City prior to approval of grading and/or improvement plans. The owner applicant shall provide all encroachment permits from the SPTC-JPA and PUC as necessary.</p> <p>Revision made at the Planning Commission Meeting on 4/15/15</p>	G,I	CDD (E), PW	Sacramento Placerville Transportation Corridor-Joint Powers Authority (SPTC-JPA). The two (2) roadway crossings (i.e. Alder Creek Parkway and Grand Prairie Road) of the SPTC-JPA corridor were reviewed and approved by the City and the SPTC-JPA prior to commencement of grading and construction in this Phase 3A subdivision.	
20.	<p>Off-site improvements / Rights of Entry For any improvements constructed on private property that are not under the ownership or control of the owner/applicant, all rights-of-entry, and if necessary, a permanent easement shall be obtained and provided to the City. All rights of entry, construction easements, either permanent or temporary and other easements shall be obtained as set forth in the ARDA, and as amended in Section 2.5.3 of the First Amendment thereto, fully executed by all affected parties and shall be recorded with the Sacramento County Recorder, where applicable, prior to approval of grading and/or improvement plans.</p>	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

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
21.	Grading in Utility Easement The owner/applicant shall obtain a consent agreement, letter of waiver and/or an encroachment permit from Pacific Gas & 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.	G, I	CD (E)	The owner/applicant obtained an encroachment permit from the City and the SPTC-JPA for all work required in the public right-of-way and the SPTC-JPA corridor. 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 Phase 3B subdivision.	Yes
21. Cont.		G, I	CD (E)		
22.	Landslide /Slope Failure The owner/applicant shall retain an appropriately licensed engineer during the grading activities to identify existing landslides and potential slope failure hazards. The said engineer shall be notified a minimum of two days prior to any site clearing or grading to facilitate meetings with the grading contractor in the field.	G	CD (E)	The owner/applicant retained a geotechnical engineer and implemented recommendations for this mitigation measure. A geotechnical report outlining these recommendations is available from Youngdahl and was provided to the Community Development Department prior to commencement of grading.	Yes
23.	Mine Shaft Remediation The owner/applicant shall locate and remediate all antiquated mine shafts, drifts, open cuts, tunnels, and water conveyance or impoundment structures existing on the project site, with specific recommendations for the sealing, filling, or	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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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
23. Cont.	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.	G	CD (E)		
24.	Material Storage Areas 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. 4.1.1	G	CD (P) CD (E) (B)	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
25.	Erosion and sedimentation control measures Erosion and sedimentation control measures shall be incorporated into all grading and/or construction plans. These measures shall conform to the City of Folsom requirements and the County of Sacramento <u>Erosion and Sedimentation Control Standards and Specifications</u> -current edition and as directed by the Community Development Department.	G	CD (E)	The owner/applicant has prepared an erosion and sedimentation control plan in compliance with this mitigation measure. The erosion and sedimentation control plans are included in all of the City approved grading plans in this subdivision.	Yes

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
26.	<i>Erosion Control Plan</i> Prior to the approval of the final facilities design, commencement of grading and/or construction activities, the owner/applicant shall submit an erosion control plan to the City for review and approval. The plan shall identify protective measures to be taken during excavation, temporary stockpiling, any reuse or disposal, and revegetation. Specific techniques may be based upon geotechnical reports, the <u>Erosion and Sediment Control Handbook</u> of the State of California Department of Conservation, and shall comply with all updated City standards.	G	CD (E)	The owner/applicant has prepared an erosion and sedimentation control plan in compliance with this mitigation measure. The erosion and sedimentation control plans are included in all of the City approved grading plans in this subdivision.	Yes
26. Cont.		G	CD (E)		
27.	<i>Prepare and Implement the Appropriate Grading and Erosion Control Plan.</i> Prior to issuance of a grading permit, the owner/applicant shall retain a California Registered Civil Engineer to prepare a grading and erosion and sedimentation control plan. The grading and erosion and sedimentation control plan shall be submitted to the Community Development Department prior to issuance of grading permits for the subdivision. The plan shall be consistent with the City's Grading Ordinance, the City's Hillside Development Guidelines, the state's NPDES permit, the FPASP preliminary grading plans and	G	CD (E)	The owner/applicant has prepared an erosion and sedimentation control plan which has been approved by the City. The erosion and sedimentation control plans are included in all of the City approved grading plans in this subdivision.	Yes

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
27. Cont.	<p>shall include the site-specific grading associated with development for all project phases.</p> <p>The plans referenced above shall include the location, implementation schedule, and maintenance schedule of all erosion and sediment control measures, a description of measures designed to control dust and stabilize the construction-site road and entrance, and a description of the location and methods of storage and disposal of construction materials. Erosion and sediment control measures could include the use of temporary detention basins, berms, swales, wattles, and silt fencing, and covering or watering of stockpiled soils to reduce wind erosion. Stabilization on steep slopes could include construction of retaining walls and 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.</p> <p>The owner/applicant(s) shall ensure that the construction contractor is responsible for securing a source for transportation and deposition of excavated materials.</p> <p>3A-7.3</p>	G	CD (E)		

FINAL CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 16-122) SOUTH OF HIGHWAY 50, EAST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP					
	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
28.	<p>Prepare and Implement a Vector Control Plan in Consultation with the Sacramento-Yolo Mosquito and Vector Control District.</p> <p>To ensure that the operation and design of the stormwater system, including multiple planned detention basins, is consistent with the recommendations of the Sacramento-Yolo Mosquito and Vector Control District regarding mosquito control, the owner/applicant shall prepare and implement a Vector Control Plan. This plan shall be prepared in coordination with the Sacramento-Yolo Mosquito and Vector Control District and shall be submitted to the City for approval prior to issuance of the grading permit for the proposed detention basins under the City's jurisdiction.</p> <p>The plan shall incorporate specific measures deemed sufficient by the City to minimize public health risks from mosquitoes, and as contained within the Sacramento-Yolo Mosquito and Vector Control District BMP Manual (Sacramento-Yolo Mosquito and Vector Control District 2008). The plan shall include, but is not limited to, the following components:</p> <ul style="list-style-type: none"> • Description of the project. • Description of detention basins and all water features and facilities that would control on-site water levels. • Goals of the plan. 	G	CD (E) Sacramento County	A Vector Control Plan was prepared and submitted to the City for review and was approved by the City prior to approval of the grading plans for this subdivision. 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 on file with the Community Development Department.	Yes

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
28 Cont.	<ul style="list-style-type: none"> • Description of the water management elements and features that would be implemented, including: <ul style="list-style-type: none"> i. BMPs that would implemented on-site; ii. public education and awareness; iii. sanitary methods used (e.g., disposal of garbage); iv. mosquito control methods used (e.g., fluctuating water levels, biological agents, pesticides, larvicides, circulating water); and v. stormwater management. • Long-term maintenance of the detention basins and all related facilities (e.g., specific ongoing enforceable conditions or maintenance by a homeowner's association). <p>To reduce the potential for mosquitoes to reproduce in the detention basins, the owner/applicant(s) shall coordinate with the Sacramento-Yolo Mosquito and Vector Control District to identify and implement BMPs based on their potential effectiveness for the site conditions. Potential BMPs could include, but are not limited to, the following:</p> <ul style="list-style-type: none"> i. build shoreline perimeters as steep and uniform as practicable to discourage dense plant growth; 	G	CD (E) Sacramento County		

FINAL CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 16-122) SOUTH OF HIGHWAY 50, EAST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP					
	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
28 Cont.	<ul style="list-style-type: none"> ii. perform routine maintenance to reduce emergent plant densities to facilitate the ability of mosquito predators (i.e., fish) to move throughout vegetated area; 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; iv. coordinate cleaning of catch basins, drop inlets, or storm drains with mosquito treatment operations; v. enforce the prompt removal of silt screens installed during construction when no longer needed to protect water quality; 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 	G	CD (E) Sacramento County		

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
28. Cont.	vii. mosquitoes can fly through pipes); and design structures with the appropriate pumping, piping, valves, or other necessary equipment to allow for easy dewatering of the unit if necessary (Sacramento Yolo Mosquito and Vector Control District 2008). 3A 8.7	G	CD (E) Sacramento County		
29.	Acquire Appropriate Regulatory Permits and Prepare and Implement SWPPP and BMPs. 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: <ul style="list-style-type: none"> the use of an effective combination of robust erosion and sediment control BMPs and construction techniques accepted by 	G	CD (E)	The owner/applicant obtained a NPDES Stormwater Permit and prepared a project specific Storm Water Pollution Prevention Plan (SWPPP). The SWPPP includes Best Management Practices (BMP's) including but not limited to slope stabilization, inlet protections, sedimentation ponds and silt fencing. The SWPPP was provided to the City prior to grading.	Yes

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
29. Cont	<p>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</p> <ul style="list-style-type: none"> • the implementation of approved local plans, non-stormwater management controls, permanent post-construction BMPs, and inspection and maintenance responsibilities; • the pollutants that are likely to be used during construction that could be present in stormwater drainage and nonstormwater discharges, including fuels, lubricants, and other types of materials used for equipment operation; • spill prevention and contingency measures, including measures to prevent or clean up spills of hazardous waste and of hazardous materials used for equipment operation, and emergency procedures for responding to spills; • personnel training requirements and procedures that shall be used to ensure 	G	CD (E)		

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
29. Cont	<p>that workers are aware of permit requirements and proper installation methods for BMPs specified in the Storm Water Pollution Prevention Permit; and</p> <ul style="list-style-type: none"> the appropriate personnel responsible for supervisory duties related to implementation of the Storm Water Pollution Prevention Permit. <p>Where applicable, Best Management Practices identified in the Storm Water Pollution Prevention Permit shall be in place throughout all site work and construction/demolition activities and shall be used in all subsequent site development activities. Best Management Practices may include, but are not limited to, such measures as those listed below:</p> <ul style="list-style-type: none"> Implementing temporary erosion and sediment control measures in disturbed areas to minimize discharge of sediment into nearby drainage conveyances, in compliance with state and local standards in effect at the time of construction. These measures may include silt fences, staked straw bales or wattles, sediment/silt basins and traps, geofabric, sandbag dikes, and temporary vegetation. Establishing permanent vegetative cover to reduce erosion in areas disturbed by construction by slowing runoff velocities, 	G	CD (E)		

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
29. Cont	<p>trapping sediment, and enhancing filtration and transpiration.</p> <ul style="list-style-type: none"> Using drainage swales, ditches, and earth dikes to control erosion and runoff by conveying surface runoff down sloping land, intercepting and diverting runoff to a watercourse or channel, preventing sheet flow over sloped surfaces, preventing runoff accumulation at the base of a grade, and avoiding flood damage along roadways and facility infrastructure. <p>A copy of the approved Storm Water Pollution Prevention Permit shall be maintained and available at all times on the construction site. 3A 9-1</p>	G	CD (E)		
30.	<p>Prepare and Submit Final Drainage Plans and Implement Requirements Contained in Those Plans.</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>	G, B	CD (E)	The owner/applicant provided a preliminary drainage plan prior to approval of the Vesting Tentative Subdivision Map by the City Council. 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	Yes

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
30. Cont.	The plans shall include, but not be limited to, the following items: <ul style="list-style-type: none"> • an accurate calculation of pre-project and post-project runoff scenarios, obtained using appropriate engineering methods, that accurately evaluates potential changes to runoff, including increased surface runoff; • runoff calculations for the 10-year and 100-year (0.01 AEP) storm events (and other, smaller storm events as required) shall be performed and the trunk drainage pipeline sizes confirmed based on alignments and detention facility locations finalized in the design phase; • a description of the proposed maintenance program for the on-site drainage system; • project-specific standards for installing drainage systems; • City flood control design requirements and measures designed to comply with them; implementation of stormwater management BMPs that avoid increases in the erosive force of flows beyond a specific range of conditions needed to limit hydromodification and maintain current stream geomorphology. These Best Management Practices will be designed and constructed in accordance 	G, B	CD (E)	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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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
30. Cont.	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: <ul style="list-style-type: none"> i. Use of Low Impact Development (LID) techniques to limit increases in stormwater runoff at the point of origination (these may include, but are not limited to: surface swales; replacement of conventional impervious surfaces with pervious surfaces [e.g., porous pavement]; impervious surfaces disconnection; and trees planted to intercept stormwater); ii. Enlarged detention basins to minimize flow changes and changes to flow duration characteristics; ii. 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; iii. Minimize slope differences between any stormwater or detention facility 	G, B	CD (E)		

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
30. Cont.	<p>outfall channel with the existing receiving channel gradient to reduce flow velocity; and</p> <p>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). 3A 9-2</p>	G, B	CD (E)		
31.	Develop and Implement a BMP and Water Quality Maintenance Plan.	G	CD (E)	The Owner/Applicant is in compliance with the Storm Water Pollution Prevention Plan	Yes

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
31. Cont.	<p>A detailed BMP and water quality maintenance plan shall be prepared by a qualified engineer retained by the owner/applicant(s) for the project. The plan shall finalize the water quality improvements and further detail the structural and nonstructural BMPs proposed for the project. The plan shall include the elements described below.</p> <ul style="list-style-type: none"> A quantitative hydrologic and water quality analysis of proposed conditions incorporating the proposed drainage design features. Predevelopment and postdevelopment calculations demonstrating that the proposed water quality BMPs meet or exceed requirements established by the City of Folsom and including details regarding the size, geometry, and functional timing of storage and release pursuant to the latest edition of the "Stormwater Quality Design Manual for Sacramento and South Placer Regions" (the City's MS4NPDES permit, page 46) and El Dorado County's NPDES SWMP (County of El Dorado 2004). Source control programs to control water quality pollutants on the SPA, which may include but are not limited to recycling, street sweeping, storm drain cleaning, 	G	CD (E)	(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.	

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
31. Cont.	<p>household hazardous waste collection, waste minimization, prevention of spills and illegal dumping, and effective management of public trash collection areas.</p> <ul style="list-style-type: none"> • A pond management component for the proposed basins that shall include management and maintenance requirements for the design features and BMPs, and responsible parties for maintenance and funding. • LID control measures shall be integrated into the BMP and water quality maintenance plan. These may include, but are not limited to: <ul style="list-style-type: none"> 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. <p>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</p>	G	CD (E)		

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
31. Cont.	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. 3A 9-3				
BIOLOGICAL RESOURCE REQUIREMENTS					
32.	<p>Plant Surveys</p> <p>The owner/applicant shall retain a qualified biologist/botanist to consult with the appropriate regulatory agencies (California Department of Fish and Wildlife and United States Fish and Wildlife Service) 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 (California Department of Fish and Wildlife and United States Fish and Wildlife Service) determine additional plant surveys are required, the following shall be implemented:</p> <ul style="list-style-type: none"> The owner/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 	G	CD (E) (P) California Department of Fish and Wildlife United States Fish and Wildlife Service	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 Phase 3B subdivision.	Yes

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
32. Cont.	<p>California Department of Fish and Wildlife, United States Fish and Wildlife Service and the City of Folsom, and no further mitigation shall be required.</p> <ul style="list-style-type: none"> If special-status plant populations are found, the owner/applicant shall consult with California Department of Fish and Wildlife and United States Fish and Wildlife Service, as appropriate, depending on species status, to determine the appropriate mitigation measures for direct and indirect impacts on any special-status plant population that could occur as a result of project implementation. Mitigation measures may include preserving and enhancing existing populations, creation of off-site populations on project mitigation sites through seed collection or transplantation, and/or restoring or creating suitable habitat in sufficient quantities to achieve no net loss of occupied habitat or individuals. If potential impacts on special-status plant species are likely, a mitigation and monitoring plan shall be developed before the approval of grading plans by the City or any ground-breaking activity within 250 feet of a special-status plant population. The mitigation plan shall be submitted to 	G	<p>CD (E) (P) California Department of Fish and Wildlife</p> <p>United States Fish and Wildlife Service</p>		

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
32. Cont.	<p>the City of Folsom for review and approval prior to the issuance of a grading permit. It shall be submitted concurrently to California Department of Fish and Wildlife and United States Fish and Wildlife Service, as appropriate, depending on species status, for review and comment. The plan shall require maintaining viable plant populations on-site and shall identify avoidance measures for any existing population(s) to be retained and compensatory measures for any populations directly affected. Possible avoidance measures include fencing populations before construction and exclusion of project activities from the fenced-off areas, and construction monitoring by a qualified botanist to keep construction crews away from the population. The mitigation plan shall also include monitoring and reporting requirements for populations to be preserved on site or protected or enhanced off-site.</p> <ul style="list-style-type: none"> 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, 	G	CD (E) (P) California Department of Fish and Wildlife United States Fish and Wildlife Service		

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
32. Cont.	<p>monitoring and reporting requirements, and remedial action responsibilities should the initial effort fail to meet long-term monitoring requirements.</p> <ul style="list-style-type: none"> 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>4.3-1</p>	G	<p>CD (E) (P) California Department of Fish and Wildlife</p> <p>United States Fish and Wildlife Service</p>		
33.	<p>Conduct Environmental Awareness Training for Construction Employees</p> <p>Prior to initiation of grading and construction activities, the owner/applicant shall employ a qualified biologist to conduct environmental awareness training for construction employees. The training will describe the importance of on-site biological resources, including special-status wildlife habitats; potential nests of special-status birds; and roosting habitat for special-status bats. The biologist will also explain the importance of other responsibilities related to the protection of</p>	G	CD (E)	The owner/applicant provided Environmental Awareness Training to all contractors prior to commencement of grading. The owner/applicant provided copies of the roster to the City for those receiving training prior to commencement of grading. 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

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
33. Cont.	<p>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> <p>4.3-3a</p>	G	CD (E)		

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
34.	<p>Western Spadefoot Toad</p> <p>The owner/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 California Department of Fish and Wildlife and the City of Folsom, and no further mitigation shall be required.</p> <p>If Western spadefoot toad individuals are found, the qualified biologist shall consult with California Department of Fish and Wildlife to determine appropriate avoidances measures. Mitigation measures may include relocation of aquatic larvae, construction monitoring, or preserving and enhancing existing populations.</p> <p>4.3-3b</p>	G	CD (E) (P) California Department of Fish and Wildlife	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

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
35.	<p>Western Pond Turtle</p> <p>The owner/applicant(s), shall retain a qualified biologist to conduct a 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 California Department of Fish and Wildlife and the City, 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>	G	CD (E) (P) California Department of Fish and Wildlife	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
36.	<p>Swainson's Hawk Nesting Habitat</p> <p>A qualified biologist shall be retained by the owner/applicant to conduct preconstruction surveys and to identify active Swainson's Hawk nests on and within 0.5-mile of the project area. The surveys shall be conducted before the approval of grading and/or improvement plans (as applicable) and no less than 14 days and no more than 30 days before the beginning of grading and construction. To the extent feasible, guidelines provided in Recommended Timing and Methodology for Swainson's Hawk Nesting Surveys in the Central Valley (Swainson's Hawk</p>	G	CD (P) (E) California Department of Fish and Wildlife	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 Phase 3B subdivision.	Yes

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
36. Cont.	<p>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 California Department of Fish and Wildlife that reducing the buffer would not result in nest abandonment. California Department of Fish and Wildlife guidelines recommend implementation of 0.25- or 0.5-mile-wide buffers, but the size of the buffer may be adjusted if a qualified biologist and the City, in consultation with California Department of Fish and Wildlife, determine that such an adjustment would not be likely to adversely affect the nest. Monitoring of the nest by a qualified biologist during and after construction activities will be required if the activity has potential to adversely affect the nest.</p> <p>4.3-5a</p>	G	CD (P) (E) California Department of Fish and Wildlife		

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
37.	<p>Swainson's Hawk Habitat</p> <p>Prior to the approval of grading and improvement plans, or before any ground-disturbing activities, whichever occurs first, the owner/applicant shall secure suitable Swainson's Hawk foraging habitat to ensure 1:1 mitigation of habitat value for Swainson's Hawk foraging habitat that is permanently lost as a result of the project, as determined by the City after consultation with California Department of Fish and Wildlife and a qualified biologist.</p> <p>The 1:1 habitat value (or other agreed-upon ratio) shall be based on Swainson's Hawk nesting distribution and an assessment of habitat quality, availability, and use within the project area. The mitigation ratio shall be consistent with the 1994 DFG Swainson's Hawk Guidelines included in the Staff Report Regarding Mitigation for Impacts to Swainson's Hawks (<i>Buteo swainsoni</i>) in the Central Valley of California. Such mitigation shall be accomplished through purchase of credits at an approved mitigation bank, the transfer of fee title, or perpetual conservation easement. If non-bank mitigation is proposed, the mitigation land shall be located within the known foraging area and within Sacramento County. The City, after consultation with California Department of Fish and Wildlife, will determine the appropriateness of the mitigation land.</p>	G	CD (P) California Department of Fish and Wildlife	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

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
37. Cont.	<p>The owner/applicant shall transfer said Swainson's Hawk mitigation land, through either conservation easement or fee title, to a third-party, nonprofit conservation organization (Conservation Operator), with the City and California Department of Fish and Wildlife named as third-party beneficiaries. The Conservation Operator shall be a qualified conservation easement land manager that manages land as its primary function. Additionally, the Conservation Operator shall be a tax-exempt nonprofit conservation organization that meets the criteria of Civil Code Section 815.3(a) and shall be selected or approved by the City, after consultation with California Department of Fish and Wildlife. After consultation with California Department of Fish and Wildlife and the Conservation Operator, the City shall approve the content and form of the conservation easement. The City, California Department of Fish and Wildlife, and the Conservation Operator shall each have the power to enforce the terms of the conservation easement. The Conservation Operator shall monitor the easement in perpetuity to assure compliance with the terms of the easement.</p> <p>After consultation with the City, The owner/applicant, California Department of Fish and Wildlife, and the Conservation Operator, shall establish an endowment or some other financial</p>	G	CD (P) California Department of Fish and Wildlife		

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Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
<p>37. cont. mechanism that is sufficient to fund in perpetuity the operation, maintenance, management, and enforcement of the conservation easement. If an endowment is used, either the endowment funds shall be submitted to the City for impacts on lands within the City's jurisdiction to an appropriate third-party nonprofit conservation agency, or they shall be submitted directly to the third-party nonprofit conservation agency in exchange for an agreement to manage and maintain the lands in perpetuity. The Conservation Operator shall not sell, lease, or transfer any interest of any conservation easement or mitigation land it acquires without prior written approval of the City and California Department of Fish and Wildlife.</p> <p>If the Conservation Operator ceases to exist, the duty to hold, administer, manage, maintain, and enforce the interest shall be transferred to another entity acceptable to the City and California Department of Fish and Wildlife. The City Planning Department shall ensure that mitigation habitat established for impacts on habitat within the City's planning area is properly established and is functioning as habitat by conducting regular monitoring of the mitigation site(s) for the first ten years after establishment of the easement.</p> <p>4.3-5b</p>	G	CD (P) California Department of Fish and Wildlife		

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
38.	<p>Burrowing Owl</p> <p>A qualified biologist shall be retained by the owner/applicant to conduct a preconstruction survey to identify active Burrowing Owl burrows within the project area. The surveys shall be conducted no less than 14 days and no more than 30 days before the beginning of grading and construction activities for each phase of development. The preconstruction survey shall follow the protocols outlined in the Staff Report on Burrowing Owl Mitigation (CDFG 2012).</p> <p>If active burrows are found, a mitigation plan shall be submitted to the City for review and approval before any ground-disturbing activities. The City shall consult with California Department of Fish and Wildlife. The mitigation plan may consist of installation of one-way doors on all burrows to allow owls to exit, but not reenter, and construction of artificial burrows within the project vicinity, as needed; however, burrowing owl exclusions may only be used if a qualified biologist verifies that the burrow does not contain eggs or dependent young. If active burrows contain eggs and/or young, no construction shall occur within 50 feet of the burrow until young have fledged. Once it is confirmed that there are no owls inside burrows, these burrows may be collapsed.</p> <p>4.3-6 a/b</p>	G	CD (P) (E) California Department of Fish and Wildlife	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 Phase 3B subdivision.	Yes

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
39.	<p><i>Tri Colored Blackbird</i></p> <p>The owner/applicant shall retain 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</p> <p>If no tricolored blackbird colony is present, no further mitigation is required. If a colony is found, the qualified biologist shall establish a buffer around the nesting colony. No project activity shall commence within the buffer area until a qualified biologist confirms that the colony is no longer active. The size of the buffer shall be determined in consultation with California Department of Fish and Wildlife. Buffer size is anticipated to range from 100 to 500 feet, depending on the nature of the project activity, the extent of existing disturbance in the area, and other relevant circumstances.</p> <p>4.3-7</p>	G	CD (P) (E) California Department of Fish and Wildlife	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 Phase 3B subdivision.	Yes

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
40.	<p>Nesting Raptors</p> <p>To mitigate impacts on nesting raptors, a qualified biologist shall be retained by the owner/applicant to conduct a preconstruction survey to identify active nests on and within 0.5 miles of the project area. The surveys shall be conducted no less than 14 days and no more than 30 days before the beginning of construction activities for each phase of development</p> <p>If active nests are found, impacts on nesting raptors shall be avoided by establishing appropriate buffers around the nests. No project activity shall commence within the buffer area until the young have fledged, the nest is no longer active, or until a qualified biologist has determined in coordination with California Department of Fish and Wildlife that reducing the buffer would not result in nest abandonment. The buffer may be adjusted if a qualified biologist and the City, in consultation with California Department of Fish and Wildlife, determine that such an adjustment would not be likely to adversely affect the nest. Monitoring of the nest by a qualified biologist during and after construction activities will be required if the activity has potential to adversely affect the nest.</p> <p>4.3-8a</p>	G	CD (P) (E) California Department of Fish and Wildlife	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

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
41.	<p>Other Nesting Special-Status and Migratory Birds</p> <p>The owner/applicant shall retain a qualified biologist to conduct a preconstruction survey for any project activity that would occur in suitable nesting habitat during the avian nesting season (approximately March 1–August 31).The preconstruction survey shall be conducted within 14 days before any activity occurring within 100 feet of suitable nesting habitat. Suitable habitat includes annual grassland, valley needlegrass grassland, freshwater seep, vernal pool, seasonal wetland, and intermittent drainage habitat within the project site.</p> <p>If no active special-status or other migratory bird nests are present, no further mitigation is required. If an active nest is found, the qualified biologist shall establish a buffer around the nest. No project activity shall commence within the buffer area until a qualified biologist confirms that the nest is no longer active. The size of the buffer shall be determined in consultation with California Department of Fish and Wildlife. Buffer size is anticipated to range from 50 to 100 feet, depending on the nature of the project activity, the extent of existing disturbance in the area, and other relevant circumstances.</p> <p>4.3 8b</p>	G	CD (P) CD (E)	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

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
42.	<p>American Badger</p> <p>The owner/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 California Department of Fish and Wildlife and the City of Folsom, and no further mitigation shall be required. If potential American badger burrows are found, the qualified biologist shall consult with California Department of Fish and Wildlife to determine appropriate measures.</p> <p>4.3-10</p>	G	CD (P) CD (E)	ECORP Consulting, Inc. conducted preconstruction den surveys for American Badger activity within the project area. No American Badger activity/burrows were observed during the surveys. Survey results were submitted to CDFW and the City prior to commencement of grading in the Phase 3A subdivision.	Yes
43.	<p>Valley Needlegrass</p> <p>Prior to ground-breaking activities including grading or construction, high visibility construction fencing should be placed around all Valley needlegrass grassland to be preserved. The construction fencing should not be removed until completion of construction activities.</p> <ul style="list-style-type: none"> All Valley needlegrass grassland areas slated for removal should be replaced at a 1:1 acreage on-site within the preserve areas. Needlegrass plants in areas slated for removal should be salvaged, to the extent feasible, and replanted within the preserve areas. If this is infeasible, then 	G	CD (P) (E) California Department of Fish and Wildlife	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

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43. Cont.	<p>seedlings/saplings from a local nursery should be obtained.</p> <ul style="list-style-type: none"> A mitigation plan outlining methods to be used, success criteria to be met, and adaptive management strategies will be completed prior to project construction. At a minimum, unless agreed upon otherwise with regulatory agencies, the Valley needlegrass grassland creation areas shall be monitored twice annually for the first year and once annually for the four subsequent years for a total of five years; success criteria shall be established to ensure an 80 percent success rate is met by the fifth year, and adaptive management techniques shall be implemented to ensure that the 80 percent success rate is met by the fifth year or as otherwise agreed upon in consultation with California Department of Fish and Wildlife. This plan may be combined with the Operations and Management Plan for the open space preserves. <p>4.3-11c</p>	G	CD (P) (E) California Department of Fish and Wildlife		

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
44.	<p>Water Quality Certification A water quality certification pursuant to Section 401 of the Clean Water Act is required before issuance of the record of decision and before issuance of the Section 404 permit. Before construction in any areas containing wetland features, the owner/applicant shall obtain water quality certification for the project. Any measures required as part of the issuance of water quality certification shall be implemented <u>pursuant to the permit conditions.</u></p> <p>Revision was made at the Planning Commission Meeting on 4/15/15</p>	G, I	CD, PW	The owner/applicant obtained a Section 401 Water Quality certification for the backbone and project specific improvements. All required measures, including mitigation for Waters of the State were purchased and implemented prior to construction. Required reports and proof of compliance have been submitted to all applicable agencies.	Yes
45.	<p>Clean Water Act Sections 401 and 404 Permits Before the approval of grading and improvement plans and before any groundbreaking activity associated with each distinct project phase, the owner/applicant shall secure all necessary permits obtained under Sections 401 and 404 of the Clean Water Act or the State's Porter-Cologne Act and implement all permit conditions for the proposed project. All permits, regulatory approvals, and permit conditions for effects on wetland habitats shall be secured and conditions implemented before implementation of any grading activities within 250 feet <u>(or lesser distance as approved by the applicable agencies)</u> of Waters of the U.S. or wetland habitats, including Waters of the State, that potentially support federally-listed species, or</p>	G, I	CD (P) (E) United States Army Corps. Of Engineers Central Valley Regional Water Quality Control Board	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

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
45. Cont.	<p>within 100 feet <u>(or lesser distance as approved by the applicable agencies)</u> of any other Waters of the U.S. or wetland habitats, including Waters of the State. The owner/applicant shall adhere to all conditions outlined in the permits. The owner/applicant shall commit to replace, restore, or enhance on a “no net loss” basis (in accordance with United States Army Corps. Of Engineers and the Central Valley Regional Water Quality Control Board) the acreage of all wetlands and other Waters of the U.S. that would be removed, lost, and/or degraded with implementation of the project. Wetland habitat shall be restored, enhanced, and/or replaced at an acreage and location and by methods agreeable to United States Army Corps. Of Engineers, the Central Valley Regional Water Quality Control Board, and the City, as appropriate, depending on agency jurisdiction, and as determined during the Section 401 and Section 404 permitting processes. The boundaries of the 404 permit, including required buffer shall be shown on the grading plans.</p> <p>All mitigation requirements to satisfy the requirements of the City and the Central Valley Regional Water Quality Control Board, for impacts on the non-jurisdictional wetlands beyond the jurisdiction of United States Army Corps. Of Engineers, shall be determined and implemented before grading plans are approved.</p>	G, I	<p>CD (P) (E) United States Army Corps. Of Engineers</p> <p>Central Valley Regional Water Quality Control Board</p>	<p>The 401 Water Quality Certification was issued Jun. 3, 2015 and the 404 permit was executed Oct. 8, 2015. Compliance of 404 permit conditions was accomplished by mitigating impacts to Waters of the U.S via purchasing floodplain mosaic wetland and floodplain riparian preservation credits from Westervelt and vernal pool creation credits from Toad Hill Mitigation Bank. Compensatory mitigation was approved by USACE on Apr. 10, 2017. Also, preservation of on-site Waters of the U.S. was included in the Conservation Area within the project, which will be managed in accordance with the FPA Operations and Management Plan dated Jun 9, 2017 and approved by the USACE Jun. 13, 2017.</p>	

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
45. Cont.	All wetland mitigation compliance reports submitted to the Army Corps of Engineers shall also be copied concurrently to the City. Revision was made at the Planning Commission Meeting on 4/15/15 4.3-11 a	G, I	CD (P) (E) United States Army Corps. Of Engineers Central Valley Regional Water Quality Control Board		
46.	Master Streambed Alteration Agreement The owner/applicant shall amend, if necessary, and implement the original Section 1602 Master Streambed Alteration Agreement received from California Department of Fish and Wildlife for all construction activities that would occur in the bed and bank of California Department of Fish and Wildlife jurisdictional features within the project site. As outlined in the Master Streambed Alteration Agreement, the owner/applicant shall submit a Sub-notification Form (SNF) to California Department of Fish and Wildlife 60 days prior to grading and/or the commencement of construction to notify California Department of Fish and Wildlife of the project.	G	CD (P) (E) California Department of Fish and Wildlife	A Master Streambed Alteration Agreement was issued for FPASP in Feb. 2014 that includes the Russell Ranch 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.	Yes

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46. Cont.	Any conditions of issuance of the Master Streambed Alteration Agreement shall be implemented as part of those project construction activities that would adversely affect the bed and bank within on-site drainage channels subject to California Department of Fish and Wildlife jurisdiction. The agreement shall be executed by the owner/applicant and California Department of Fish and Wildlife before the approval of any grading or improvement plans or any construction activities in any project phase that could potentially affect the bed and bank of on-site drainage channels under California Department of Fish and Wildlife jurisdiction. 4.3-11.b.	G	CD (P) (E) California Department of Fish and Wildlife		
47.	Comply with the First Amended Programmatic Agreement and Carry Out Mitigation Proof of compliance with the applicable procedures in the FAPA and implementation of applicable historic property treatment plan (HPTP) (Westwood and Knapp 2013b and 2013c) with regard to mitigation for the Keefe-McDerby Mine Ditch and Brooks Hotel Site shall be provided to the City's Community Development Department prior to authorization of any ground disturbing activities in any given segment of the project area. Proof of compliance is defined as written approval from the USACE of all applicable mitigation documentation generated from implementation of	G	CD (P) USACE NPS	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. 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.	Yes

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47. Cont,	<p>an approved HPTP and includes the following mitigation actions:</p> <ul style="list-style-type: none"> Historic American Engineering Record Documentation of the Keefe-McDerby Mine Ditch (P-34-1475): <p>In order to determine the appropriate level of documentation necessary, the USACE shall first consult with the National Park Service (NPS), which administers the Historic American Engineering Record (HAER) program. Consultation with the NPS will be initiated through the submission of the Department of Parks and Recreation (DPR) site record and copies of applicable technical reports with a request for review and issuance of a stipulation letter. Unless an objection to the requirements of the stipulation letter is expressed and resolved through the process outlined in the FAPA, the level of documentation stipulated by the NPS shall be implemented and all documentation will be approved by the USACE and NPS prior to ground-disturbing activities affecting the resource, or as governed by the permit conditions. Focused archival research conducted as part of the HAER documentation shall be incorporated into the</p>	G	CD (P) USACE NPS	<p>The US Army Corps of Engineers further verified that all pre-construction requirements under the First Amended Programmatic Agreement were completed 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>	

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47. Cont.	<p>revised cultural context statement for the SPA through the Historic Property Management Plan. A non-archival set of the final documentation shall be submitted to the City's Community Development Department.</p> <ul style="list-style-type: none"> • Data Recovery Excavations of the Brooks Hotel Site (P-34-2166): <ul style="list-style-type: none"> i. Data recovery shall follow the standards and guidelines in the HPTP and shall include at least four one meter by one meter excavation units. The results of the data recovery, including 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. • Geoarchaeological Monitoring: <ul style="list-style-type: none"> ii. Due to a potential for deeply buried archaeological resources down to a depth of 1.5 meters (approximately five feet) below soil formations known as the T-2 	G	CD (P) USACE NPS		

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47. Cont.	<p>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. Once subsurface disturbance extends beyond 1.5 meters below surface, monitoring is no longer needed.</p> <p>4.4-1</p>	G	CD (P) USACE NPS		
48.	<p>Conduct Construction Worker Awareness Training, Conduct On-Site Monitoring if Required, Stop Work if Cultural Resources are Discovered, Assess the Significance of the Find, and Perform Treatment or Avoidance as Required.</p> <p>The owner/applicant(s) shall retain a qualified archaeologist to conduct training for construction supervisors. Construction supervisors shall inform the workers about the possibility of encountering buried cultural resources and inform the workers of the proper procedures should cultural resources be encountered. Proof of the contractor awareness training shall be submitted to the City's Community Development Department in the form of a copy of training materials and the completed</p>	G	CD (P) (E) 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 Dept.</p> <p>No cultural materials were discovered during ground-disturbing activities.</p>	Yes

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
48. Cont.	<p>training attendance roster prior to approval of grading and/or construction.</p> <p>Should any cultural resources, such as structural features, bone or shell, artifacts, or architectural remains be encountered during any construction activities, work shall be suspended within 200 feet of the find and the City of Folsom and USACE shall be notified immediately. The City shall retain a qualified archaeologist who shall conduct a field investigation of the specific site and shall evaluate the significance of the find by evaluating the resource for eligibility for listing on the 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.</p> <p>4.4-2a</p>	G	CD (P) (E) USACE		

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49.	<p><i>Suspend Ground-Disturbing Activities if Human Remains are Encountered and Comply with California Health and Safety Code Procedures.</i> In the event that human remains are discovered, construction activities within 150 feet of the discovery shall be halted or diverted and the requirements for managing unanticipated discoveries in Mitigation Measure 4.4-2(a) shall be implemented. In addition, the provisions of Section 7050.5 of the California Health and Safety Code, Section 5097.98 of the California Public Resources Code, and Assembly Bill 2641 shall be implemented. When human remains are discovered, state law requires that the discovery be reported to the County Coroner (Section 7050.5 of the Health and Safety Code) and that reasonable protection measures be taken during construction to protect the discovery from disturbance (AB 2641).</p> <p>If the Coroner determines the remains are Native American, the Coroner shall notify the Native American Heritage Commission, which then designates a Native American Most Likely Descendant for the project (Section 5097.98 of the Public Resources Code). The designated Native American Most Likely Descendant then has 48 hours from the time access to the property is granted to make recommendations concerning treatment of the remains (AB 2641).</p>	OG	CD (P) (E) Sacramento County Coroner Native American Heritage Commission	No human remains were discovered during the course of grading and construction.	Yes

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
49. Cont.	If the owner/applicant does not agree with the recommendations of the Native American Most Likely Descendant, the NAHC can mediate (Section 5097.94 of the Public Resources Code). If no agreement is reached, the owner/applicant shall rebury the remains where they will not be further disturbed (Section 5097.98 of the Public Resources Code). This will also include either recording the site with the NAHC or the appropriate Information Center; using an open space or conservation zoning designation or easement; or recording a deed restriction with the county in which the property is located (AB 2641). 4.4-2b	OG	CD (P) CD (E) Sacramento County Coroner Native American Heritage Commission		
50.	Conduct Construction Worker Awareness Training, Stop Work if Paleontological Resources are Discovered, Assess the Significance of the Find, and Prepare and Implement a Recovery Plan as Required. Before the start of any earthmoving activities, the owner/applicant(s) shall retain a qualified professional to train all construction personnel involved with earthmoving activities, including the site superintendent, regarding the possibility of encountering fossils, the appearance and types of fossils likely to be seen during construction, and proper notification procedures should fossils be encountered. The training shall be included in the archaeological contractor awareness training program.	G	CD (E) (P)	The owner/applicant retained a qualified archeologist and provided Workers Awareness Training to all new construction personnel, which included training about the procedures for unanticipated discoveries of paleontological resources. A copy of the training video and attendance records are available from the Community Development Dept. No paleontological materials were discovered during ground-disturbing activities.	Yes

FINAL CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 16-122) SOUTH OF HIGHWAY 50, EAST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP					
	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
50. Cont.	If paleontological resources are discovered during earthmoving activities, the construction crew shall immediately cease work in the vicinity of the find and notify the City of Folsom's Community Development Department. The owner/applicant(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. 4.4-3	G	CD (E) (P)		
51.	100 Year Flood Plain Boundary The owner/applicant shall be required to include the existing 100-year floodplain boundary (flood hazard area) on all grading and/or improvements plans prior to approval of the grading and/or improvement plans by the City. For any portion of the proposed project that lies within the designated flood hazard area, no development shall be approved until appropriate measures are	G, I	CD (E), PW	The City and Owner/Applicant submitted a CLOMR/LOMR application and received approval from FEMA on September 20, 2017.	Yes

FINAL CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 16-122) SOUTH OF HIGHWAY 50, EAST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP					
	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
51. Cont.	<p>taken to remove the area from the flood zone. These measures include the following:</p> <ul style="list-style-type: none"> The lowest finished floor elevation of all proposed structures shall be a minimum of two (2) feet above the 100-year floodplain elevation in accordance with the City Floodplain Ordinance. The owner/applicant shall provide for review and approval by the City, information delineating the 100-year floodplain elevation under the worst case of either the interim or the ultimate condition for the upstream watershed. The existing and proposed 100-year floodplain shall be shown on the grading and/or improvement plans. An elevation certification shall be required prior to issuance of any building permit demonstrating compliance with the above requirement. A completed application for a Conditional Letter of Map Revision (CLOMR) shall be submitted to the City for submission to the Federal Emergency Management Agency (FEMA). Prior to approval of the improvement plans by the City, the owner/applicant shall submit the approved CLOMR to the City. Within four (4) months following completion of grading operations, a 	G, I	CD (E), PW		

FINAL CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 16-122) SOUTH OF HIGHWAY 50, EAST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP					
	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
51. Cont,	<p>completed application for a Letter of Map Revision (LOMR) shall be submitted by the owner/applicant to the City for submission to FEMA. The City shall have received the completed LOMR from FEMA prior to issuance of a certificate of occupancy on any structure.</p> <ul style="list-style-type: none"> • Prior to issuance of a grading permit or a building permit, the owner/applicant shall deposit with the City sufficient funds to complete the CLOMR/LOMR process as determined by the City. Said funds may be drawn upon by the City to complete the CLOMR/LOMR process in the event the owner/applicant fails to do so in accordance with the time constraints established above. Any funds remaining after completion of the CLOMR/LOMR process will be refunded to the owner/applicant. 	G, I	CD (E), PW		
52.	<p>Naturally Occurring Asbestos 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</p>	G	CD (E) (P) Sacramento Metropolitan Air Quality Management District	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 Phase 3B subdivision.	Yes

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
52. Cont.	<p>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>	G	CD (E) (P) Sacramento Metropolitan Air Quality Management District		

FINAL CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 16-122) SOUTH OF HIGHWAY 50, EAST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP					
	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
52. Cont.	<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.</p> <p>The owner/applicant shall submit proof of compliance with the above to the Community Development Department for review and approval prior to the commencement of any site-disturbing activities. Upon approval of the Asbestos Dust Control Plan by the Sacramento Metropolitan Air Quality Management District, the owner/applicant shall ensure that construction contractors implement the terms of the plan throughout the construction period. If Naturally Occurring Asbestos is determined to be located on the surface of the project site, all surface soil containing Naturally Occurring Asbestos shall be replaced with clean soil or capped with another</p>	G	CD (E) (P) Sacramento Metropolitan Air Quality Management District		

FINAL CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 16-122) SOUTH OF HIGHWAY 50, EAST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP					
	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
52. Cont.	material (e.g., cinder or rubber), subject to review and approval by the City Engineer. 4.2-3	G	CD (E) (P) Sacramento Metropolitan Air Quality Management District		
53.	<i>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.</i> 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	G	CD (E) (P) Sacramento Metropolitan Air Quality Management District	The owner/applicant has coordinated with and paid all required mitigation fees to the SMAQMD.	Yes

FINAL CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 16-122) SOUTH OF HIGHWAY 50, EAST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP					
	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
53. Cont.	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. 3A 2-1b 3A 2-1g	G	CD (E) (P) Sacramento Metropolitan Air Quality Management District		
54.	Basic Construction Emission Control Practices 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.	G, OG	CD (E) (P) Sacramento Metropolitan Air Quality Management District	The grading and improvement plans for the Phase 3B project 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

FINAL CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 16-122) SOUTH OF HIGHWAY 50, EAST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP					
	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
54. Cont	<p>The following shall be noted on Grading Plans and building construction plans:</p> <p>Basic Construction Emission Control Practices</p> <ul style="list-style-type: none"> Water all exposed surfaces two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads. The owner/applicant shall not be permitted to use potable water from the City of Folsom water system for grading and/or construction while the City is in a stage 3 (water warning), stage 4 (water crisis), or stage 5 (water emergency) conservation stage as determined by the City and in conformance with Chapter 13.26 Water Conservation of the Folsom Municipal Code (FMC). The City may prohibit the use of potable water for grading and/or construction purposes on the project in its sole discretion regardless of the Water Conservation Stage. Cover or maintain at least two feet of free board space on haul trucks transporting soil, sand, or other loose material on the site. Any haul trucks that would be traveling along freeways or major roadways shall be covered. Use wet power vacuum street sweepers to remove any 	G, OG	CD (E) (P) Sacramento Metropolitan Air Quality Management District		

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
54. Cont.	<p>visible trackout mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited.</p> <ul style="list-style-type: none"> • Limit vehicle speeds on unpaved roads to 15 miles per hour (mph). • All roadways, driveways, sidewalks, parking lots to be paved should be completed as soon as possible. In addition, building foundations shall be laid as soon as possible after grading unless seeding or soil binders are used. • Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes (as required by the state airborne toxics control measure [Title 13, Section 2485 of the California Code of Regulations]). Provide clear signage that posts this requirement for workers at the entrances to the site. • 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. 	G, OG	CD (E) (P) Sacramento Metropolitan Air Quality Management District		

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
54. Cont.	<p>Enhanced Fugitive Particulate Matter Dust Control Practices – Soil Disturbance Areas</p> <ul style="list-style-type: none"> Water exposed soil with adequate frequency for continued moist soil. However, do not overwater to the extent that sediment flows off the site. Suspend excavation, grading, and/or demolition activity when wind speeds exceed 20 mph. Install wind breaks (e.g., plant trees, solid fencing) on windward side(s) of construction areas. Plant vegetative ground cover (fast-germinating native grass seed) in disturbed areas as soon as possible. Water appropriately until vegetation is established. <p>Enhanced Fugitive Particulate Matter Dust Control Practices – Unpaved Roads</p> <ul style="list-style-type: none"> Install wheel washers for all exiting trucks, or wash off all trucks and equipment leaving the site. Treat site accesses to a distance of 100 feet from the paved road with a 6 to 12-inch layer of wood chips, mulch, or gravel to reduce generation of road dust and road dust carryout onto public roads. Post a publicly visible sign with the telephone number and person to contact 	G, OG	CD (E) (P) Sacramento Metropolitan Air Quality Management District		

FINAL CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 16-122) SOUTH OF HIGHWAY 50, EAST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP					
	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
54 Cont.	<p>at the construction site regarding dust complaints. This person shall respond and take corrective action within 48 hours. The phone number of Sacramento Metropolitan Air Quality Management District and the City contact person shall also be posted to ensure compliance.</p> <p>Enhanced Exhaust Control Practices The owner/applicant shall provide a plan, for approval by the City of Folsom Community Development Department and Sacramento Metropolitan Air Quality Management District , demonstrating that the heavy-duty (50 horsepower [hp] or more) offroad vehicles to be used in the construction project, including owned, leased, and subcontractor vehicles, will achieve a project wide fleet-average 20% NOX reduction and 45% particulate reduction compared to the most current California Air Resources Board (ARB) fleet average that exists at the time of construction. Acceptable options for reducing emissions may include use of late-model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or other options as they become available.</p> <p>The owner/applicant shall submit to the City of Folsom Community Development Department and Sacramento Metropolitan Air Quality</p>	G, OG	CD (E) (P) Sacramento Metropolitan Air Quality Management District		

FINAL CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 16-122) SOUTH OF HIGHWAY 50, EAST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP					
	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
54 Cont.	<p>Management District a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 hp, that would be used an aggregate of 40 or more hours during any portion of the construction project. The inventory shall include the horsepower rating, engine production year, and projected hours of use for each piece of equipment. The inventory shall be updated and submitted monthly throughout the duration of the project, except that an inventory shall not be required for any 30-day period in which no construction activity occurs. At least 48 hours prior to the use of heavy-duty off-road equipment, the project representative shall provide Sacramento Metropolitan Air Quality Management District with the anticipated construction timeline including start date, and name and phone number of the project manager and on-site foreman.</p> <p>Sacramento Metropolitan Air Quality Management District's Construction Mitigation Calculator can be used to identify an equipment fleet that achieves this reduction (Sacramento Metropolitan Air Quality Management District 2007a). The project shall ensure that emissions from all off-road diesel powered equipment used on the SPA do not exceed 40% opacity for more than three minutes in any one hour. Any equipment found to exceed 40 percent opacity (or Ringelmann 2.0) shall be repaired immediately,</p>	G, OG	CD (E) (P) Sacramento Metropolitan Air Quality Management District		

FINAL CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 16-122) SOUTH OF HIGHWAY 50, EAST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP					
	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
54. Cont.	<p>and the City and Sacramento Metropolitan Air Quality Management District shall be notified within 48 hours of identification of non-compliant equipment. A visual survey of all in-operation equipment shall be made at least weekly, and a monthly summary of the visual survey results shall be submitted throughout the duration of the project, except that the monthly summary shall not be required for any 30-day period in which no construction activity occurs. The monthly summary shall include the quantity and type of vehicles surveyed as well as the dates of each survey. Sacramento Metropolitan Air Quality Management District staff and/or other officials may conduct periodic site inspections to determine compliance. Nothing in this mitigation measure shall supersede other Sacramento Metropolitan Air Quality Management District or state rules or regulations.</p> <ul style="list-style-type: none"> 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 	G, OG	CD (E) (P) Sacramento Metropolitan Air Quality Management District		

FINAL CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 16-122) SOUTH OF HIGHWAY 50, EAST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP					
	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
54. Cont.	determination shall be supported by a project-level analysis and be approved by Sacramento Metropolitan Air Quality Management District. 3A 2-1a 3A 2-1d 3A 2-1f	G, OG	CD (E) (P) Sacramento Metropolitan Air Quality Management District		
55.	Traffic and Parking Management Plan 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: <ul style="list-style-type: none"> • Description of trucks including number and size of trucks per day (i.e., 85 trucks per day), expected arrival/departure times, and truck circulation patterns. • Description of staging area including location, maximum number of trucks simultaneously permitted in staging area, use of traffic control personnel, and specific signage. • Description of street closures and/or bicycle and pedestrian facility closures including duration, advance warning and 	G	CD (E), PW	The owner/applicant submitted a joint traffic management plan that was reviewed and approved by the City Engineer prior to commencement of grading and construction and is on file at the Community Development Department.	Yes

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
55. Cont.	<p>posted signage, safe and efficient access routes for existing businesses and emergency vehicles, and use of manual traffic control.</p> <ul style="list-style-type: none"> 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. <p>4.8-1</p>	G	CD (E), PW		
56.	<p>Prepare fuel modification plan (FMP). The owner/applicant shall submit a Fuel Modification Plan to the City for review and preliminary approval from the Fire Code Official prior to any Final and/or Parcel Map. Final approval of the plan by the Fire Code Official shall occur prior to the issuance of a permit for any new construction. A Fuel Modification Plan shall consist of a set of scaled plans showing fuel modification zones indicated with applicable assessment notes, a detailed landscape plan and an irrigation plan. A fuel modification plan submitted for approval shall be prepared by one of the following: a California state licensed landscape architect, or state licensed landscape contractor, or a landscape designed, or an individual with expertise acceptable to the Fire Code Official. (Fire)</p> <p>The owner/applicant shall agree to be responsible for the long-term maintenance of the Fuel</p>	M	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

FINAL CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 16-122) SOUTH OF HIGHWAY 50, EAST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP					
	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
56. Cont.	Modification Plan consistent with Section 3.8.5.1 of the ARDA and Amendment No. 1 to the ARDA. Notification of fuel modification requirements are to be made upon sale to new property owners. Proposed changes to the approved Fuel Modification Plan shall be submitted to the Fire Code Official for approval prior to implementation.	M	CD (P) FD		
57.	<p>Implement Noise-Reducing Construction Practices, Prepare and Implement a Noise Control Plan, and Monitor and Record Construction Noise near Sensitive Receptors.</p> <p>The owner/applicant shall prepare and implement a construction noise management plan. This plan shall identify specific measures to ensure compliance with the noise control measures specified below. The noise control plan shall be submitted to the City of Folsom before any noise-generating construction activity begins and shall be noted on Grading Plans and building construction plans. Grading and construction shall not commence until the construction noise management plan is approved by the City of Folsom.</p> <ul style="list-style-type: none"> Noise-generating construction operations shall be limited to the hours between 7 a.m. and 7 p.m. Monday through Friday, and between 8 a.m. and 5 p.m. on Saturdays. No construction is allowed on Sundays. 	G	CD (P) CD (E) (B)	The owner/applicant has included these practices and rules in the City approved 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

FINAL CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 16-122) SOUTH OF HIGHWAY 50, EAST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP					
	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
57. Cont.	<ul style="list-style-type: none"> All construction equipment and equipment staging areas shall be located as far as possible from nearby noise-sensitive land uses. All construction equipment shall be properly maintained and equipped with noise-reduction intake and exhaust mufflers and engine shrouds, in accordance with manufacturers' recommendations. Equipment engine shrouds shall be closed during equipment operation. All motorized construction equipment shall be shut down when not in use to prevent idling. 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). Noise-reducing enclosures shall be used around stationary noise-generating equipment (e.g., compressors and generators) as planned phases are built out and future noise sensitive receptors are located within close proximity to future construction activities. Written notification of construction activities shall be provided to all noise-sensitive receptors located within 850 feet of construction activities. Notification shall 	G	CD (P) CD (E) (B)		

**FINAL CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 16-122)
SOUTH OF HIGHWAY 50, EAST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD
AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP**

	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
57. Cont.	<p>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.</p> <ul style="list-style-type: none"> • To the extent feasible, acoustic barriers (e.g., lead curtains, sound barriers) shall be constructed to reduce construction-generated noise levels at affected noise-sensitive land uses. The barriers shall be designed to obstruct the line of sight between the noise-sensitive land use and on-site construction equipment. When installed properly, acoustic barriers can reduce construction noise levels by approximately 8–10 dB (EPA 1971). • When future noise sensitive uses are within close proximity to prolonged construction noise, noise-attenuating buffers such as structures, truck trailers, or soil piles shall be located between noise sources and future residences to shield 	G	CD (P) CD (E) (B)		

FINAL CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 16-122) SOUTH OF HIGHWAY 50, EAST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP					
	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
57. Cont.	sensitive receptors from construction noise. 3A 11-1	G	CD (P) CD (E) (B)		
58.	Analyze and Disclose Projected PM10 Emission Concentrations at Nearby Sensitive Receptors Resulting from Construction of Off-site Elements. 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 analysis determines that construction activity	G	CD (E) (P) Sacramento Metropolitan Air Quality Management District	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

FINAL CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 16-122) SOUTH OF HIGHWAY 50, EAST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP					
	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
58. Cont.	<p>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). 3A 2-1h</p>	G	CD (E) (P) Sacramento Metropolitan Air Quality Management District		

FINAL CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 16-122) SOUTH OF HIGHWAY 50, EAST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP					
	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
59.	<p>Animal Barrier</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 ¼-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)	A protective orange fence was installed along the perimeter of disturbed areas. The barrier fencing included in this condition was not required since none of the grading for this subdivision was adjacent to any existing development.	Yes
60.	<p>Prepare a Seismic Refraction Survey and Obtain Appropriate Permits for All On-Site and Off-site Elements East of Old Placerville Road.</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</p>	G	CD (E)	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 3B subdivision. The Seismic Refraction Survey is on file with the Community Development Department. Compliance has been	Yes

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
60. Cont.	<p>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). 3A 7-4</p>	G	CD (E)	monitored through construction inspection.	
IMPROVEMENT PLAN REQUIREMENTS					
61.	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	G, I	CD (E)	The owner/applicant included all of the required record information for rights-of-entry, public easements, etc. on the approved grading and improvement plans for all villages in the Phase 3B subdivision. The City verified compliance prior to approval of the grading and improvement plans.	Yes

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
61. Cont.	all grading and/or improvement plans prior to plan approval.	G, I	CD (E)		
62.	<p>The owner/applicant of all project phases shall submit a lighting plan for the project to the Community Development Department. The lighting plan shall be consistent with the Design Guidelines:</p> <ul style="list-style-type: none"> • shield or screen lighting fixtures to direct the light downward and prevent light spill on adjacent properties; • place and shield or screen flood and area lighting needed for construction activities, nighttime sporting activities, and/or security so as not to disturb adjacent residential areas and passing motorists; • for public lighting in residential neighborhoods, prohibit the use of light fixtures that are of unusually high intensity or that blink or flash; • use appropriate building materials (such as low-glare glass, low-glare building glaze or finish, neutral, earthtoned colored paint and roofing materials), shielded or screened lighting, and appropriate signage in the office/commercial areas to prevent light and glare from adversely affecting motorists on nearby roadways; and • design exterior on-site lighting as an integral part of the building and 	I, B	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. The Lighting Plan was reviewed and approved by the City prior to improvement plan approval. A copy of the lighting plans are available at the Community Development Department	Yes

FINAL CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 16-122) SOUTH OF HIGHWAY 50, EAST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP					
	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
62. Cont.	landscaping design in the Specific Plan Area. Lighting fixtures shall be architecturally consistent with the overall site design. 4.1-2	I, B	CD (P)		
63.	The owner/applicant shall provide an asphalt concrete (AC) maintenance road (minimum 12 feet wide) which extends from Scott Road to the future sanitary sewer lift station on the proposed future extension of Easton Valley Parkway. The AC maintenance road shall be designed to meet City standards for utility vehicle loads including, but not limited to, tractor trucks, fire vehicles and fire apparatus and other maintenance vehicles.	G, I	CD (E), FD, EWR	The owner/applicant has constructed an asphalt maintenance road for the entire length of the sewer line extending from East Bidwell Street (formerly Scott Rd) to the Alder Creek Parkway sewer lift station as well as the forced main extension to US Highway 50. The City has accepted the maintenance road for operations and maintenance.	Yes
64.	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) CD (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 Phase 3B subdivision.	Yes
65.	All publicly owned water and sewer infrastructure shall be placed within the street right of way. In the event that a public water or sewer main needs to be placed in an area other than the public right of way such as through an open space corridor, landscaped area, etc. an access road shall be designed and constructed to allow for the operations, maintenance and replacement of the	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. The outfall trunk sewer line has been installed within public easements and/or planned public right of way within future public streets.	Yes

**FINAL CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 16-122)
SOUTH OF HIGHWAY 50, EAST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD
AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP**

	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
65. Cont.	public water or sewer line along the entire water and/or sewer line alignment. The water and sewer system mains shall be publicly owned and maintained within any street and public water and sewer main easements shall be provided. The domestic water and irrigation system shall be separately metered per City of Folsom <u>Standard Construction Specifications and Details</u> .	I	CD (E)		
66.	The owner/applicant shall design and construct the off-site trunk sewer main as shown in Alternative 3 attached to the vesting tentative subdivision map. <u>Owner/applicant may propose an alternative alignment for routing the sewer backbone infrastructure in conformance with the Wastewater Master Plan Update, with approval of this alternative alignment, subject to the sole discretion of the City.</u> The off-site sewer trunk main, the sewer maintenance roads, sanitary sewer lift station, and sewer force main extended across US Highway 50 to the existing Sacramento Regional County Sanitation District (SRCSD) lift station <u>are part of the backbone infrastructure improvements and</u> shall be completed and accepted by the City for operation and maintenance prior to issuance of the first building permit in the project. The owner/applicant shall be responsible for constructing any and all odor control facilities, providing high-velocity hydraulic cleaning and vacuum cleaning of select sewer mains and	I	CD (E), EWR	The owner/applicant has completed the required sewer trunk main, lift station and forced mains to serve the subject Phase 3B subdivision. The Owner/applicant developed a flushing plan that was reviewed and approved by the City Engineer and the Environmental and Water Resources Department in accordance with the condition of approval.	Yes

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
66. Cont.	providing temporary supplemental flows into select sewer mains as determined by the City until such time the peak average flows are met in the Folsom Plan Area backbone sewer system in accordance with the Wastewater Master Plan Update. Revision was made at the Planning Commission Meeting on 4/15/15 Revision made by Staff subsequent to the 4/15/15 Planning Commission Meeting	I	CD (E), EWR		
67.	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.	I	CD (E) EWR	The owner/applicant has installed all sewer and water infrastructure within public street rights of way and public water and sewer main easements. The outfall trunk sewer line has been installed within public easements and/or planned public right of way within future public streets.	Yes
68.	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.	I	CD (E) EWR	The plans for the Phase 3A subdivision do not include any public water and sewer mains to be placed on private property of between proposed residential units.	Yes
69. 69.	The owner/applicant shall design all water reservoirs, water booster pump stations, pressure reducing valve stations, and sewer lift stations, and shall coordinate the design with the Community Development Department and their construction shall be managed by the Environmental and Water Resources Department.	I	CD (E), EWR	The Owner/applicant designed and constructed the sewer lift station, the water reservoir and pressure reducing valve stations under supervision and inspection by the Community Development Department and the	Yes

FINAL CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 16-122) SOUTH OF HIGHWAY 50, EAST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP					
	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
Cont.				Environmental and Water Resources Department.	
70.	The owner owner/applicant shall pay for, furnish and install all infrastructure associated with the water meter fixed network system.	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
71.	The water services and sewer services in the I-Courts on "Lot 6A Drive" shall be privately owned and maintained by the owner/applicant. The water services and sewer services in the I-Courts on "Lot 6A Drive" 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. Revision was made at the Planning Commission Meeting on 4/15/15	I	CD (E), EWR	The proposed I-Courts are included in Village No. 4 in the Phase 1 subdivision. The water and sewer services in the proposed I-courts are privately owned and maintained. The funding for the maintenance of the privately owned water and sewer services is being accomplished through the use of a Homeowner's Association (HOA) established by the Subdivider of Village No. 4, The New Home Company.	Yes
72.	The owner/applicant shall coordinate the planning, development and completion of this project with the various utility agencies (i.e., SMUD, PG&E, etc.). The owner/applicant shall provide the City with written confirmation of public utility service prior to approval of all final maps.	M	CD (P) (E)	The owner/applicant has coordinated with the various public utility agencies.	Yes

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
73.	<i>Implement Corrosion Protection Measures.</i> The owner/applicant shall be required to provide that all underground metallic fittings, appurtenances and piping in the City's water systems include a cathodic protection system to protect these facilities from corrosion. The cathodic protection system shall be prepared by a licensed geotechnical or civil engineer and the system shall be reviewed and approved by the City prior to approval of improvement plans. 3B.7-4	I	CD (E) EWR	The owner/applicant has provided cathodic protection in the improvement plans in accordance with City requirements for all metallic water pipelines and appurtenances. The plans prepared by a licensed civil engineer have been reviewed and approved by the City in compliance with this condition.	Yes
74.	<i>Incorporate Pipeline Failure Contingency Measures Into Final Pipeline Design.</i> The owner/applicant shall be required to provide isolation valves or similar devices to be incorporated into all pipeline facilities to prevent substantial losses of surface water in the event of a pipeline failure. The pipeline failure contingency measures shall be incorporated into the final pipeline design and this design shall be prepared by a licensed geotechnical or civil engineer. The specifications for the isolation valves shall conform to the California Building Code (CBC) and American Water Works Association Standards. The final pipeline design shall be reviewed and approved by the City prior to approval of improvement plans. 3B.7-1b	I	CD (E) EWR	The improvements plans for all water systems have isolation valves and incorporate City design standards that allow the City to isolate portions of the City's water system in the event of failure.	Yes
75.	The final design of all sound walls, fences, and gates shall be subject to review and approval by the Community Development Department.	I, B, O	CD (P) (B)	All sound wall and fencing plans for the Phase 3B subdivision have been reviewed and approved by the City.	Yes

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
76.	All curbs located adjacent to landscaping, whether natural or manicured, and where parking is allowed shall be vertical.	I	CD (P) (B)	The City has reviewed and approved all required improvement plans to verify compliance with this condition of approval.	Yes
STORM WATER POLLUTION/CLEAN WATER ACT REQUIREMENTS					
77.	During Construction, the owner/applicant shall be responsible for litter control and sweeping of all paved surfaces in accordance with City standards. All on-site storm drains shall be cleaned immediately before the commencement of the rainy season (October 15).	OG	CD (E)	The owner/applicant has complied with this provision and completed periodic on-site cleaning and sweeping of the project site throughout the course of grading and construction.	Yes
78.	The storm drainage design shall provide for no net increase in run-off under post-development conditions.	I	CD (E)	The owner/applicant has designed all storm drainage improvements to meet the requirements of this condition of approval.	Yes
79.	The City has approved the Folsom Plan Area Storm Drainage Master Plan, the Folsom Plan Area Water System Master Plan and the Folsom Plan Area Wastewater Master Plan Update. The owner/applicant shall submit complete updates to each of these approved master plans for the proposed changes to each master plan as a result of the proposed project. The updates to each master plan for the proposed project shall be reviewed and approved by the City prior to approval of grading and/or improvement plans.	G,I	CD (E) EWR, PW	The owner/applicant has provided updated Master Plans for approval prior to the issuance of a grading permit for the Phase 3B subdivision. Copies of the Master Plans are available from the Community Development Department.	Yes

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
79. Cont.	<p>The plans shall be accompanied by engineering studies supporting the sizing location, and timing of the proposed facilities. Improvements shall be constructed in phases as the project develops in accordance with the approved master plans, including any necessary off-site improvements to support development of a particular phase or phases, subject to prior approval by the City. Off-site improvements may include roadways to provide secondary access, water transmission lines or distribution facilities to provide a loopwater system, sewer trunk mains and lift stations, water quality facilities and drainage facilities including on or off-site detention. No changes in infrastructure from that shown on the approved master plan shall be permitted unless and until the applicable master plan has been revised and approved by the City. Final lot configurations may need to be modified to accommodate the improvements identified in these studies to the satisfaction of the City.</p> <p>The owner/applicant shall provide sanitary sewer, water and storm drainage improvements with corresponding easements, as necessary, in accordance with these studies and the latest edition of the City of Folsom <u>Standard Construction Specifications and Details</u>, and the <u>Design and Procedures Manual and Improvement Standards</u>.</p>	G,I	CDD (E) EWR, PW		

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
80.	<p><i>Design Stormwater Drainage Plans and Erosion and Sediment Control Plans to Avoid and Minimize Erosion and Runoff to All Wetlands and Other Waters That Are to Remain on the SPA and Use Low Impact Development Features.</i></p> <p>To minimize indirect effects on water quality and wetland hydrology, the owner/ 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> <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-</p>	G, I	CD (E), PW PW (Sacto. Co. or El Dorado Co.) CALTRANS USACE CVRWQCB	The owner/applicant has prepared a Stormwater Pollution Prevention Plan (SWPPP) which implements stormwater water quality practices in accordance with the Stormwater Quality Design Manual for Sacramento and Placer Regions. There are no offsite improvements needed for support of the Russell Ranch drainage system.	Yes

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
80. Cont.	<p>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. 3A 3-1a</p>	G, I	CD (E), PW PW (Sacto. Co. or El Dorado Co.) CALTRANS USACE CVRWQCB		

FINAL CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 16-122) SOUTH OF HIGHWAY 50, EAST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP					
	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
81.	<p>The storm drain improvement plans shall provide for "Best Management Practices" that meet the requirements of the water quality standards of the City's National Pollutant Discharge Elimination System Permit issued by the State Regional Water Quality Control Board.</p> <p>In addition to compliance with City ordinances, the owner/applicant(s) shall prepare a Stormwater Pollution Prevention Plan (SWPPP), and implement Best Management Practices (BMPs) that comply with the General Construction Stormwater Permit from the Central Valley RWQCB, to reduce water quality effects during construction. Detailed information about the SWPPP and BMPs are provided in Chapter 3A.9, "Hydrology and Water Quality."</p> <p>Each proposed project development shall result in no net change to peak flows into Alder Creek and associated tributaries, or to Buffalo Creek, Carson Creek, and Coyote Creek. The owner/applicant(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 Specific Plan Area. The baseline conditions, monitoring standards, and a monitoring program shall be submitted to USACE and the City for their approval. Water quality and detention basins shall be designed and</p>	G, I	CD (E)	<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 throughout the course of grading and construction.</p>	Yes

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
81. Cont.	constructed to ensure that the performance standards, which are described in Chapter 3A.9, "Hydrology and Water Quality," are met and shall be designed as off-stream detention basins. Discharge sites into Alder Creek and associated tributaries, as well as tributaries to Carson Creek, Coyote Creek, and Buffalo Creek, shall be monitored to ensure that pre-project conditions are being met. Corrective measures shall be implemented as necessary. The mitigation measures will be satisfied when the monitoring standards are met for 5 consecutive years without undertaking corrective measures to meet the performance standard.	G, I	CD (E)		

**FINAL CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 16-122)
SOUTH OF HIGHWAY 50, EAST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD
AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP**

	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
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FIRE DEPT REQUIREMENTS

82.	<p>The owner/applicant shall provide all-weather access and fire hydrants before combustible materials are allowed on any project site or other approved alternative method as approved by the Fire Code Official/Fire Chief. All-weather emergency access roads and fire hydrants (tested and flushed) shall be provided before combustible material or vertical construction is allowed on any project site or other approved alternative method as approved by the Fire Code Official/Fire Chief. (All-weather access is defined as six inches of compacted aggregate base from May 1 to September 30 and two inch asphalt concrete over six inch aggregate base from October to April 30).</p> <p>The building shall have illuminated addresses visible from the street or drive fronting the property. Size and location of address identification shall be reviewed and improved approved by the Fire Marshal.</p> <p>Fire department and other emergency access shall be assured an unencumbered continuous paved width of 20 feet on straight portions of the emergency vehicle access (EVA). Turns on EVA's shall be designed to accommodate Fire Department apparatus with inside turning radii of 25 feet and outside turning radii of 50 feet; therefore, the minimum width of EVA's in turning</p>	I, B	CD (P) Fire	The owner/applicant has designed and received approval for all weather access improvements and fire hydrants for the entire Phase 3B 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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FINAL CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 16-122) SOUTH OF HIGHWAY 50, EAST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP					
	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
82. Cont.	<p>movements shall be 25 feet. The structural design of the EVA shall accommodate a gross vehicle weight of 80,000 pounds for fire apparatus. The maximum grade of an EVA shall not exceed 12% and gradual transitions between differing grades are required. The EVA shall have an unobstructed vertical clearance of not less than 13'6". Access points to EVA's shall be identified with painted and stenciled rolled curbs to restrict parking in accordance with the California Vehicle Code. All curbs shall be painted red with the words "No Parking Fire Lane" stenciled in white on the face of the curbs using 4-inch letters. If curbs are not available, provide 6-inch wide red stripes along the edge of the access points with the same stenciling.</p> <ul style="list-style-type: none"> Gated entries shall be electronic and UL 325 compliant. Access opening for single direction traffic shall be unobstructed 16 feet wide and 13'-6" high and shall swing in the direction of vehicle traffic. Access opening(s) for bi-directional traffic shall be either one (1) unobstructed 27-foot wide gate opening or two (2) 14-foot wide gate openings and 13'-6" high and shall swing into the property being entered. The gates shall be located a minimum of 40 feet off of public streets. Provide Mutual-Aid electronic Knox key-switches <i>and</i> Click-To-Enter radio-operated controllers for 	I, B	CD (P) Fire		

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
82. Cont.	<p>emergency vehicles. The Knox key-switch shall be designed to keep the gate in the open position for at least one minute. Provide a battery power supply that allows the gates to fail in the open position, when a power outage occurs. Pedestrian gates shall be installed within 10 feet of the vehicle gate. The pedestrian gates shall be handicap accessible and have listed exit hardware that is operable from the inside at all times without the use of a key or any special knowledge or effort. A Mutual-Aid Knox key box shall be installed at least 48 inches above grade on the outside of the gate with a key to open the pedestrian gate.</p> <ul style="list-style-type: none"> The minimum fire flow for residential dwellings is 1,000 gpm at 20 psi for houses 3,600 sq. ft. and less, 1,750 gpm for dwellings greater than 3,600 sq. ft. in area, and 2,000 gpm for dwellings greater than 4,800 sq. ft. up to 6,200 sq. ft. in area. Please determine the maximum size homes that will be built in this subdivision. A water model analysis that proves the minimum fire flow will be required before any permits are issued. 	I, B	CD (P) Fire		

FINAL CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 16-122) SOUTH OF HIGHWAY 50, EAST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP					
	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
82. Cont.	<p>All public streets shall meet City of Folsom Street Standards.</p> <ul style="list-style-type: none"> • Fire department and other emergency access shall be assured an unencumbered minimum continuous width of 24 feet clear space outside of any parking and/or between curb faces on all private streets. On-street parking shall be restricted to provide this minimum clearance. Note that on-street parallel parking shall be assigned a minimum width of 7 feet from the face of curb. • <u>Road Widths Local Streets. The owner/applicant will maintain 12 foot travel lane widths in areas of 12% and greater grade and will obtain the approval of the Fire Department, Public Works Solid Waste Department and School District for any deviation from the 12 foot travel lane street width standard for local streets.</u> • The maximum length of any dead end street shall not exceed 500 feet in accordance with the Folsom Fire Code. Several streets indicated on the plans are dead ends greater than 500 feet. Provide a second emergency access or reduce the length of dead-ends that are served by only a single point of entry. • Locate the fire hydrants on the sides of the streets that will have parking restricted in 	I, B	CD (P) Fire		

**FINAL CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 16-122)
SOUTH OF HIGHWAY 50, EAST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD
AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP**

	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
82. Cont.	<p>order to provide the maximum number of on-street parking spots possible, and to minimize conflicts between parked cars and fire hydrants.</p> <ul style="list-style-type: none"> • At least one on-street parking spot is required for each lot and/or dwelling unit within this project. These on-street parking spots shall be equally dispersed throughout the entire project. • 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. • Provide Fire Department emergency access and defensible space to the open space areas and the sloped landscaped areas located within this project. • Submit to the City of Folsom for approval a fuel modification plan that holds the home owners' association responsible for the annual maintenance required for fire hazard reduction within the open spaces areas and the sloped landscape areas. This document will secure annual funding, an annual maintenance schedule and access rights into the open space areas and the sloped landscaped areas to provide the 	I, B	CD (P) Fire		

FINAL CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 16-122) SOUTH OF HIGHWAY 50, EAST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP					
	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
82. Cont.	<p>annual fuel modification. Open space areas and the sloped landscaped areas shall be maintained to allow reasonable access and defensible space for firefighting operations.</p> <ul style="list-style-type: none"> The fuel modification plan shall indicate mitigation measures consistent with the unique problems resulting from the flammable vegetation and topography of the proposed open space areas and the sloped landscaped areas. The sloped landscape areas shall be designed with irrigation and drought-resistant landscaping. The sloped landscape areas shall be designed with permanent mitigation measures to prevent to the growth of weeds and flammable vegetation. Property fence lines along open space boundaries shall be constructed of noncombustible materials. 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 Multi-family portion of the project: 	I, B	CD (P) Fire		

FINAL CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 16-122) SOUTH OF HIGHWAY 50, EAST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP					
	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
82. Cont.	i. Fire Department and other emergency access shall be assured an unencumbered continuous width of 27 feet for all emergency access driveways. ii. Parking shall be prohibited within the emergency access driveways and must be identified with painted and stenciled curbs to restrict parking in accordance with the California Vehicle Code. iii. Turns on the emergency access driveways shall be designed to accommodate Fire Department apparatus. Use inside turning radii of 25 feet and outside turning radii of 50 feet. iv. 2013 California Fire Code Section 503: Fire Department-approved all-weather emergency access roads shall be provided for every facility or building, when any portion of the facility or any portion of an exterior wall of the first story of a building is located more than 150 feet from fire department vehicle access measured by an approved route around the exterior of the building or facility (CFC 503.1.1). v. Dead-end emergency access driveways in excess of 150 feet in length shall be provided with an approved area for	I, B	CD (P) Fire		

FINAL CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 16-122) SOUTH OF HIGHWAY 50, EAST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP					
	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
82. Cont.	turning around fire apparatus. (CFC 503.2.5). <ul style="list-style-type: none"> • The timing and construction of the Scott Road realignment shall not impact emergency access routes to occupied homes within the Folsom Ranch Plan Area. • The timing and construction of New Placerville Road and the abandonment of Old Placerville Road shall not impact emergency access routes to occupied homes within the Folsom Ranch Plan Area. • Easton Valley Road shall be completed and fully operational for emergency access prior to the occupancy of the first home within the Folsom Ranch Plan Area. • The timing and phased construction of local streets within each subdivision of the Folsom Ranch Plan Area shall not impact emergency access routes to occupied homes within the Folsom Ranch Plan Area. • The first Fire Station planned for the Folsom Ranch Plan Area shall be completed and operational at the time that the threshold of 1,500 occupied homes within the Folsom Ranch Plan Area is met. • Applicant shall submit a Fuel Modification Plan to the City for review and preliminary approval from the Fire Code Official prior to any subdivision of land. Final approval 	I, B	CD (P) Fire		

FINAL CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 16-122) SOUTH OF HIGHWAY 50, EAST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP					
	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
82. Cont.	<p>of the plan by the Fire Code Official shall occur prior to the issuance of a permit for any new construction. A Fuel Modification Plan shall consist of a set of scaled plans showing fuel modification zones indicated with applicable assessment notes, a detailed landscape plan and an irrigation plan. A fuel modification plan submitted for approval shall be prepared by one of the following: a California state licensed landscape architect, or state licensed landscape contractor, or a landscape designed, or an individual with expertise acceptable to the Fire Code Official.</p> <ul style="list-style-type: none"> The property owner(s) agree to be responsible for the long-term maintenance of the Fuel Modification Plan. Notification of fuel modification requirements are to be made upon sale to new property owners. Proposed changes to the approved Fuel Modification Plan shall be submitted to the Fire Code Official for approval prior to implementation. <p>Revision made at the Planning Commission Meeting on 4/15/15 Revision made by staff subsequent to the 4/15/15 Planning Commission Meeting</p>	I, B	CD (P) Fire		

FINAL CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 16-122) SOUTH OF HIGHWAY 50, EAST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP					
	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
83.	<p><i>Incorporate Fire Flow Requirements into Project Designs.</i> 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. 3A 14-3</p>	I, B	CD (E) Fire	The Community Development Department and the Fire Department have reviewed and approved all proposed improvement plans for the construction of the water and fire flow system for the entire Phase 3B subdivision.	Yes
84.	<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 the 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 homeowners association whose boundary covers</p>	I, OG	CD (E), FD	The Fire Department and the Community Development Department have reviewed and approved the design of all proposed gated entries. The approved design for any future gated entries include the requirements noted in this condition of approval. The owner/applicant has noted to the City that at this time the only gated entry will be installed for the proposed Village 4 as part of the Phase 1 subdivision. There are no gated entries proposed for Phase 3B.	Yes

FINAL CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 16-122) SOUTH OF HIGHWAY 50, EAST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP					
	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
84. Cont.	the private gate shall comply with this requirement, and the owner/applicant shall ensure this requirement is in the HOA CC&Rs.	I, OG	CD (E), FD		
85.	Roundabout Design Prior to approval of improvement plans, the design all roundabouts shall be reviewed and approved by the Community Development Department, the Folsom Cordova Unified School District (FCUSD) and the Fire Department. The design shall include the proposed lane configurations and design for the landscaping to be installed in the center.	I	CD (E), FD	Roundabout design has been approved and approved by the Community Development Department, the Fire Department and the Folsom Cordova Unified School District. The roundabouts are shown on the approved plans for Alder Creek Parkway and Grand Prairie Road which were constructed as part of the Phase 1 subdivision.	Yes
86.	Incorporate California Fire Code; City of Folsom Fire Code Requirements; and EDHFD Requirements, if Necessary, into Project Design and Submit Project Design to the City of Folsom Fire Department for Review and Approval. To reduce impacts related to the provision of new fire services, the owner/applicant shall do the following, as described below: Incorporate into project designs fire flow requirements based on the California Fire Code, Folsom Fire Code (City of Folsom Municipal Code Title 8, Chapter 8.36), and other applicable requirements based on the City of Folsom Fire Department fire prevention standards. Improvement plans showing the incorporation of automatic sprinkler systems, the availability of adequate fire flow, and the locations of hydrants shall be submitted to the City of Folsom Fire	I, B, O	FD PW CD (E)	The City of Folsom Fire Department has reviewed and approved all of the Phase 3B subdivision improvement plans and any off-site improvements for compliance with this mitigation measure.	Yes

**FINAL CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 16-122)
SOUTH OF HIGHWAY 50, EAST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD
AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP**

	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
86. Cont.	<p>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. 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. 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</p>	I, B, O	FD PW CD (E)		

FINAL CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 16-122) SOUTH OF HIGHWAY 50, EAST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP					
	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
86. Cont.	the satisfaction of the City of Folsom Fire Department.	I, B, O	FD PW CD (E)		
LANDSCAPE/TREE PRESERVATION REQUIREMENTS					
87.	<p>Final landscape plans and specifications shall be prepared by a registered landscape architect and approved by the City Arborist and City staff prior to the approval of improvement plans. Said plans shall include all on-site landscape specifications and details, <i>and shall comply with all State and local rules, regulations, Governor's declarations and restrictions pertaining to water conservations and outdoor landscaping.</i></p> <p>Landscapeing shall meet shade requirements as outlined in the <u>Folsom Municipal Code Chapter 17.57</u> where applicable. The landscape plans shall comply and implement water efficient requirements as adopted by the State of California (Assembly Bill 1881) <i>(State Model Water Efficient Landscape Ordinance)</i> until such time the City of Folsom adopts its own Water Efficient Landscape Ordinance <i>at which time the Owner/Applicant shall comply with any new Ordinance.</i> 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.</p> <p>Tree topping for height reduction, sign visibility, light clearance or any other purpose shall not be</p>	I, OG	CD (P), PW	The owner/applicant has prepared a landscape plans for all supporting backbone roadways and 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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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
87. Cont.	<p>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. Furthermore, the owner/applicant shall comply with city-wide landscape rules or regulations on water usage. Owner/applicant shall comply with any state or local rules and regulations relating to landscape water usage and landscaping requirements necessitated to mitigate for drought conditions on all landscaping in the Russell Ranch Project.</p> <p>Landscaping along all road rights of way and in public open space lots shall be installed when the adjoining road is constructed. Add OG to the timing and Implementation column.</p> <p><i>Revision in italics made by Staff subsequent to the 4/15/15 Planning Commission meeting</i> Revision was made at the Planning Commission Meeting on 4/15/15 (Add OG to timing and implementation)</p>	I, OG	CD (P), PW		

FINAL CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 16-122) SOUTH OF HIGHWAY 50, EAST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP					
	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
88.	The owner/applicant shall implement all applicable measures in the Sacramento Metropolitan Air Quality Management District approved Folsom Plan Area Specific Plan Air Quality Mitigation Plan. 3A 2-2	G, I, B	CD (E) (P) Sacramento Metropolitan Air Quality Management District	The owner/applicant has implemented all applicable mitigation measures throughout the course of grading and construction. The City has provided monitoring of the mitigation measures through construction inspection.	Yes
89.	All future utility lines lower than 69 kv, including the 69KV line, to be built along the westerly side of 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. Revision was made at the Planning Commission Meeting on 4/15/15	I	CD (E) (P)	All proposed public utility service lines to all of the lots in the Phase 3B subdivision have been placed underground in compliance with this condition. All required public utility easements are shown on the final map for the Phase 3B subdivision.	Yes
90.	Noise Barriers 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	I	CD (P) CD (E) (B)	The plans for the noise barriers required in the Phase 3B subdivision are shown on the approved improvement plans.	Yes

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
90. Cont.	<p>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> <p>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</p>	I	CD (P) CD (E) (B)		

FINAL CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 18-122) SOUTH OF HIGHWAY 50, EAST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP					
	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
90. Cont.	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. 4.6-3a	I	CD (P) (E) (B)		
MAP REQUIREMENTS					
91.	The owner/applicant shall form a Homeowners Association for the ownership and maintenance of all private streets including the private street storm drainage systems, <u>sewer and water lines within the I Courts on Lot 6</u> , and landscaped open spaces and common areas on hillsides, etc. (Lots 1B, 1C, 1D, 1E, 1F, 1G, 1H, 1I, 1J, 1K, <u>1L</u> , 1M, <u>1N</u> , <u>1O</u> , 1P, 1Q, <u>1R</u> , 1S, 2A, <u>2B</u> , <u>2C</u> , <u>2D</u> , <u>2E</u> , 2G, 2H, 2I, 2J, 2K, <u>2L</u> , 2M, 2N, <u>2O</u> , <u>2P</u> , <u>2Q</u> , <u>2R</u> , <u>3C</u> , <u>3A</u> , <u>3B</u> , <u>3D</u> , <u>3E</u> , 3F, 3G, 3H, 3I, 3J, 3K, <u>3L</u> , 3M, 3N, <u>3O</u> , <u>3R</u> , 3S, 3T, 3U, <u>3V</u> , and 6A, <u>6B</u> , <u>6C</u> , <u>6E</u> , 6F), the private park on lot 2A, and the private recreation facilities to be constructed on lot 14. The Homeowners Association shall also be responsible for monitoring and ensuring maintenance of the landscaping within the open space easement on each view lot within the subdivision. <u>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</u>	M	CD (P) (E)	The owner/applicant has formed a Homeowners Association (HOA) for the Phase 3B subdivision. The formation of the HOA includes the establishment of a budget to fund the operation and maintenance of the private streets, the private landscape areas, the future private recreation facility and the future private park included in this condition of approval. The Community Development Department has reviewed and approved the C.C.& R.'s for the Phase 3B subdivision to verify compliance with this condition of approval. Lot 6 is in Russell Ranch Phase 1, Village No. 4. The final map for Village No. 4 has already been approved by the City Council and is not part of the Phase 3B subdivision.	Yes

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
91. Cont.	<p><u>Development Department for the following landscaped open spaces: Lots 1R, 1O, 6D, 2B, 2C, 3L, 3O, and 3V.</u></p> <p>In addition, CC&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 the recordation of the Final Map.</p> <p>Revision was made at the Planning Commission Meeting on 4/15/15</p>	M	CD (P) (E)		
92.	<p>The owner/applicant shall disclose to the homebuyers in the Conditions, Covenants, and Restrictions (CC&Rs) and in the Department of Real Estate Public Report a future public park and public school are located within the proposed subdivision, and that the public park include may include facilities (basketball courts, a baseball field, softball fields, soccer fields, and playground equipment) that may generate noise impacts during various times, including but not limited to evening and nighttime hours. The owner/applicant shall also disclose that the existing public park may includes nighttime sports lighting that may generate lighting impacts during evening and nighttime hours.</p> <p><u>Revision made by Staff subsequent to the 4/15/15 Planning Commission Meeting</u></p>	M	CD (P) PK	The owner/applicant has provided C.C. & R.'s to the Community Development Department. The Community Development Department has approved the C.C. & R.'s and verified that they include the required disclosures.	Yes

FINAL CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 16-122) SOUTH OF HIGHWAY 50, EAST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP					
	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
93.	The owner/applicant shall disclose to the homebuyers in the Conditions, Covenants, and Restrictions (CC&Rs) and in the Department of Real Estate Public Report that the soil in the subdivision may contain naturally occurring asbestos.	M	CD (P) (E)	The owner/applicant has provided C.C. & R.'s to the Community Development Department. The Community Development Department has approved the C.C. & R.'s and verified that they include the required disclosures.	Yes
94.	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 the 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
95.	Prior to the recording of any phase of the Vesting Small Lot Tentative Subdivision Map, the Russell Ranch Vesting Large Lot Tentative Subdivision Map shall be recorded.	M	CD (E)	The Large Lot Final Subdivision map was approved by the City Council on September 12, 2017 and recorded on September 21, 2017, Book 398 page 1.	Yes
96.	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 will be 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

FINAL CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 16-122) SOUTH OF HIGHWAY 50, EAST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP					
	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
97.	The Final Inclusionary Housing Plan and Final Inclusionary Housing Agreement as approved by the City Council shall be executed prior to recordation of the first Final Map for the Russell Ranch Subdivision.	M	CD (P) (E)	The owner/applicant has executed an Inclusionary Housing Agreement with the City. The agreement allows the owner/applicant to provide an in-lieu fee assigned to each building permit in the subdivision. The in-lieu housing fee will be paid at the time of building permit issuance.	Yes
98.	The owner/applicant shall form a Landscape Lighting Assessment District, a Community Services District, or a Home Owners Association, which shall be responsible for maintenance of all private streets, maintenance of all common areas, maintenance of all on-site landscaping, maintenance of storm drainage facilities, maintenance of storm water detention/detention basins and associated channels, maintenance of water quality ponds, and maintenance of any other site facilities in the subdivision throughout the life of the project to the satisfaction of the Community Development Department and in accordance with the Amended and Restated Tier 1 Development Agreement. Vegetation or plantings shall not be less than that depicted on the final landscape plan, unless tree removal is approved by the Community Development Department because the spacing between trees will be too close on center as they mature.	M	CD (P) (E)	The City has formed Community Facilities District (CFD) 18 which shall be responsible for maintenance of all backbone infrastructure, drainage facilities, street lighting and landscaping. Additionally, CFD 20, which the subject subdivision is a part of, includes an assessment for on-site specific drainage, landscaping, lighting and sound walls. Each of the assessments for CFD 18 and 20 will be triggered at the issuance of a building permit. The owner/applicant has also formed a Homeowner's Association (HOA) which will fund the maintenance of private streets, landscape common areas and private storm drainage facilities and improvements.	Yes

FINAL CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 16-122) SOUTH OF HIGHWAY 50, EAST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP					
	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
99.	The owner/applicant shall dedicate public easements for water, sewer, and sidewalks within the private streets, as well as public utility easements for underground facilities on properties adjacent to the streets. A minimum of twelve and one-half-foot (12.5') wide Public Utility Easements for underground facilities (i.e., SMUD, Pacific Gas and Electric, cable television, telephone) shall be dedicated adjacent to all private and public street rights-of-way. The owner/applicant shall dedicate additional width to accommodate extraordinary facilities as determined by the City. The width of the public utility easements adjacent to public and private right of way may be reduced with prior approval from public utility companies.	M	CD (E)	The owner/applicant has dedicated a public utility easement (PUE) along all of the public streets in the Phase 3A subdivision. All required easements are shown on the final map for Phase 3B. The width of the PUE's are 12.5 feet.	Yes
100.	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 owner/applicant has proposed phasing of the final maps for the Phase 3 subdivision into Phase 3B and future Phase 3B. The owner/applicant has received approval of the phasing plan by the City Engineer.	Yes
101.	As provided for in the ARDA and the First Amendment thereto, the owner/applicant shall provide fully executed grant deeds, legal descriptions, and plats for all necessary Backbone Infrastructure to serve the project, including but not limited to lands, public rights of way, public utility easements, public water main easements, public sewer easements, irrevocable offers of dedication and temporary construction	G, I	CD (E)	The owner/applicant provided all necessary public utility easements, grant deeds, offers of dedication or temporary construction easements required to build all of the required Backbone Infrastructure needed to serve the subdivision. These were recorded with Sacramento County Recorder within the Large Lot Final Map or by separate instrument for those	Yes

FINAL CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 16-122) SOUTH OF HIGHWAY 50, EAST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP					
	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
101. Cont.	easements. All required easements as listed necessary for the Backbone Infrastructure shall be reviewed and approved by the City and recorded with the Sacramento County Recorder pursuant to the timing requirements set forth in Section 3.8 of the ARDA.	G, I	CD (E)	easements which were required outside the boundary of the Phase 3B subdivision. The required Backbone Infrastructure has been completed to the satisfaction of the City and is currently in operation.	
102.	All on and off-site subdivision and Backbone Infrastructure improvements required to serve this project and any subsequent phase of the project, including but not limited to, roadway and transportation improvements, sanitary sewer, water, storm drainage, water quality/detention basins, etc. shall be substantially completed and accepted to the satisfaction of the City prior to issuance of the first building permit within the project. <u>Owner-applicant may propose issuance of building permits for non-habitable structures (model homes and club house only), prior to substantial completion of the above referenced infrastructure, but in no case shall a final inspection be issued or any public use of the non-habitable structures without substantial completion of the above referenced infrastructure. Issuance of the building permits for non-habitable structures (model homes or club house) in advance of substantial completion shall be approved or denied in the sole discretion of the Community Development Department. Substantial completion of the backbone infrastructure and improvements as noted above</u>	B	CD (E)	The required Backbone Infrastructure to serve the Russell Ranch Phase 3B subdivision has been completed and accepted by the City and is currently in operation. All other required Phase 3B subdivision improvements are currently being constructed by the owner/applicant. Prior to issuance a building permit in the Phase 3B subdivision, The Community Development Department will verify that all required subdivision improvements are substantially complete.	Condition will be satisfied prior to issuance of a building permit.

FINAL CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 16-122) SOUTH OF HIGHWAY 50, EAST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP					
	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
102. Cont.	<p><u>shall be defined as being complete such that all of the required improvements are ready for use and operation by the public as determined by the City.</u></p> <p>Revision was made at the Planning Commission Meeting on 4/15/15</p>	B	CD (E)		
103.	<p>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, booster pump stations, pressure reducing valve stations, etc.) and sanitary sewer (lift stations) systems, roadway and transportation (future interchanges, major arterial roadways, etc.) improvements, aquatic center (community pool), parks, fire stations, municipal services center, community library, etc. The thresholds and timelines included in the PFFP require facilities to be constructed and completed based on number of building permits issued and in some cases, number of residential units that are occupied. The owner/applicant shall be required to address these thresholds and</p>	M	PFFP, M,B CD (E) (P) (B) PW, FD, EWR, PR	<p>The owner/applicant has either constructed or participated financially in the construction all required infrastructure necessary to serve the Phase 3B subdivision. The required infrastructure has been completed and accepted by the City and is currently in operation. As building permits are issued in the Phase 3B 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.</p>	Yes

FINAL CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 16-122) SOUTH OF HIGHWAY 50, EAST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP					
	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
103. Cont.	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 the First Amendment thereto.	M	PFFP, M,B CD (E) (P) (B) PW, FD, EWR, PR		
104.	The owner/applicant shall provide an irrevocable offer of dedication (IOD) for the future Empire Ranch Road interchange within the boundaries of the subdivision prior to approval of the final large lot subdivision map. The owner/applicant shall provide a recorded covenant on all lots located in Phase +2 of the Vesting Tentative Subdivision Map on all lots located within 500 feet of Highway 50 and the Empire Ranch Road/Highway 50 interchange. The recorded covenant shall include a copy of the I.O.D. for the interchange and notice that this is a future improvement is required to be constructed as a part of this subdivision <u>to be accommodated.</u> Revision made at the Planning Commission Meeting on 4/15/15	M	CD (E)	The owner/applicant has provided a grant deed to the City transferring ownership of Lot 12 on the recorded Large Lot Final Map for Phase 1. Lot 12 is the parcel needed for the future construction of the Empire Ranch Road Interchange. The City currently owns the property needed for the future Empire Ranch Road Interchange within the boundaries of the Russell Ranch development.	Yes
105.	At the time of project approval the final design, location, grade and configuration of the Empire Ranch Road Interchange (Interchange Project) at Highway 50 is not known nor approved by the agencies that will be involved in the Interchange Project. The owner/applicant proposes homes	M	CD (E)	The owner/applicant has provided a grant deed to the City transferring ownership of Lot 12 on the recorded Large Lot Final Map for Phase 1. Lot 12 is the parcel needed for the future construction of the Empire Ranch Road Interchange. The City	Yes

FINAL CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 16-122) SOUTH OF HIGHWAY 50, EAST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP					
	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
105. Cont.	<p>near the anticipated location of the Interchange Project. The owner/applicant acknowledges the final design, location, grade and configuration of the Interchange Project is not known. and the owner/applicant will include a recorded disclosure to be provided to all potential buyers of homes near the potential Interchange Project advising of the future Interchange Project and associated noise, grade changes, height, location, design, traffic and construction of the Interchange Project. Owner/applicant shall construct or be responsible for the cost of designing and constructing sound walls, as supported by a noise study and as required by the EIR for the project.</p> <p>Revision was made at the Planning Commission Meeting on 4/15/15</p>	M	CD (E)	currently owns the property needed for the future Empire Ranch Road Interchange within the boundaries of the Russell Ranch development. The required sound walls are included on the approved improvement plans for the Phase 3B subdivision.	
106.	The owner/applicant shall be responsible for the ownership and on-going maintenance of the temporary water quality /detention basin which will impact lots 211 through 214 in Phase 3 of the project. The owner/applicant shall be solely responsible for the removal of the temporary water quality/detention basin at such time the basin is no longer required. Lots 211 through 214 shall not be created with a final map until the temporary basin is removed to the satisfaction of the City.	M	CD (E)	The Community Development Department has reviewed and approved the improvement plans for the future Phase 3B subdivision. The temporary water quality basin/detention basin is no longer required with the construction of downstream and off-site detention basins by others.	Condition will be satisfied prior to approval of the future Phase 3B Final Map

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
107.	The owner/applicant shall provide and establish new permanent benchmarks on the (NAVD 88) datum in various locations within the subdivision or at any other locations in the vicinity of the off-site Backbone Infrastructure as directed by the City Engineer. The type and specifications for the permanent benchmarks shall be provided by the City. The new benchmarks shall be placed by the owner/applicant within 6 months from the date of approval of the vesting tentative subdivision map.	M	CD (E)	The owner/applicant has installed new benchmarks per the direction of the City Engineer. The required benchmarks are in place and currently in use.	Yes
108.	Prior to approval of the first small lot final map and in accordance with Amendment No. 1 of the Amended and Restated Tier 1 Development Agreement (ARDA) and the ARDA and any amendments thereto, the owner/applicant is required to complete the following: <ul style="list-style-type: none"> • Formation and approval by the City Council of the Sewer and Water CFD, • Formation and approval by the City Council of the Aquatic Center CFD, • Formation and approval by the City Council of the Parks, Trails, Landscape Corridors, Medians and Open Space Maintenance CFD, • Formation and approval by the City Council of the Storm Drainage Maintenance CFD (unless such drainage maintenance is included in the Services CFD) , 	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

FINAL CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 16-122) SOUTH OF HIGHWAY 50, EAST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP					
	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
108. Cont.	<ul style="list-style-type: none"> Formation and approval by the City Council of the Street Maintenance District/Lighting Maintenance District CFD (unless such street maintenance is included in the Services CFD) Formation and approval by the City Council of the Open Space Management and Financing Plan. Formation and approval by the City Council of the Drainage Facilities Maintenance and Financing Plan 	M	CD (E)		
109.	<p><u>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</u></p>	G,I,B	CD (E) EWR,PW	The City Council has approved all of the Master Plans for the Folsom Plan Area. The required backbone infrastructure in the Folsom Plan Area which serves the Phase 3A subdivision has been constructed in accordance with the approved Storm Drain Master Plan, the Water and Sewer Master Plans and the Reclaimed Water Master Plan. All backbone and subdivision roadway improvements have also been constructed in accordance with the City Council approved Folsom Plan Area Specific Plan and City design and Construction Specifications. All of the required backbone improvements to serve the Phase 3B subdivision have been completed and accepted by the City.	Yes

FINAL CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 16-122) SOUTH OF HIGHWAY 50, EAST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP					
	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
109. Cont.	<p><u>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.</u> 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> <p>Revision was made at the Planning Commission Meeting on 4/15/15</p>	G,I,B	CD (E) EWR,PW		

FINAL CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 16-122) SOUTH OF HIGHWAY 50, EAST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP					
	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
110.	<i>Water Supply Availability</i> 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. 4.7-1 3A 18-1	M	CD (E) Utilities	The owner/applicant has constructed the necessary infrastructure to provide potable water to the Phase 3B subdivision. The potable water infrastructure has been reviewed, approved and accepted by the City and is currently in operation.	Yes
111.	<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> 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	M, B, O	CD (E) (B), PW	The off-site potable water infrastructure for the Phase 3B 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 Phase 3B subdivision.	Yes

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
111. Cont.	ensured to the satisfaction of the City. A certificate of occupancy shall not be issued for any building within the Specific Plan Area until the water conveyance infrastructure sufficient to serve such building has been constructed and is in place to the satisfaction of the City.	M, B, O	CD (E) (B), PW		
112.	Demonstrate Adequate SRWTP Wastewater Treatment Capacity. The owner/applicant shall demonstrate adequate capacity at the Sacramento Regional Water Treatment Plant for new wastewater flows generated by the project. This shall involve preparing a tentative map-level study and paying connection and capacity fees as identified by Sacramento Regional County Sanitation District. Approval of the final map and issuance of building permits for all project phases shall not be granted until the City verifies adequate Sacramento Regional Water Treatment Plant capacity is available for the amount of development identified in the tentative map. The written approval from the Sacramento Regional County Sanitation District shall be provided to the City. 3A 16-3	M, B	CD (E) (B), PW	The City obtained a letter from Regional San which provides verification that there is adequate capacity in the existing Regional San conveyance and treatment system to accommodate the entire Folsom Plan Area at buildout. 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

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
113.	<p><i>Submit Proof of Adequate On- and Off-Site Wastewater Conveyance Facilities and Implement On- and Off-Site Infrastructure Service Systems or Ensure That Adequate Financing Is Secured.</i></p> <p>The owner/applicant shall submit proof to the City of Folsom that an adequate wastewater conveyance system either has been constructed or is ensured through payment or other sureties to the City's satisfaction. Both on-site wastewater conveyance infrastructure and off-site force main sufficient to provide adequate service to the project shall be in place for the amount of development identified in the tentative map before approval of the final map and issuance of building permits for all project phases, or their financing shall be ensured to the satisfaction of the City. 3A 16-1</p>	M, B	CD (E) (B) PW	The owner/applicant has constructed the on-site and off-site sewer infrastructure to serve the Phase 3B subdivision. The off-site sewer infrastructure including the sewer trunk main, the Alder Creek Parkway sewer lift station and forced main have been completed and accepted by the City and are currently in operation.	Yes
114.	<p>All Final Maps shall show easements or other mapped provisions for the placement of centralized mail delivery units. The owner/applicant shall provide a concrete base for the placement of any centralized mail delivery unit. Specifications and location of such base shall be determined pursuant to the applicable requirements of the U. S. Postal Service and the City of Folsom Community Development Department, with due consideration for street light location, traffic safety, security, and consumer convenience.</p>	M	CD (E)	The Final Map for the Phase 3B includes an easement for the construction and maintenance of centralized mail delivery boxes in the subdivision.	Yes

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
115.	<p>All street names recorded on the final map shall have prior approval from the Planning Commission.</p> <p><u>The street names identified in the small lot tentative map area approved, except as amended:</u></p> <p><u>Rustic Ridge Drive shall be replaced with Treasure Ridge Drive.</u></p> <p><u>Treasure Ridge Loop shall be replaced with Highgate Terrace Loop</u></p> <p><u>Scenic Vista Court shall be replaced with Hillgrass Court</u></p> <p><u>Russell Ranch Road shall be replaced with Rustic Ridge Court-Road</u></p> <p><u>Auburn Court Leaf shall be replaced with Auburn Leaf Court</u></p> <p><u>Highgate Terrace Drive shall be replaced with Climbing Vine Drive</u></p> <p><u>Hillgrass Court shall be replaced with Amaro Court</u></p> <p><u>Additionally, the Alternative Street Names identified on the small lot tentative map shall be as follows:</u></p> <p><u>Pleasant Hill</u></p> <p><u>Loma Rica</u></p> <p><u>Via Rancho</u></p> <p><u>Florasota</u></p> <p><u>Rough Horse</u></p>	M	CD (E)	The Final Map for the Phase 3B subdivision contains street names chosen from the approved list for the entire Russell Ranch development which includes Phases 1, 2 and 3.	Yes

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
115. Cont.	Revision was made at the Planning Commission Meeting on 4/15/15 Revision made by Staff subsequent to the 4/15/15 Planning Commission Meeting	M	CD (E)		
116.	The owner/applicant shall record an Open Space Easement in favor of the Homeowner's Association over the portion of the rear of each lot from the top of the graded slope to the rear property line within each lot as shown on the Vesting Small Lot Tentative Subdivision Map. The easement shall be for the purpose of maintaining the area as a landscaped slope. The easement shall prohibit any removal or addition of soil; any change to the terrain of any kind; the construction of any structure(s), including retaining walls; the construction of fencing anywhere within the easement except on the property lines; the dumping of lawn clippings or any other debris; the removal of landscaping except when the plant has no life. The property owner shall maintain living, irrigated landscaping within the easement and shall not permit bare exposed soil. Only open style, tubular steel fencing shall be permitted on the property lines. Final language of the Easement shall be approved by the Community Development Department prior to recordation. Revision was made at the Planning Commission Meeting on 4/15/15	M	CD (P)	The required Open Space easement is included on the Final Map for the Phase 3B subdivision. The area within the easement will be maintained by the Homeowner's Association (HOA). Funding for the maintenance of the Open Space easement will be through the HOA.	Yes

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
117.	The City is considering the closure and re-alignment of Old Placerville Road between US Highway 50 and future Easton Valley Parkway as part of Phase 3 of the project, consistent with the project EIR. The removal of the existing asphalt concrete will not be permitted without prior approval of the City.	G,I	CD (E), FD, PW	The closure, subject to future City approval, of Placerville Road between US Hwy 50 and Alder Creek Parkway will be considered during future development of the Folsom Plan Area. The Phase 3A subdivision does not include any proposal to close this roadway segment.	Condition will be satisfied with future development in the FPA.
MISCELLANEOUS REQUIREMENTS					
118.	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.	B	CD (E)	The Community Development Department will require the copies of the recorded Phase 3B final map to be submitted prior to approval of the first building permit in the subdivision.	Condition will be satisfied prior to issuance of a building permit.
119.	Prior to issuance of building permits, the owner/applicant shall provide the Folsom-Cordova Unified School District with a copy of the recorded Final Map.	B	CD (P) FCUSD	The Community Development Department will require the copies of the recorded final map to be submitted to the Folsom-Cordova Unified School District prior to approval of the first building permit in the Phase 3B subdivision.	Condition will be satisfied prior to issuance of a building permit.
120.	Prior to issuance of building permits for any residential units or the private recreation center, the owner/applicant shall obtain Design Review approval from the Planning Commission for all buildings to be constructed within the subdivision.	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 will be satisfied prior to issuance

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
120. Cont.	If the proposed architecture is not consistent with the Planned Development Design Guidelines, the owner/applicant may modify the plans or apply for a modification to the Planned Development Design Guidelines to be approved by the Planning Commission.	B	CD (P)		of a building permit.
121.	Divert Seasonal Water Flows Away from Building Foundations. The owner/applicant(s) 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. 3A 7-5	B	CD (B)	All required drains and sub drains will be designed by a Civil Engineer and/or Geotechnical Engineer and submitted to the City. Any required drains and sub drains will be shown on the development plans for all future buildings in the Phase 1 subdivision. Compliance will be monitored through construction inspection.	Condition will be satisfied prior to issuance of a building permit.
122.	The private recreational amenity shall be constructed and a Certificate of Occupancy on the building obtained on Lot 14 of the Vesting Large Lot Tentative Subdivision Map no later than issuance of the 439 th building permit in the project.	B, O	CD (B)	The owner/applicant has constructed and completed the Private Recreational Amenity, The private amenity was completed in 2020 and is currently open to the residents in the Russell Ranch subdivision.	Yes
123.	The owner/applicant shall submit a Site Design Review Application for all above ground utility installations (water tanks, booster pumps stations,	I	CD (P) (E)	The owner/applicant obtained approval of both of the public water facilities (Zone 4-5 Water BPS & the Zone 5 Tank/Zone 6	Yes

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
	etc.) to the Community Development Department to ensure these facilities are adequately screened. These above ground utility installations shall be designed to be adequately screened and/or blended into the hillsides through use of berming, landscaping or through the use of walls or fences to the satisfaction of the Community Development Department.			Water BPS) by the City Planning Commission in 2018. The public water facilities are currently in operation and being maintained by the City.	
124.	The Russell Ranch Design Guidelines shall include a provision that all trash bins in residential areas shall be enclosed and screened from view. Truck access to the bin shall be subject to approval by the City.	M	CD (P), PW	The Community Development Department has reviewed and approved the Phase 3B subdivision C.C. & R.'s. The C.C. & R.'s include the required provisions to satisfy this condition of approval.	Yes
125.	At the time of this project approval the final design, location, grade and configuration of the Capital Southeast Connector (Connector) is not known nor approved by the agencies that will be involved in the Connector project. Section 2.2.3 of the Amendment to the Amended and Restated Development Agreement (ARDA) — provides for exceptions to Vested Rights relative to the Connector project. <u>Subject to the provisions of Section 3.7.1 of the ARDA concerning payment by the Capital Southeast Connector JPA,</u> Owner/applicant will dedicate the rights of way as provided in Section 2.2.3 and nothing in this condition waives the rights of the City or owner/applicant associated with Section 2.2.3. <u>Owner applicant acknowledges that property in</u>	†	CD (E) (P)	This condition was deleted by the Planning Commission and the City Council. The owner/applicant has coordinated the grading and construction of the future Joint Powers Authority (JPA) Connector project with the future Russell Ranch Phase 2 subdivision. The vesting tentative subdivision map for the Phase 2 subdivision approved by the City Council includes the condition to provide the roadway right of way for the JPA Connector project.	N/A
125. Cont.	At the time of this project approval the final design, location, grade and configuration of the Capital Southeast Connector (Connector) is not known nor approved by the agencies that will be involved in the Connector project. Section 2.2.3 of the Amendment to the Amended and Restated Development Agreement (ARDA) — provides for exceptions to Vested Rights relative to the Connector project. <u>Subject to the provisions of Section 3.7.1 of the ARDA concerning payment by the Capital Southeast Connector JPA,</u> Owner/applicant will dedicate the rights of way as provided in Section 2.2.3 and nothing in this condition waives the rights of the City or owner/applicant associated with Section 2.2.3. <u>Owner applicant acknowledges that property in</u>	†	CD (E) (P)	This condition was deleted by the Planning Commission and the City Council. The owner/applicant has coordinated the grading and construction of the future Joint Powers Authority (JPA) Connector project with the future Russell Ranch Phase 2 subdivision. The vesting tentative subdivision map for the Phase 2 subdivision approved by the City Council includes the condition to provide the roadway right of way for the JPA Connector project.	N/A

**FINAL CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 16-122)
SOUTH OF HIGHWAY 50, EAST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD
AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP**

	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
	<p>Phase 3 may be subject to dedication for the Connector project. Owner applicant agrees that the value of lands subject to the dedication or the proposed Connector project interchanges shall be based upon the value for comparable unentitled lands being paid by the Connector IPA at the time the land is dedicated. As provided in Large Lot Map Condition No. 7, owner applicant shall provide the City with an Irrevocable Offer of Dedication (IOD) for the Connector alignment including the grade separated interchange for the land as depicted in Figure 2.2.3 of the Amendment to the Amended and Restated Development Agreement. The land shall be valued at the time of the acceptance of the IOD as provided in this condition.</p> <p>Owner/applicant acknowledges the final design, location, grade and configuration of the Connector Project is not known. As such, owner/applicant will include a recorded disclosure to be provided to all potential buyers of homes near the potential Connector <u>Project within Russell Ranch Phase 3</u> advising of the future Connector Project and associated noise, grade changes, height, location, design, traffic and construction as eventually approved.</p>				

FINAL CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 16-122) SOUTH OF HIGHWAY 50, EAST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP					
	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
	<p>Revision was made at the Planning Commission Meeting on 4/15/15</p> <p>Condition deleted in its entirety by Staff subsequent to the 4/15/15 Planning Commission Meeting</p>				
BUILDING PERMIT REQUIREMENTS					
126.	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. VI-2	B	CD (B)	All foundation plans will be included in the building plans submitted by the owner/applicant to the City for review and approval. The City building division will review all foundation plans to verify compliance with this condition.	Condition will be satisfied prior to issuance of a building permit.
127.	Final lot and building configurations may be modified to allow for overland release of storm events greater than the capacity of the underground system.	G,I,B	CD (E)	Overland release has been designed into the Phase 1 subdivision grading plans. The overland release design and the grading plans have been approved by the City.	Yes
128.	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	B	CD (P)	The owner/applicant will submit plans to the City building division for review and approval. The City building division will review and approve all building plans to verify compliance with this condition.	Condition will be satisfied prior to issuance of a building permit.

FINAL CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 16-122) SOUTH OF HIGHWAY 50, EAST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP					
	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
	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.				
129.	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.	B	CD (P)	The owner/ applicant agrees to pay all fees established by the Folsom Cordova Unified School District prior to building permit issuance.	Condition will be satisfied prior to issuance of a building permit.
129. Cont.		B	CD (P)		
TRAFFIC, ACCESS, CIRCULATION, AND PARKING REQUIREMENTS					
It should be noted that many of the Transportation, Traffic, and Circulation mitigation measures identified below will be satisfied through the payment of fees. Below is a brief summary of the fee types and their purpose. The acronyms for each fee type noted below are further noted in the Implementation Schedule column of each applicable mitigation measure to clarify how each mitigation measure is anticipated to be satisfied.					

**FINAL CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 16-122)
SOUTH OF HIGHWAY 50, EAST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD
AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP**

	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
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Public Facilities Financing Plan (PFFP):
 In January of 2014, the City of Folsom adopted the PFFP for the Folsom Plan Area which detailed all the infrastructure components to address full build out of the Plan Area. The PFFP includes various techniques including development fees to fund the necessary infrastructure. The City is currently in the process of preparing and adopting implementing ordinances and a nexus study required by State law to impose the associated development fees.

Included in the PFFP are a number roadway projects including the Highway Interchanges that the Russell Ranch project will have cumulative impacts on within the Folsom Plan Area. The PFFP was designed to satisfy the "fair share" financing of all the Plan Area's backbone roadway system. Participating in this fee program will satisfy numerous roadway mitigation measures as shown in the MMRP table.

Sacramento County Transportation Development Fee (SCTDF) contribution:
 The City is establishing a "fair share" fee to mitigate roadway impacts outside the project boundaries and within unincorporated Sacramento County. This fee will be included in the City Facilities portion of the Public Facilities Financing Plan program and will be collected at the time of building permit issuance. The basis for the calculation of the fee is a report entitled, "Fair Share Cost Allocation Sacramento County & City of Folsom" dated January 2, 2014.

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

130.	East Bidwell/Iron Point 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.	B	PW	The condition will be satisfied with the payment of the Specific Plan Infrastructure Fee (SPIF).	Condition will be satisfied prior to issuance of a building permit.
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FINAL CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 16-122) SOUTH OF HIGHWAY 50, EAST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP					
	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
	4.8-2a				
131.	White Rock Road / Placerville Road 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. 4.8-2b	B (pay PFFP fee)	CD (E), PW	The condition will be satisfied with the payment of the Specific Plan Infrastructure Fee (SPIF).	Condition will be satisfied prior to issuance of a building permit.
132.	Scott Road (West)/White Rock Road To ensure that the Scott Road (West)/White Rock Road intersection operates at an acceptable LOS, a traffic signal shall be installed. 3A15-1c	B (pay SCTDF)	CD (E), PW	The condition is satisfied with the payment of the Sacramento County Transportation Development Fee (SCTDF).	Condition will be satisfied prior to issuance of a building permit.
133. 133. Cont.	Serpa Way/ Iron Point Road To improve LOS at the Serpa Way/ Iron Point Road intersection, the northbound approaches shall be restriped to consist of one left-turn lane, one shared left-through lanes, and one right-turn lane. The owner/applicant shall pay its proportionate share of funding of improvements. 3A 15-4e	B (pay PFFP fee) B (pay PFFP fee)	CD (E), PW CD (E), PW	The condition will be satisfied with the payment of the Specific Plan Infrastructure Fee (SPIF).	Condition will be satisfied prior to issuance of a building permit.
134.	Empire Ranch Road/Iron Point Road Intersection	B (pay PFFP fee)	CD (E), PW	The condition is satisfied with the payment of the Specific Plan Infrastructure Fee (SPIF).	Condition will be satisfied

FINAL CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 16-122) SOUTH OF HIGHWAY 50, EAST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP					
	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
	<p>To ensure that the Empire Ranch Road / Iron Point Road intersection operates at a LOS D or better, all of the following improvements are required:</p> <ul style="list-style-type: none"> The eastbound approach shall be reconfigured to consist of one left-turn lane, two through lanes, and a right-turn lane. The westbound approach shall be reconfigured to consist of two left-turn lanes, one through lane, and a through-right lane. The northbound approach shall be reconfigured to consist of two left-turn lanes, three through lanes, and a right-turn lane. The southbound approach shall be reconfigured to consist of two left-turn lanes, three through lanes, and a right-turn lane. <p>The owner/applicant shall pay its proportionate share of funding of improvements. 3A 15-4f</p>				prior to issuance of a building permit.
135.	<p>US 50 from Sunrise Boulevard to East Bidwell Street/Scott Road 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</p>	B (Caltrans MOU)	CD (E), PW	The condition is satisfied with the payment of the Highway 50 Improvement Fee.	Condition will be satisfied prior to issuance of a

FINAL CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 16-122) SOUTH OF HIGHWAY 50, EAST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP					
	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
	between Folsom Boulevard and Prairie City Road an auxiliary lane shall be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This improvement is included in the proposed 50 Corridor Mobility Fee Program. The owner/applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by owner/applicant, to reduce the impacts to Eastbound U.S. 50 between Sunrise Boulevard to East Bidwell Street/Scott Road (Freeway Segment 4). 4.8-3 3A 15-1s				building permit.
136.	Westbound U.S. 50 between Prairie City Road and Folsom Boulevard To ensure that Westbound U.S. 50 operates at an acceptable LOS between Prairie City Road and Folsom Boulevard, an auxiliary lane shall be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This improvement is included in the proposed 50 Corridor Mobility Fee Program. The owner/applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by	B (Caltrans MOU)	CD (E), PW	The condition is satisfied with the payment of the Highway 50 Improvement Fee.	Condition will be satisfied prior to issuance of a building permit.
136. Cont.		B (Caltrans MOU)	CD (E), PW		

FINAL CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 16-122) SOUTH OF HIGHWAY 50, EAST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP					
	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
	owner/applicant, to reduce the impacts to Westbound U.S. 50 between Prairie City Road and Folsom Boulevard. 3A 15-1u				
137.	U.S. 50 Eastbound/Prairie City Road Diverge To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Prairie City Road off-ramp diverge, an auxiliary lane from the Folsom Boulevard merge shall be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The owner/applicant shall pay its proportionate share of funding of improvements to reduce the impacts to the U.S. 50 Eastbound/Prairie City Road diverge. 3A 15-1x	B (Caltrans MOU)	CD (E), PW	The condition is satisfied with the payment of the Highway 50 Improvement Fee.	Condition will be satisfied prior to issuance of a building permit.
138.	U.S. 50 Eastbound/Prairie City Road Direct Merge To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Prairie City Road on-ramp direct merge, an auxiliary lane to the East Bidwell Street – Scott Road diverge shall be constructed. This auxiliary lane improvement included in the proposed 50 Corridor Mobility Fee Program. The owner/applicant shall pay its proportionate share	B (Caltrans MOU)	CD (E), PW	The condition is satisfied with the payment of the Highway 50 Improvement Fee.	Condition will be satisfied prior to issuance of a building permit.

FINAL CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 16-122) SOUTH OF HIGHWAY 50, EAST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP					
	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
	of funding of improvements to reduce the impacts to the U.S. 50 Eastbound/Prairie City Road direct merge. 3A 15-1y				
139.	U.S. 50 Eastbound/Prairie City Road Flyover On-Ramp to Oak Avenue Parkway Off-Ramp Weave To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Prairie City Road flyover on-ramp to Oak Avenue Parkway off-ramp weave, an improvement acceptable to Caltrans shall be implemented to eliminate the unacceptable weaving conditions. Such an improvement may involve a "braided ramp". The owner/applicant shall pay its proportionate share of funding of improvements to reduce the impacts to the U.S. 50 Eastbound / Prairie City Road flyover on-ramp to Oak Avenue Parkway off-ramp weave. 3A 15-1z	B (PFFP)	CD (E), PW	The condition is satisfied with the payment of the Highway 50 Improvement Fee	Condition will be satisfied prior to issuance of a building permit.
140.	U.S. 50 Eastbound/Oak Avenue Parkway Loop Merge To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Oak Avenue Parkway loop merge, an auxiliary lane to the East Bidwell Street – Scott Road diverge shall be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The owner/applicant shall pay its proportionate share	B (Caltrans MOU)	CD (E), PW	The condition is satisfied with the payment of the Highway 50 Improvement Fee.	Condition will be satisfied prior to issuance of a building permit.

FINAL CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 16-122) SOUTH OF HIGHWAY 50, EAST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP					
	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
	of funding of improvements to reduce the impacts to the U.S. 50 Eastbound/ Oak Avenue Parkway loop merge (Freeway Merge 9). 3A 15-1aa				
141.	U.S. 50 Westbound/Empire Ranch Road Loop Ramp Merge To ensure that Westbound U.S. 50 operates at an acceptable LOS, the northbound Empire Ranch Road loop on ramp should start the westbound auxiliary lane that ends at the East Bidwell Street – Scott Road off ramp. The slip on ramp from southbound Empire Ranch Road would merge into this extended auxiliary lane. Improvements to this freeway segment shall be implemented by Caltrans. The owner/applicant shall pay its proportionate share of funding of improvements to reduce the impacts to the U.S. 50 Westbound/Empire Ranch Road loop ramp merge. 3A 15-1dd	B (Caltrans MOU)	CD (E), PW	The condition is satisfied with the payment of the Highway 50 Improvement Fee.	Condition will be satisfied prior to issuance of a building permit.
141. Cont.		B (Caltrans MOU)	CD (E), PW		
142.	U.S. 50 Westbound/Oak Avenue Parkway Loop Ramp Merge 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	B (Caltrans MOU)	CD (E), PW	The condition is satisfied with the payment of the Highway 50 Improvement Fee.	Condition will be satisfied prior to issuance of a

FINAL CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 16-122) SOUTH OF HIGHWAY 50, EAST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP					
	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
	ramp. The slip on ramp from southbound Oak Avenue Parkway would merge into this extended auxiliary lane. Improvements to this freeway segment shall be implemented by Caltrans. The owner/applicant shall pay its proportionate share of funding of improvements to reduce the impacts to the U.S. 50 Westbound/Oak Avenue Parkway loop ramp merge. 3A 15-1ee				building permit.
143.	U.S. 50 Westbound/Prairie City Road Loop Ramp Merge To ensure that Westbound U.S. 50 operates at an acceptable LOS at the Prairie City Road loop ramp merge, an auxiliary lane to the Folsom Boulevard off ramp diverge shall be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The owner/applicant shall pay its proportionate share of funding of improvements to reduce the impacts to the U.S. 50 Westbound/Prairie City Road Loop Ramp Merge. 3A 15-1ff	B (Caltrans MOU)	CD (E), PW	The condition is satisfied with the payment of the Highway 50 Improvement Fee.	Condition will be satisfied prior to issuance of a building permit.
143. Cont.		B (Caltrans MOU)	CD (E), PW		
144.	U.S. 50 Westbound/Prairie City Road Direct Ramp Merge To ensure that Westbound U.S. 50 operates at an acceptable LOS at the Prairie City Road direct ramp merge, an auxiliary lane to the Folsom Boulevard off ramp diverge shall be constructed.	B (Caltrans MOU)	CD (E), PW	The condition is satisfied with the payment of the Highway 50 Improvement Fee.	Condition will be satisfied prior to issuance of a

FINAL CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 16-122) SOUTH OF HIGHWAY 50, EAST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP					
	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
	This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The owner/applicant shall pay its proportionate share of funding of improvements, to reduce the impacts to the U.S. 50 Westbound/Prairie City Road direct ramp merge. 3A-15-1gg				building permit.

FINAL CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 16-122) SOUTH OF HIGHWAY 50, EAST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP					
	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
145.	<p>Eastbound US 50 between Folsom Boulevard and Prairie City Road To ensure that Eastbound US 50 operates at an acceptable LOS between Folsom Boulevard and Prairie City Road, the eastbound auxiliary lane should be converted to a mixed flow lane that extends to and drops at the Oak Avenue Parkway off ramp. Improvements to this freeway segment shall be implemented by Caltrans.</p> <p>Construction of the Capitol South East Connector, including widening White Rock Road and Grant Line Road to six lanes with limited access, could divert some traffic off of U.S. 50 and partially mitigate the project's impact.</p> <p>The owner/applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by owner/applicant, to reduce the impacts to Eastbound U.S. 50 between Folsom Boulevard and Prairie City Road. 3A 15-4s</p>	B (Caltrans MOU)	CD (E), PW	The condition is satisfied with the payment of the Highway 50 Improvement Fee.	Condition will be satisfied prior to issuance of a building permit.
146.	<p>Eastbound US 50 between Prairie City Road and Oak Avenue Parkway To ensure that Eastbound US 50 operates at an acceptable LOS between Prairie City Road and Oak Avenue Parkway, the northbound Prairie City Road</p>	B (pay PFFP/ Interchange fee)	CD (E), PW	The condition is satisfied with the payment of the Highway 50 Improvement Fee.	Condition will be satisfied prior to issuance

FINAL CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 16-122) SOUTH OF HIGHWAY 50, EAST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP					
	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
146. Cont.	slip on ramp should merge with the eastbound auxiliary lane that extends to and drops at the Oak Avenue Parkway off ramp and the southbound Prairie City Road flyover on ramp should be braided over the Oak Avenue Parkway off ramp and start an extended full auxiliary lane to the East Bidwell Street – Scott Road off ramp. Improvements to this freeway segment shall be implemented by Caltrans. The owner/applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by owner/applicant, to reduce the impacts to Eastbound U.S. 50 between Prairie City Road and Oak Avenue Parkway. 3A 15-4t	B (pay PFFP/ Interchange fee)	CD (E), PW		of a building permit.
147.	U.S. 50 Eastbound / Prairie City Road Slip Ramp Merge. To ensure that Eastbound US 50 operates at an acceptable LOS, the northbound Prairie City Road slip on ramp should start the eastbound auxiliary lane that extends to and drops at the Oak Avenue Parkway off ramp (see mitigation measure 3A.15-4u, w and x), and the southbound Prairie City Road flyover on ramp should be braided over the Oak Avenue Parkway off ramp and start an extended full auxiliary lane to the East Bidwell Street – Scott Road off ramp. Improvements to this freeway segment shall be implemented by Caltrans. The owner/applicant shall pay its proportionate share	B (pay PFFP fee)	CD (E), PW	The condition is satisfied with the payment of the Highway 50 Improvement Fee.	Condition will be satisfied prior to issuance of a building permit.

FINAL CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 16-122) SOUTH OF HIGHWAY 50, EAST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP					
	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
147. Cont.	of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by owner/applicant, to reduce the impacts to the U.S. 50 Eastbound / Prairie City Road slip ramp merge. 3A 15-4u	B (pay PFFP fee)	CD (E), PW		
148.	U.S. 50 Eastbound / Prairie City Road Flyover On Ramp to Oak Avenue Parkway Off Ramp Weave To ensure that Eastbound US 50 operates at an acceptable LOS, the northbound Prairie City Road slip on ramp should start the eastbound auxiliary lane that extends to and drops at the Oak Avenue Parkway off ramp (see mitigation measure 3A.15-4u, v and x), and the southbound Prairie City Road flyover on ramp should be braided over the Oak Avenue Parkway off ramp and start an extended full auxiliary lane to the East Bidwell Street – Scott Road off ramp. Improvements to this freeway segment shall be implemented by Caltrans. The owner/applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by owner/applicant, to reduce the impacts to the U.S. 50 Eastbound / Prairie City Road Flyover On Ramp to Oak Avenue Parkway Off Ramp Weave. 3A 15-4v	B (pay PFFP fee)	CD (E), PW	The condition is satisfied with the payment of the Highway 50 Improvement Fee.	Condition will be satisfied prior to issuance of a building permit.

FINAL CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 16-122) SOUTH OF HIGHWAY 50, EAST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP					
	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
149.	<p>U.S. 50 Eastbound / Oak Avenue Parkway Loop Ramp Merge</p> <p>To ensure that Eastbound US 50 operates at an acceptable LOS, the southbound Oak Avenue Parkway loop on ramp should merge with the eastbound auxiliary lane that starts at the southbound Prairie City Road braided flyover on ramp and ends at the East Bidwell Street – Scott Road off ramp (see mitigation measure 3A.15-4u, v and w). Improvements to this freeway segment shall be implemented by Caltrans. The owner/applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by owner/applicant, to reduce the impacts to U.S. 50 Eastbound / Oak Avenue Parkway Loop Ramp Merge. 3A 15-4w</p>	B (pay PFFP fee)	CD (E), PW	The condition is satisfied with the payment of the Highway 50 Improvement Fee.	Condition will be satisfied prior to issuance of a building permit.
150.	<p>U.S. 50 Westbound / Empire Ranch Road Loop Ramp Merge</p> <p>To ensure that Westbound US 50 operates at an acceptable LOS, the northbound Empire Ranch Road loop on ramp should start the westbound auxiliary lane that ends at the East Bidwell Street – Scott Road off ramp. The slip on ramp from southbound Empire Ranch Road slip ramp would merge into this extended auxiliary lane. Improvements to this freeway segment shall be implemented by Caltrans. The owner/applicant</p>	B (pay PFFP fee)	CD (E), PW	The condition is satisfied with the payment of the Highway 50 Improvement Fee.	Condition will be satisfied prior to issuance of a building permit.

FINAL CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 16-122) SOUTH OF HIGHWAY 50, EAST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP					
	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
150. Cont.	shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by owner/applicant, to reduce the impacts to the U.S. 50 Westbound / Empire Ranch Road loop ramp merge. 3A 15-4x	B (pay PFFP fee)	CD (E), PW		
151.	U.S. 50 Westbound / Prairie City Road Loop Ramp Merge. To ensure that Westbound US 50 operates at an acceptable LOS, the northbound Prairie City Road loop on ramp should start the westbound auxiliary lane that continues beyond the Folsom Boulevard off ramp. The slip on ramp from southbound Prairie City Road slip ramp would merge into this extended auxiliary lane. Improvements to this freeway segment shall be implemented by Caltrans. The owner/applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by owner/applicant, to reduce the impacts to the U.S. 50 Westbound / Prairie City Road Loop Ramp Merge. 3A 15-4y	B (pay PFFP fee)	CD (E), PW	The condition is satisfied with the payment of the Highway 50 Improvement Fee.	Condition will be satisfied prior to issuance of a building permit.

FINAL CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 16-122) SOUTH OF HIGHWAY 50, EAST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP					
	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
152.	Provide Options for Alternative Transportation Modes. The owner/applicant for any particular discretionary development application shall participate in capital improvements and operating funds for transit service to increase the percent of travel by transit. The project's fair-share participation and the associated timing of the improvements and service shall be identified in the project conditions of approval and/or the project's development agreement. Improvements and service shall be coordinated, as necessary, with Folsom Stage Lines and Sacramento RT. 3A 15-2a	B (pay PFFP fee and Transit fee)	CD (E), PW	The condition is satisfied with the payment of the Transit Fee.	Condition will be satisfied prior to issuance of a building permit.
153.	Scott Road/Easton Valley Parkway Intersection. 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. 4.8-6	B	CD (E), PW	The condition is satisfied with the payment of the Specific Plan Infrastructure Fee (SPIF).	Condition will be satisfied prior to issuance of a building permit.
154.	Folsom Boulevard/Blue Ravine Road Intersection To ensure that the Folsom Boulevard/Blue Ravine Road intersection operates at an acceptable LOS, the eastbound approach shall be reconfigured to consist of two left-turn lanes, one through lane, and	B (pay PFFP fee)	CD (E), PW	The condition is satisfied with the payment of the Specific Plan Infrastructure Fee (SPIF).	Condition will be satisfied prior to issuance of a building permit.

FINAL CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 16-122) SOUTH OF HIGHWAY 50, EAST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP					
	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
154. Cont.	one right-turn lane. The owner/applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by owner/applicant, to reduce the impacts to the Folsom Boulevard/Blue Ravine Road intersection. 3A 15-1a	B (pay PFFP fee)	CD (E), PW		
155.	Sibley Street/ Blue Ravine Road Intersection To ensure that the Sibley Street/Blue Ravine Road intersection operates at an acceptable LOS, the northbound approach shall be reconfigured to consist of two left-turn lanes, two through lanes, and one right-turn lane. The owner/applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by owner/applicant, to reduce the impacts to the Sibley Street/Blue Ravine Road intersection. 3A 15-1b	B (pay PFFP fee)	CD (E), PW	The condition is satisfied with the payment of the Specific Plan Infrastructure Fee (SPIF).	Condition will be satisfied prior to issuance of a building permit.
156.	Hazel Avenue/Folsom Boulevard Intersection To ensure that the Hazel Avenue/Folsom Boulevard intersection operates at an acceptable LOS, this intersection shall be grade separated including "jug handle" ramps. No at grade improvement is feasible. Grade separating and	B (pay SCTDF)	CD (E), PW	The condition is satisfied with the payment of the Sacramento County Transportation Development Fee (SCTDF).	Condition will be satisfied prior to issuance of a

FINAL CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 16-122) SOUTH OF HIGHWAY 50, EAST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP					
	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
156. Cont.	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 owner/applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Hazel Avenue/Folsom Boulevard. 3A 15-1h	B (pay SCTDF)	CD (E), PW		building permit.
157.	Grant Line Road/White Rock Road Intersection and to White Rock Road widening between the Rancho Cordova City limit to Prairie City Road Improvements shall be made to ensure that the Grant Line Road/White Rock Road intersection operates at an acceptable LOS. The currently County proposed White Rock Road widening project will widen and realign White Rock Road from the Rancho Cordova City limit to the El Dorado County line (this analysis assumes that the Proposed Project and build alternatives will widen White Rock Road to five lanes from Prairie City road to the El	B (pay SCTDF)	CD (E), PW	The condition is satisfied with the payment of the Sacramento County Transportation Development Fee (SCTDF).	Condition will be satisfied prior to issuance of a building permit.

FINAL CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 16-122) SOUTH OF HIGHWAY 50, EAST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP					
	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
157. Cont.	Dorado County Line). This widening includes improvements to the Grant Line Road intersection and realigning White Rock Road to be the through movement. The improvements include two eastbound through lanes, one eastbound right turn lane, two northbound left turn lanes, two northbound right turn lanes, two westbound left turn lanes and two westbound through lanes. This improvement also includes the signalization of the White Rock Road and Grant Line Road intersection. With implementation of this improvement, the intersection would operate at an acceptable LOS A. The owner/applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Grant Line Road/White Rock Road intersection. 3A.15-1i	B (pay SCTDF)	CD (E), PW		
158.	Hazel Avenue between Madison Avenue and Curragh Downs Drive To ensure that Hazel Avenue operates at an acceptable LOS between Curragh Downs Drive and Gold Country	B (pay SCTDF)	CD (E), PW	The condition is satisfied with the payment of the Sacramento County Transportation Development Fee (SCTDF).	Condition will be satisfied prior to issuance

FINAL CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 16-122) SOUTH OF HIGHWAY 50, EAST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP					
	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
158. Cont.	Boulevard, Hazel Avenue shall be widened to six lanes. This improvement is part of the County adopted Hazel Avenue widening project. 3A.15-1j	B (pay SCTDF)	CD (E), PW		of a building permit.
159.	White Rock Road/Windfield Way Intersection To ensure that the White Rock Road/Windfield Way intersection operates at an acceptable LOS, the intersection shall be signalized and separate northbound left and right turn lanes shall be striped. The owner/applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the White Rock Road/Windfield Way intersection. 3A.15-1l	B	CD (E), PW	These roadway improvements have been constructed and the intersection is currently in operation with the required mitigation measures.	Yes
160.	Eastbound U.S. 50 as an alternative to improvements at the Folsom Boulevard/U.S. 50 Eastbound Ramps Intersection The owner/applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established	B (Caltrans MOU)	CD (E), PW	The condition is satisfied with the payment of the Highway 50 Improvement Fee.	Condition will be satisfied prior to issuance of a building permit.

FINAL CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 16-122) SOUTH OF HIGHWAY 50, EAST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP					
	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
160. Cont.	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. 3A.15-1o	B (Caltrans MOU)	CD (E), PW		
161.	Grant Line Road/ State Route 16 Intersection To ensure that the Grant Line Road/State Route 16 intersection operates at an acceptable LOS, the northbound and southbound approaches shall be reconfigured to consist of one left-turn lane and one shared through/right-turn lane. Protected left-turn signal phasing shall be provided on the northbound and southbound approaches. Improvements to the Grant Line Road/State Route 16 intersection are contained within the County Development Fee Program, and are scheduled for Measure A funding. Improvements to this intersection shall be implemented by Caltrans, Sacramento County, and the City of Rancho Cordova.	B (Caltrans MOU/) SCTDF	CD (E), PW	The condition is satisfied with the payment of the Sacramento County Transportation Development Fee (SCTDF).	Condition will be satisfied prior to issuance of a building permit.

FINAL CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 16-122) SOUTH OF HIGHWAY 50, EAST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP					
	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
161. Cont.	The owner/applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Grant Line Road/State Route 16 intersection. 3A.15-1p	B (Caltrans MOU/ SCTDF	CD (E), PW		
162.	Eastbound U.S. 50 between Zinfandel Drive and Sunrise Boulevard To ensure that Eastbound U.S. 50 operates at an acceptable LOS between Zinfandel Drive and Sunrise Boulevard, a bus/carpool (HOV) lane shall be constructed. This improvement is currently planned as part of the Sacramento 50 Bus-Carpool Lane and Community Enhancements Project. The owner/applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Eastbound U.S. 50 between Zinfandel Drive and Sunrise Boulevard 3A.15-1q	B (Caltrans MOU)	CD (E), PW	The condition is satisfied with the payment of the Highway 50 Improvement Fee.	Condition will be satisfied prior to issuance of a building permit.
163.	Eastbound U.S. 50 between Hazel Avenue and Folsom Boulevard To ensure that Eastbound U.S. 50 operates at an acceptable LOS between Hazel Avenue and Folsom Boulevard, an	B (Caltrans MOU)	CD (E), PW	The condition is satisfied with the payment of the Highway 50 Improvement Fee.	Condition will be satisfied prior to issuance

FINAL CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 16-122) SOUTH OF HIGHWAY 50, EAST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP					
	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
163. Cont.	auxiliary lane shall be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This improvement is included in the proposed 50 Corridor Mobility Fee Program. The owner/applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Eastbound U.S. 50 between Hazel Avenue and Folsom Boulevard 3A.15-1r	B (Caltrans MOU)	CD (E), PW		of a building permit.
164.	Westbound U.S. 50 between Hazel Avenue and Sunrise Boulevard To ensure that Westbound U.S. 50 operates at an acceptable LOS between Hazel Avenue and Sunrise Boulevard, an auxiliary lane shall be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project, and included in the proposed Rancho Cordova Parkway interchange project. Improvements to this freeway segment shall be implemented by Caltrans. The owner/applicant shall pay its proportionate share of funding of	B (Caltrans MOU)	CD (E), PW	The condition is satisfied with the payment of the Highway 50 Improvement Fee.	Condition will be satisfied prior to issuance of a building permit.

FINAL CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 16-122) SOUTH OF HIGHWAY 50, EAST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP					
	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
164. Cont.	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 3A.15-1v	B (Caltrans MOU)	CD (E), PW		
165.	U.S. 50 Eastbound/Folsom Boulevard Ramp Merge To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Folsom Boulevard merge, an auxiliary lane from the Folsom Boulevard merge to the Prairie City Road diverge shall be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This improvement is included in the proposed 50 Corridor Mobility Fee Program. The owner/applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the U.S. 50 Eastbound/Folsom Boulevard Ramp Merge 3A.15-1w	B (Caltrans MOU)	CD (E), PW	The condition is satisfied with the payment of the Highway 50 Improvement Fee.	Condition will be satisfied prior to issuance of a building permit.
166.	U.S. 50 Eastbound/Folsom Boulevard To ensure that Westbound U.S. 50 operates at an acceptable LOS at the Folsom Boulevard Diverge, an auxiliary lane from the Prairie City Road loop ramp merge shall be constructed. Improvements	B (Caltrans MOU)	CD (E), PW	The condition is satisfied with the payment of the Highway 50 Improvement Fee.	Condition will be satisfied prior to issuance

FINAL CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 16-122) SOUTH OF HIGHWAY 50, EAST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP					
	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
166. Cont.	to this freeway segment shall be implemented by Caltrans. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The owner/applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by owner/applicant, to reduce the impacts to the U.S. 50 Eastbound / Folsom Boulevard diverge 3A.15-1hh	B (Caltrans MOU)	CD (E), PW		of a building permit.
167.	U.S. 50 Westbound/Hazel Avenue Direct Ramp Merge To ensure that Westbound U.S. 50 operates at an acceptable LOS at the Hazel Avenue direct ramp merge, an auxiliary lane to the Sunrise Boulevard off ramp diverge shall be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The owner/applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the U.S. 50 Westbound/Hazel Avenue direct ramp merge. 3A.15-1ii	B (Caltrans MOU)	CD (E), PW	The condition is satisfied with the payment of the Highway 50 Improvement Fee.	Condition will be satisfied prior to issuance of a building permit.
168.	Participate in the City's Transportation System Management Fee Program The owner/applicant(s) for any particular discretionary development application shall pay an appropriate amount into the City's existing	B	CD (E), PW	The condition is satisfied with the payment of the Transit Fee.	Condition will be satisfied prior to issuance

FINAL CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 16-122) SOUTH OF HIGHWAY 50, EAST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP					
	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
168. Cont.	Transportation System Management Fee Program to reduce the number of single-occupant automobile travel on area roadways and intersections. 3A.15-2b	B	CD (E), PW		of a building permit.
169.	Participate with the 50 Corridor Transportation Management Association The owner/applicant 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. 3A.15-2c	B	CD (E), PW	The owner/applicant has satisfied this condition by participating in the payment of a Hwy 50 Corridor TMA payment through the established Community Facilities District (CFD) 18. City Council has approved this update to the existing CFD 18 Assessment.	Yes
170.	Pay Full Cost of Identified Improvements that Are Not Funded by the City's Fee Program. In accordance with Measure W, the owner/applicant for any particular discretionary development application shall provide fair-share contributions to the City's transportation impact fee program to fully fund improvements only required because of the Specific Plan. 3A.15-3	B (Caltrans MOU, PFFP fee, SCTDF)	CD (E), PW	The condition is satisfied with the payment of the Sacramento County Transportation Development Fee (SCTDF) and the Specific Plan Infrastructure Fee (SPIF).	Condition will be satisfied prior to issuance of a building permit.
171.	Sibley Street/Blue Ravine Road Intersection To ensure that the Sibley Street/Blue Ravine Road intersection operates at a LOS D with less than the Cumulative No Project delay, the northbound approach shall be reconfigured to consist of two left-turn lane, two through lanes, and one dedicated right-turn lane. The owner/applicant	B Pay PFFP fee	CD (E), PW	The condition is satisfied with the payment of the Specific Plan Infrastructure Fee (SPIF).	Condition will be satisfied prior to issuance of a

FINAL CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 16-122) SOUTH OF HIGHWAY 50, EAST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP					
	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
171. Cont.	shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by owner/applicant, to reduce the impacts to the Sibley Street/Blue Ravine Road intersection 3A.15-4a	B Pay PFFP fee	CD (E), PW		building permit.
172.	East Bidwell Street/College Street To ensure that the East Bidwell Street/College Street intersection operates at acceptable LOS C or better, the westbound approach shall be reconfigured to consist of one left-turn lane, one left / through lane, and two dedicated right-turn lanes. The owner/applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by owner/applicant, to reduce the impacts to the East Bidwell Street/Nesmith Court intersection 3A.15-4c	B Pay PFFP fee	CD (E), PW	The condition is satisfied with the payment of the Specific Plan Infrastructure Fee (SPIF).	Condition will be satisfied prior to issuance of a building permit.
173.	Oak Avenue Parkway/Easton Valley Parkway To ensure that the Oak Avenue Parkway/Easton Valley Parkway intersection operates at an acceptable LOS the southbound approach shall be reconfigured to consist of two left-turn lanes, two	B Pay SCTDF fee	CD (E), PW	The condition is satisfied with the payment of the Specific Plan Infrastructure Fee (SPIF).	Condition will be satisfied prior to issuance of a

**FINAL CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 16-122)
SOUTH OF HIGHWAY 50, EAST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD
AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP**

	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
173. Cont.	through lanes, and two right-turn lanes. The owner/applicant shall fund and construct these improvements 3A.15-4g	B Pay SCTDF fee	CD (E), PW		building permit.
174.	Grant Line Road/White Rock Road Intersection 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 shall be implemented by Sacramento County. The owner/applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Grant Line Road/White Rock Road Intersection 3A.15-4j	B Pay SCTDF fee	CD (E), PW	The condition is satisfied with the payment of the Sacramento County Transportation Development Fee (SCTDF).	Condition will be satisfied prior to issuance of a building permit.
175.	Grant Line Road between White Rock Road and Kiefer Boulevard To improve operation on Grant Line Road between White Rock Road and Kiefer Boulevard, this roadway segment shall be widened to six lanes. This improvement is proposed in the Sacramento	B Pay SCTDF fee	CD (E), PW	The condition is satisfied with the payment of the Sacramento County Transportation Development Fee (SCTDF).	Condition will be satisfied prior to issuance of a

FINAL CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 16-122) SOUTH OF HIGHWAY 50, EAST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP					
	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
175. Cont.	County and the City of Rancho Cordova General Plans; however, it is not in the 2035 MTP. Improvements to this roadway segment shall be implemented by Sacramento County and the City of Rancho Cordova. The owner/applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to 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. 3A.15-4j	B Pay SCTDF fee	CD (E), PW		building permit.
176.	Grant Line Road between Kiefer Boulevard and Jackson Highway 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 shall be implemented by Sacramento County and the City of Rancho Cordova. The owner/applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by	B Pay SCTDF fee	CD (E), PW	The condition is satisfied with the payment of the Sacramento County Transportation Development Fee (SCTDF).	Condition will be satisfied prior to issuance of a building permit.

FINAL CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 16-122) SOUTH OF HIGHWAY 50, EAST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP					
	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
176. Cont.	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. 3A.15-4k	B Pay SCTDF fee	CD (E), PW		
177.	Hazel Avenue between Curragh Downs Drive and U.S. 50 Westbound Ramps 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 owner/applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Hazel Avenue between Curragh Downs Drive and U.S. 50 Westbound Ramps. 3A.15-4l	B Pay SCTDF fee	CD (E), PW	The condition is satisfied with the payment of the Sacramento County Transportation Development Fee (SCTDF).	Condition will be satisfied prior to issuance of a building permit.

FINAL CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 16-122) SOUTH OF HIGHWAY 50, EAST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP					
	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
178.	<i>White Rock Road between Grant Line Road and Prairie City Road</i> To improve operation on White Rock Road between Grant Line Road and Prairie City Road, this roadway segment shall be widened to six lanes. This improvement is included in the 2035 MTP but is not included in the Sacramento County General Plan. Improvements to this roadway segment shall be implemented by Sacramento County. The identified improvement would more than offset the impacts specifically related to the Folsom South of U.S. 50 project on this roadway segment. However, because of other development in the region that would substantially increase traffic levels, this roadway segment would continue to operate at an unacceptable LOS F even with the capacity improvements identified to mitigate Folsom South of U.S. 50 impacts. The owner/applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to White Rock Road between Grant Line Road and Prairie City Road (Sacramento County Roadway Segment 22). 3A.15-4m	B Pay SCTDF fee	CD (E), PW	The condition is satisfied with the payment of the Sacramento County Transportation Development Fee (SCTDF).	Condition will be satisfied prior to issuance of a building permit.
179.	<i>White Rock Road between Empire Ranch Road and Carson Crossing Road</i> To improve operation on White Rock Road between Empire Ranch Road and Carson Crossing	B Pay SCTDF fee	CD (E), PW	The condition is satisfied with the payment of the Sacramento County Transportation Development Fee (SCTDF).	Condition will be satisfied prior to

FINAL CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 16-122) SOUTH OF HIGHWAY 50, EAST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP					
	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
179. Cont.	Road, this roadway segment shall be widened to six lanes. Improvements to this roadway segment shall be implemented by Sacramento County. The owner/applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to White Rock Road between Empire Ranch Road and Carson Crossing Road. 3A.15-4n	B Pay SCTDF fee	CD (E), PW		issuance of a building permit.
180.	White Rock Road/Carson Crossing Road Intersection To ensure that the White Rock Road/Carson Crossing Road intersection operates at an acceptable LOS, the eastbound right turn lane shall be converted into a separate free right turn lane, or double right. Improvements to this intersection shall be implemented by El Dorado County. The owner/applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the White Rock Road/Carson Crossing Road Intersection. 3A.15-4o	B	CD (E), PW	The condition is satisfied with the payment of the Sacramento County Transportation Development Fee (SCTDF).	Condition will be satisfied prior to issuance of a building permit.

FINAL CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 16-122) SOUTH OF HIGHWAY 50, EAST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP					
	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
181.	<p>Hazel Avenue/U.S. 50 Westbound Ramps Intersection</p> <p>To ensure that the Hazel Avenue/U.S. 50 westbound ramps intersection operates at an acceptable LOS, the westbound approach shall be reconfigured to consist of one dedicated left turn lane, one shared left- through lane and three dedicated right-turn lanes. Improvements to this intersection shall be implemented by Caltrans and Sacramento County. The owner/applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Hazel Avenue/U.S. 50 Westbound Ramps Intersection (Caltrans Intersection 1). 3A.15-4p</p>	B Pay SCTDF fee	CD (E), PW	The condition is satisfied with the payment of the Sacramento County Transportation Development Fee (SCTDF).	Condition will be satisfied prior to issuance of a building permit.
182.	<p>Eastbound US 50 between Zinfandel Drive and Sunrise Boulevard</p> <p>To ensure that Eastbound US 50 operates at an acceptable LOS between Zinfandel Drive and Sunrise Boulevard, an additional eastbound lane could be constructed. This improvement is not consistent with the Concept Facility in Caltrans State Route 50 Corridor System Management Plan; therefore, it is not likely to be implemented by Caltrans by 2030. 3A.15-4q</p>	B (Caltrans MOU)	CD (E), PW	The condition is satisfied with the payment of the Sacramento County Transportation Development Fee (SCTDF).	Condition will be satisfied prior to issuance of a building permit.

**FINAL CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 16-122)
SOUTH OF HIGHWAY 50, EAST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD
AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP**

	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
183.	<p><i>Eastbound US 50 between Rancho Cordova Parkway and Hazel Avenue</i> To ensure that Eastbound US 50 operates at an acceptable LOS between Rancho Cordova Parkway and Hazel Avenue, an additional eastbound lane could be constructed. This improvement is not consistent with the Concept Facility in Caltrans State Route 50 Corridor System Management Plan; therefore, it is not likely to be implemented by Caltrans by 2030. Construction of the Capitol South East Connector, including widening White Rock Road and Grant Line Road to six lanes with limited access, could divert some traffic off of U.S. 50 and partially mitigate the project's impact. The owner/applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Eastbound U.S. 50 between Rancho Cordova Parkway and Hazel Avenue. 3A.15-4r</p>	B (Caltrans MOU)	CD (E), PW	The condition is satisfied with the payment of the Sacramento County Transportation Development Fee (SCTDF).	Condition will be satisfied prior to issuance of a building permit.
184.	<p><i>Interior Noise Analysis</i> In conjunction with submittal of the Building Permit for the residential uses with direct exposure to US 50 traffic noise, the owner/applicant shall provide detailed analysis of interior noise levels conducted by a qualified acoustical consultant recognized by the City of Folsom. The analysis shall include detailed noise control measures that are required to achieve</p>	B B	CD (E), PW CD (E), PW	The Community Development Department will review and approve all future building permits to verify compliance with this condition of approval. Future sound walls will be required along those lots closest to the US Hwy 50 alignment in the Phase 3A subdivision.	Condition will be satisfied prior to issuance of a building permit.

**FINAL CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 16-122)
SOUTH OF HIGHWAY 50, EAST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD
AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP**

	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
184. Cont.	<p>compliance with the City of Folsom. The analysis shall include detailed noise control measures that are required to achieve compliance with the City of Folsom 45 dB Ldn interior noise level standard. The noise control measures may include, but are not limited to, installing windows with an STC rating of 35 to 38 for second floor facades and the use of resilient channels for walls parallel to US 50. The construction drawing for the residential uses with direct exposure to US 50 traffic noise shall denote any recommended noise control measures resulting from the analysis, subject to review and approval by the City Community Development Director.</p> <p>4.6-3b</p>				
185.	<p>Mechanical Ventilation</p> <p>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.</p> <p>4.6-3c</p>	B	CD (E), PW	The Community Development Department will review and approve all future building permits to verify compliance with this condition of approval.	Condition will be satisfied prior to issuance of a building permit.

**FINAL CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 16-122)
SOUTH OF HIGHWAY 50, EAST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD
AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP**

	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
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ARCHITECTURE/SITE DESIGN REQUIREMENTS

186.	All mechanical equipment shall be ground-mounted and concealed from view of public and private streets, neighboring properties and nearby higher buildings. For lots abutting the open space areas, mechanical equipment shall be located out of view or screened from open space areas.	B	CD (P) (B)	The Community Development Department will review and approve all future building permits to verify compliance with this condition of approval.	Condition will be satisfied prior to issuance of a building permit.
187.	Owner/applicant shall submit a landscape plan for all areas (by phase or subdivision) of the project where Owner/applicant proposes to install landscaping on residential lots. The landscape plan shall take into account the then existing state or local rules and regulations related to landscape water usage and water wise landscape principles. The landscape plans shall be submitted and approved by the Community Development Director prior to the issuance of a building permit in the phase or subdivision.	I, B, O	CD (P) (E)	The Community Development Department will review and approve all future building permits to verify compliance with this condition of approval.	Condition will be satisfied prior to issuance of a building permit.
188.	The owner/applicant shall comply with all provisions of the Tier 1 Amended and Restated Tier 1 Development Agreement and any approved amendments by and between the City and The New Home Company Russell Ranch LLC relative to this project. <u>The owner applicant shall disclose to homebuyers that the project site is located within close proximity to the Mather Airport</u>	G, I, M, B	CD (E)	The Community Development Department has reviewed and approved the Phase 3A subdivision C.C. & R.'s and verified that the disclosure for the Mather Over Flight Noise is included and verified that all provisions of the Amended and Restated Tier 1 Development Agreement have been satisfied.	Yes

**FINAL CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 16-122)
SOUTH OF HIGHWAY 50, EAST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD
AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP**

	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
188. Cont.	<u>flight path and that overflight noise may be present at various times.</u> Revision was made at the Planning Commission Meeting on 4/15/15	G, I, M, B	CD (E)		
189.	The following measures shall be implemented to the satisfaction of the Parks and Recreation Department: <ul style="list-style-type: none"> Dedication of the park site in fee title shown as Lot 10 on the Vesting Large Lot Tentative Subdivision Map to the City no later than issuance of the 250th building permit. Rough grading of the park parcel consistent with the conceptual site diagram (Attachment 8 – Conceptual School & Park Site Diagram as prepared by MacKay & Soms dated February 27, 2015) prior to dedication, <u>or as such other earlier or later time as approved by the Parks and Recreation Director.</u> Owner/applicant shall provide to the City an “As-Built” topographic survey in an electronic file compatible with AutoCAD upon completion of the rough grading. All subdivision utilities (i.e. Water, Sewer, Storm Drain, Public Utilities, etc.) shall be brought into the park site by owner/applicant at a location coordinated with Parks and Recreation staff and 	I, B	CD, PR	The owner/applicant has dedicated an Irrevocable Offer of Dedication (IOD) to the City for the Russell Ranch portion of the future Park Site in the Phase 1 portion of the subdivision. In addition the owner applicant had dedicated this portion of the park site in fee title to the City and the owner/applicant has agreement to maintain the park site until such time the park site is graded. These requirements are included in the fully executed Park Site Maintenance Agreement between the owner/applicant and the City executed in 2020.	Yes

FINAL CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 16-122) SOUTH OF HIGHWAY 50, EAST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP					
	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
189. Cont.	<p>approved by the Parks and Recreation Director.</p> <ul style="list-style-type: none"> The proposed park <u>consists of 10.3 acres in the Folsom Plan Area Specific Plan, and</u> is bisected by two development properties with different ownerships. The owner/applicant provided staff with written (email) documentation that it has confirmed with owners of the adjacent property (Gragg Ranch) that future dedication by that land owner will provide <u>5.1 acres of the proposed park site, the owner/applicant providing the remaining 5.2 acres</u> the entire 10.3 acre park envisioned in <u>owner/applicant's portion of parkland as identified in the FPASP, as amended</u>. If the land dedication becomes infeasible due to the splitting of the proposed park site, the owner/applicant and/or successors to the Russell Ranch Development proposal shall be responsible for dedication of <u>owner/applicants portion of parkland as identified in the FPASP</u> for 100% of the 10.3 acre parkland dedication. <p>Revision was made at the Planning Commission Meeting on 4/15/15 Revisions made by staff Subsequent to the 4/15/15 Planning Commission Meeting</p>	I, B	CD, PR		

**FINAL CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 16-122)
SOUTH OF HIGHWAY 50, EAST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD
AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP**

	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
190.	<p>The owner/applicant shall install a purple pipe irrigation system for all proposed landscaping for the project including, but not limited to, landscape corridors along roadways, median islands within roadways, future park sites, school sites, open space parcels either publicly maintained or maintained by the owner/applicant, etc. in accordance the Folsom Plan Area Specific Plan Environmental Impact Report. The purple pipe irrigation systems shall be designed and maintained by the owner/applicant to accommodate the future conversion of these irrigation systems from potable water to non-potable water at such time the non-potable water systems is constructed and installed in accordance with the 2014 FPA Recycled Water Analysis 2.0. The owner/applicant shall include the purple pipe irrigation systems on all future landscape plans within the project to the satisfaction of the City.</p> <p><i>The Water System Master Plan (Master Plan) approved by the City Council on February 24, 2015 does not extend purple pipe reclaimed/recycled irrigation systems into any portion of the Russell Ranch Project. The City may amend this Master Plan to require the extension and installation of a purple pipe reclaimed/recycled irrigation system into all portions of the FPASP, including Zones 4, 5, and 6, which serves the Russell Ranch Project. If the Master Plan is updated, the City may, in its</i></p>	I, B	CD (E) (P) EWR, PK	<p>The Reclaimed Water Master Plan has been revised to include the installation of the backbone reclaimed water infrastructure east of Placerville Road which also includes the Russell Ranch Phase 3B subdivision. The owner/applicant has installed all of the required backbone pipeline network for reclaimed water transmission in Alder Creek Parkway, Grand Prairie Road and within the entire Russell Ranch subdivision. The reclaimed water system (purple pipe) will be temporarily served with City potable water until such time there is a source of reclaimed water secured and conveyed to the Folsom Plan Area. In the future after the source is secured, the reclaimed water will replace the potable water in the pipelines that are already purple.</p>	Yes

FINAL CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 16-122) SOUTH OF HIGHWAY 50, EAST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP				
Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
<p>190. <u>discretion, propose amendments to the PFFP and/or other financing mechanisms to fund the purple-pipe reclaimed/recycled irrigation system and other required infrastructure within the Backbone infrastructure, with the intent of achieving parity for payment for purple-pipe reclaimed/recycled irrigation in Backbone Infrastructure east of Placerville Road in light of owner/applicant's obligation to fund purple-pipe reclaimed/recycled irrigation west of Placerville Road through the PFFP. If the Master Plan amendment occurs, the owner/applicant shall thereafter be required to install a purple-pipe reclaimed/recycled irrigation system for all proposed public or privately maintained open space landscaping for the project including, but not limited to, landscape corridors along roadways, median islands within roadways, future public or private park sites, school sites, and public or privately maintained open space parcels. If a final decision on or amendment to the Master Plan has not been made regarding a purple-pipe reclaimed/recycled system at the time owner/applicant is ready to install irrigation pipes to those areas that could be covered by this section, owner/ applicant will install purple-pipe reclaimed/recycled irrigation system for irrigation (but not the balance of the purple-pipe reclaimed/recycled irrigation system- backbone, booster pumps etc.) so that system could be</u></p>	I, B	CD (E) (P) EWR, PK		

FINAL CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 16-122) SOUTH OF HIGHWAY 50, EAST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP					
	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
190. Cont.	<p><u>converted at a later time. Any purple pipe reclaimed/recycled irrigation systems that may be installed shall be designed and-constructed by the owner/applicant to accommodate the future conversion of these irrigation systems from potable water to non-potable water at such time the non-potable water system is constructed and installed in accordance with the 2014 FPA Recycled Water Analysis 2.0. Owner-applicant may propose alternatives to the installation of the purple pipe reclaimed/recycled irrigation system within the project which shall achieve equal to or greater potable water savings than the potable water savings that would be achieved by the installation of a purple pipe-reclaimed/recycled irrigation system as specified herein, and the approval of such alternative water conservation measures shall be at the discretion of the City, taking into account the cost of alternatives available for achieving equal or better water conservation results.</u></p> <p>Revision was made at the Planning Commission Meeting on 4/15/15 Revision made by staff after the 4/15/15 Planning Commission Meeting Revision was made at the 5/12/15 City Council Meeting</p>	I, B	CD (E) (P) EWR, PK		

FINAL CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 16-122) SOUTH OF HIGHWAY 50, EAST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP					
	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
191.	<p><u><i>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 project's Phase 4 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.</i></u></p> <p><u><i>If construction of the Capital Southeast Connector Project between Scott Road 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.</i></u></p> <p><i>Added by Staff subsequent to the 4-15-15 Planning Commission meeting</i></p>	OG	CD (E) (P) PW	This condition of approval is not required for the Phase 3B subdivision. The condition is required to be satisfied prior to approval of the first small lot final map in the Russell Ranch Phase 2 subdivision approved by the City Council on March 13, 2018. (PN17-288)	Condition will be satisfied prior to approval of the first small lot final map in the Russell Ranch Phase 2 subdivision

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
192.	<p><u>The owner/applicant shall require that the CC&R for the homeowners' association (HOA) contain a provision requiring the HOA to enforce the maintenance standards for the sloped open space easement areas. Owner/applicant shall provide disclosure to potential purchasers of the maintenance and enforcement requirements for the sloped open space easement areas. The language of such disclosure shall be provided to the City for approval.</u></p> <p>Addition was made at the 5/12/15 City Council Meeting</p>	M	CD (E) (P)	The Community Development Department has reviewed and approved the Phase 3B subdivision C.C. & R.'s and verified that the disclosures have been included.	Yes
193.	<p><i>Boundary Line Adjustment</i> Within 60 days of the approval by the City Council of the Vesting Small Lot Tentative Subdivision Map, the owner/applicant shall file a Boundary Line Adjustment (BLA) to change the northern property line between the Russell Ranch subdivision and the Broadstone Estates property currently owned by Elliott Homes. The BLA shall reflect the design as shown on the vesting small lot tentative subdivision map. The BLA shall be approved by the City and recorded with the Sacramento County Recorder prior to submittal of the project's Large Lot Final map. Upon determination by the Community Development Director that the owner/applicant has undertaken substantial work to pursue the BLA in good faith,</p>	M	CD	The owner/applicant has recorded the required Boundary Line Adjustment (BLA). The BLA recorded in Book 20170410 at Page 0770 in the Official Records of Sacramento County.	Yes

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	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
193. Cont.	the Community Development Director may grant a reasonable extension to the 60-day deadline.	M	CD		
194.	Irrevocable Offer of Dedication Within 60 days of the approval by the City Council of the Vesting Small Lot Tentative Subdivision Map, the owner/applicant shall provide an Irrevocable Offer of Dedication (IOD) for Hinsdale Drive, Dewy Oaks Drive, Dehone Drive, Purple Sage Drive and Easton Valley Parkway between Placerville Road and Purple Sage Drive which will provide public access and public utility access for the future development of the adjoining Broadstone Estates project. Upon determination by the Community Development Director that the owner/applicant has undertaken substantial work to pursue the IOD in good faith, the Community Development Director may grant a reasonable extension to the 60-day deadline.	M	CD	The owner/applicant has recorded the required Irrevocable Offer of Dedication (IOD). The IOD recorded in Book 20161215 at Page 0626 in the Official Records of Sacramento County.	Yes
195.	Corporation Yard The location tentatively identified for acquisition by the City for the City's new Corporation Yard in Section 2.2.3.4 of the First Amended and Restated Tier I Development Agreement (ARDA) between the City and the project developer may not be feasible for use as a Corporation Yard due to challenges in obtaining County entitlements and utility services. Subject to the application of this condition to other Participating Landowners (as defined in the ARDA) as provided herein, the	M	CD	The City has completed the annexation process with LAFCO to add the future corporation site to the City of Folsom Limits. The grant deed for the transfer of the Corporation Yard to the City has recorded in the Official Records of Sacramento County and LAFCO has recorded the Certificate of Completion in Book 20181207 at Page 0779 in the Official Records of Sacramento County completing the annexation process.	Yes

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SOUTH OF HIGHWAY 50, EAST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD
AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP**

	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
195. Cont.	<p>following condition is added with respect to resolution of the location of the corporation yard:</p> <p>Prior to approval of First Final Small Lot Map in the FPA (or first building permit if development may occur without any subdivision), a site consistent with the requirements of Section 2.2.3.4 of the ARDA, as may be amended or as otherwise agreed to between the City and the Participating Landowners, shall be identified as acceptable to the City as suitable and feasible for use as the new Corporation Yard, with access to sewer, water and all required utility services. The City's determination of feasibility may include the identification of an alternative site consistent with the forgoing, as a back-up for the primary site, as well as an evaluation of the time, cost and likelihood of obtaining any necessary entitlements or other governmental approvals for use of the land as a corporation yard, with the final determination of feasibility subject to the sole and reasonable discretion of the City Council.</p> <p>The City intends to impose this condition equitably throughout the Plan Area as and to each and every Participating Landowner who seeks any future specific plan amendment, tentative subdivision map or ARDA amendment in connection with its proposed development. If the City fails to impose such a condition, when required, with at least</p>	M	CD		

**FINAL CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 16-122)
SOUTH OF HIGHWAY 50, EAST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD
AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP**

	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
195. Cont.	<p>substantially similar terms, although precise language may differ (whether through a tentative subdivision map condition of approval, amendment to the specific plan or to a development agreement, or other agreement between the City and a Participating Landowner), this condition of approval shall be null and void as to Owner/Applicant's Project, and shall not be used as a reason to prevent approval of any final small lot map for Owner/Applicant's Project. If the City approves any other final small lot map for a project within the Plan Area and the Corporation Yard site has not been approved as provided for herein, Owner/Applicant may seek relief from the terms of this condition by appeal to the City Manager, with the right to review by the City Council.</p> <p>If and when the City amends the ARDA for any other Folsom Plan owner to include the language described below, in addition to the above and subject to the paragraph below, Applicant agrees to a future modification of Section 2.5.3B of the Amended and Restated Development Agreement (ARDA) as follows: Prior to Approval of First Final Small Lot Map in the FPA (or first building permit if development may occur without any subdivision) or as otherwise specified below: (9) A site consistent with the requirements of Section 2.2.3.4, as may be amended or as</p>	M	CD		

FINAL CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 16-122) SOUTH OF HIGHWAY 50, EAST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP					
	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
195. Cont.	<p>otherwise agreed to between the City and the Participating Landowners, shall be identified as acceptable to the City as suitable and feasible for use as the new Corporation Yard with access to sewer, water and all required utility services. The City's determination of feasibility may include the identification of an alternative site, consistent with the forgoing, as a back-up for the primary site, as well as an evaluation of the time, cost and likelihood of obtaining any necessary entitlements or other governmental approvals for use of the land as a corporation yard, with the final determination of feasibility subject to the sole and reasonable discretion of the City.</p> <p>If Owner/Applicant proposes final maps in phases, Owner/Applicant may apply to the City Manager to permit individual phases to move forward to final map if substantial progress is being made to identify an acceptable site as described above. The City Manager's determination of substantial progress shall be in his/her sole discretion.</p> <p>The City will be proposing the amendment to Section 2.5.3B as described above as to other Folsom Plan Area landowners seeking future specific plan amendment, tentative subdivision map or ARDA amendments. If and when the City modifies the ARDA for any other Folsom Plan Area landowner to add this section, then Applicant will</p>	M	CD		

FINAL CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 16-122) SOUTH OF HIGHWAY 50, EAST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP					
	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
195. Cont.	agree to a modification of its then existing ARDA or amendment thereto. If the City does not amend the ARDA with respect to any other landowner to include the provision set forth above prior to City Council's consideration of a final map, then this requirement shall be null and void as to Owner/Applicant's project.	M	CD		
196.	<p>New Middle School and High School Site</p> <p>The locations of the elementary school sites and the combined middle school/high school were initially established during the City's processing and approval of the Folsom Specific Plan, at which time all Plan Area participants were engaged in the review of land planning and land uses. In 2015, the Folsom Cordova Unified School District raised concerns that the planned location of the future combined middle school/high school site may not be preferred.</p> <p>Prior to approval of First Final Small Lot Map in the FPA (or first building permit if development may occur without any subdivision), the site(s) for the future high school and middle school in the Folsom Plan Area will be identified and approved by the City, in consultation with the Folsom Cordova Unified School District.</p> <p>The City intends to impose this condition equitably throughout the Plan Area as and to each and every</p>	M	CD	The City, the Folsom Cordova Unified School District (FCUSD) and the Landowners in the Folsom Plan Area successfully negotiated the proposed locations of the combined middle school/high school site. The City Manager informed the Landowners that this condition of approval has been satisfied with a letter dated June 12, 2018. The letter is on file with the City.	Yes

FINAL CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 16-122) SOUTH OF HIGHWAY 50, EAST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP					
	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
196. Cont.	<p>Participating Landowner who seeks any future specific plan amendment, tentative subdivision map or ARDA amendment in connection with its proposed development. If the City fails to impose such a condition, when required, with at least substantially similar terms, although precise language may differ (whether through a tentative subdivision map condition of approval, amendment to the specific plan or to a development agreement, or other agreement between the City and a Participating Landowner), this condition of approval shall be null and void as to Owner/Applicant's Project, and shall not be used as a reason to prevent approval of any final small lot map for Owner/Applicant's Project. If the City approves any other final small lot map for a project within the Plan Area and the high school and middle school site(s) has not been approved as provided for herein, Owner/Applicant may seek relief from the terms of this condition by appeal to the City Manager, with the right to review by the City Council.</p> <p>If Owner/Applicant proposes final maps in phases, Owner/Applicant may apply to the City Manager to permit individual phases to move forward to final map if substantial progress is being made to identify an acceptable site(s) as described above. The City Manager's determination of substantial progress shall be in his/her sole discretion.</p>	M	CD		

FINAL CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 16-122) SOUTH OF HIGHWAY 50, EAST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP					
	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
196. Cont.	<p>If and when the City amends the Amended and Restated Development Agreement ("ARDA") for any other Folsom Plan owner to include the language described below, in addition to the above and subject to the paragraph below, Applicant agrees to a future modification of Section 2.5.3B of the ARDA as follows:</p> <p>Section 2.5.3B Prior to Approval of First Final Small Lot Map in the FPA (or First Building Permit if Development May Occur Without Any Subdivision) or as otherwise specified below:</p> <p>....(10) A site or sites identified as suitable by the City, in consultation with the Folsom Cordova Unified School District, for use as the future high school and middle school in the Folsom Plan Area shall be identified and approved by the City in consultation with the Folsom Cordova Unified School District. If a supplemental fee is required to support the development of such identified site(s), the applicant agrees to support the establishment of such fee in accordance with the Mitigation Fee Act and to pay such fee, so long as such fee is equitably shared by all similar development within the Plan Area.</p> <p>The City will be proposing the amendment to Section 2.5.3B as described above as to other Folsom Plan Area landowners seeking future</p>	M	CD		

FINAL CONDITIONS OF APPROVAL FOR THE RUSSELL RANCH SUBDIVISION PROJECT (PN 16-122) SOUTH OF HIGHWAY 50, EAST OF PLACERVILLE ROAD, NORTH OF WHITE ROCK ROAD AMENDED VESTING SMALL LOT TENTATIVE SUBDIVISION MAP					
	Condition / Mitigation Measure	When Required	Responsible Department	Comments	Condition Satisfied?
196. Cont.	specific plan amendment, tentative subdivision map or ARDA amendments. If and when the City modifies the ARDA for any other Folsom Plan Area landowner to add this section, then Applicant will agree to a modification of its then existing ARDA or amendment thereto. If the City does not amend the ARDA with respect to any other landowner to include the provision set forth above prior to City Council's consideration of a final map, then this requirement shall be null and void as to Owner/Applicant's project.	M	CD		
197.	The owner/applicant shall comply with the Developer Cooperation Agreement between The New Home Company and Elliott Homes.	M	CD	The Developer Cooperation Agreement between the owner/applicant (successor to The New Home Company) and Elliott Homes, Inc. has been executed. The Community Development Department has verified compliance for the Phase 3B subdivision.	Yes

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Folsom City Council Staff Report

MEETING DATE:	10/26/2021
AGENDA SECTION:	Consent Calendar
SUBJECT:	Resolution No. 10736- A Resolution Authorizing the City Manager to Execute a Construction Agreement with Sierra National Construction, Inc. for the On-Call Concrete and Asphalt Maintenance Project and Appropriation of Funds
FROM:	Public Works Department Parks and Recreation Department

RECOMMENDATION / CITY COUNCIL ACTION

The Public Works Department recommends that the City Council pass and adopt Resolution No. 10736– A Resolution Authorizing the City Manager to Execute a Construction Agreement with Sierra National Construction, Inc. for the On-Call Concrete and Asphalt Maintenance Project and Appropriation of Funds.

BACKGROUND / ISSUE

The City is responsible for the ongoing maintenance of concrete and asphalt infrastructure located within the public right of way and on various City owned properties, including City Parks and within Landscaping and Lighting Districts.

The City currently maintains a list of distressed concrete and asphalt locations and compiles them into yearly capital improvement projects, which typically results in repairs that are finalized months after being identified. By utilizing the on-call contract approach, repairs will be able to be made in a timely manner, resulting in a better level of service to residents. Both the Public Works Department and the Parks and Recreation Department will utilize these on-call services to improve efficiency and responsiveness of needed repairs. The option to renew the contract yearly, for a period of up to three years, will ensure there is no lapse in providing these services.

POLICY / RULE

Section 2.36.080, Award of Contracts of the Folsom Municipal Code states, in part, that contracts for supplies, equipment, services and construction with an estimated value of \$62,657 or greater shall be awarded by City Council.

ANALYSIS

Public Works staff prepared the bid package, and the project was publicly advertised on September 3, 2021. The bid documents estimated the anticipated quantities that will be performed each fiscal year, with the understanding that the City reserves the right to adjust quantities and project budget, and to extend the contract for a period of up to three years dependent on the contractor's performance.

Bids were opened on September 28, 2021 with the following bids received:

1. Sierra National Construction	\$ 524,069
2. B&M Builders	\$ 704,250
3. Express Sewer and Drain	\$ 1,068,700
4. Doug Veerkamp	\$ 1,094,356
5. Central Valley Engineering & Asphalt	\$ 1,960,530

Staff analyzed the wide range in bid results and concluded that the uncertainty of the quantities for each work order likely led to higher unit prices for the three highest bidders. Sierra National Construction, the lowest responsive and responsible bidder, provided unit prices that have been historically expected for this type of work.

The Engineer's Estimate for this project was \$500,000.

FINANCIAL IMPACT

The City Council's approval of Resolution No. 10736 would authorize the execution of a Construction Contract with Sierra National Construction, Inc. for a yearly amount of \$524,069, for a total not-to-exceed contract amount of \$1,572,207 over three years. A contingency will not be required for this contract.

The yearly funding amounts for the contract will be divided as shown below:

Fund/Account	Department	Amount
Fund 235 SB-1 RMRA Gas Tax	Public Works	\$ 424,069
Account Park Maintenance	Parks and Recreation (Parks/General Fund)	\$ 50,000
Fund 266 CFD #12	Parks and Recreation (Landscaping and Lighting)	\$ 25,000
Fund 267 CFD #13	Parks and Recreation (Landscaping and Lighting)	\$ 25,000
	Total Contract Amount	\$ 524,069

In Fiscal Year 2021-22 an additional appropriation will be required in the RMRA Fund (Fund 235) \$424,069, CFD #12 (Fund 266) \$25,000 and CFD #13 (Fund 267) \$25,000. There are funds available in each fund in fund balance for this contract. The portion of the contract for Park Maintenance will be absorbed in the General Fund (Fund 010) without an additional appropriation.

ENVIRONMENTAL REVIEW

This project has been deemed categorically exempt from environmental review.

ATTACHMENT

1. Resolution No. 10736 – A Resolution Authorizing the City Manager to Execute a Construction Agreement with Sierra National Construction, Inc. for the On-Call Concrete and Asphalt Maintenance Project and Appropriation of Funds

Submitted,



Mark Rackovan, PUBLIC WORKS DIRECTOR

Lorraine Poggione

Lorraine Poggione, PARKS AND RECREATION DIRECTOR

RESOLUTION NO. 10736**A RESOLUTION AUTHORIZING THE CITY MANAGER TO EXECUTE A CONSTRUCTION AGREEMENT WITH SIERRA NATIONAL CONSTRUCTION, INC. FOR THE ON-CALL CONCRETE AND ASPHALT MAINTENANCE PROJECT AND APPROPRIATION OF FUNDS**

WHEREAS, the Public Works and Parks and Recreation Departments desire to utilize the on-call contracting method for concrete and asphalt infrastructure maintenance to better streamline efficiency and responsiveness of needed repairs; and

WHEREAS, Public Works staff prepared the bid package, and the project was publicly advertised on September 3, 2021, and the bids were received on September 28, 2021, with Sierra National Construction, Inc. being the lowest responsive and responsible bidder; and

WHEREAS, funds in the amount of \$424,069 are available in the RMRA Gas Tax Fund (Fund 235) for Fiscal Year 2021-22 however an additional appropriation in the amount of \$424,069 will be required; and

WHEREAS, funds in the amount of \$50,000 are available in the Parks and Recreation Division of the General Fund (Fund 010) for Fiscal Year 2021-22; and

WHEREAS, funds in the amount of \$25,000 are available in the CFD #12 Maintenance District Fund (Fund 266) for Fiscal Year 2021-22 and an additional appropriation in the amount of \$25,000 will be required ; and

WHEREAS, funds in the amount of \$25,000 are available in the CFD #13 American River Canyon Maintenance District Fund (Fund 267) for Fiscal Year 2021-22 however an additional appropriation in the amount of \$25,000 will be required ; and

WHEREAS, a contingency is not required for this contract; 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 Sierra National Construction, Inc. for the On-Call Concrete and Asphalt Maintenance Project for an annual amount of \$524,069, for a total not-to-exceed amount of \$1,572,207 over three years.

NOW, THEREFORE, BE IT FURTHER RESOLVED that the Finance Director is authorized to appropriate in the Fiscal Year 2021-22 Operating Budgets as shown below;

1. Appropriate \$424,069 to the RMRA Gas Tax Fund (Fund 235)
2. Appropriate \$25,000 to the CFD #12 Maintenance District Fund (Fund 266)
3. Appropriate \$25,000 to the CFD #13 American River Canyon Maintenance District Fund (Fund 267)

Appropriations for year two and year three of this contract will be appropriated during the budget process for each of the additional years.

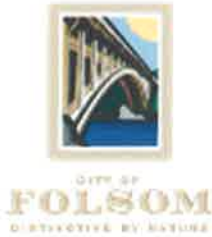
PASSED AND ADOPTED this 26th day of October, 2021, by the following roll-call vote:

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

Michael D. Kozlowski, MAYOR

ATTEST:

Christa Freemantle, CITY CLERK



Folsom City Council Staff Report

MEETING DATE:	10/26/2021
AGENDA SECTION:	Consent Calendar
SUBJECT:	Resolution No. 10737 – A Resolution of the City Council Making Findings to Continue Teleconferencing Options for Public Meetings Under AB 361
FROM:	City Attorney's Office

RECOMMENDATION / CITY COUNCIL ACTION

Staff respectfully recommends that the City Council pass and adopt the following Resolution:

Resolution No. 10737 – A Resolution of the City Council Making Findings to Continue Teleconferencing Options for Public Meetings Under AB 361.

BACKGROUND / ISSUE

The rapid spread of the novel coronavirus 2019 (COVID-19) throughout California and the United States caused Governor Newsom to declare a state of emergency on March 4, 2020. The Sacramento County Board of Supervisors ratified the declaration of a state of emergency by the County Health Officer on March 10, 2020, and the Folsom City Council made a similar declaration of a local emergency on March 16, 2020.

In an effort to promote social distancing and reduce the rapid spread of COVID-19, Governor Newsom signed Executive Order N-29-20 on March 17, 2020 to allow public meetings be conducted via teleconferencing. Pursuant to the Governor's Executive Order N-08-21 dated June 11, 2021, Executive Order N-29-20 applies through the end of September 30, 2021.

California Legislature passed Assembly Bill 361 as an urgency measure to allow local governments to continue offer teleconferencing as an option for public meetings. AB 361 was signed into law by Governor Newsom on September 16, 2021, and becomes operative on October 1, 2021.

POLICY / RULE

In order for the City to continue to offer teleconferencing as an option in public meetings, AB 361 requires findings be made every 30 days that the nature of the emergency continues to impact the ability to meet safely in person, or that the State or local officials continue to impose or recommend social distancing.

ANALYSIS

In light of the expiration of Executive Order N-29-20, California Legislature passed Assembly Bill 361 as an urgency measure to allow public meetings to continue to offer teleconferencing as an option, provided that the local legislative body makes findings every 30 days that the nature of the emergency continues to impact the ability to meet safely in person, or that the State or local officials continue to impose or recommend social distancing.

Notwithstanding national and local vaccination efforts, new variants of COVID-19 have continued the wide spread of COVID-19 throughout communities. The COVID-19 public health emergency continues to pose a threat to the public's health and safety, and the circumstances of the State of Emergency proclaimed by Governor Newsom on March 4, 2020 have not yet been abated.

Due to the fact that the COVID-19 public health emergency continues to impact the ability to meet safely in person, and that state and local officials continue to recommend social distancing, the City Council has the ability to make necessary findings under AB 361 to allow the City to continue offer teleconferencing as an option for City public meetings.

FINANCIAL IMPACT

Negligible.

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.

ATTACHMENT

1. Resolution No. 10737 – A Resolution of the City Council Making Findings to Continue Teleconferencing Options for Public Meetings Under AB 361

Respectfully submitted,

Steven Wang, City Attorney

RESOLUTION NO. 10737**A RESOLUTION OF THE CITY COUNCIL MAKING FINDINGS TO CONTINUE TELECONFERENCING OPTIONS FOR PUBLIC MEETINGS UNDER AB 361**

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, 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, Sacramento County has documented community transmission of COVID-19, with multiple cases of diagnosed patients and fatalities, and the County Health Officer has recommended measures to promote social distancing to prevent rapid transmission of COVID-19; and

WHEREAS, Governor Newsom signed Assembly Bill 361 on September 16, 2021 to allow meetings of legislative bodies to be conducted via teleconference, starting October 1, 2021, provided that findings are made every 30 days to continue teleconference meetings under AB 361.

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Folsom hereby finds that it has reconsidered the circumstances of the State of Emergency, that the COVID-19 public health emergency continues to impact the ability to meet safely in person, and that State or local officials continue to impose or recommend social distancing.

BE IT FURTHER RESOLVED that public meetings of the City of Folsom may continue to offer teleconferencing as an option under AB 361.

PASSED AND ADOPTED this 26th day of October, 2021, by the following roll-call vote:

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

Michael D. Kozlowski, MAYOR

ATTEST:

Christa Freemantle, CITY CLERK

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Folsom City Council Staff Report

MEETING DATE:	10/26/2021
AGENDA SECTION:	Public Hearing
SUBJECT:	<p>Mangini Ranch Phase 1C South –North of White Rock Road, South of Mangini Parkway, and westerly of Savannah Parkway in the Folsom Plan Area Specific Plan. (PN 21-001)</p> <p>i. Resolution No. 10731 - A Resolution to Approve a Small Lot Vesting Tentative Subdivision Map, Minor Administrative Modifications, Planned Development Permit deviations to the MLD Development Standards and Design Review to allow 115 residential units and approval of Street Names for the Mangini Ranch 1C South Project</p>
FROM:	Community Development Department

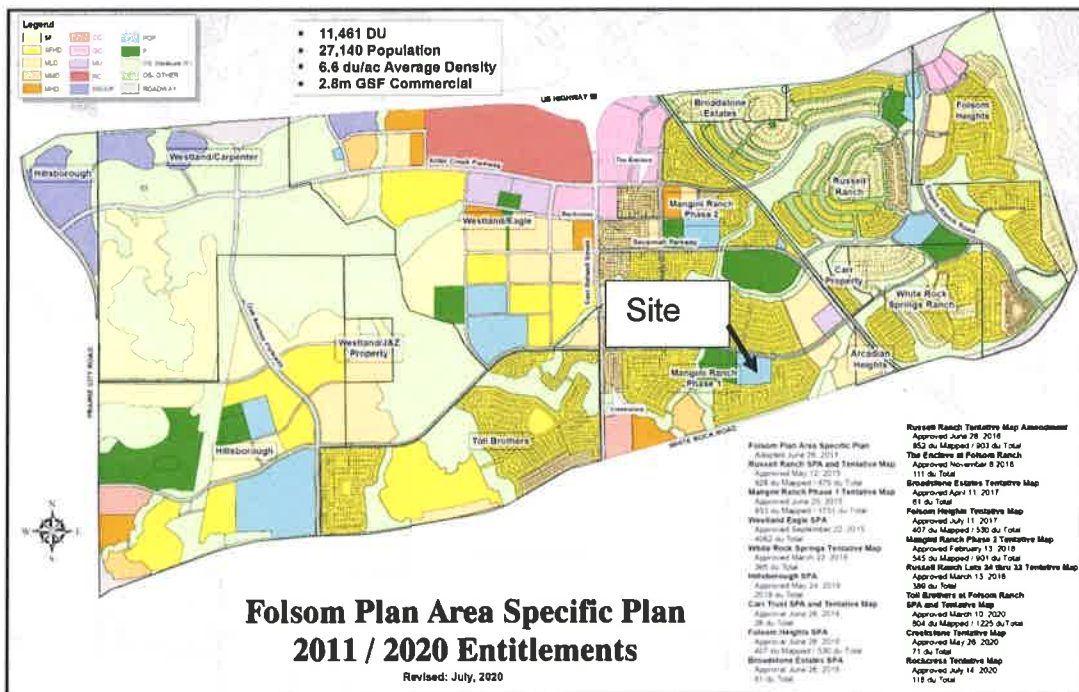
RECOMMENDATION / CITY COUNCIL ACTION

Move to Adopt Resolution No. 10731 - A Resolution to Approve a Small-Lot Vesting Tentative Subdivision Map for 115-residential lots, Minor Administrative Modifications, and Planned development Permit for MLD Development Standard Deviations and Design Review for the Mangini Ranch Phase 1C South Project in the Folsom Plan Area Specific Plan.

A. Background

The Project is located in the Folsom Plan Area Specific Plan and has a zoning designation of Multi-Family Low Density (MLD). The MLD provides for development at 7.0 to 12.0 units per acre. An excerpt from the FPASP Land Use Map is shown below. The proposed land use designations are consistent with the Folsom General Plan.

FIGURE 1: FPASP LAND USE MAP EXCERPT



B. Physical Setting

Figure 2 on the next page shows an aerial photo Project site.

FIGURE 2: AERIAL PHOTO (2020)

Savannah Parkway provides direct access to the Project site. Mangini Parkway also provides access into the Project via the Mangini Ranch 1C North subdivision proposed to the north. Developments approved in the area near the Project site includes the Mangini Ranch Phase I and II, and White Rock Springs Ranch currently under construction. A new elementary school is west of the Project site.

APPLICANT'S PROPOSAL

The Applicant is requesting approval of several related actions to allow the development of 115 single family homes on a 26.92-acre site. The requested approvals include:

- A. Small-Lot Vesting Tentative Subdivision Map (Creation of 115 Residential Lots, and landscape and open space parcels- Lots A - L).
- B. Minor Administrative Modification Land Use Boundary Refinement
- C. Minor Administrative Modification (Transfer of 3 Dwelling Units)
- D. Planned Development Permit – Development Standard Deviations and Design Review
- E. Proposed Subdivision Street Names

A. Small-Lot Vesting Tentative Subdivision Map

The first component of the Applicant's proposal is a Small-Lot Vesting Tentative Map to subdivide large lot parcels 132 and 211, to create 115 single-family residential lots, and several landscape and open space lots (A-L).

The Project subdivision layout is shown in Figure 3 on the following page. (A more detailed version of the subdivision map is included as Attachment 5 to this staff report.)

FIGURE 3: PROPOSED SUBDIVISION LAYOUT

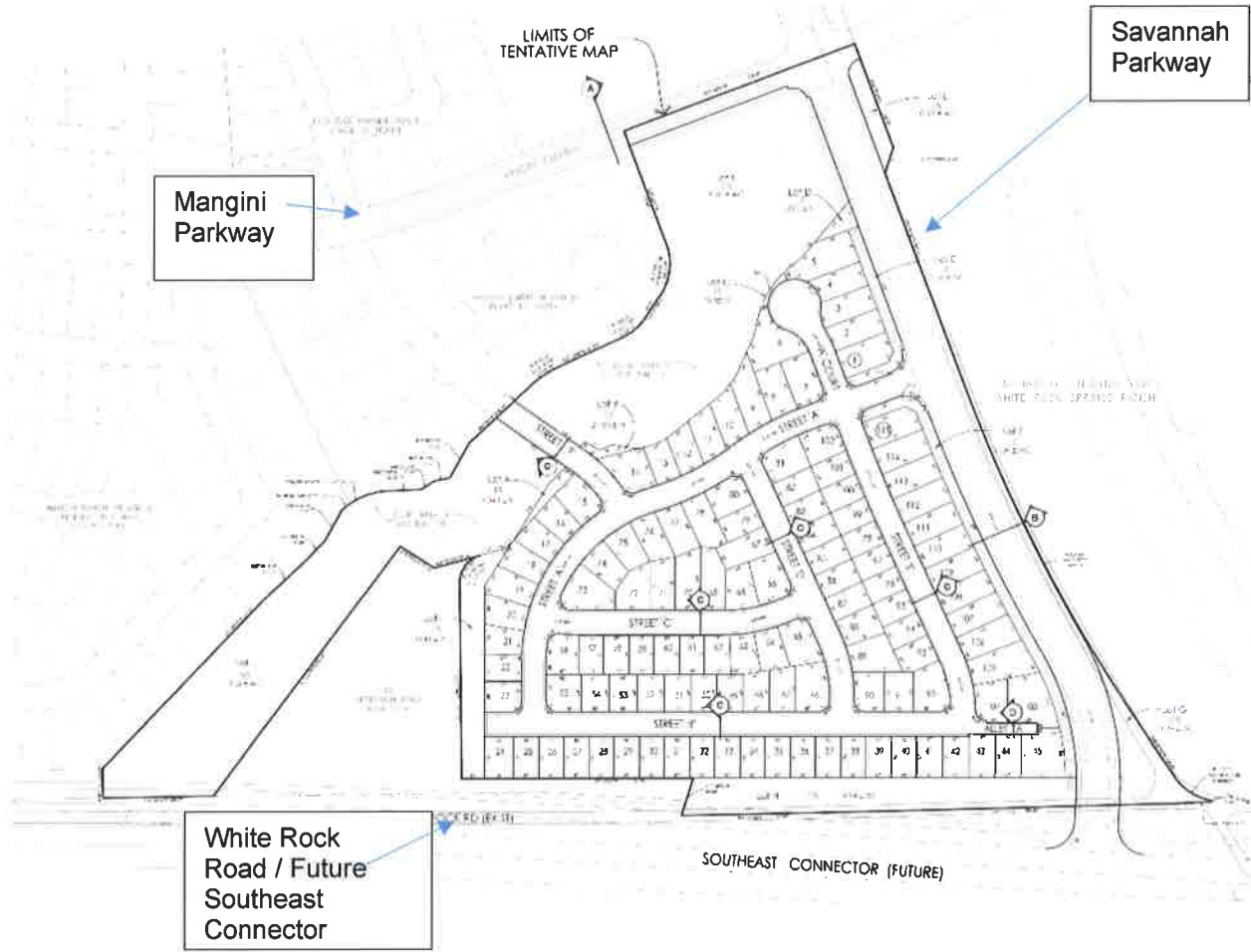


TABLE 1: LAND USE SUMMARY

Village	Zoning/ Land Use	Gross Acres	Net Acres	Units	Density
1	SP-MLD Multi-Family Low Density	15.10	14.42	115	8.0
Lots A-F	SP-MLD Landscape	0	0.68	0	0
Lots G-L	SP-OS2 Open Space	9.0	9.0	0	0
Right of Way	Roads	2.82	2.82	0	0
Total		26.92	26.92	115	

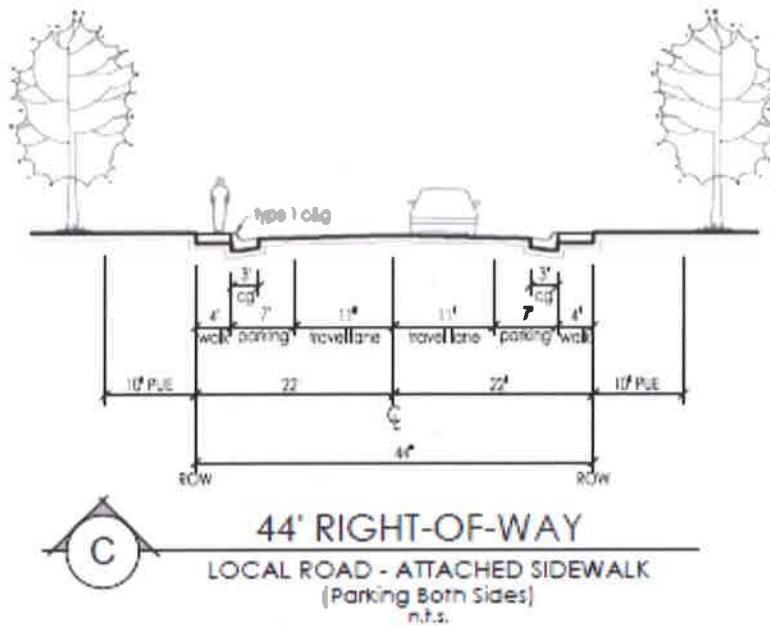
There are various landscape parcels that are being created by the SLVTSM. Lot I contains an existing waterline easement. Lots J and K contain a future Class I trail. A connection across the trail is provided to/from Mangini Ranch Phase 1C to the north via Street F. Several landscape lots (Lots A through F) are proposed. Lot C would provide an additional opportunity for a connection to the trail at the end of a cul-de-sac in Court A.

The proposed subdivision features minimum lot sizes of 3,000 square feet (45'x 67'). All lots will have a standard 12.5-foot-wide public utility easement in the front yard (and street side yard for corner lots).

The subdivision uses standard public street right-of-way dimensions, including an internal roadway system with attached sidewalks on both sides of the street, as shown in Figure 5 below. A stormwater detention basin is not a part of the subdivision, but is located in an area east of Lot J and west of Lot I.

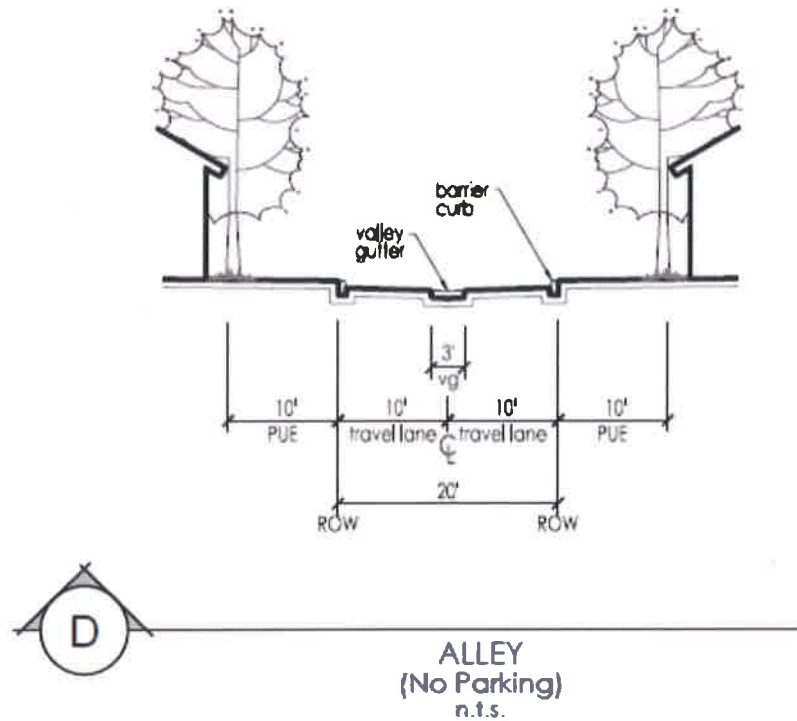
White Rock Road and the future Capital Southeast Connector are adjacent to the Project's southern boundary but no access into the subdivision is planned from these roadways. The Capital Southeast Connector is planned to improve White Rock Road from a local two-lane roadway to a 4- to 6-lane regional thoroughfare. Condition No. 41 includes notice to future residents regarding the proximity of this roadway.

FIGURE 4: INTERNAL ROADWAY CROSS SECTION



Typical residential street entries into the subdivision directly from Savannah Parkway. An entry is also provided from Mangini Parkway through the Mangini Ranch 1C North subdivision to the north (Street F). One alley is proposed as part of the Project as shown in Figure 5.

FIGURE 5: FPASP ALLEY CROSS SECTION



As shown in Figures 6 and 7 below, a Class 1 bike trail is proposed in the open space that is located along the northern boundary of the Project. Trail connections will be provided at grade and will connect to the proposed sidewalk on Street F. Access would also be available at Lot C which is at the end of cul-de-sac A. Pedestrian access and circulation are also accommodated through the provision of attached sidewalks on all interior streets. Class II bike lanes are provided on Savannah Parkway and Mangini Parkway (as required in the FPASP) and Class II bike routes are provided on all residential streets.

FIGURE 6: PEDESTRIAN ACCESS

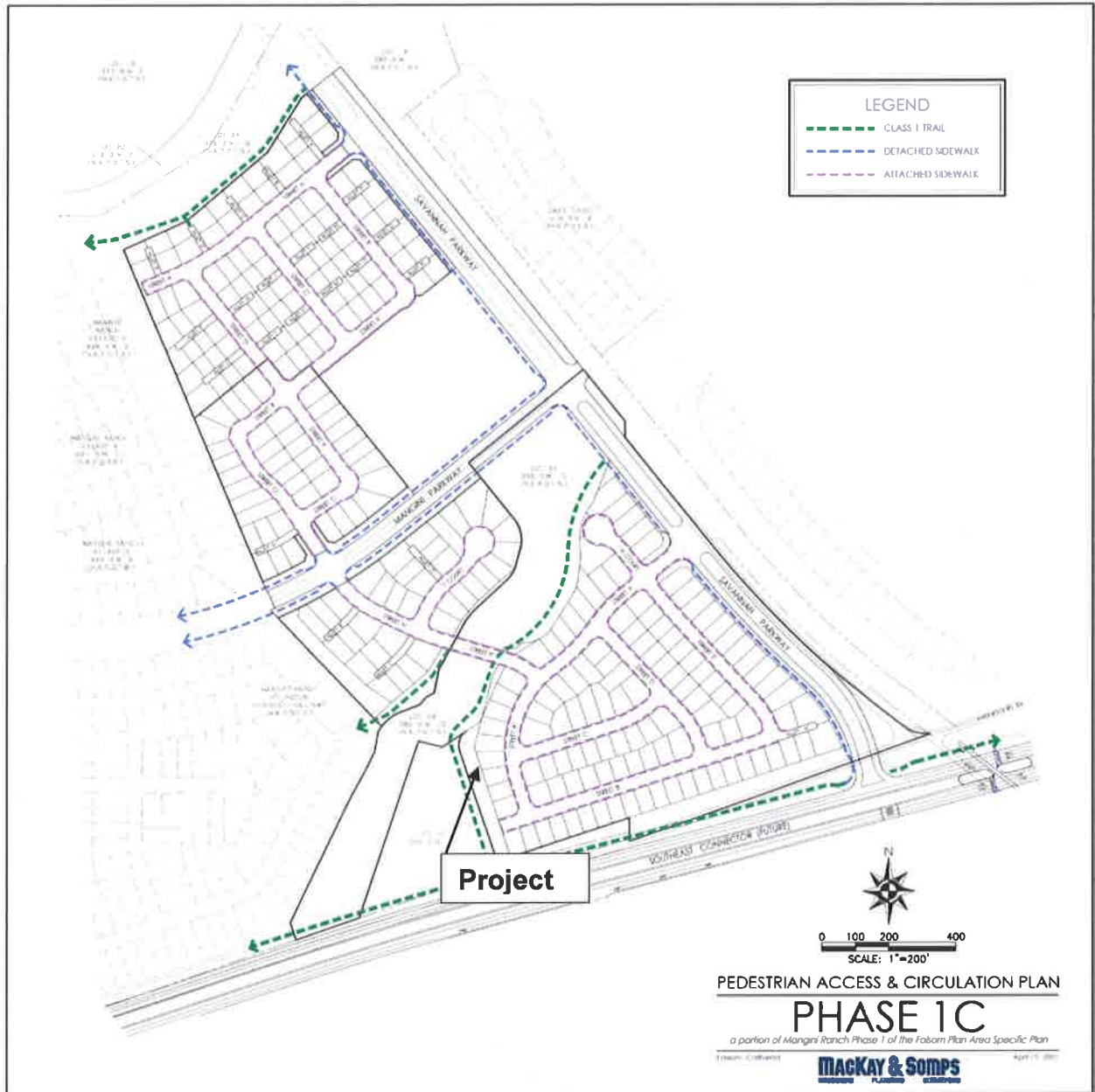
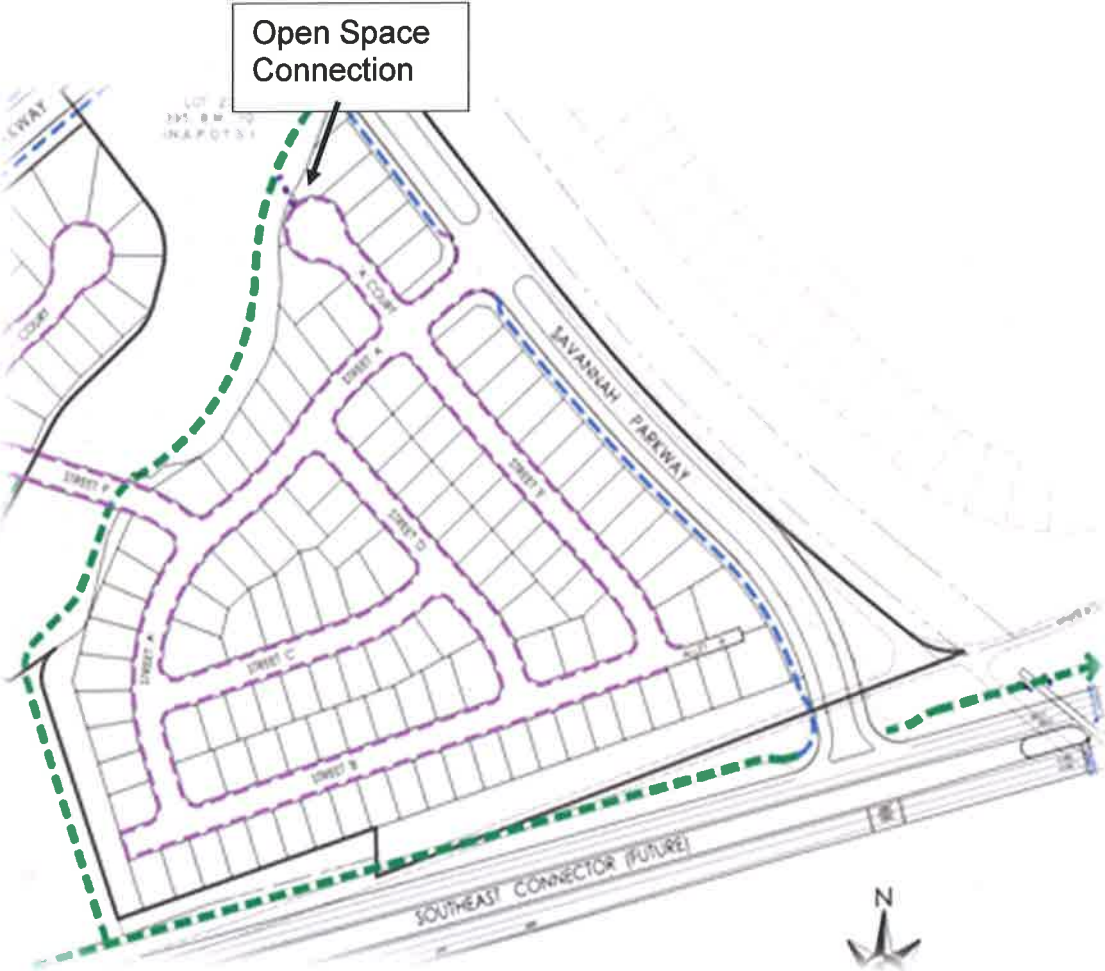


FIGURE 7: COURT CONNECTION TO OPEN SPACE VIA LOT C



LEGEND

- CLASS 1 TRAIL
- DETACHED SIDEWALK
- ATTACHED SIDEWALK

B. Planned Development Permit- Development Standards and Design Review

The Planned Development Permit is designed to allow greater flexibility in the design of a project than otherwise possible through strict application of the land use regulations. The Planned Development Permit process is designed to encourage creative and efficient uses of land. The following are proposed as part of the Applicant's Planned Development Permit:

- Development Standard Deviations
- Building Architecture and Design

Development Standards

The Applicant's desire is to provide a single family detached compact product that meets a land use density of 8 dwelling units per acre. As a result, the Applicant is requesting several deviations to the Specific Plan MLD development standards to achieve this density. The request includes reduced front yard, garage, and side yard setbacks. No bedroom windows are proposed on the side elevations of homes that would conflict with the four-foot side setback, to meet fire code access requirements.

The following table outlines the areas that are proposed to deviate from the MLD Development Standards shown in **bold**.

TABLE 2: SP-MLD MULTI-FAMILY LOW DENSITY DEVELOPMENT STANDARDS

Development Standard	Requirement	Proposed Project
Minimum Lot Size	3,000	3,000
Corner Lot	3,500	3,500
Front Porch Setback	12.5 Feet	12.5
Front Primary Structure Setback	15 Feet	12.5
Front Garage Setback	20 Feet	18
Side Yard Setbacks	5 Feet/5 Feet	4
Rear Yard Setback	10 Feet	10
Maximum Lot Coverage	50%	50%

The Applicant has put together a package of amenities that will provide a public benefit to future residents in the community above what would normally be provided. The community will have increased energy efficiency and amenities. The proposed amenities include:

- All homes will include a WaterSense Rain Bird WiFi irrigation controller for their private rear yard landscapes, capable of servicing both their front and rear yards.

- **Third Party Verification.** Third-party testing will be included with each home to ensure all energy efficient features installed in the homes have been installed correctly to maximize energy efficiencies. Third-party testing will include Quality Insulation Installation Inspection (HQII), SEER and EER Verifications, and Low Leakage Ducts.
- **Cool Roofing.** The project will feature tile roofs from Eagle Roofing's California Collection. Tile roofs will be Cool Roof rated with a SR value no less than 0.17.
- **Low Voltage Technology:** Comfort features will be included in every home.
 - Eero whole home WiFi system with two Beacons for full coverage provided to every home.
 - Amazon Echo Spot voice activated smart device facilitating hands-free control of connected devices throughout the home included in every home.
 - LiftMaster WiFi enabled garage door opener included in every home.
 - Dual combination USB receptacle in kitchen for ease in charging devices included.
 - Two Smart Leviton Decora light switches included in every home.
 - RING Pro video doorbell for added security included in every home.
- **Upgraded SuperPaint and Loxon Acrylic Paint:** High performance Sherwin Williams Loxon Acrylic Paint that contains agents that inhibit the growth of mildew on the homes surface will be used on all homes.
- **Sustainable Features:**
 - Energy Star dishwasher
 - Tankless water heaters
 - Insulated garage doors and windows with low u-factors
 - Energy-efficient LED lighting
 - Low-E glass windows to keep heat and cold outside and reduce UV rays
 - Programmable dual zone, "smart" thermostats
 - Right-sized energy efficient HVAC equipment with sealed ducts
 - WaterSense certified faucets and fixtures in bathrooms
 - Right-sized solar systems offsetting average homeowner usage with the option to add panels as desired
 - Garages would be wired for electric vehicle charging but individual occupants would

Building Architecture and Design

Two of the three proposed plans were previously approved in the Creekstone neighborhood currently under construction by Tri Point Homes, (southeast corner of East Bidwell and Savannah Parkway in the FPASP). There are 36 possible combinations of plan, elevation and color or materials so only three homes would end up being the same within the proposed Project. Plan 2 is new to further ensure that the neighborhood contains its own unique style.

The primary reason for a new plan was so that all three plans would have the highly desired first-floor bedroom. The themes coordinate with the two neighboring Phase 1C plan series (MR 1C 4-Packs and MR 1C North), creating a cohesive design with neighborhoods strung together harmoniously and balanced. The elevations have slight changes as compared to Creekstone to ensure this neighborhood has its own signature. Some examples are as follows:

- Incorporated more hipped roofs on the Italian themes.
- Changed the shutter detail and some eave clay pipe details on the Spanish elevations.
- Changed first floor roofs from shed to gable at certain location on the Farmhouse.
- Incorporated more brick and modified location of siding on the Farmhouse elevations.
- Changed up the garage door designs for the Spanish and Italian elevations.
- Changed window patterns on front elevations.

Differences from Creekstone include the following.

- All plans have a first-floor secondary bedroom
- Lot size increased to meet minimum of MLD Standard
- Larger Rear Yards
- 72% of lots can fit a rear covered patio
- 75% of lots have deeper front setbacks from the minimum proposed (20' garage and 15' front vs. 18' garage and 12.5' front).
- Use of Cool Roofing SR Value of no less than 0.17
- Electric Vehicle Charger pre-wire
- SuperPaint by Sherwin Williams on interior walls
- Loxon Acrylic Paint at exterior

Like Creekstone these are the qualities included in 1C South

- House forward architecture, including glazing from the first-floor secondary bedroom
- Varied Entry Locations
- Private Yards
- Two-Bay Garages
- Full Size Driveways
- Low Maintenance Landscapes

The Project includes the construction of 115 single family homes. All of the homes are proposed in a two-story configuration and range in size from 2,049 square feet to 2,421 square feet. As indicated, all homes feature a downstairs bedroom.

Three architectural styles are proposed:

- Spanish Colonial
- Italian Villa
- Western Farmhouse

There are three plan types for all three architectural styles, with a variety of colors and materials

as shown in the Applicant's submittal (Attachment 7 and 13).

The Applicant's submittal describes the architectural styles as follows:

- *Spanish Colonial* – Based on simple early Spanish missions, the style uses minimal decorative details borrowed from Spanish Revival homes that are most common in southwestern states, particularly California, Arizona, and Texas. Identifying features are low-pitched roofs, with little to no overhang, and tile roof covering. Recessed elements along with gable end details and trims; wall surface is usually stucco; and the facade normally asymmetrical.
- *Italian Villa* – This style provides a classic look. Roofs contain villa-shaped concrete tile and are gently pitched; the homes have two story massing with stucco exterior finish and stone veneer on columns.
- *Western Farmhouse* – Roofs are a lower hip on hip design with flat concrete roof tiles. These roofs contribute to a grounded massing approach highlighted with vertically oriented feature windows. Elevation features are further highlighted with material transitions and color application. Windows kept intentionally without grids and masonry stone veneer styles are the most rectilinear and crisp for differentiation and contemporary theme. Color schemes work with massing design to provide an earthy feel with accent pops of color.

Example illustrations of the three architectural styles and sample floor plans applied to the designs are shown in Figures 8 through 14 on the following pages.

FIGURE 8: ELEVATIONS 1A



Front Elevation 1A - Spanish Colonial

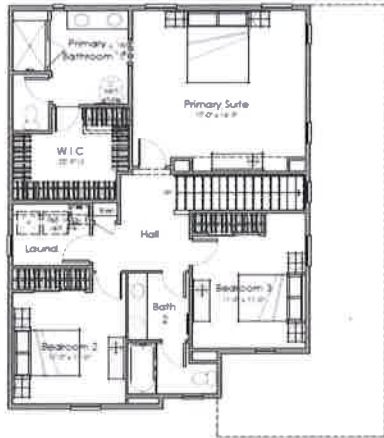


Front Elevation 1B - Italian Villa

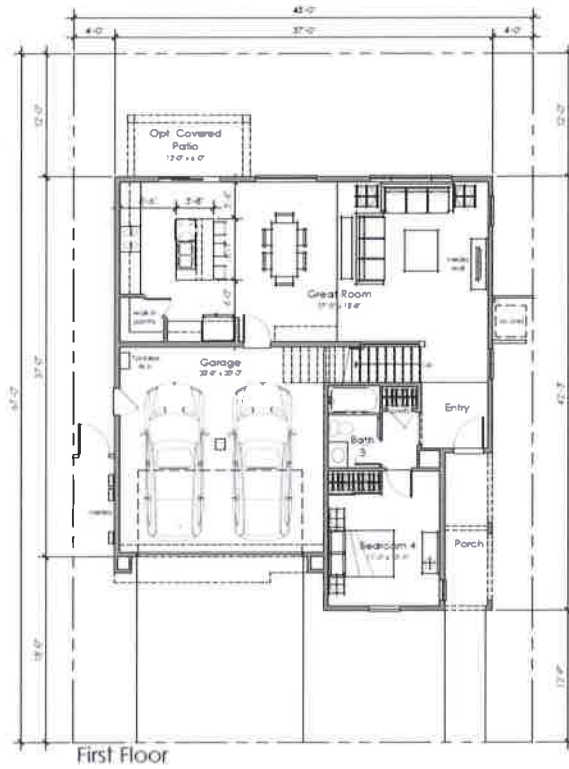


Front Elevation 1C - Western Farmhouse

FIGURE 9: FLOORPLAN 1A



Second Floor



First Floor

FIGURE 10: ELEVATIONS 2A



Front Elevation 2A - Spanish Colonial



Front Elevation 2B - Italian Villa

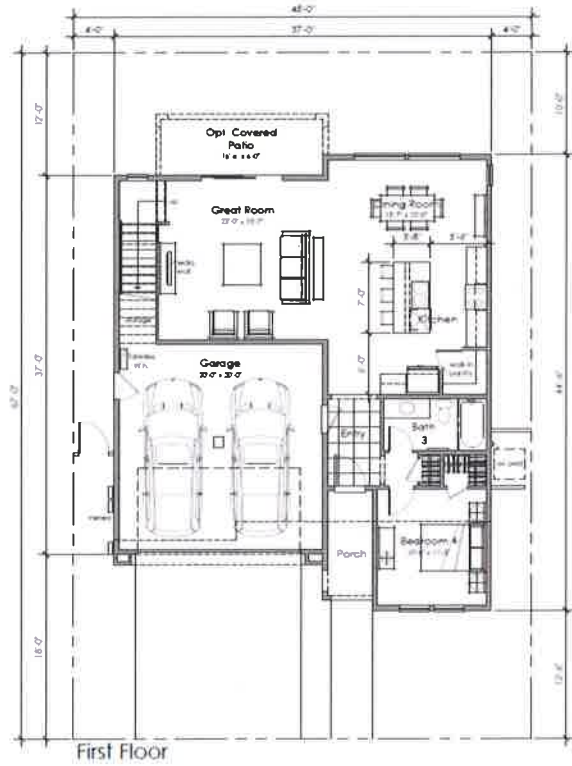


Front Elevation 2C - Western Farmhouse

FIGURE 11: FLOORPLAN 2A



Second Floor



First Floor

FIGURE 12: ELEVATIONS 3A



Front Elevation 3A - Spanish Colonial

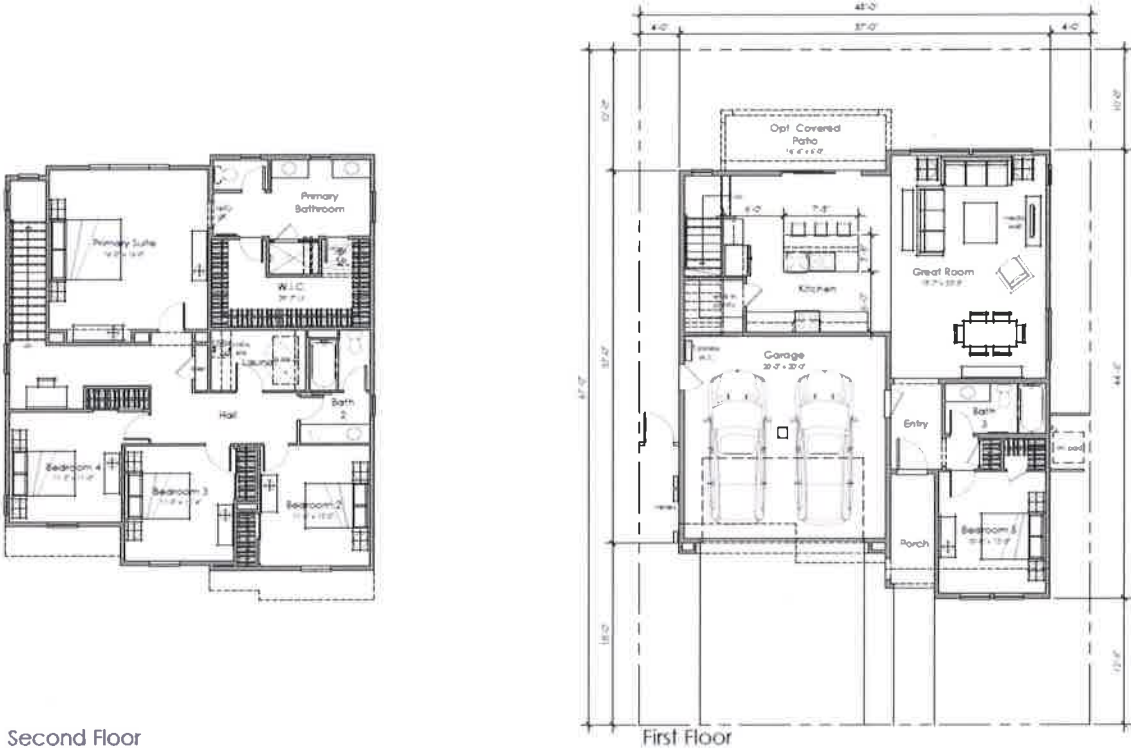


Front Elevation 3B - Italian Villa

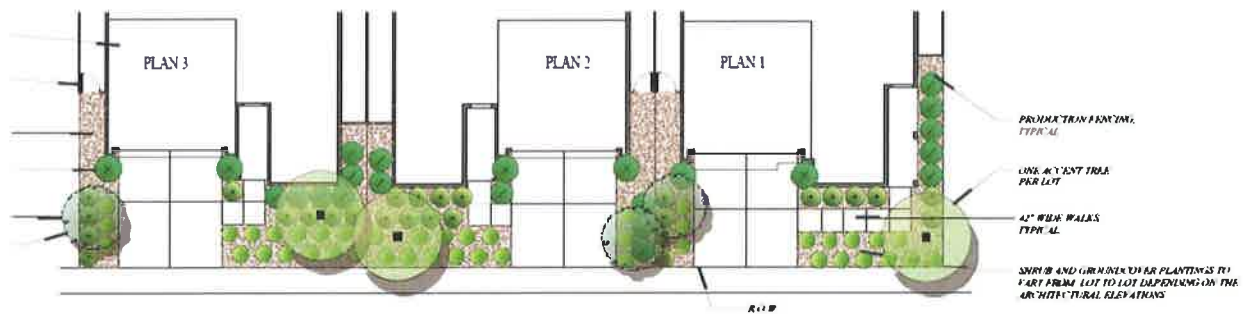


Front Elevation 3C - Western Farmhouse

FIGURE 13: PLAN 3 FLOORPLAN



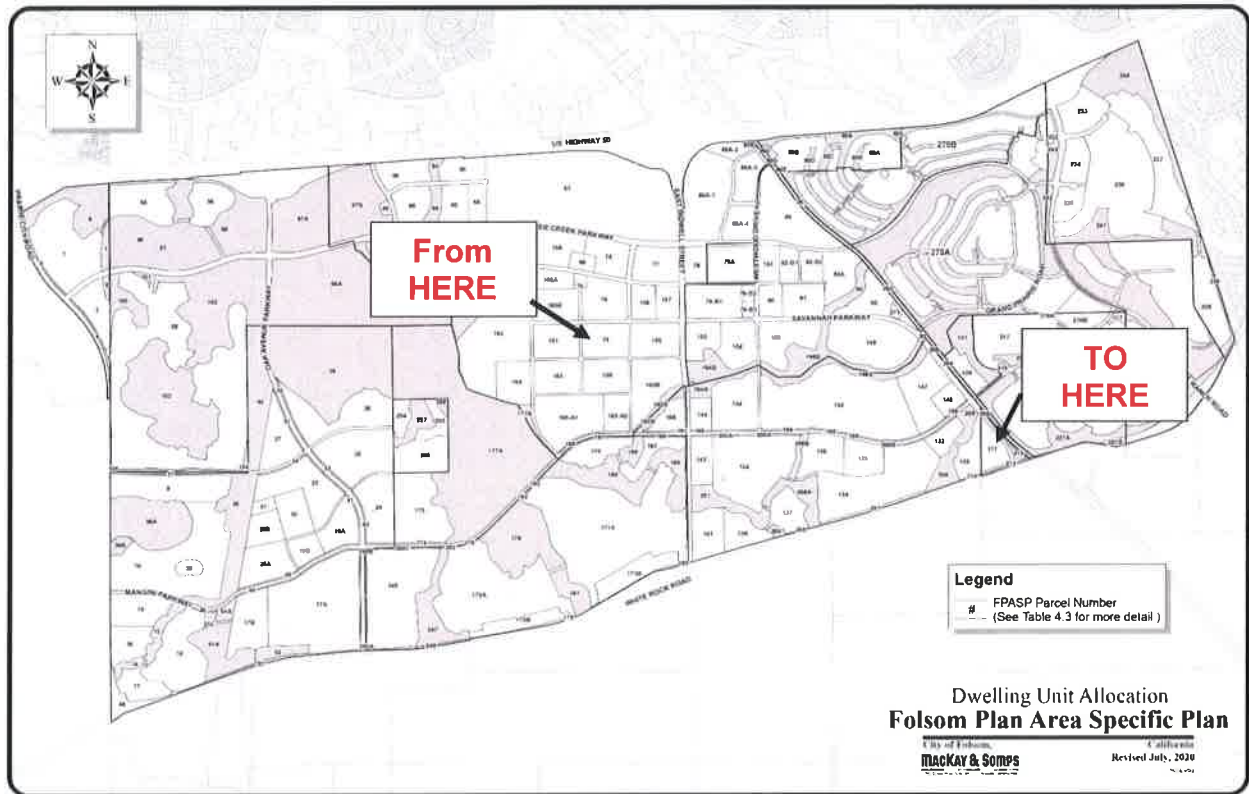
All lots including the one alley, will have a 12.5-foot front yard with landscaping proposed as shown in Figure 14 below. While one alley is proposed, it contains several large lots because of site constraints and therefore, is able to accommodate a front yard facing the alley. According to the Applicant, 75% of the homesites will actually have a 15' front setback.

FIGURE 14: FRONT YARD LANDSCAPING*45X67 Product Series***C. Minor Administrative Modification**

The Project includes two Minor Administrative Modifications (MAMs). The first request is for approval of a MAM to transfer development rights to move three dwelling units among parcels, as shown on Figure 15.

The unit transfer supports the 115 units in the SLVTSM. The transferring and receiving parcels are under a single ownership and located within the FPASP and, after the transfer, they would remain within the General Plan and specific plan density ranges for each respective parcel.

FIGURE 15: PROPOSED REALLOCATION OF 3 DWELLING UNITS



The second MAM is for minor adjustments to the land use boundaries. As shown below, the edges of the development area have been slightly modified to accommodate realignments of planned roadways. The adjustments to the land use boundaries are requested to maximize development efficiencies. Specifically, 1). The boundary line between the Project site and open space are modified to adjust the location of the road crossing the open space (no changes to impacted acres) and addition of open space at the western site boundary (an increase of 0.19 acre), and 2). Savannah Parkway is shifted east to accommodate the planned intersection at White Rock Road.

**FIGURE 16: MINOR ADMINISTRATIVE MODIFICATION BOUNDARY
REFINEMENT**



E. Street Names

There are seven streets within the 1C South subdivision including the court. Street names are being proposed by the Applicant. The Folsom Municipal Code (FMC Section 16.08.020[C][6]) requires that all new street names be considered and approved.

The list of proposed street names are as follows and includes names that will be shown on the Final Map and will also be used for the Mangini Ranch 1C North and 1C 4-Pack projects:

Proposed New Street Names

- | | |
|------------------|-----------------|
| 1. Apollo | 29. Orbit |
| 2. Artemis | 30. Nightberry |
| 3. Azure | 31. Opal |
| 4. Bedrock | 32. Pegasus |
| 5. Caprock | 33. Raindrop |
| 6. Bellanna | 34. Ranger |
| 7. Burns | 35. Rattan |
| 8. Cantrell | 36. Riata |
| 9. Caraway | 37. Romanini |
| 10. Celestial | 38. Selene |
| 11. Clementine | 39. Sisal |
| 12. Daffodil | 40. Solstice |
| 13. Equinox | 41. Starlight |
| 14. Firefly | 42. Southpointe |
| 15. Freesia | 43. Sunflower |
| 16. Frontier | 44. Tilly |
| 17. Gibbous | 45. Twilight |
| 18. Hampton | 46. Violet |
| 19. Happy Hallow | 47. Voyager |
| 20. Haven | 48. Williamson |
| 21. Indigo | |
| 22. Lukella | |
| 23. Magnolia | |
| 24. Margaux | |
| 25. Mascon | |
| 26. Monarch | |
| 27. Moonbeam | |
| 28. Neptune | |

Planning Commission Recommendation

On October 6, 2021, the Planning Commission held a public hearing to consider the Mangini Ranch Phase 1C South Project. No members of the public provided comments. Planning Commission discussion asked clarifying questions regarding the Development Standard Deviations and the reasoning behind the request. The Applicant clarified that the front yard setback deviations allow the residents an option to have a “California Room” covered porch area in the back yard which could be accommodated by pushing up the front yard setback slightly. A question was also asked regarding fire requirements with the reduced side yard setbacks and egress. It was explained that no bedroom egress windows would be placed on the side yard setback behind a fence for areas with the 4-foot side yard setback.

Two amendments to the Conditions were recommended for approval including the addition of a six-foot sidewalk to provide an open space connection to the Class I trail from the west end of Street B. However, after the meeting, engineering staff determined that such a trail connection would not be feasible given that there is a 20-foot grade change between the end of Street B and the adjacent trail. The grade differential is to accommodate a gravity sewer line. Therefore, the trail connection condition is no longer proposed as part of this Project.

The Commission noted that there appeared to be a drafting error on the Design Schematic Plans which should have shown a second-floor window on the floor plans. Condition 1 was amended to revise this plan set. The Commission voted 5-0-0-1 to recommend to the City Council approval of the Project as proposed, with findings and conditions.

POLICY / RULE

The Folsom Municipal Code (FMC) requires that applications for Tentative Subdivision Maps of five or more lots be forwarded to the City Council for final action. City Council actions regarding Tentative Subdivision Maps are covered under Section 16.16.080 of the Folsom Municipal Code.

ANALYSIS

Staff’s analysis addresses the following:

- A. Small-Lot Vesting Tentative Subdivision Map to subdivide into 115 residential lots.
- B. Planned Development Permit- Development Standard Deviations and Design review
- C. Traffic/Access/Circulation
- D. Parking
- E. Noise Impacts
- F. Inclusionary Housing
- G. Minor Administrative Modification Land Use Boundary Refinement
- H. Minor Administrative Modification (Shift of Dwelling Units to Other Parcels)
- I. Approval of Street Names

J. Conformance with relevant Folsom General Plan and Folsom Plan Area Specific Plan Objectives and Policies

A. Small Lot Vesting Tentative Subdivision Map

As shown on the submitted Small-Lot Vesting Tentative Subdivision Map (Attachment 5), the proposed subdivision includes 115- single family residential lots, ten open space and landscape lots, and nine internal public streets. The Project will be required to dedicate public right-of-way for the internal public streets.

The Project is on property zoned for residential use. The Project is at a density of 8-dwelling units per acre which is within the density allowed (7-12 dwelling units per acre) approved for MLD property including the project site.

Condition 6 requires the Applicant to dedicate public utility easements for underground facilities (i.e., SMUD, Pacific Gas and Electric, cable television, telephone) on properties adjacent to the streets. Staff has determined that the proposed Small-Lot Vesting Tentative Subdivision Map complies with all City requirements, as well as with the requirements of the State Subdivision Map Act.

B. Planned Development Permit- Development Standard Deviations and Design Review

Development Standard Deviations

As noted earlier within this staff report, the Project is proposing deviations from the development standards established by the FPASP for the MLD land use category including setbacks as shown in Table 2. The Applicant's intent with the subject application is to create a unique set of development standards that will accommodate the development of 115 single-family detached homes.

The regulations of the underlying zone relating to height, setback, lot area and coverage, parking and other provisions may be varied when such deviation will result in improved design of the development and will permit desirable arrangements of structures in relation to parking areas, parks and parkways, pedestrian walks and other such features.

In considering the Planned Development Permit, the proposed development project must be designed to provide open space, circulation, off-street parking and other conditions in such a way as to form a harmonious, integrated project of sufficient quality to justify exceptions to the normal regulations.

Approval of the Project Development Standards would not set a precedent because it is consistent with other approved projects in the City. The City recently approved the 1C 4-Pack project to the north, which included development standard deviations to lot coverage, minimum lot size and setbacks. In this instance, the Applicant is requesting deviations to the setback requirements, which would allow the Applicant to achieve its intent to provide a compact development at an affordable price point. There is high residential demand currently and the Applicant believes this

product would meet the demand.

Staff has reviewed the Project and determined that the Project is proposing a product that provides adequate open space, circulation, off-street parking and that provides a quality neighborhood and homes at an affordable price point, with upgraded architectural features, and enhanced amenities.

A major reason for the reduced setbacks according to the Applicant is to provide a deeper rear yard for more usable space. An option allows a covered patio and by pushing up the front yard setback, allows the rear yard to be deeper (see Figure 18 for homes that may have the reduced yard setback). The color codes indicate all garages would be setback 18-feet in homes with the reduced setback. Light blue shows homes with a 12.5-foot front yard setback, and yellow and peach color homes would only have a reduced front setback if the homeowner requests the rear patio option. Approximately 70 percent of the homes may have a 4-foot side yard setback.

Twenty-three lots (Lots 13, 21-22, 49-55, 72, 81, 90 and 93-102) would have a reduced front yard setback in order to fit the lot configuration. Fifteen Lots, (Lots 14, 48, 56-64, 79-80, 91 and 104) would have an option to include the rear covered patio if the shallower setback is applied, and Lots 24-42, include 19 lots with high rear yard sound walls, adjacent to White Rock Road. A reduced setback would allow the home to be placed further from the wall.

Recognizing the request for reduced setbacks, the Applicant has included an enhanced amenity package. The proposed amenities including the cool roof features that will reduce energy use and keep the neighborhood cooler than with standard roofs.

The proposed amenities include:

- All homes will include a WaterSense Rain Bird WiFi irrigation controller for their private rear yard landscapes, capable of servicing both their front and rear yards.
- Third Party Verification. Third-party testing will be included with each home to ensure all energy efficient features installed in the homes have been installed correctly to maximize energy efficiencies. Third-party testing will include Quality Insulation Installation Inspection (HQII), SEER and EER Verifications, and Low Leakage Ducts.
- Cool Roofing. The project will feature tile roofs from Eagle Roofing's California Collection. Tile roofs will be Cool Roof rated with a SR value no less than 0.17.
- Low Voltage Technology: Comfort features will be included in every home.
 - Eero whole home WiFi system with two Beacons for full coverage provided to every home.
 - Amazon Echo Spot voice activated smart device facilitating hands-free control of connected devices throughout the home included in every home.
 - LiftMaster WiFi enabled garage door opener included in every home.
 - Dual combination USB receptacle in kitchen for ease in charging devices included.
 - Two Smart Leviton Decora light switches included in every home.

- RING Pro video doorbell for added security included in every home.
- Upgraded SuperPaint and Loxon Acrylic Paint: High performance Sherwin Williams Loxon Acrylic Paint that contains agents that inhibit the growth of mildew on the homes surface will be used on all homes.
- Sustainable Features:
 - Energy Star dishwasher
 - Tankless water heaters
 - Insulated garage doors and windows with low u-factors
 - Energy-efficient LED lighting
 - Low-E glass windows to keep heat and cold outside and reduce UV rays
 - Programmable dual zone, “smart” thermostats
 - Right-sized energy efficient HVAC equipment with sealed ducts
 - WaterSense certified faucets and fixtures in bathrooms
 - Right-sized solar systems offsetting average homeowner usage with the option to add panels as desired
 - Garages would be wired for electric vehicle charging but individual occupants would

Given the many enhancements offered as part of this project which will ensure that the Project reduces the heat effect of the compact development while saving energy at the same time, staff and the Planning Commission concluded that the findings can be made to support the Planned Development Permit to allow approval of the Project’s MLD modified Development Standards.

Proposed Residential Designs

The Project is located within the central portion of the Folsom Plan Area; thus, it is subject to the Folsom Ranch Central District Design Guidelines, which were approved by the City Council in 2015, and amended in 2018. The Design Guidelines are a complementary document to the Folsom Plan Area Specific Plan and the Folsom Plan Area Specific Plan Community Guidelines.

The following are the general architectural principles intended to guide the design of the Folsom Ranch, Central District to ensure quality development:

- Provide a varied and interesting street scene.
- Focus of the home is the front elevation, not the garage.
- Provide a variety of garage placements.
- Provide detail on rear elevations where visible from the public streets.
- Choose appropriate massing and roof forms to define the architectural styles.
- Ensure that plans and styles provide a degree of individuality.
- Use architectural elements and details to reinforce individual architectural styles.

FIGURE 17: FRONT YARD REDUCED SETBACK LOCATIONS



The Design Guidelines require that specific homes within a subdivision that meet the definition of an “edge condition” lot are required to incorporate enhanced architectural details on the rear and side building elevations, like the enhanced architectural details provided on the front building elevation of the home.

The Applicant has provided enhanced architectural features on the homes that are visible from street or open space views including additional windows and enhanced window details, siding details and materials (see Attachment 7, Residential Schematic Design)

In evaluating the proposed project, staff also took into consideration building and design elements that could be considered unique to the Folsom Plan Area. Staff has determined that the proposed architectural styles and master plans do include many unique building and design elements and are consistent with the Folsom Ranch Design Guidelines. Based on this analysis, staff forwards the following design recommendations to the Commission for consideration:

1. This approval is for two-story homes in three master plans and three architectural styles with 12 color and material options. The Applicant shall submit building plans that comply with this approval and the attached building elevations dated December 4, 2020.
2. The design, materials, and colors of the single-family residential units shall be consistent with the approved building elevations, materials samples, and color schemes to the satisfaction of the Community Development Department.
3. The Community Development Department shall approve the individual lot permits to assure no duplication or repetition of the same house, same roof-line, same elevation style, side-by-side, or across the street from each other.
4. All mechanical equipment shall be ground-mounted and concealed from view of public streets, neighboring properties and nearby higher buildings.
5. Decorative light fixtures, consistent with the Folsom Ranch Central District Design Guidelines and unique to each architectural design theme, shall be added to the front elevation of each Master Plan to the satisfaction of the Community Development Department.
6. A minimum of one street tree shall be planted in the front yard of each residential lot within the subdivision. A minimum of two trees are required along the street-side of all corner lots. All front yard irrigation and landscaping shall be installed prior to a Building Permit Final.

These recommendations listed above are included in the conditions of approval (Condition No. 50).

F. Traffic/Access/Circulation

The 2011 Folsom Plan Area Specific Plan Environmental Impact Report/Environmental Impact Statement included not only a detailed analysis of traffic-related impacts within the Plan Area, but also an evaluation of traffic-related impacts on the surrounding communities. In total, there are fifty-five (55) traffic-related mitigation measures associated with development of the FPASP which are included as conditions of approval for the Mangini Ranch Phase 1C South Subdivision project. Many of these mitigation measures are expected to reduce traffic impacts to East Bidwell Street. Included among the mitigation measures are requirements to fund and construct roadway improvements within the Plan Area, pay a fair-share contribution for construction of improvements north of U.S. Highway 50, participate in the City's Transportation System Management Fee Program, and Participate in the U.S. Highway 50 Corridor Transportation Management Association. The Mangini Ranch 1C South Subdivision project is subject to all traffic-related mitigation measures required by the 2011 FPASP EIR/EIS (Condition Nos 53-25 to 53-79).

The Kimley Horn Traffic Impact Analysis concluded that the expected traffic would be minimal and consistent with the assumptions of the plan area, as considered in the FPASP EIR.

As shown on the submitted Small-Lot Vesting Tentative Subdivision Map (Attachment 5), primary access to the Project site is provided by Savannah Parkway. Secondary access would be provided via Street F, through the 1C North subdivision with access to Mangini Parkway. (Condition No. 49 a.)

There are interim improvements that are required for both the ultimate right-of-way for Savannah Parkway, as well as the intersection of Savannah Parkway/White Rock Road and ultimately Savannah Parkway/Southeast Connector. The SMVTM will provide the ultimate right of way, as shown in Figure 18 below and as a condition of approval (No. 49).

Pedestrian Access/Circulation

Pedestrian access will be accommodated via a trail connection at the end of Cul-de-sac A and Lot C. (Condition No. 38 b.) This will connect to planned Class I trail in the open space that is located on the north side of the subdivision. Access throughout the neighborhood will be provided via sidewalks that will connect to Savannah Parkway, Mangini Parkway and White Rock Road.

The following have been included as conditions (Condition No. 49) of approval for the 1C South Subdivision project:

- a. Vehicle Access shall be granted on Street F to provide and maintain secondary access to the north (via the Mangini Ranch Phase 1C North project) for a connection to Mangini Parkway.
- b. Required public and private subdivision improvements, including but not limited to street and frontage improvements on Savannah Parkway, and Mangini Parkway shall be completed prior to issuance of the first Certificate of Occupancy for the subdivision.
- c. The northbound left-turn from Savannah Parkway into Street "A" shall be constructed to include a minimum of 125-feet of storage/ deceleration plus a 60-foot bay taper.

- d. The Project shall install the traffic signal control on Savannah Parkway at Mangini Parkway to the satisfaction of the City prior to the issuance of the first certificate of occupancy. The northbound left-turn lane on Savannah Parkway to Mangini Parkway shall be constructed to include a minimum of 180-feet of storage/deceleration plus a 60-foot bay taper.
- e. The Project 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 final map. In lieu of constructing the interim shoulder improvements, the Project 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 in place for a minimum period of 10 years. If shoulder improvements are constructed and/or funded by the Project, then said costs may be included in an applicable fee program established and approved for the Folsom Plan Area subject to approval by the City and the actual costs expended by the owner/applicant may therefore be eligible for a credit and/or reimbursement.
- f. 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 required Subdivision Improvement Agreement, then the shoulder improvement condition will be deemed satisfied, and the security shall be released to the owner/applicant.
- g. With the project, the Savannah Parkway frontage will be constructed and the right-of-way necessary for the ultimate intersection with the Capital Southeast Connector will be dedicated. All right-of-way within the City of Folsom required to construct the interim and ultimate improvements (as per Exhibit 1 of the traffic report and Figure 18 below) shall be provided as part of this Project.

FIGURE 18: SAVANNAH AND WHITE ROCK ROAD/ FUTURE SOUTHEAST CONNECTOR IMPROVEMENTS

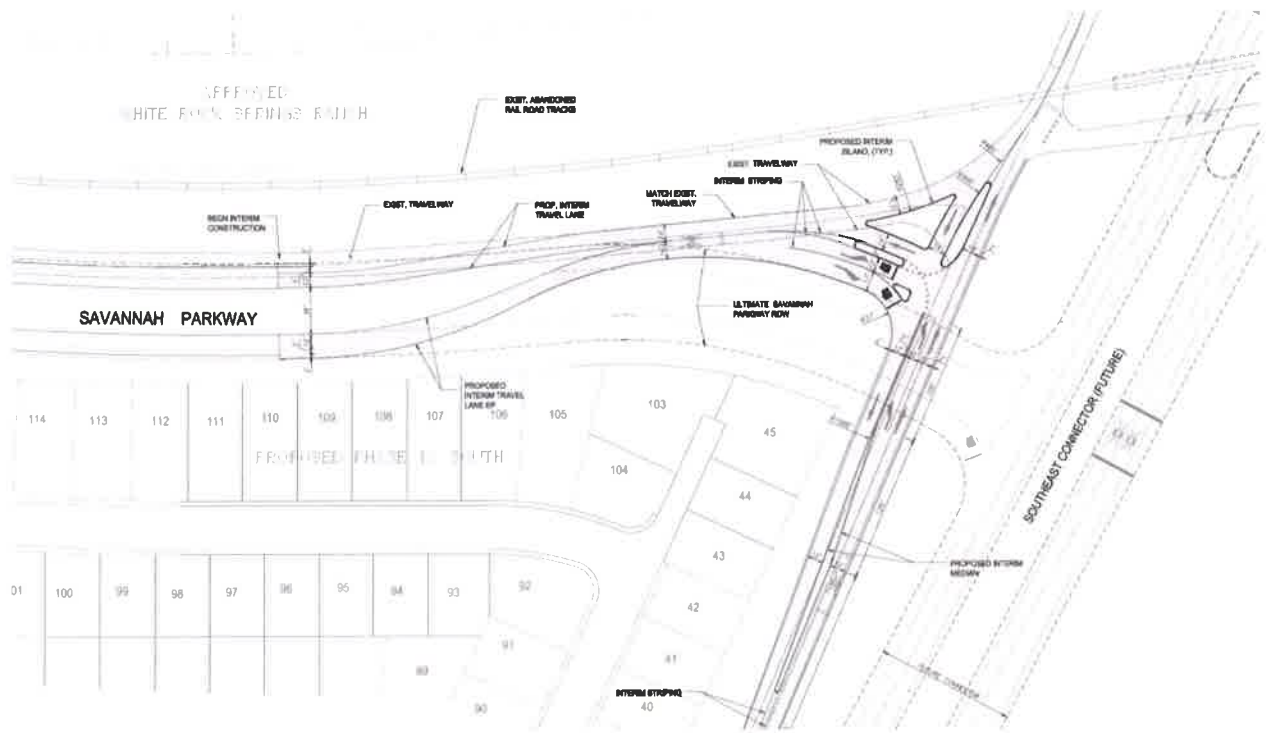


FIGURE 19: ACCESS AND CIRCULATION EXHIBIT



D. Parking

The Folsom Plan Area Specific Plan requires that single-family residential units located within a Multi-Family Low Density (MLD) designated area provide two covered parking spaces per unit. The FPASP also requires that single-family residential units located within an MLD designated area provide a minimum of 0.8 guest parking spaces per unit.

As shown on the submitted residential schematic design (Attachment 7), each home will include a two-car attached garage, thus meeting the covered parking requirement of the FPASP. There will also be the opportunity for parking spaces in driveways and on-street throughout the Project area, which exceeds the minimum of 0.8 parking spaces required by the FPASP.

E. Street Names

The proposed street names were reviewed by emergency services personnel, and staff determined that there are no existing street names in Folsom identical to the proposed street names or that conflict with the proposed street names. Therefore, it is recommended that the street names be approved for use in the Mangini Ranch 1C subdivisions.

F. Noise Impacts

A Noise Assessment (Attachment 10) was prepared by Bollard Acoustical Consultants on September 15, 2021, to determine whether traffic-related noise would cause noise levels at the Project site to exceed acceptable limits, as described in the Noise Element of the City of Folsom General Plan, and to evaluate compliance with the Folsom Plan Area Specific Plan EIR Noise Mitigation Measures.

Outdoor Noise Levels

The noise analysis projected noise levels adjacent to White Rock Road (Future Southeast Connector) and Savannah Parkway (based on future traffic levels) to determine noise levels at homes adjacent to the roadway. The City's standards are:

- 60 dB L_{dn}^1 for outdoor activity areas (such as rear yards)
- 45 dB L_{dn} for interior areas in dwellings

The noise analysis concluded that, *without mitigation*, noise levels for lots 1-5, 45, 1-3 and 105-115 along Savannah Parkway would exceed 60 dB L_{dn} in the rear yards of homes (up to 66 dB L_{dn}) and thus exceed the City's standard for outdoor activity areas. The second-floor facades of these homes would be up to 68 dBL $_{dn}$.

On lots 24 through 65, adjacent to White Rock Road/Future Southeast Connector sound levels would be up to 73 L $_{dn}$ and up to 75 L $_{dn}$ at second floor facades.

¹ dB L $_{dn}$ is average noise level over a 24-hour day, measured in decibels (dB). The average includes a +10 decibel weighing applied to noise occurring during nighttime (10:00 p.m. to 7:00 a.m.) hours.

Standard residential construction (i.e., stucco siding, STC-27 windows, door weather-stripping, exterior wall insulation, composition plywood roof), typically results in an exterior to interior noise reduction of approximately 25 dB with windows closed and approximately 15 dB with windows open. This level of noise reduction would be adequate to reduce future Savannah Parkway and White Rock Road traffic noise levels to 45 dB DNL or less within the first floors of all residences constructed within the development. However, upper-floor window construction upgrades would be warranted at residences constructed adjacent to the roadways.

The Noise Analysis recommends that the Project design include additional solid noise barriers along Savannah Parkway and White Rock Road. The noise barriers would need to be substantial, especially along White Rock Road (six-feet up to ten-feet tall) as described in the Noise Analysis-Attachment 10.

The noise analysis recommendations are found as Condition No. 33. and include the following:

- Six to ten-foot noise barriers shall be constructed along the boundaries adjacent to Savannah Parkway and White Rock Road/Future Southeast Connector. Lots 36-45 require a 10-ft wall, Lots 27-35 require a 9-foot wall, Lots 24-36 an 8-foot wall, Lots 105-115 require a 7-foot wall, and Lots 1-5 a 6-foot wall. The noise barriers could take the form a masonry wall, earthen berm, or combination of the two. For the 9-foot and 10-foot barriers segments adjacent to White Rock Road, the Applicant shall limit the barrier height to 8 feet, as feasible, and implement construction measures (e.g., berming, adjustments to finished grades, etc.) to meet exterior noise standards.
- Suitable materials for the traffic noise barriers include masonry and precast concrete panels. Other materials may be acceptable but shall be reviewed by an acoustical consultant and approved by the Community Development Department prior to use.
- To ensure compliance with the General Plan 45 dB DNL exterior noise level standard including a factor of safety, all upper-floor bedroom windows of residences constructed adjacent to Savannah Parkway and White Rock Road from which the roadway would be visible shall be upgraded to a minimum STC rating of 32, 34 and 35. Lots 1-5 and Lots 103 – 115 require an STC rating of 32. Lot's 24-35 require an STC rating of 34 and Lot's 36-45 require an STC rating of 35.
- Mechanical ventilation (air conditioning) shall be provided for all residences in this development to allow the occupants to close doors and windows as desired to achieve compliance with the applicable General Plan 45 dB DNL interior noise level standard.

In addition, the recommended conditions of approval (Condition No. 19) require the Applicant to provide a final design for all walls and fences for review and approval by staff prior to construction.

G. Emergency Services

The Project will be served by Folsom Police and Fire. Similar to other areas of the FPASP, the City has a mutual aid agreement with El Dorado Fire. Until Station 34 is built, there will be areas in the FPASP that will be serviced by El Dorado Hills Fire due to their proximity. This will be for first responder units only. If it is a medical aid, a Folsom Ambulance will be dispatched.

H. Inclusionary Housing

The Applicant proposes to comply with Folsom Municipal Code Chapter 17.104 (Inclusionary Housing) by paying in-lieu fees per Municipal Code Section 17.104.060(G). (See the applicant's Inclusionary Housing letter, included as Attachment 14 to this staff report). Homes within the subdivision will be sold at market prices. Fees paid by the Applicant will help provide affordable housing elsewhere in the city. The Applicant is required to enter into an Inclusionary Housing Agreement with the City. The Final Inclusionary Housing Plan is subject to approval by the City Council. In addition, the Inclusionary Housing Agreement, which will be approved by the City Attorney, must be executed prior to recordation of the Final Map for the 1C South Subdivision project. Condition No. 41 is included to reflect these requirements.

I. Minor Administrative Modifications

The Project proposes two minor administrative modifications (MAMs) to refine a development edge and to reallocate residential units between parcels, respectively.

Boundary refinement

The boundaries have been slightly modified to accommodate realignments of planned roadways. Specifically, 1). The boundary line between the MLD and OS are modified to adjust the location of the road crossing the OS at Street F (no changes to land use acres) and addition of 0.19 acres of open space at the western site boundary, and 2). Savannah Parkway is shifted east to accommodate the planned intersection at White Rock Road.

Transfer of units

The Applicant is proposing to construct 115 residential units on the subject parcel, and therefore, a Minor Administrative Modification is being requested to reallocate 3 residential units from FPASP parcel 73 (-3 du) which is has both a General Plan designation a zoning designation of Single-Family High Density (SFHD) which has a density of 4-7 DU per acre. The units would be transferred to the Project site, FPASP parcel 211 (+3) DU to allow up to 8 units per acre. The difference in density of 1 unit per acre would not result in an overall change to the total FPASP unit allocation or total population. Population is calculated based on the single-family residential land use (considered the same for both MLD and SFHD) and the number of units, so total population would be expected to remain the same. The Project does not affect the overall amount of non-residential development in the FPASP.

The Folsom Plan Area Specific Plan provides for Minor Administrative Modifications,

"... that are consistent with and do not substantially change its overall intent, such as minor adjustments to the land use locations and parcel boundaries shown in Figure

4.1 – Land Use and Figure 4.4 – Plan Area Parcels and the land use acreages shown in Table 4.1 – Land Use Summary.” [FPASP Section 13.3].

Minor administrative modifications can be approved at a staff level, provided the following criteria are met:

- The proposed modification is within the Plan Area.
- The modification does not reduce the size of the proposed town center.
- The modification retains compliance with City Charter Article 7.08, previously known as Measure W.
- The general land use pattern remains consistent with the intent and spirit of the FPASP.
- The proposed changes do not substantially alter the backbone infrastructure network.
- The proposed modification offers equal or superior improvements to development capacity or standards.
- The proposed modification does not increase environmental impacts beyond those identified in the EIR/EIS.

Based on staff’s review, the proposed reallocation of three residential units meets all of the required criteria mentioned above. The General Plan and specific plan densities will remain the same. As a result, staff can approve the proposed Minor Administrative Modification.

J. Conformance with Relevant General Plan and Folsom Plan Area Specific Plan Objectives and Policies

The Applicant prepared a detailed analysis of the project’s consistency with all of the policies in the Folsom Plan Area Specific Plan; that analysis is included in the CEQA Exemption and Streamlining Analysis in Attachment 8 to this report. Staff concurs with the Applicant’s analysis that the project is consistent with the Specific Plan.

The following is a summary analysis of the project’s consistency with the Folsom General Plan and with key policies of the Folsom Plan Area Specific Plan.

GP and SP OBJECTIVE H-1 (Housing)

To provide an adequate supply of suitable sites for the development of a range of housing types to meet the housing needs of all segments of the population.

GP and SP POLICY H-1.1

The City shall ensure that sufficient land is designated and zoned in a range of residential densities to accommodate the City’s regional share of housing.

Analysis: The City provides residential lands at a variety of residential densities as specified in the General Plan and in the Folsom Municipal Code. The Folsom Plan Area Specific Plan includes specialized zoning (Specific Plan Designations) that are customized to the Plan Area as adopted in 2011 and as Amended over time. The FPASP provides residential lands at densities ranging from 1-4 dwelling unit per acre (SF), 4-7 dwelling

units per acre (SFHD), 7-12 dwelling units per acre (MLD), 12-20 dwelling units per acre (MMD), 20-30 dwelling units per acre (MHD), and 9-30 dwelling units per acre (MU).

The Phase 1C South Subdivision project is designated MLD and is proposed to be developed at 8 units per acre, which is within the density range for the MLD designation.

SP POLICY 4.1

Create pedestrian-oriented neighborhoods through the use of a grid system of streets where feasible, sidewalks, bike paths and trails. Residential neighborhoods shall be linked, where appropriate, to encourage pedestrian and bicycle travel.

Analysis: The Project proposes a compact single-family neighborhood with a system of local streets linked with sidewalks and connection to the open space to the south. Biking and walking will be accommodated within the Project and will be connect via external sidewalks and Class II and Class III bicycle lanes with nearby neighborhoods, parks, schools, and open space trails with Class I bicycle trails.

SP POLICY 4.4

Provide a variety of housing opportunities for residents to participate in the home-ownership market.

Analysis: The Folsom Plan Area Specific Plan provides home ownership opportunities within the MLD (Multi-Family Low Density) land use category. The Mangini Ranch Phase 1C South Subdivision project is consistent with this policy in that it will provide detached single family home ownership opportunities within the MLD designation zoned parcels at a more affordable price point than in other, less dense residential developments.

SP POLICY 4.6

As established by the Folsom Plan Area Specific Plan, the total number of dwelling units for the Plan Area shall not exceed 11,461. The number of units within individual land use parcels may vary, so long as the number of units falls within the allowable density range for a particular land use designation.

Analysis: There have been a number of Specific Plan Amendments approved by the City Council within the Folsom Plan Area, which has generally led to an increase in residentially zoned land and a decrease in commercially zoned land. As a result, the number of residential units within the Plan Area increased from 10,210 to 11,461. The various Specific Plan Amendment EIRs and Addenda analyzed impacts from the conversion of the commercial lands to residential lands; impacts and associated mitigations measures can be found in the individual project-specific environmental documents. The increase in population was analyzed and can be accommodated in the excess capacity of the school sites provided in the Plan Area.

The proposed project does not result in any change in total dwelling units in the FPASP. The reallocation of units to these parcels will not exceed the allowable density for the parcels.

SP OBJECTIVE 7.1 (Circulation)

Consistent with the California Complete Streets Act of 2008 and the Sustainable Communities and Climate Protection Act (SB 375), create a safe and efficient circulation system for all modes of travel.

SP POLICY 7.1

The roadway network in the Plan Area shall be organized in a grid-like pattern of streets and blocks, except where topography and natural features make it infeasible, for the majority of the Plan Area in order to create neighborhoods that encourage walking, biking, public transit, and other alternative modes of transportation.

Analysis: Consistent with the requirements of the California Complete Streets Act, the FPASP identified and planned for hierarchy of connect “complete streets” to ensure that pedestrian, bike, bus, and automobile modes of travel are designed to have direct and continuous connections throughout the Plan Area. Every option, from regional connector roadways to arterial and local streets, has been carefully planned and designed. Recent California legislation to reduce greenhouse gas emissions (AB 32 and SB 375) has resulted in an increased market demand for public transit and housing located closer to service needs and employment centers. In response to these changes, the FPASP includes a regional transit corridor that will provide public transportation links between the major commercial, public, and multi-family residential land uses in the Plan Area.

The Mangini Ranch 1C South project has been designed with multiple modes of transportation options (vehicles, bicycle, walking, access to transit) and internal street organized pattern consistent with the approved FPASP circulation plan.

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. 10731 - A Resolution to Approve a Small Lot Vesting Tentative Subdivision Map, Minor Administrative Modifications, Planned Development Permit deviations to the MLD Development Standards and Design Review to allow 115 residential units and approval of Street Names for the Mangini Ranch 1C South Project
2. Planning Commission Staff Report dated October 6, 2021

3. Planning Commission Modifications to Conditions of Approval (Green Sheet)
4. Small-Lot Vesting Tentative Subdivision Map, dated July 1, 2021
5. Preliminary Grading and Drainage Plan, dated July 1, 2021
6. Residential Schematic Design, dated December 4, 2020
7. CEQA Exemption and Streamlining Analysis for the Phase 1C South Subdivision Project dated September 17, 2021
8. Access and Circulation Analysis, dated September 23, 2021
9. Environmental Noise Analysis, dated September 15, 2021
10. Applicant's General Plan Consistency Analysis
11. Subdivision Booklet (Separate Bound Document)
12. Digital Color Board dated May 4, 2021
13. Applicant's Inclusionary Housing Letter dated September 15, 2021

Submitted,



PAM JOHNS
Community Development Director

RESOLUTION NO. 10731

**A RESOLUTION TO APPROVE A SMALL LOT VESTING TENTATIVE
SUBDIVISION MAP, MINOR ADMINISTRATIVE MODIFICATIONS, PLANNED
DEVELOPMENT PERMIT AND DESIGN REVIEW TO ALLOW 115 RESIDENTIAL
UNITS AND APPROVAL OF STREET NAMES FOR THE MANGINI RANCH 1C
SOUTH PROJECT**

WHEREAS, the Planning Commission on October 6, 2021, held a public hearing on the proposed Small-Lot Vesting Tentative Subdivision Map, considered public comment and based on the proposed configuration of the 115- single-family residential lots, determined the proposed subdivision complies with all City requirements, as well as with the requirements of the State Subdivision Map Act; and

WHEREAS, the Planning Commission on October 6, 2021, held a public hearing on the proposed Minor Administrative Modifications to modify project boundaries and transfer three residential units within the Folsom Plan Area Specific Plan, and a Planned Development Permit to allow deviations to the MLD Development Standards and Design Review, considered public comment and based on the proposed configuration of the 115- single-family residential lots, determined that the Project is consistent with the goals, policies, and objectives of the City of Folsom General Plan, the Folsom Plan Area Specific Plan and the Folsom Ranch Central Design Guidelines; and

WHEREAS notice has been given at the time and in the manner required by State Law and City Code; and

WHEREAS the City has determined that the impacts of the Mangini Ranch Phase 1C South subdivision Project are adequately addressed by the Final Environmental Impact Report for the Folsom Plan Area Specific Plan and associated Mitigation Measures and that the Mangini Ranch Phase 1C South Project is Exempt from the requirements of the California Environmental Quality Act (CEQA), pursuant to Government Code Section 65457 and CEQA Guidelines 15182 (c).

NOW, THEREFORE, BE IT RESOLVED that the City Council of the City of Folsom hereby Approve the Mangini Ranch Phase 1C South Small Lot Vesting Tentative Map creating 115 single-family residential lots, Minor Administrative Modifications, Planned Development Permit to allow deviations to the MLD Development Standards, and Design Review, as set forth in the Conditions of Approval attached as Exhibit "B" and the following findings:

GENERAL FINDINGS

- A. NOTICE OF HEARING HAS BEEN GIVEN AT THE TIME AND IN THE MANNER REQUIRED BY STATE LAW AND CITY CODE.
- B. THE PROJECT IS CONSISTENT WITH THE GENERAL PLAN, THE FOLSOM PLAN AREA SPECIFIC PLAN, AND THE FOLSOM RANCH CENTRAL DISTRICT DESIGN GUIDELINES.

CEQA FINDINGS

- C. THE CITY, AS LEAD AGENCY, PREVIOUSLY CERTIFIED AN ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL IMPACT STATEMENT FOR THE FOLSOM PLAN AREA SPECIFIC PLAN.
- D. THE CITY HAS DETERMINED THAT THE MANGINI RANCH PHASE 1C SOUTH PROJECT IS UNDERTAKEN TO IMPLEMENT AND IS CONSISTENT WITH THE FOLSOM PLAN AREA SPECIFIC PLAN.
- E. THE CITY HAS DETERMINED THAT THE IMPACTS OF THE MANGINI RANCH PHASE 1C SOUTH SUBDIVISION PROJECT ARE ADEQUATELY ADDRESSED BY THE FINAL ENVIRONMENTAL IMPACT REPORT FOR THE FOLSOM PLAN AREA SPECIFIC PLAN AND ASSOCIATED MITIGATION MEASURES AND THAT THE MANGINI RANCH PHASE 1C SOUTH SUBDIVISION PROJECT IS EXEMPT FROM THE REQUIREMENTS OF CEQA PURSUANT TO GOVERNMENT CODE SECTION 65457 AND CEQA GUIDELINES 15182(c).
- F. NONE OF THE EVENTS SPECIFIED IN SECTION 21166 OF THE PUBLIC RESOURCES CODE OR SECTION 15162 OF THE CEQA GUIDELINES HAVE OCCURRED.
- G. THIS PROJECT IS EXEMPT FROM CEQA IN ACCORDANCE WITH GOVERNMENT CODE SECTION 65457 AND SECTION 15182 OF THE CEQA GUIDELINES.

TENTATIVE SUBDIVISION MAP FINDINGS

- H. THE PROPOSED SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP IS CONSISTENT WITH THE CITY'S SUBDIVISION ORDINANCE AND THE SUBDIVISION MAP ACT IN THAT THE PROJECT IS SUBJECT TO CONDITIONS OF APPROVAL THAT WILL ENSURE THAT THE PROJECT IS DEVELOPED IN COMPLIANCE WITH CITY STANDARDS.
- I. THE PROPOSED SUBDIVISION, TOGETHER WITH THE PROVISIONS FOR ITS DESIGN AND IMPROVEMENT, IS CONSISTENT WITH THE GENERAL PLAN,

THE FOLSOM PLAN AREA SPECIFIC PLAN, AND ALL APPLICABLE PROVISIONS OF THE FOLSOM MUNICIPAL CODE.

- J. THE SITE IS PHYSICALLY SUITABLE FOR THE TYPE OF DEVELOPMENT PROPOSED.
- K. THE SITE IS PHYSICALLY SUITABLE FOR THE PROPOSED DENSITY OF THE DEVELOPMENT.
- L. AS CONDITIONED, THE DESIGN OF THE SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP AND THE PROPOSED IMPROVEMENTS ARE NOT LIKELY TO CAUSE SUBSTANTIAL ENVIRONMENTAL DAMAGE OR SUBSTANTIALLY AND AVOIDABLY INJURE FISH OR WILDLIFE OR THEIR HABITAT.
- M. AS CONDITIONED, THE DESIGN OF THE SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP AND THE PROPOSED IMPROVEMENTS ARE NOT LIKELY TO CAUSE SERIOUS PUBLIC HEALTH OR SAFETY PROBLEMS.
- N. THE DESIGN OF THE SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP AND THE TYPE OF IMPROVEMENTS WILL NOT CONFLICT WITH EASEMENTS FOR ACCESS THROUGH OR USE OF PROPERTY WITHIN THE PROPOSED SUBDIVISION.
- O. SUBJECT TO SECTION 66474.4 OF THE SUBDIVISION MAP ACT, THE LAND IS NOT SUBJECT TO A CONTRACT ENTERED INTO PURSUANT TO THE CALIFORNIA LAND CONSERVATION ACT OF 1965 (COMMENCING WITH SECTION 51200 OF THE GOVERNMENT CODE).

PLANNED DEVELOPMENT PERMIT FINDINGS

- P. THE PROPOSED PROJECT COMPLIES WITH THE INTENT AND PURPOSES OF CHAPTER 17.38 (PLANNED DEVELOPMENT DISTRICT) OF THE FOLSOM MUNICIPAL CODE AND OTHER APPLICABLE ORDINANCES OF THE CITY.
- Q. THE PROPOSED PROJECT COMPLIES WITH THE INTENT AND PURPOSES OF THE GENERAL PLAN AND FOLSOM AREA SPECIFIC PLAN.
- R. THE PROPOSED PROJECT IS CONSISTENT WITH THE OBJECTIVES, POLICIES AND REQUIREMENTS OF THE DEVELOPMENT STANDARDS OF THE CITY.
- S. THE MINOR MODIFICATIONS TO EXISTING DEVELOPMENT STANDARDS PROPOSED BY THIS PROJECT WILL RESULT IN A DEVELOPMENT THAT IS SUPERIOR TO THAT OBTAINED BY RIGID APPLICATION OF THE STANDARDS.

- T. THE PROPOSED PROJECT IS DESIGNED TO PROVIDE OPEN SPACE, CIRCULATION, OFF-STREET PARKING, AND OTHER CONDITIONS IN SUCH A WAY AS TO FORM A HARMONIOUS, INTEGRATED PROJECT OF SUFFICIENT QUALITY TO JUSTIFY EXCEPTIONS TO THE NORMAL REGULATIONS
- U. WITH RESPECT TO PROJECT DESIGN, THE PHYSICAL, FUNCTIONAL, AND VISUAL COMPATIBILITY BETWEEN THE PROPOSED PROJECT AND EXISTING AND FUTURE ADJACENT USES AND AREA CHARACTERISTICS IS ACCEPTABLE.
- V. THERE WILL BE AVAILABLE PUBLIC FACILITIES, INCLUDING BUT NOT LIMITED TO WATER, SEWER AND DRAINAGE TO ALLOW FOR THE DEVELOPMENT OF THE PROJECT SITE IN A MANNER CONSISTENT WITH THE PROPOSAL AS CONDITIONED,
- W. THE PROPOSED PROJECT WILL NOT CAUSE ADVERSE ENVIRONMENTAL IMPACTS WHICH HAVE NOT BEEN MITIGATED TO AN ACCEPTABLE LEVEL
- X. THE PROPOSED PROJECT WILL NOT CAUSE UNACCEPTABLE VEHICULAR TRAFFIC LEVELS ON SURROUNDING ROADWAYS AND THE PROPOSED PROJECT WILL PROVIDE ADEQUATE INTERNAL CIRCULATION INCLUDING INGRESS AND EGRESS.
- Y. THE PROPOSED PROJECT WILL NOT BE DETRIMENTAL TO THE HEALTH, SAFETY, AND GENERAL WELFARE OF THE PERSONS OR PROPERTY WITHIN THE VICINITY OF THE PROJECT SITE AND THE CITY AS A WHOLE, ADEQUATE PROVISION IS MADE FOR THE FURNISHING OF SANITATION SERVICE AND EMERGENCY PUBLIC SAFETY SERVICES TO THE PROJECT.
- Z. THE PROJECT IS CONSISTENT WITH THE FOLSOM PLAN AREA SPECIFIC PLAN AND FOLSOM PLAN AREA EIR/EIS. ACCORDINGLY THE PROPOSED PROJECT'S WATER DEMAND CAN BE ACCOMMODATED BY THE CITY'S EXISTING WATER SUPPLY ALLOCATED TO SERVE THE FOLSOM PLAN AREA.

DESIGN REVIEW FINDINGS

- AA. THE PROJECT IS IN COMPLIANCE WITH THE GENERAL PLAN, THE FOLSOM PLAN AREA SPECIFIC PLAN AND THE APPLICABLE ZONING ORDINANCES.
- BB. THE PROJECT IS IN CONFORMANCE WITH THE FOLSOM RANCH CENTRAL DISTRICT DESIGN GUIDELINES AND THE PROPOSED DESIGN STANDARD DEVIATIONS REQUESTED THROUGH THE PLANNED DEVELOPMENT PERMIT PROCESS AS A PART OF THIS PROJECT APPLICATION.

CC. THE BUILDING MATERIALS, TEXTURES, AND COLORS OF THE PROJECT
WILL BE COMPATIBLE WITH SURROUNDING DEVELOPMENT AND
CONSISTENT WITH THE GENERAL DESIGN THEME OF THE NEIGHBORHOOD.

PASSED AND ADOPTED this 26th day of October 2021, by the following roll-call vote:

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

Michael D. Kozlowski, MAYOR

ATTEST:

Christa Freemantle, CITY CLERK

Exhibit A

Small Lot Vesting Tentative Map

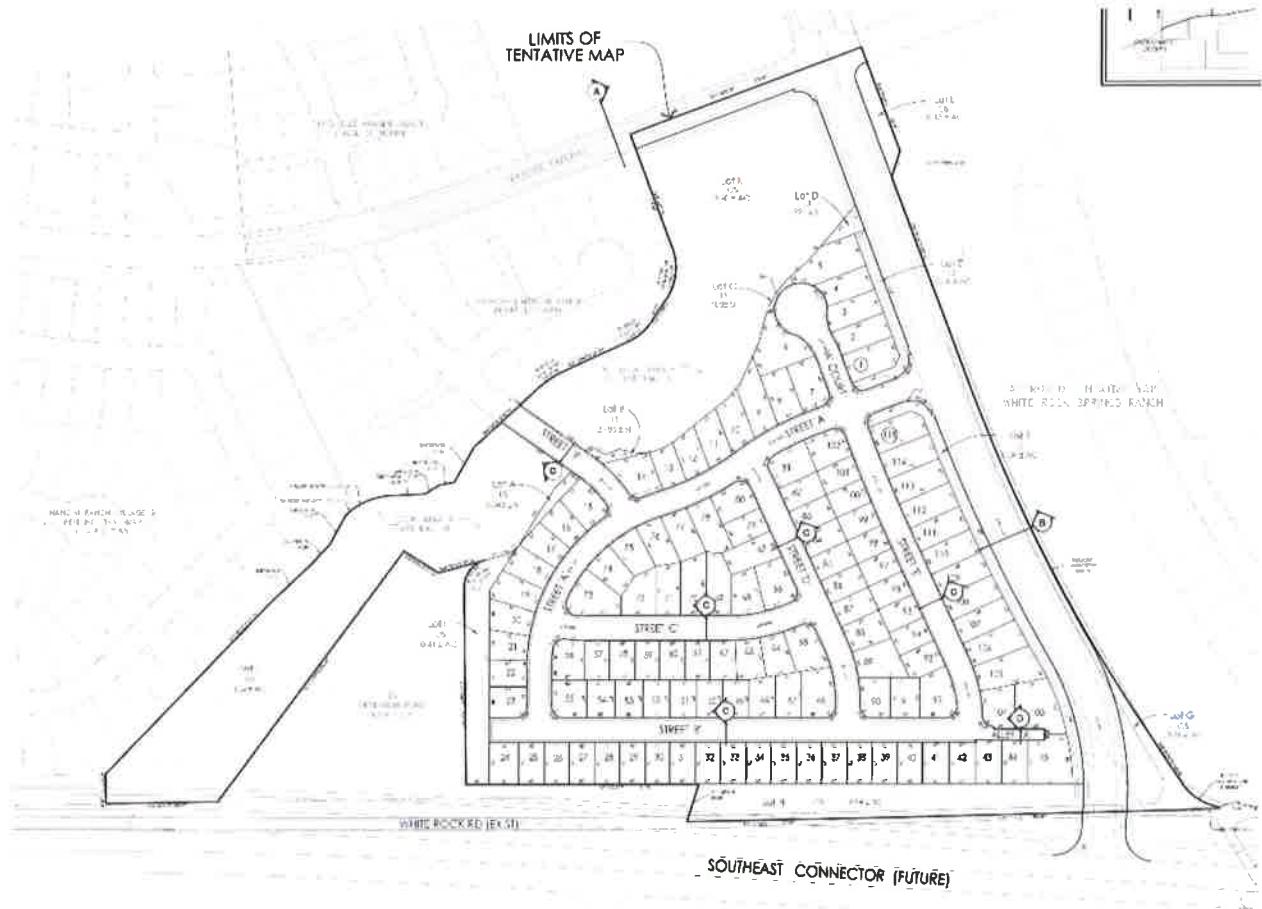


Exhibit B

Conditions of Approval

CONDITIONS OF APPROVAL FOR THE PHASE 1 C SOUTH SUBDIVISION (PN 21-086) WEST OF SAVANNAH PARKWAY, SOUTH OF MANGINI PARKWAY AND NORTH OF WHITE ROCK SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP, PLANNED DEVELOPMENT PERMIT- DEVELOPMENT STANDARD DEVIATIONS AND DESIGN REVIEW AND MINOR ADMINISTRATIVE MODIFICATIONS AND STREET NAMES				
Condition No.	Mitigation Measure	Condition of Approval	When Required	Responsible Department
1.		<p><u>As amended by the Planning Commission on October 6, 2021:</u></p> <p><i>Final Development Plans</i> The owner/applicant shall submit final site development plans to the Community Development Department that shall substantially conform to the exhibits referenced below:</p> <ol style="list-style-type: none"> 1. Small-Lot Vesting Tentative Subdivision Map, dated July 1, 2021 2. Preliminary Grading, Drainage, and Utility Plan, dated July 1, 2021 3. Residential Schematic Design, dated December 4, 2020 4. Digital Color Board, dated May 4, 2021 5. Access and Circulation Analysis, dated September 23, 2021 6. Environmental Noise Analysis, dated September 15, 2021 7. Applicant’s Inclusionary Housing Letter, September 15, 2021 <p>The Small-Lot Vesting Tentative Subdivision Map, Minor Administrative Modifications, Planned Development Permit-Development Standard Deviations and Design Review, Street Names and Inclusionary Housing Plan are approved for the development of a 115-unit single-family residential subdivision (Phase 1 C South Subdivision). Implementation of the project shall be consistent with the above referenced items and these conditions of approval.</p> <p><u>Update Exhibit No. 3 - Residential Schematic Design pages A2.2, A2.3 and A2.4 to reflect the window configuration shown in A2.1.</u></p>	G, I, M, B	CD (P)(E)
2.		<p><i>Plan Submittal</i> All civil engineering, improvement, and landscape and irrigation plans, shall be submitted to the Community Development Department for review and approval to ensure conformance with this approval and with relevant codes, policies, standards and other requirements of the City of Folsom.</p>	G, I	CD (P)(E)

3.	<p>Validity This approval of the Small-Lot Vesting Tentative Subdivision Map shall be valid for a period of twenty-four (24) months pursuant to Section 16.16.110A of the Folsom Municipal Code and the Subdivision Map Act. The term of the Planned Development Permit and approved Inclusionary Housing Agreement shall track the term of the Small-Lot Vesting Tentative Subdivision Map, as may be extended from time to time pursuant to Section 16.16.110.A and 16.16.120 of the Folsom Municipal Code and the Subdivision Map Act.</p>	M	CD (P)
4.	<p>FMC Compliance The Small-Lot Final Map shall comply with the Folsom Municipal Code and the Subdivision Map Act.</p>	M	CD (E)
5.	<p>Development Rights The approval of this Small-Lot Vesting Tentative Subdivision Map conveys the right to develop. As noted in these conditions of approval for the Small-Lot Vesting Tentative Subdivision Map, the City has identified improvements necessary to develop the subject parcels. These improvements include on and off-site roadways, water, sewer, storm drainage, landscaping, sound walls, and other improvements.</p>	OG	CD (P)(E)(B) PW, PR, FD, PD
6.	<p>Public Right of Way Dedication As provided for in the First Amended and Restated Development Agreement (ARDA) and the Amendments No. 1 and 2 thereto, and any approved amendments thereafter, the Owner/Applicant shall dedicate all public rights-of-way and corresponding public utility easements such that public access is provided to each and every lot within the Phase 1 C South Subdivision project as shown on the Small-Lot Vesting Tentative Subdivision Map (Lots 1-115).</p>	M	CD (E)(P)

7.		<p>Street Names The street names used for the Final Small-Lot Map(s) shall be taken from the Mangini Ranch Street name list approved with this Project or the City's list of approved street names. The following are approved street names:</p> <table border="0"><tr><td>1. Apollo</td><td>29. Orbit</td></tr><tr><td>2. Artemis</td><td>30. Nightberry</td></tr><tr><td>3. Azure</td><td>31. Opal</td></tr><tr><td>4. Bedrock</td><td>32. Pegasus</td></tr><tr><td>5. Caprock</td><td>33. Raindrop</td></tr><tr><td>6. Bellanna</td><td>34. Ranger</td></tr><tr><td>7. Burns</td><td>35. Rattan</td></tr><tr><td>8. Cantrell</td><td>36. Riata</td></tr><tr><td>9. Caraway</td><td>37. Romanini</td></tr><tr><td>10. Celestial</td><td>38. Selene</td></tr><tr><td>11. Clementine</td><td>39. Sisal</td></tr><tr><td>12. Daffodil</td><td>40. Solstice</td></tr><tr><td>13. Equinox</td><td>41. Starlight</td></tr><tr><td>14. Firefly</td><td>42. Southpointe</td></tr><tr><td>15. Freesia</td><td>43. Sunflower</td></tr><tr><td>16. Frontier</td><td>44. Tilly</td></tr><tr><td>17. Gibbous</td><td>45. Twilight</td></tr><tr><td>18. Hampton</td><td>46. Violet</td></tr><tr><td>19. Happy Hallow</td><td>47. Voyager</td></tr><tr><td>20. Haven</td><td>48. Williamson</td></tr><tr><td>21. Indigo</td><td></td></tr><tr><td>22. Lukella</td><td></td></tr><tr><td>23. Magnolia</td><td></td></tr><tr><td>24. Margaux</td><td></td></tr><tr><td>25. Mascon</td><td></td></tr><tr><td>26. Monarch</td><td></td></tr><tr><td>27. Moonbeam</td><td></td></tr><tr><td>28. Neptune</td><td></td></tr></table>	1. Apollo	29. Orbit	2. Artemis	30. Nightberry	3. Azure	31. Opal	4. Bedrock	32. Pegasus	5. Caprock	33. Raindrop	6. Bellanna	34. Ranger	7. Burns	35. Rattan	8. Cantrell	36. Riata	9. Caraway	37. Romanini	10. Celestial	38. Selene	11. Clementine	39. Sisal	12. Daffodil	40. Solstice	13. Equinox	41. Starlight	14. Firefly	42. Southpointe	15. Freesia	43. Sunflower	16. Frontier	44. Tilly	17. Gibbous	45. Twilight	18. Hampton	46. Violet	19. Happy Hallow	47. Voyager	20. Haven	48. Williamson	21. Indigo		22. Lukella		23. Magnolia		24. Margaux		25. Mascon		26. Monarch		27. Moonbeam		28. Neptune		M	CD (E)(P)
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8.	<p>Indemnity for City The Owner/Applicant shall protect, defend, indemnify, and hold harmless the City and its agents, officers and employees from any claim, action or proceeding against the City or its agents, officers or employees to attack, set aside, void, or annul any approval by the City or any of its agencies, departments, commissions, agents, officers, employees, or legislative body concerning the project, which claim, action or proceeding is brought within the time period provided therefore in Government Code Section 66499.37 or other applicable statutes of limitation. The City will promptly notify the owner/applicant of any such claim, action or proceeding, and will cooperate fully in the defense. If the City should fail to cooperate fully in the defense, the owner owner/applicant shall not thereafter be responsible to defend, indemnify and hold harmless the City or its agents, officers, and employees, pursuant to this condition. The City may, within its unlimited discretion, participate in the defense of any such claim, action or proceeding if both of the following occur:</p> <ul style="list-style-type: none"> • The City bears its own attorney’s fees and costs; and • The City defends the claim, action or proceeding in good faith <p>The owner/applicant shall not be required to pay or perform any settlement of such claim, action or proceeding unless the settlement is approved by the owner/applicant. The owner/applicant’s obligations under this condition shall apply regardless of whether a Final Map is ultimately recorded with respect to this project.</p>	OG	CD (P)(E)(B) PW, PR, FD, PD
9.	<p>Small-Lot Vesting Tentative Subdivision Map The Small-Lot Vesting Tentative Subdivision map is expressly conditioned upon compliance with all environmental mitigation measures identified in the Folsom Plan Area Specific Plan EIR/EIS as amended by the Revised Proposed Water Supply Facility Alternative (November 2012), the Folsom South of U.S. Highway 50 Backbone Infrastructure Mitigated Negative Declaration (December 2014).</p>	OG	CD
10.	<p>ARDA and Amendments The Owner/Applicant shall comply with all provisions of Amendments No. 1 and 2 to the First Amended and Restated Tier 1 Development Agreement and any approved amendments thereafter by and between the City and the owner/applicant of the project.</p>	M	CD (E)

11.	✓	<p>Mitigation Monitoring The owner/applicant shall participate in a mitigation monitoring and reporting program pursuant to City Council Resolution No. 2634 and Public Resources Code 21081.6. The mitigation monitoring and reporting measures identified in the Folsom Plan Area Specific Plan FEIR/EIS have been incorporated into these conditions of approval in order to mitigate or avoid significant effects on the environment. These mitigation monitoring and reporting measures are identified in the mitigation measure column. Applicant shall fund on a Time and Materials basis all mitigation monitoring (e.g., staff and consultant time).</p>	OG	CD (P)
12.		<p>The owner/applicant acknowledges that the State adopted amendments to Section 65850 of the California Government Code (specifically Section 65850(9)), effective January 1, 2018, to allow for the implementation of inclusionary housing requirements in residential rental units, upon adoption of an ordinance by the City. The Landowner is not currently contemplating any residential rental projects within the Subject Property; however, in the event the City amends its Inclusionary Housing Ordinance with respect to rental housing pursuant to Section 65850(9), Landowner (or successor in interest) agrees that the Subject Property shall be subject to said City Ordinance, as amended, should any residential rental project be proposed within the Subject Property.</p>	OG	CD (P)
POLICE/SECURITY REQUIREMENT				
13.		<p>The Owner/Applicant shall consult with the Police Department in order to incorporate all reasonable crime prevention measures. The following security/safety measures shall be considered:</p> <ul style="list-style-type: none"> • A security guard on-duty at all times at the site or a six-foot security fence shall be constructed around the perimeter of construction areas. • Security measures for the safety of all construction equipment and unit appliances. • Landscaping shall not cover exterior doors or windows, block line-of-sight at intersections or screen overhead lighting. 	G, I, B	PD
DEVELOPMENT COSTS AND FEE REQUIREMENTS				
14.		<p>Taxes and Fees The owner/applicant shall pay all applicable taxes, fees and charges for the project at the rate and amount required by the Public Facilities Financing Plan and Amendments No. 1 and No. 2 to the Amended and Restated Tier 1 Development Agreement.</p>	M	CD (P)(E)

15.	<p>Assessments If applicable, the owner/applicant shall pay off any existing assessments against the property, or file necessary segregation request and pay applicable fees.</p>	M	CD (E)
16.	<p>FPASP Development Impact Fees The Owner/Applicant shall be subject to all Folsom Plan Area Specific Plan Area development impact fees in place at the time of approval or subsequently adopted consistent with the Public Facilities Financing Plan (PFFP), Development Agreement and amendments thereto, unless exempt by previous agreement. The owner/applicant shall be subject to all applicable Folsom Plan Area plan-wide development impact fees in effect at such time that a building permit is issued. These fees may include, but are not limited to, the Folsom Plan Area Specific Plan Fee, Specific Plan Infrastructure Fee (SPIF), Solid Waste Fee, Corporation Yard Fee, Transportation Management Fee, Transit Fee, Highway 50 Interchange Fee, General Park Equipment Fee, Housing Trust Fee, etc.</p> <p>Any protest to such for all fees, dedications, reservations or other exactions imposed on this project will begin on the date of final approval (November 2021), 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
17.	<p>Legal Counsel The City, at its sole discretion, may utilize the services of outside legal counsel to assist in the implementation of this project, including, but not limited to, drafting, reviewing and/or revising agreements and/or other documentation for the project. If the City utilizes the services of such outside legal counsel, the City shall provide notice to the owner/applicant of the outside counsel selected, the scope of work and hourly rates, and the owner/applicant shall reimburse the City for all outside legal fees and costs incurred and documented by the City for such services. The owner/applicant may be required, at the sole discretion of the City Attorney, to submit a deposit to the City for these services prior to initiation of the services. The owner/applicant shall be responsible for reimbursement to the City for the services regardless of whether a deposit is required.</p>	OG	CD (P)(E)

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

22.		<p>State and Federal Permits The owner/applicant shall obtain all required State and Federal permits and provide evidence that said permits have been obtained, or that the permit is not required, subject to staff review prior to approval of any grading or improvement plan.</p>	G, I	CD (P)(E)
23.		<p>Landslide /Slope Failure The owner/applicant shall retain an appropriately licensed engineer during grading activities to identify existing landslides and potential slope failure hazards. The said engineer shall be notified a minimum of two days prior to any site clearing or grading to facilitate meetings with the grading contractor in the field.</p>	G	CD (E) PW
IMPROVEMENT PLAN REQUIREMENTS				
24.		<p>Improvement Plans The improvement plans for the required public and private subdivision improvements necessary to serve any and all phases of development shall be reviewed and approved by the Community Development Department prior to approval of a Final Map.</p>	M	CD (E)
25.		<p>Standard Construction Specifications and Details Public and private improvements, including roadways, curbs, gutters, sidewalks, bicycle lanes and trails, streetlights, underground infrastructure and all other improvements shall be provided in accordance with the latest edition of the City of Folsom <i>Standard Construction Specifications and Details</i> and the <i>Design and Procedures Manual and Improvement Standards</i>.</p>	I	CD (P)(E)
26.		<p>Water and Sewer Infrastructure All City-owned water and sewer infrastructure shall be placed within the street right of way. In the event that a City-maintained public water or sewer main needs to be placed in an area other than the public right of way, such as through an open space corridor, landscaped area, etc., the following criteria shall be met;</p> <ul style="list-style-type: none"> • The Owner/Applicant shall provide public sewer and water main easements. • An access road shall be designed and constructed to allow for the operations, maintenance and replacement of the public water or sewer line by the City along the entire water and/or sewer line alignment. • In no case shall a City-maintained public water or public sewer line be placed on private residential property. 	I	CD (E)

27.		<p>Lighting Plan The owner/applicant of all project phases shall submit a lighting plan for the project to the Community Development Department. The lighting plan shall be consistent with the Folsom Ranch Central District Design Guidelines:</p> <ul style="list-style-type: none"> • Shield or screen lighting fixtures to direct the light downward and prevent light spill on adjacent properties. • Place and shield or screen flood and area lighting needed for construction activities, nighttime sporting activities, and/or security so as not to disturb adjacent residential areas and passing motorists; • For public lighting in residential neighborhoods, prohibit the use of light fixtures that are of unusually high intensity or that blink or flash; • Use appropriate building materials (such as low-glare glass, low-glare building glaze or finish, neutral, earth toned colored paint and roofing materials), shielded or screened lighting, and appropriate signage in the office/commercial areas to prevent light and glare from adversely affecting motorists on nearby roadways; and • Design exterior on-site lighting as an integral part of the building and landscaping design in the Specific Plan Area. Lighting fixtures shall be architecturally consistent with the overall site design. Lights used on signage should be directed to light only the sign face with no off-site glare. 	I	CD (P)
28.		<p>Utility Coordination The owner/applicant shall coordinate the planning, development and completion of this project with the various utility agencies (i.e., SMUD, PG&E, etc.). The owner/applicant shall provide the City with written confirmation of public utility service prior to approval of the final map.</p>	M	CD (P)(E)
29.		<p>Replacing Hazardous Facilities The owner/applicant shall be responsible for replacing any and all damaged or hazardous public sidewalk, curb and gutter, and/or bicycle trail facilities along the site frontage and/or boundaries, including pre-existing conditions and construction damage, to the satisfaction of the Community Development Department.</p>	I, OG	CD (E)
30.		<p>Future Utility Lines All future utility lines lower than 69 KV that are to be built within the project shall be placed underground within and along the perimeter of the project at the developer's cost. The owner/applicant shall dedicate to SMUD all necessary underground easements for the electrical facilities that will be necessary to service development of the project.</p>	M	CD (E)

31.		<i>Water Meter Fixed Network System</i> 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
32.		<i>Class II Bike Lanes</i> All Class II bike lanes (Savannah Parkway) shall be striped, and the legends painted to the satisfaction of the Community Development Department. No parking shall be permitted within the Class II bike lanes.	I	CD (E)(P)

33.		<p>Noise Barriers and Window Assemblies Based on the Environmental Noise Assessment (the “Noise Assessment”) prepared by Bollard Acoustical Consultants on September 15, 2021, the following measures shall be implemented to the satisfaction of the Community Development Department:</p> <ul style="list-style-type: none">• Six to ten-foot noise barriers shall be constructed along the Project boundaries adjacent to Savannah Parkway and White Rock Road/Future Southeast Connector. Lots 36-45 require a 10-ft wall, Lots 27-35 require a 9-foot wall, Lots 24-36 an 8-foot wall, Lots 105-115 require a 7-foot wall, and Lots 1-5 a 6-foot wall. The noise barriers could take the form a masonry wall, earthen berm, or combination of the two. For the 9-foot and 10-foot barriers segments adjacent to White Rock Road, the Applicant shall limit the barrier height to 8 feet, as feasible, and implement construction measures (e.g., berming, adjustments to finished grades, etc.) to meet exterior noise standards.• Suitable materials for the traffic noise barriers include masonry and precast concrete panels. Other materials may be acceptable but shall be reviewed by an acoustical consultant and approved by the Community Development Department prior to use.• To ensure compliance with the General Plan 45 dB DNL exterior noise level standard including a factor of safety, all upper-floor bedroom windows of residences constructed adjacent to Savannah Parkway and White Rock Road from which the roadway would be visible shall be upgraded to a minimum STC rating of 32, 34 and 35. Lots 1-5 and Lots 103 – 115 require an STC rating of 32. Lot’s 24-35 require an STC rating of 34 and Lot’s 36-45 require an STC rating of 35.• Mechanical ventilation (air conditioning) shall be provided for all residences in this development to allow the occupants to close doors and windows as desired to achieve compliance with the applicable General Plan 45 dB DNL interior noise level standard.	I, O	CD (E)(P)
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34.		<p>Master Plan Updates</p> <p>The Owner/Applicant shall provide sanitary sewer, water and storm drainage improvements with corresponding easements, as necessary, in accordance with these studies and the latest edition of the City of 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
35.		<p>Best Management Practices</p> <p>The storm drain improvement plans shall provide for “Best Management Practices” that meet the requirements of the water quality standards of the City’s National Pollutant Discharge Elimination System Permit issued by the State Regional Water Quality Control Board.</p> <p>In addition to compliance with City ordinances, the owner/applicant shall prepare a Stormwater Pollution Prevention Plan (SWPPP) and implement Best Management Practices (BMPs) that comply with the General Construction Stormwater Permit from the Central Valley RWQCB, to reduce water quality effects during construction. Detailed information about the SWPPP and BMPs are provided in Chapter 3A.9, “Hydrology and Water Quality.”</p>	G, I	CD (E)
36.		<p>Litter Control</p> <p>During Construction, the owner/applicant shall be responsible for litter control and sweeping of all paved surfaces in accordance with City standards. All on-site storm drains shall be cleaned immediately before the official start of the rainy season (October 15).</p>	OG	CD (E)

FIRE DEPT REQUIREMENTS				
37.		<p><i>All-Weather Access and Fire Hydrants</i></p> <p>The Owner/Applicant shall provide all-weather access and fire hydrants before combustible materials are allowed on any project site or other approved alternative method as approved by the Fire Department. All-weather emergency access roads and fire hydrants (tested and flushed) shall be provided before combustible material or vertical construction is allowed on any project site or other approved alternative method as approved by the Fire Department. (All-weather access is defined as six inches of compacted aggregate base from May 1 to September 30 and two inches asphalt concrete over six inches aggregate base from October 1 to April 30). The buildings shall have illuminated addresses visible from the street or drive fronting the property. Size and location of address identification shall be reviewed and approved by the Fire Department.</p> <ul style="list-style-type: none"> • Residential Fire-Flow with Automatic Fire Sprinkler System: The required fire-flow for the proposed subdivision is determined to be 500 gpm per minute for 30 minutes. • All public streets shall meet City of Folsom Street Standards. • The maximum length of any dead-end street shall not exceed 500 feet in accordance with the Folsom Fire Code (unless approved by the Fire Department). • All-weather emergency access roads and fire hydrants (tested and flushed) shall be provided before combustible material storage or vertical construction is allowed. All-weather access is defined as 6" of compacted AB from May 1 to September 30 and 2"AC over 6" AB from October 1 to April 30 	G, I, M, B	CD (P), FD

LANDSCAPE/TREE PRESERVATION REQUIREMENTS

38.

Amend the Condition as follows as recommended by the Planning Commission on October 6, 2021:

Landscaping Plans

Final landscape plans and specifications shall be prepared by a registered landscape architect and approved by the City prior to the approval of the first building permit. Said plans shall include all on-site landscape specifications and details including a tree planting exhibit demonstrating sufficient diversity and appropriate species selection to the satisfaction of the Community Development Department. The tree exhibit shall include all street trees, accent trees, parking lot shading trees, and mitigation trees proposed within the development. Said plans shall comply with all State and local rules, regulations, Governor’s declarations and restrictions pertaining to water conservation and outdoor landscaping.

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 Phase 1 C South Subdivision project.

- a. Open fencing shall be provided in Lots 5,6 and 9-24 for any property lines that shares open space.
- b. A six-foot concrete pedestrian path shall be provided at the end of Court “A” to provide access to the Class 1 trail located in the open space to the north (Lot K).
- c. Open space and landscape Lots A-L shall be dedicated to the City.

B

CD (P)(E)

MAP REQUIREMENTS				
39.		<p><i>Subdivision Improvement Agreement</i> Prior to the approval of any Final Map, the owner/applicant shall enter into a subdivision improvement agreement with the City, identifying all required improvements, if any, to be constructed with each proposed phase of development. The owner/applicant shall provide security acceptable to the City, guaranteeing construction of the improvements.</p>	M	CD (E)
40.		<p><i>The Final Inclusionary Housing Plan</i> The Final Inclusionary Housing Plan shall be approved by the City Council. The Inclusionary Housing Agreement, which will be approved by the City Attorney, shall be executed prior to recordation of the Final Map for the Phase 1 C South Subdivision project.</p>	M	CD (P)(E)

41.	<p>Department of Real Estate Public Report The owner/applicant shall disclose to the homebuyers in the Department of Real Estate Public Report and/or the CC&R's the following items:</p> <ol style="list-style-type: none">1) The soil in the subdivision may contain naturally occurring asbestos and naturally occurring arsenic.2) 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.3) The project site is located close to the Mather Airport flight path and overflight noise may be present at various times.4) Owner/Applicant acknowledges the final design, location, grade and configuration of the Southeast Connector Project along the southern boundary is not known. As such, Owner/Applicant will include a recorded disclosure to be provided to all potential buyers of homes within Mangini Ranch Phase 1C South Project advising of the future Connector Project and associated noise, grade changes, height, location, design, traffic and construction as eventually approved.5) That all properties located within one mile of an on- or off-site area zoned or used for agricultural use (including livestock grazing) shall be accompanied by written disclosure from the transferor, in a form approved by the City of Folsom, advising any transferee of the potential adverse odor impacts from surrounding agricultural operations, which disclosure shall direct the transferee to contact the County of Sacramento concerning any such property within the County zoned for agricultural uses within one mile of the subject property being transferred.6) Applicant shall ensure that the CC&Rs contain a notice that the side yard fencing cannot be relocated and must remain as installed by Applicant.	M	CD (P, PK)
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42.		<p>Public Utility Easements The Owner/Applicant shall dedicate public utility easements for underground facilities on properties adjacent to the public and private streets. A minimum of twelve and one-half-foot (12.5') wide Public Utility Easements for underground facilities (i.e., SMUD, Pacific Gas and Electric, cable television, telephone) shall be dedicated adjacent to all public and private street rights-of-way. The Owner/Applicant shall dedicate additional width to accommodate extraordinary facilities as determined by the City. The width of the public utility easements adjacent to public and private right of way may be reduced with prior approval from public utility companies.</p>	M	CD (E)
43.		<p>Backbone Infrastructure As provided for in the ARDA and the Amendment No. 1 thereto, the Owner/Applicant shall provide fully executed grant deeds, legal descriptions, and plats for all necessary Infrastructure to serve the project, including but not limited to lands, public rights of way, public utility easements, public water main easements, public sewer easements, irrevocable offers of dedication and temporary construction easements. All required easements as listed necessary for the infrastructure shall be reviewed and approved by the City and recorded with the Sacramento County Recorder pursuant to the timing requirements set forth in Section 3.8 of the ARDA, and any amendments thereto.</p>	M	CD (E)
44.		<p>New Permanent Benchmarks The owner/applicant shall provide and establish new permanent benchmarks on the (NAVD 88) datum in various locations within the subdivision or at any other locations in the vicinity of the project/subdivision as directed by the City Engineer. The type and specifications for the permanent benchmarks shall be provided by the City. The new benchmarks shall be placed by the owner/applicant within 6 months from the date of approval of the vesting tentative subdivision map.</p>	M	CD (E)
45.		<p>Centralized Mail Delivery Units All Final Maps shall show easements or other mapped provisions for the placement of centralized mail delivery units. The owner/applicant shall provide a concrete base for the placement of any centralized mail delivery unit. Specifications and location of such base shall be determined pursuant to the applicable requirements of the U. S. Postal Service and the City of Folsom Community Development Department, with due consideration for street light location, traffic safety, security, and consumer convenience.</p>	M	CD (E)

46.		<p>Recorded Final Map Prior to the issuance of building permits, the owner/applicant shall provide a digital copy of the recorded Final Map (in AutoCAD format) to the Community Development Department. The exception to this requirement 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)
47.		<p>Recorded Final Map Prior to issuance of building permits, the owner/applicant shall provide the Folsom-Cordova Unified School District with a copy of the recorded Final Map.</p>	B	CD (P), FCUSD
48.		<p>Credit Reimbursement Agreement Prior to the recordation of the first Small-Lot Final Map, the Owner/Applicant and City shall enter into a credit and reimbursement agreement for constructed improvements that are included in the Folsom Plan Area's Public Facilities Financing Plan.</p>	M	CD (E)

TRAFFIC/ACCESS/CIRCULATION/PARKING REQUIREMENTS				
49.		<p>The following conditions of approval are related to roadway and traffic related improvements for the Phase 1 C South Subdivision project:</p> <ul style="list-style-type: none"> a. Vehicle Access shall be granted on Street F to provide and maintain secondary access to the north (via the Mangini Ranch Phase 1C North project) for a connection to Mangini Parkway. b. Required public and private subdivision improvements, including but not limited to street and frontage improvements on Savannah Parkway, and Mangini Parkway shall be completed prior to issuance of the first Certificate of Occupancy for the subdivision. c. The northbound left-turn from Savannah Parkway into Street "A" shall be constructed to include a minimum of 125-feet of storage/ deceleration plus a 60-foot bay taper. d. The Project shall install the traffic signal control on Savannah Parkway at Mangini Parkway to the satisfaction of the City prior to the issuance of the first certificate of occupancy. The northbound left-turn lane on Savannah Parkway to Mangini Parkway shall be constructed to include a minimum of 180-feet of storage/deceleration plus a 60-foot bay taper. e. The Project 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 final map. In lieu of constructing the interim shoulder improvements, the Project 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 in place for a minimum period of 10 years. If shoulder improvements are constructed and/or funded by the Project, then said costs may be included in an applicable fee program established and approved for the Folsom Plan Area subject to approval by the City and the actual costs expended by the owner/applicant may therefore be eligible for a credit and/or reimbursement. 	B	CD (E), PW, FD

		<p>f. With the project, the Savannah Parkway frontage will be constructed and the right-of-way necessary for the ultimate intersection with the Capital Southeast Connector will be dedicated. All right-of-way within the City of Folsom required to construct the interim and ultimate improvements (as per Exhibit 1 of the traffic report shall be provided as part of this Project.</p> <p>g. 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 required Subdivision Improvement Agreement, then the shoulder improvement condition will be deemed satisfied, and the security shall be released to the Owner/Applicant.</p>		
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ARCHITECTURE/SITE DESIGN REQUIREMENTS				
50.		<p>The Phase 1C South Subdivision project shall comply with the following architecture and design requirements:</p> <ol style="list-style-type: none"> 1. This approval is for two-story master plans in three architectural styles with 9 color and material options. The Applicant shall submit building plans that comply with this approval and the attached building elevations dated December 4, 2020. 2. The design, materials, and colors of the single-family residential units shall be consistent with the approved building elevations, materials samples, and color schemes to the satisfaction of the Community Development Department. 3. Lots 13, 21-22, 49-55, 81, 90 and 93-102 have garages setback 18-feet and front yard setback of 12.5-feet. 4. Lots 14, 48, 56-64, 79-80, 91 and 104 may have garages setback 18-feet and have the option of a front yard setback of 12.5-feet to accommodate a rear yard covered patio. 5. Lots 24-42 may have garages setback 18-feet and a front yard setback of 12.5 to provide additional rear yard separation from the sound wall. 6. All front yard irrigation and landscaping shall be installed prior to a Building Permit Final. 	B	CD (P) (B)

		<p>7. The Community Development Department shall approve the individual lot permits to assure no duplication or repetition of the same house, same roof-line, same elevation style, side-by-side, or across the street from each other.</p> <p>8. All mechanical equipment shall be ground-mounted and concealed from view of public streets, neighboring properties and nearby higher buildings.</p> <p>9. Decorative light fixtures, consistent with the Folsom Ranch Central District Design Guidelines and unique to each architectural design theme, shall be added to the front elevation of each Master Plan to the satisfaction of the Community Development Department.</p> <p>10. A minimum of one street tree shall be planted in the front yard of each residential lot within the subdivision. A minimum of two trees are required along the street-</p>		
51.		<p><i>Trash/Recycling Containers and Air Conditioner Screening</i> Trash, recycling, and yard waste containers shall be placed behind the side yard fence so that they are not visible from the public right-of-way to the satisfaction of the Community Development Department. In addition, air conditioning units shall also be placed behind the side yard fence or located in the rear yard so that they are not visible from the public right-of-way to the satisfaction of the Community Development Department.</p>	OG	CD (P) (E)

MITIGATION MEASURES				
52.	✓	<p><i>Phase 1 C South Subdivision Mitigation Monitoring Reporting Program (MMRP).</i> The conditions of approval below (numbered 53-1 to 53-89) implement the applicable mitigation measures from the FPASP (May 2011) MMRP, as amended by the Revised Proposed Water Supply Facility Alternative (November 2012), the Folsom South of U.S. Highway 50 Backbone Infrastructure Mitigated Negative Declaration (December 2014), and the Westland Eagle Specific Plan Amendment (September 2015).</p>		
Condition No.	Mitigation Number (Source)	Mitigation Measures	Timing	Responsible Agency
AESTHETICS				
53-1	3A.1-4 (FPASP EIR/EIS)	<p><i>Screen Construction Staging Areas.</i></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.
53-2	3A.1-5 (FPASP EIR/EIS)	<p><i>Establish and Require Conformance to Lighting Standards and Prepare and Implement a Lighting Plan.</i></p> <p>To reduce impacts associated with light and glare, the City shall:</p> <ul style="list-style-type: none"> ▶ Establish standards for on-site outdoor lighting to reduce high-intensity nighttime lighting and glare as part of the Folsom Specific Plan 	Before approval of building permits.	City of Folsom Community Development Department

	<p>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.</p> <ul style="list-style-type: none">▶ Use shielded or screened public lighting fixtures to prevent the light from shining off of the surface intended to be illuminated. <p>To reduce impacts associated with light and glare, the project applicant(s) of all project phases shall:</p> <ul style="list-style-type: none">▶ Shield or screen lighting fixtures to direct the light downward and prevent light spill on adjacent properties.▶ Flood and area lighting needed for construction activities, nighttime sporting activities, and/or security shall be screened or aimed no higher than 45 degrees above straight down (half-way between straight down and straight to the side) when the source is visible from any off-site residential property or public roadway.▶ For public lighting in residential neighborhoods, prohibit the use of light fixtures that are of unusually high intensity or brightness (e.g., harsh mercury vapor, low-pressure sodium, or fluorescent bulbs) or that blink or flash.▶ Use appropriate building materials (such as low-glare glass, low-glare building glaze or finish, neutral, earth-toned colored paint and roofing materials), shielded or screened lighting, and appropriate signage in the office/commercial areas to prevent light and glare from adversely affecting motorists on nearby roadways.▶ Design exterior on-site lighting as an integral part of the building and landscape design in the Folsom Specific Plan area. Lighting fixtures shall be architecturally consistent with the overall site design.▶ Lighting of off-site facilities within the City of Folsom shall be consistent with the City's General Plan standards.▶ Lighting of the off-site detention basin shall be consistent with Sacramento County General Plan standards.		
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		<p>A lighting plan for all on- and off-site elements within each agency’s jurisdictional boundaries (specified below) shall be submitted to the relevant jurisdictional agency for review and approval, which shall include the above elements. The lighting plan may be submitted concurrently with other improvement plans, and shall be submitted before the installation of any lighting or the approval of building permits for each phase. The project applicant(s) for any particular discretionary development application shall implement the approved lighting plan.</p> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties).</p>		
AIR QUALITY				
53-3	3A.2-1a (FPASP EIR/EIS)	<p><i>Implement Measures to Control Air Pollutant Emissions Generated by Construction of On-Site Elements.</i></p> <p>To reduce short-term construction emissions, the project applicant(s) for any particular discretionary development application shall require their contractors to implement SMAQMD’s list of Basic Construction Emission Control Practices, Enhanced Fugitive PM Dust Control Practices, and Enhanced Exhaust Control Practices (list below) in effect at the time individual portions of the site undergo construction. In addition to SMAQMD-recommended measures, construction operations shall comply with all applicable SMAQMD rules and regulations.</p> <p><i>Basic Construction Emission Control Practices</i></p> <ul style="list-style-type: none"> ▶ Water all exposed surfaces two times daily. Exposed surfaces include, but are not limited to soil piles, graded areas, unpaved parking areas, staging areas, and access roads. ▶ 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. 	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

	<ul style="list-style-type: none">▶ Use wet power vacuum street sweepers to remove any visible trackout mud or dirt onto adjacent public roads at least once a day. Use of dry power sweeping is prohibited.▶ Limit vehicle speeds on unpaved roads to 15 miles per hour (mph).▶ All roadways, driveways, sidewalks, parking lots to be paved should be completed as soon as possible. In addition, building pads should be laid as soon as possible after grading unless seeding or soil binders are used.▶ Minimize idling time either by shutting equipment off when not in use or reducing the time of idling to 5 minutes (as required by the state airborne toxics control measure [Title 13, Section 2485 of the California Code of Regulations]). Provide clear signage that posts this requirement for workers at the entrances to the site.▶ Maintain all construction equipment in proper working condition according to manufacturer’s specifications. The equipment must be checked by a certified mechanic and determine to be running in proper condition before it is operated. <p><i>Enhanced Fugitive PM Dust Control Practices – Soil Disturbance Areas</i></p> <ul style="list-style-type: none">▶ Water exposed soil with adequate frequency for continued moist soil. However, do not overwater to the extent that sediment flows off the site.▶ Suspend excavation, grading, and/or demolition activity when wind speeds exceed 20 mph.▶ Plant vegetative ground cover (fast-germinating native grass seed) in disturbed areas as soon as possible. Water appropriately until vegetation is established. <p><i>Enhanced Fugitive PM Dust Control Practices – Unpaved Roads</i></p> <ul style="list-style-type: none">▶ Install wheel washers for all exiting trucks, or wash off all trucks and equipment leaving the site.▶ Treat site accesses to a distance of 100 feet from the paved road with a 6 to 12-inch layer of wood chips, mulch, or gravel to reduce generation of road dust and road dust carryout onto public roads.		
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	<p>▶ Post a publicly visible sign with the telephone number and person to contact at the construction site regarding dust complaints. This person shall respond and take corrective action within 48 hours. The phone number of SMAQMD and the City contact person shall also be posted to ensure compliance.</p> <p><i>Enhanced Exhaust Control Practices</i></p> <p>▶ The project shall provide a plan, for approval by the City of Folsom Community Development Department and SMAQMD, demonstrating that the heavy-duty (50 horsepower [hp] or more) off-road vehicles to be used in the construction project, including owned, leased, and subcontractor vehicles, will achieve a project wide fleet-average 20% NOX reduction and 45% particulate reduction compared to the most current California Air Resources Board (ARB) fleet average that exists at the time of construction. Acceptable options for reducing emissions may include use of late-model engines, low-emission diesel products, alternative fuels, engine retrofit technology, after-treatment products, and/or other options as they become available. The project applicant(s) of each project phase or its representative shall submit to the City of Folsom Community Development Department and SMAQMD a comprehensive inventory of all off-road construction equipment, equal to or greater than 50 hp, that would be used an aggregate of 40 or more hours during any portion of the construction project. The inventory shall include the horsepower rating, engine production year, and projected hours of use for each piece of equipment. The inventory shall be updated and submitted monthly throughout the duration of the project, except that an inventory shall not be required for any 30-day period in which no construction activity occurs. At least 48 hours prior to the use of heavy-duty off-road equipment, the project representative shall provide SMAQMD with the anticipated construction timeline including start date, and name and phone number of the project manager and on-site foreman. SMAQMD's Construction Mitigation Calculator can be used to identify an equipment fleet that achieves this reduction (SMAQMD 2007a). The project shall ensure that emissions from all off-road diesel powered equipment used on the SPA do not exceed 40% opacity for more than three minutes in any one hour. Any equipment found to exceed 40 percent opacity (or</p>		
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		<p>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>		
<p>53-4</p>	<p>3A.2-1b (FPASP EIR/EIS)</p>	<p><i>Pay Off-site Mitigation Fee to SMAQMD to Off-Set NOX Emissions Generated by Construction of On-Site Elements.</i></p> <p>Implementation of the project or the other four other action alternatives would result in construction-generated NOX emissions that exceed the SMAQMD threshold of significance, even after implementation of the SMAQMD Enhanced Exhaust Control Practices (listed in Mitigation Measure 3A.2-1a). Additionally, Mitigation Measure 3A.4-1 (Implement Additional Measures to Control Construction-Generated GHG Emissions, pages 3A.4-14 to 15) has the potential to both reduce and increase NOX emissions, depending on the types of alternative fuels and engine types employed. Therefore, the project applicant(s) shall pay SMAQMD an off-site mitigation fee for implementation of 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</p>	<p>Before the approval of all grading plans by the City and throughout project construction for all project phases.</p>	<p>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.</p>

		<p>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>		
53-5	3A.2-1c (FPASP EIR/EIS)	<p>Analyze and Disclose Projected PM10 Emission Concentrations at Nearby Sensitive Receptors Resulting from Construction of On-Site Elements. Prior to construction of each discretionary development entitlement of on-site land uses, the project applicant shall perform a project-level CEQA analysis (e.g., supporting documentation for an exemption, negative declaration, or project-specific EIR) that includes detailed dispersion modeling of construction-generated PM10 to disclose what PM10 concentrations would be at nearby sensitive receptors. The dispersion modeling shall be performed in accordance with applicable SMAQMD guidance that is in place at the time the analysis is performed. At the time of writing this EIR/EIS, SMAQMD's most current and most detailed guidance for addressing construction-generated PM10 emissions is found in its Guide to Air Quality Assessment in Sacramento County (SMAQMD 2009a). The project-level analysis shall incorporate detailed parameters of the construction equipment and activities, including the year during which construction would be performed, as well as the proximity of potentially affected receptors, including receptors proposed by the project that exist at the time the construction activity would occur.</p>	Before the approval of all grading plans by the City.	City of Folsom Community Development Department
53-6	3A.2-2 (FPASP EIR/EIS)	<p><i>Implement All Measures Prescribed by the Air Quality Mitigation Plan to Reduce Operational Air Pollutant Emissions.</i> To reduce operational emissions, the project applicant(s) for any particular discretionary development application shall implement all</p>	Before issuance of subdivision maps or improvement plans.	City of Folsom Community Development Department

		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.		
53-7	3A.2-4a (FPASP EIR/EIS)	<p><i>Develop and Implement a Plan to Reduce Exposure of Sensitive Receptors to Construction-Generated Toxic Air Contaminant Emissions.</i></p> <p>The project applicant(s) for any particular discretionary development application shall develop a plan to reduce the exposure of sensitive receptors to TACs generated by project construction activity associated with buildout of the selected alternative. Each plan shall be developed by the project applicant(s) in consultation with SMAQMD. The plan shall be submitted to the City for review and approval before the approval of any grading plans.</p> <p>The plan may include such measures as scheduling activities when the residences are the least likely to be occupied, requiring equipment to be shut off when not in use, and prohibiting heavy trucks from idling. Applicable measures shall be included in all project plans and specifications for all project phases.</p> <p>The implementation and enforcement of all measures identified in each plan shall be funded by the project applicant(s) for the respective phase of development.</p>	Before the approval of all grading plans by the City and throughout project construction, where applicable, for all project phases.	City of Folsom Community Development Department
53-8	3A.2-6 (FPASP EIR/EIS)	<p><i>Implement Measures to Control Exposure of Sensitive Receptors to Operational Odorous Emissions.</i></p> <p>The project applicant(s) for any particular discretionary development application shall implement the following measure:</p> <ul style="list-style-type: none"> ▶ The deeds to all properties located within the plan area that are within one mile of an on- or off-site area zoned or used for agricultural use 	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

		(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.		
BIOLOGICAL RESOURCES				
53-9	3A.3-1a (FPASP EIR/EIS)	<p><i>Design Stormwater Drainage Plans and Erosion and Sediment Control Plans to Avoid and Minimize Erosion and Runoff to All Wetlands and Other Waters That Are to Remain on the SPA and Use Low Impact Development Features.</i></p> <p>To minimize indirect effects on water quality and wetland hydrology, the project applicant(s) for any particular discretionary development application shall include stormwater drainage plans and erosion and sediment control plans in their improvement plans and shall submit these plans to the City Public Works Department for review and approval. For off-site elements within Sacramento County or El Dorado County jurisdiction (e.g., off-site detention basin and off-site roadway connections to El Dorado Hills), plans shall be submitted to the appropriate county planning department. Before approval of these improvement plans, the project applicant(s) for any particular discretionary development application shall obtain a NPDES MS4 Municipal Stormwater Permit and Grading Permit, comply with the City’s Grading Ordinance and County drainage and stormwater quality standards, and commit to implementing all measures in their drainage plans and erosion and sediment control plans to avoid and minimize erosion and runoff into Alder Creek and all wetlands and other waters that would remain on-site. Detailed information about stormwater runoff standards and relevant City and County regulation is provided in Chapter 3A.9, “Hydrology and Water Quality.”</p> <p>The project applicant(s) for any particular discretionary development entitlement shall implement stormwater quality treatment controls consistent with the Stormwater Quality Design Manual for Sacramento and South Placer Regions in effect at the time the application is submitted. Appropriate runoff controls such as berms, storm gates, off-stream detention basins, overflow collection areas, filtration systems, and</p>	Before approval of improvement and drainage plans, and on an ongoing basis throughout and after project construction, as required for all project phases.	City of Folsom Public Works Department

	<p>sediment traps shall be implemented to control siltation and the potential discharge of pollutants. Development plans shall incorporate Low Impact Development (LID) features, such as pervious strips, permeable pavements, bioretention ponds, vegetated swales, disconnected rain gutter downspouts, and rain gardens, where appropriate. Use of LID features is recommended by the EPA to minimize impacts on water quality, hydrology, and stream geomorphology and is specified as a method for protecting water quality in the proposed specific plan. In addition, free spanning bridge systems shall be used for all roadway crossings over wetlands and other waters that are retained in the on-site open space. These bridge systems would maintain the natural and restored channels of creeks, including the associated wetlands, and would be designed with sufficient span width and depth to provide for wildlife movement along the creek corridors even during high-flow or flood events, as specified in the 404 permit.</p> <p>In addition to compliance with City ordinances, the project applicant(s) for any particular discretionary development application shall prepare a Stormwater Pollution Prevention Plan (SWPPP), and implement Best Management Practices (BMPs) that comply with the General Construction Stormwater Permit from the Central Valley RWQCB, to reduce water quality effects during construction. Detailed information about the SWPPP and BMPs are provided in Chapter 3A.9, "Hydrology and Water Quality."</p> <p>Each project development shall result in no net change to peak flows into Alder Creek and associated tributaries, or to Buffalo Creek, Carson Creek, and Coyote Creek. The project applicant(s) shall establish a baseline of conditions for drainage on-site. The baseline-flow conditions shall be established for 2-, 5-, and 100-year storm events. These baseline conditions shall be used to develop monitoring standards for the stormwater system on the SPA. The baseline conditions, monitoring standards, and a monitoring program shall be submitted to USACE and the City for their approval. Water quality and detention basins shall be designed and constructed to ensure that the performance standards, which are described in Chapter 3A.9, "Hydrology and Water Quality," are met and shall be designed as off-stream detention basins. Discharge sites into Alder Creek and associated tributaries, as well as tributaries to Carson Creek, Coyote Creek, and Buffalo Creek, shall be monitored to ensure that pre-project conditions are being met. Corrective measures shall be</p>		
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		<p>implemented as necessary. The mitigation measures will be satisfied when the monitoring standards are met for 5 consecutive years without undertaking corrective measures to meet the performance standard.</p> <p>See FEIR/FEIS Appendix S showing that the detention basin in the northeast corner of the SPA has been moved off stream.</p> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase in consultation with the affected oversight agency(ies) (i.e., El Dorado County for the roadway connections, Sacramento County for the detention basin west of Prairie City Road, and Caltrans for the U.S. 50 interchange improvements) such that the performance standards described in Chapter 3A.9, “Hydrology and Water Quality,” are met.</p>		
<p>53-10</p>	<p>3A.3-2a (FPASP EIR/EIS)</p>	<p><i>Avoid Direct Loss of Swainson’s Hawk and Other Raptor Nests.</i></p> <p>To mitigate impacts on Swainson’s hawk and other raptors (including burrowing owl), the project applicant(s) of all project phases shall retain a qualified biologist to conduct preconstruction surveys and to identify active nests on and within 0.5 mile of the project and active burrows on the project site. The surveys shall be conducted before the approval of grading and/or improvement plans (as applicable) and no less than 14 days and no more than 30 days before the beginning of construction for all project phases. To the extent feasible, guidelines provided in Recommended Timing and Methodology for Swainson’s Hawk Nesting Surveys in the Central Valley (Swainson’s Hawk Technical Advisory Committee 2000) shall be followed for surveys for Swainson’s hawk. If no nests are found, no further mitigation is required.</p> <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</p>	<p>Before the approval of grading and improvement plans, before any ground disturbing activities, and during project construction as applicable for all project phases.</p>	<p>California Department of Fish and Game and City of Folsom Community Development Department.</p>

		<p>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>		
GEOLOGY AND SOILS				
53-11	3A.7-1a (FPASP EIR/EIS)	<p>Prepare Site-Specific Geotechnical Report per CBC Requirements and Implement Appropriate Recommendations. Before building permits are issued and construction activities begin any project development phase, the project applicant(s) of each project phase shall hire a licensed geotechnical engineer to prepare a final geotechnical subsurface investigation report for the on- and off-site facilities, which shall be submitted for review and approval to the appropriate City or county department (identified below). The final geotechnical engineering report shall address and make recommendations on the following:</p> <ul style="list-style-type: none"> ▶ Site preparation; ▶ Soil bearing capacity; ▶ Appropriate sources and types of fill; ▶ Potential need for soil amendments; ▶ Road, pavement, and parking areas; ▶ Structural foundations, including retaining-wall design; 	Before issuance of building permits and ground-disturbing activities.	City of Folsom Community Development Department

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

		<p>Before grading permits are issued, the project applicant(s) of each project phase that would be located within the City of Folsom shall retain a California Registered Civil Engineer to prepare a grading and erosion control plan. The grading and erosion control plan shall be submitted to the City Public Works Department before issuance of grading permits for all new development. The plan shall be consistent with the City’s Grading Ordinance, the City’s Hillside Development Guidelines, and the state’s NPDES permit, and shall include the site-specific grading associated with development for all project phases.</p> <p>The plans referenced above shall include the location, implementation schedule, and maintenance schedule of all erosion and sediment control measures, a description of measures designed to control dust and stabilize the 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>		
53-14	3A.7-5 (FPASP EIR/EIS)	<p><i>Divert Seasonal Water Flows Away from Building Foundations.</i></p> <p>The project applicant(s) of all project phases shall either install subdrains (which typically consist of perforated pipe and gravel, surrounded by nonwoven geotextile fabric), or take such other actions as recommended by the geotechnical or civil engineer for the project that would serve to</p>	Before and during earthmoving activities.	City of Folsom Community Development Department

		divert seasonal flows caused by surface infiltration, water seepage, and perched water during the winter months away from building foundations.		
53-15	3A.7-10 (FPASP EIR/EIS)	<p><i>Conduct Construction Personnel Education, Stop Work if Paleontological Resources are Discovered, Assess the Significance of the Find, and Prepare and Implement a Recovery Plan as Required.</i></p> <p>To minimize potential adverse impacts on previously unknown potentially unique, scientifically important paleontological resources, the project applicant(s) of all project phases where construction would occur in the Ione and Mehrten Formations shall do the following:</p> <ul style="list-style-type: none"> ▶ Before the start of any earthmoving activities for any project phase in the Ione or Mehrten Formations, the project applicant(s) shall retain a qualified paleontologist or archaeologist to train all construction personnel involved with earthmoving activities, including the site superintendent, regarding the possibility of encountering fossils, the appearance and types of fossils likely to be seen during construction, and proper notification procedures should fossils be encountered. ▶ If paleontological resources are discovered during earthmoving activities, the construction crew shall immediately cease work in the vicinity of the find and notify the appropriate lead agency (identified below). The project applicant(s) shall retain a qualified paleontologist to evaluate the resource and prepare a recovery plan in accordance with Society of Vertebrate Paleontology guidelines (1996). The recovery plan may include, but is not limited to, a field survey, construction monitoring, sampling and data recovery procedures, museum storage coordination for any specimen recovered, and a report of findings. Recommendations in the recovery plan that are determined by the lead agency to be necessary and feasible shall be implemented before construction activities can resume at the site where the paleontological resources were discovered. <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., Sacramento County).</p>	During earthmoving activities in the Ione and Mehrten Formations.	City of Folsom Community Development Department
GREENHOUSE GAS EMISSIONS AND CLIMATE CHANGE				

<p>53-16</p>	<p>3A.4-1 (FPASP EIR/EIS)</p>	<p><i>Implement Additional Measures to Control Construction-Generated GHG Emissions.</i></p> <p>To further reduce construction-generated GHG emissions, the project applicant(s) any particular discretionary development application shall implement all feasible measures for reducing GHG emissions associated with construction that are recommended by SMAQMD at the time individual portions of the site undergo construction. Such measures may reduce GHG exhaust emissions from the use of on-site equipment, worker commute trips, and truck trips carrying materials and equipment to and from the SPA, as well as GHG emissions embodied in the materials selected for construction (e.g., concrete). Other measures may pertain to the materials used in construction. Prior to releasing each request for bid to contractors for the construction of each discretionary development entitlement, the project applicant(s) shall obtain the most current list of GHG reduction measures that are recommended by SMAQMD and stipulate that these measures be implemented in the respective request for bid as well as the subsequent construction contract with the selected primary contractor. The project applicant(s) for any particular discretionary development application may submit to the City and SMAQMD a report that substantiates why specific measures are considered infeasible for construction of that particular development phase and/or at that point in time. The report, including the substantiation for not implementing particular GHG reduction measures, shall be approved by the City, in consultation with SMAQMD prior to the release of a request for bid by the project applicant(s) for seeking a primary contractor to manage the construction of each development project. By requiring that the list of feasible measures be established prior to the selection of a primary contractor, this measure requires that the ability of a contractor to effectively implement the selected GHG reduction measures be inherent to the selection process.</p> <p>SMAQMD's recommended measures for reducing construction-related GHG emissions at the time of writing this EIR/EIS are listed below and the project applicant(s) shall, at a minimum, be required to implement the following:</p> <ul style="list-style-type: none">▶ Improve fuel efficiency from construction equipment:<ul style="list-style-type: none">▪ reduce unnecessary idling (modify work practices, install auxiliary power for driver comfort);	<p>Before approval of small-lot final maps and building permits for all discretionary development project, including all on- and off-site elements and implementation throughout project construction.</p>	<p>City of Folsom Community Development Department</p>
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	<ul style="list-style-type: none">▪ perform equipment maintenance (inspections, detect failures early, corrections);▪ train equipment operators in proper use of equipment;▪ use the proper size of equipment for the job; and▪ use equipment with new technologies (repowered engines, electric drive trains).<ul style="list-style-type: none">▶ Use alternative fuels for electricity generators and welders at construction sites such as propane or solar, or use electrical power.▶ Use an ARB-approved low-carbon fuel, such as biodiesel or renewable diesel for construction equipment. (Emissions of oxides of nitrogen [NOX] emissions from the use of low carbon fuel must be reviewed and increases mitigated.) Additional information about low carbon fuels is available from ARB’s Low Carbon Fuel Standard Program (ARB 2009b).▶ Encourage and provide carpools, shuttle vans, transit passes and/or secure bicycle parking for construction worker commutes.▶ Reduce electricity use in the construction office by using compact fluorescent bulbs, powering off computers every day, and replacing heating and cooling units with more efficient ones.▶ Recycle or salvage non-hazardous construction and demolition debris (goal of at least 75% by weight).▶ Use locally sourced or recycled materials for construction materials (goal of at least 20% based on costs for building materials, and based on volume for roadway, parking lot, sidewalk and curb materials).▶ Minimize the amount of concrete used for paved surfaces or use a low carbon concrete option.▶ Produce concrete on-site if determined to be less emissive than transporting ready mix.▶ Use EPA-certified SmartWay trucks for deliveries and equipment transport. Additional information about the SmartWay Transport Partnership Program is available from ARB’s Heavy-Duty Vehicle Greenhouse Gas Measure (ARB 2009c) and EPA (EPA 2009).		
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		<p>► Develop a plan in consultation with SMAQMD to efficiently use water for adequate dust control. This may consist of the use of non-potable water from a local source.</p> <p>In addition to SMAQMD-recommended measures, construction activity shall comply with all applicable rules and regulations established by SMAQMD and ARB.</p>		
<p>53-17</p>	<p>3A.8-2 (FPASP EIR/EIS)</p>	<p><i>Complete Investigations Related to the Extent to Which Soil and/or Groundwater May Have Been Contaminated in Areas Not Covered by the Phase I and II Environmental Site Assessments and Implement Required Measures.</i></p> <p>The project applicant(s) for any discretionary development application shall conduct Phase I Environmental Site Assessments (where an Phase I has not been conducted), and if necessary, Phase II Environmental Site Assessments, and/or other appropriate testing for all areas of the SPA and include, as necessary, analysis of soil and/or groundwater samples for the potential contamination sites that have not yet been covered by previous investigations (as shown in Exhibit 3A.8-1) before construction activities begin in those areas. Recommendations in the Phase I and II Environmental Site Assessments to address any contamination that is found shall be implemented before initiating ground-disturbing activities in these areas.</p> <p>The project applicant(s) shall implement the following measures before ground-disturbing activities to reduce health hazards associated with potential exposure to hazardous substances:</p> <p>► 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</p>	<p>Before and during earth moving activities</p>	<p>City of Folsom Community Development Department</p>

		<p>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.</p> <ul style="list-style-type: none"> ▶ Notify the appropriate Federal, state, and local agencies if evidence of previously undiscovered soil or groundwater contamination (e.g., stained soil, odorous groundwater) is encountered during construction activities. Any contaminated areas shall be remediated in accordance with recommendations made by the Sacramento County Environmental Management Department, Central Valley RWQCB, DTSC, and/or other appropriate Federal, state, or local regulatory agencies. ▶ Obtain an assessment conducted by PG&E and SMUD pertaining to the contents of any existing pole-mounted transformers located in the SPA. The assessment shall determine whether existing on-site electrical transformers contain PCBs and whether there are any records of spills from such equipment. If equipment containing PCB is identified, the maintenance and/or disposal of the transformer shall be subject to the regulations of the Toxic Substances Control Act under the authority of the Sacramento County Environmental Health Department. ▶ Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., Sacramento County). 		
HYDROLOGY AND WATER QUALITY				
53-18	3A.9-1 (FPASP EIR/EIS)	<p><i>Acquire Appropriate Regulatory Permits and Prepare and Implement SWPPP and BMPs.</i></p> <p>Prior to the issuance of grading permits, the project applicant(s) of all projects disturbing one or more acres (including phased construction of smaller areas which are part of a larger project) shall obtain coverage under the SWRCB’s NPDES stormwater permit for general construction activity (Order 2009-0009-DWQ), including preparation and submittal of a project-specific SWPPP at the time the NOI is filed. The project applicant(s) shall also prepare and submit any other necessary erosion and sediment control and engineering plans and specifications for pollution prevention and control to Sacramento County, City of Folsom, El Dorado County (for the off-site roadways into El Dorado Hills under</p>	Submittal of the State Construction General Permit NOI and SWPPP (where applicable) and development and submittal of any other locally required plans and specifications before the issuance of grading permits for all on-site	City of Folsom Community Development Department

	<p>the Proposed Project Alternative). The SWPPP and other appropriate plans shall identify and specify:</p> <ul style="list-style-type: none">▶ The use of an effective combination of robust erosion and sediment control BMPs and construction techniques accepted by the local jurisdictions for use in the project area at the time of construction, that shall reduce the potential for runoff and the release, mobilization, and exposure of pollutants, including legacy sources of mercury from project-related construction sites. These may include but would not be limited to temporary erosion control and soil stabilization measures, sedimentation ponds, inlet protection, perforated riser pipes, check dams, and silt fences▶ The implementation of approved local plans, non-stormwater management controls, permanent post-construction BMPs, and inspection and maintenance responsibilities;▶ The pollutants that are likely to be used during construction that could be present in stormwater drainage and non-stormwater discharges, including fuels, lubricants, and other types of materials used for equipment operation;▶ Spill prevention and contingency measures, including measures to prevent or clean up spills of hazardous waste and of hazardous materials used for equipment operation, and emergency procedures for responding to spills;▶ Personnel training requirements and procedures that shall be used to ensure that workers are aware of permit requirements and proper installation methods for BMPs specified in the SWPPP; and▶ The appropriate personnel responsible for supervisory duties related to implementation of the SWPPP.▶ Where applicable, BMPs identified in the SWPPP shall be in place throughout all site work and construction/demolition activities and shall be used in all subsequent site development activities. BMPs may include, but are not limited to, such measures as those listed below.▶ Implementing temporary erosion and sediment control measures in disturbed areas to minimize discharge of sediment into nearby drainage conveyances, in compliance with state and local standards in effect at the time of construction. These measures may include silt fences, staked	<p>project phases and off-site elements and implementation throughout project construction.</p>	
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		<p>straw bales or wattles, sediment/silt basins and traps, geofabric, sandbag dikes, and temporary vegetation.</p> <ul style="list-style-type: none"> ▶ Establishing permanent vegetative cover to reduce erosion in areas disturbed by construction by slowing runoff velocities, trapping sediment, and enhancing filtration and transpiration. ▶ Using drainage swales, ditches, and earth dikes to control erosion and runoff by conveying surface runoff down sloping land, intercepting and diverting runoff to a watercourse or channel, preventing sheet flow over sloped surfaces, preventing runoff accumulation at the base of a grade, and avoiding flood damage along roadways and facility infrastructure. <p>A copy of the approved SWPPP shall be maintained and available at all times on the construction site.</p> <p>For those areas that would be disturbed as part of the U.S. 50 interchange improvements, Caltrans shall coordinate with the development and implementation of the overall project SWPPP, or develop and implement its own SWPPP specific to the interchange improvements, to ensure that water quality degradation would be avoided or minimized to the maximum extent practicable.</p> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans).</p>		
53-19	3A.9-2 (FPASP EIR/EIS)	<p><i>Prepare and Submit Final Drainage Plans and Implement Requirements Contained in Those Plans.</i></p> <p>Before the approval of grading plans and building permits, the project applicant(s) of all project phases shall submit final drainage plans to the City, and to El Dorado County for the off-site roadway connections into El Dorado Hills, demonstrating that off-site upstream runoff would be appropriately conveyed through the SPA, and that project-related on-site runoff would be appropriately contained in detention basins or managed with through other improvements (e.g., source controls, biotechnical stream stabilization) to reduce flooding and hydromodification impacts.</p> <p>The plans shall include, but not be limited to, the following items:</p> <ul style="list-style-type: none"> ▶ An accurate calculation of pre-project and post-project runoff scenarios, obtained using appropriate engineering methods, that 	Before approval of grading plans and building permits of all project phases.	City of Folsom Public Works Department

		<p>accurately evaluates potential changes to runoff, including increased surface runoff;</p> <ul style="list-style-type: none">▶ Runoff calculations for the 10-year and 100-year (0.01 AEP) storm events (and other, smaller storm events as required) shall be performed and the trunk drainage pipeline sizes confirmed based on alignments and detention facility locations finalized in the design phase;▶ A description of the proposed maintenance program for the on-site drainage system;▶ Project-specific standards for installing drainage systems;▶ City and El Dorado County flood control design requirements and measures designed to comply with them;▶ Implementation of stormwater management BMPs that avoid increases in the erosive force of flows beyond a specific range of conditions needed to limit hydromodification and maintain current stream geomorphology. These BMPs will be designed and constructed in accordance with the forthcoming SSQP Hydromodification Management Plan (to be adopted by the RWQCB) and may include, but are not limited to, the following:<ul style="list-style-type: none">• Use of Low Impact Development (LID) techniques to limit increases in stormwater runoff at the point of origination (these may include, but are not limited to: surface swales; replacement of conventional impervious surfaces with pervious surfaces [e.g., porous pavement]; impervious surfaces disconnection; and trees planted to intercept stormwater);• Enlarged detention basins to minimize flow changes and changes to flow duration characteristics;• Bioengineered stream stabilization to minimize bank erosion, utilizing vegetative and rock stabilization, and inset floodplain restoration features that provide for enhancement of riparian habitat and maintenance of natural hydrologic and channel to floodplain interactions;• Minimize slope differences between any stormwater or detention facility outfall channel with the existing receiving channel gradient to reduce flow velocity; and		
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		<ul style="list-style-type: none"> Minimize to the extent possible detention basin, bridge embankment, and other encroachments into the channel and floodplain corridor, and utilize open bottom box culverts to allow sediment passage on smaller drainage courses. <p>The final drainage plan shall demonstrate to the satisfaction of the City of Folsom Community Development and Public Works Departments and El Dorado County Department of Transportation that 100-year (0.01 AEP) flood flows would be appropriately channeled and contained, such that the risk to people or damage to structures within or down gradient of the SPA would not occur, and that hydromodification would not be increased from pre-development levels such that existing stream geomorphology would be changed (the range of conditions should be calculated for each receiving water if feasible, or a conservative estimate should be used, e.g., an Ep of 1 ±10% or other as approved by the Sacramento Stormwater Quality Partnership and/or City of Folsom Public Works Department).</p> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with El Dorado County.</p>		
53-20	3A.9-3 (FPASP EIR/EIS)	<p><i>Develop and Implement a BMP and Water Quality Maintenance Plan.</i></p> <p>Before approval of the grading permits for any development project requiring a subdivision map, a detailed BMP and water quality maintenance plan shall be prepared by a qualified engineer retained by the project applicant(s) the development project. Drafts of the plan shall be submitted to the City of Folsom and El Dorado County for the off-site roadway connections into El Dorado Hills, for review and approval concurrently with development of tentative subdivision maps for all project phases. The plan shall finalize the water quality improvements and further detail the structural and nonstructural BMPs proposed for the project. The plan shall include the elements described below.</p> <ul style="list-style-type: none"> A quantitative hydrologic and water quality analysis of proposed conditions incorporating the proposed drainage design features. Predevelopment and post development calculations demonstrating that the proposed water quality BMPs meet or exceed requirements established by the City of Folsom and including details regarding the size, geometry, and functional timing of storage and release pursuant to 	Prepare plans before the issuance of grading permits for all project phases and off-site elements and implementation throughout project construction.	City of Folsom Community Development Department and Public Works Department

	<p>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).</p> <ul style="list-style-type: none">▶ Source control programs to control water quality pollutants on the SPA, which may include but are limited to recycling, street sweeping, storm drain cleaning, household hazardous waste collection, waste minimization, prevention of spills and illegal dumping, and effective management of public trash collection areas.▶ A pond management component for the proposed basins that shall include management and maintenance requirements for the design features and BMPs, and responsible parties for maintenance and funding.▶ LID control measures shall be integrated into the BMP and water quality maintenance plan. These may include, but are not limited to:<ul style="list-style-type: none">• Surface swales;• Replacement of conventional impervious surfaces with pervious surfaces (e.g., porous pavement);• Impervious surfaces disconnection; and• Trees planted to intercept stormwater. <p>New stormwater facilities shall be placed along the natural drainage courses within the SPA to the extent practicable so as to mimic the natural drainage patterns. The reduction in runoff as a result of the LID configurations shall be quantified based on the runoff reduction credit system methodology described in “Stormwater Quality Design Manual for the Sacramento and South Placer Regions, Chapter 5 and Appendix D4” (SSQP 2007b) and proposed detention basins and other water quality BMPs shall be sized to handle these runoff volumes.</p> <p>For those areas that would be disturbed as part of the U.S. 50 interchange improvements, it is anticipated that Caltrans would coordinate with the development and implementation of the overall project SWPPP, or develop and implement its own SWPPP specific to the interchange improvements, to ensure that water quality degradation would be avoided or minimized to the maximum extent practicable.</p>		
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		Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with El Dorado County and Caltrans.		
NOISE AND VIBRATION				
53-21	3A.11-1 (FPASP EIR/EIS)	<p><i>Implement Noise-Reducing Construction Practices, Prepare and Implement a Noise Control Plan, and Monitor and Record Construction Noise near Sensitive Receptors.</i></p> <p>To reduce impacts associated with noise generated during project related construction activities, the project applicant(s) and their primary contractors for engineering design and construction of all project phases shall ensure that the following requirements are implemented at each work site in any year of project construction to avoid and minimize construction noise effects on sensitive receptors. The project applicant(s) and primary construction contractor(s) shall employ noise-reducing construction practices. Measures that shall be used to limit noise shall include the measures listed below:</p> <ul style="list-style-type: none"> ▶ Noise-generating construction operations shall be limited to the hours between 7 a.m. and 7 p.m. Monday through Friday, and between 8 a.m. and 6 p.m. on Saturdays and Sundays. ▶ All construction equipment and equipment staging areas shall be located as far as possible from nearby noise-sensitive land uses. ▶ All construction equipment shall be properly maintained and equipped with noise-reduction intake and exhaust mufflers and engine shrouds, in accordance with manufacturers’ recommendations. Equipment engine shrouds shall be closed during equipment operation. ▶ All motorized construction equipment shall be shut down when not in use to prevent idling. ▶ Individual operations and techniques shall be replaced with quieter procedures (e.g., using welding instead of riveting, mixing concrete offsite instead of on-site). ▶ Noise-reducing enclosures shall be used around stationary noise-generating equipment (e.g., compressors and generators) as planned phases are built out and future noise sensitive receptors are located within close proximity to future construction activities. 	Before and during construction activities on the SPA and within El Dorado Hills.	City of Folsom Community Development Department

		<ul style="list-style-type: none"> ▶ Written notification of construction activities shall be provided to all noise-sensitive receptors located within 850 feet of construction activities. Notification shall include anticipated dates and hours during which construction activities are anticipated to occur and contact information, including a daytime telephone number, for the project representative to be contacted in the event that noise levels are deemed excessive. Recommendations to assist noise-sensitive land uses in reducing interior noise levels (e.g., closing windows and doors) shall also be included in the notification. ▶ To the extent feasible, acoustic barriers (e.g., lead curtains, sound barriers) shall be constructed to reduce construction-generated noise levels at affected noise-sensitive land uses. The barriers shall be designed to obstruct the line of sight between the noise-sensitive land use and on-site construction equipment. When installed properly, acoustic barriers can reduce construction noise levels by approximately 8–10 dB (EPA 1971). ▶ When future noise sensitive uses are within close proximity to prolonged construction noise, noise-attenuating buffers such as structures, truck trailers, or soil piles shall be located between noise sources and future residences to shield sensitive receptors from construction noise. ▶ The primary contractor shall prepare and implement a construction noise management plan. This plan shall identify specific measures to ensure compliance with the noise control measures specified above. The noise control plan shall be submitted to the City of Folsom before any noise-generating construction activity begins. Construction shall not commence until the construction noise management plan is approved by the City of Folsom. Mitigation for the two off-site roadway connections into El Dorado County must be coordinated by the project applicant(s) of the applicable project phase with El Dorado County, since the roadway extensions are outside of the City of Folsom’s jurisdictional boundaries. 		
PUBLIC SERVICES				
53-22	3A.14-1 (FPASP EIR/EIS)	<p><i>Prepare and Implement a Construction Traffic Control Plan.</i></p> <p>The project applicant(s) of all project phases shall prepare and implement traffic control plans for construction activities that may affect road rights-</p>	Before the approval of all relevant plans and/or permits and during construction	City of Folsom Public Works Department

		<p>of-way. The traffic control plans must follow any applicable standards of the agency responsible for the affected roadway and must be approved and signed by a professional engineer. Measures typically used in traffic control plans include advertising of planned lane closures, warning signage, a flag person to direct traffic flows when needed, and methods to ensure continued access by emergency vehicles. During project construction, access to existing land uses shall be maintained at all times, with detours used as necessary during road closures. Traffic control plans shall be submitted to the appropriate City or County department or the California Department of Transportation (Caltrans) for review and approval before the approval of all project plans or permits, for all project phases where implementation may cause impacts on traffic.</p> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties and Caltrans).</p>	<p>of all project phases.</p>	
<p>53-23</p>	<p>3A.14-2 (FPASP EIR/EIS)</p>	<p><i>Incorporate California Fire Code; City of Folsom Fire Code Requirements; and EDHFD Requirements, if Necessary, into Project Design and Submit Project Design to the City of Folsom Fire Department for Review and Approval.</i></p> <p>To reduce impacts related to the provision of new fire services, the project applicant(s) of all project phases shall do the following, as described below.</p> <p>1. Incorporate into project designs fire flow requirements based on the California Fire Code, Folsom Fire Code (City of Folsom Municipal Code Title 8, Chapter 8.36), and other applicable requirements based on the City of Folsom Fire Department fire prevention standards.</p> <p>Improvement plans showing the incorporation automatic sprinkler systems, the availability of adequate fire flow, and the locations of hydrants shall be submitted to the City of Folsom Fire Department for review and approval. In addition, approved plans showing access design shall be provided to the City of Folsom Fire Department as described by Zoning Code Section 17.57.080 (“Vehicular Access Requirements”). These plans shall describe access-road length, dimensions, and finished surfaces for firefighting equipment. The installation of security gates across a fire apparatus access road shall be approved by the City of Folsom Fire Department. The design and operation of gates and</p>	<p>Before issuance of building permits and issuance of occupancy permits or final inspections for all project phases.</p>	<p>City of Folsom Fire Department, City of Folsom Community Development Department</p>

	<p>barricades shall be in accordance with the Sacramento County Emergency Access Gates and Barriers Standard, as required by the City of Folsom Fire Code.</p> <p>2. Submit a Fire Systems New Buildings, Additions, and Alterations Document Submittal List to the City of Folsom Community Development Department Building Division for review and approval before the issuance of building permits.</p> <p>In addition to the above measures, the project applicant(s) of all project phases shall incorporate the provisions described below for the portion of the SPA within the EDHFD service area, if it is determined through City/El Dorado County negotiations that EDHFD would serve the 178-acre portion of the SPA.</p> <p>3. Incorporate into project designs applicable requirements based on the EDHFD fire prevention standards. For commercial development, improvement plans showing 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>		
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53-24	3A.14-3 (FPASP EIR/EIS)	<p><i>Incorporate Fire Flow Requirements into Project Designs.</i></p> <p>The project applicant(s) of all project phases shall incorporate into their project designs fire flow requirements based on the California Fire Code, Folsom Fire Code, and/or EDHFD for those areas of the SPA within the EDHFD service area and shall verify to City of Folsom Fire Department that adequate water flow is available, prior to approval of improvement plans and issuance of occupancy permits or final inspections for all project phases.</p>	Before issuance of building permits and issuance of occupancy permits or final inspections for all project phases.	City of Folsom Fire Department, City of Folsom Community Development Department
TRAFFIC AND TRANSPORTATION				
53-25	3A.15-1a (FPASP EIR/EIS)	<p><i>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Folsom Boulevard/Blue Ravine Road Intersection (Intersection 1).</i></p> <p>To ensure that the Folsom Boulevard/Blue Ravine Road intersection operates at an acceptable LOS, the eastbound approach must be reconfigured to consist of two left-turn lanes, one through lane, and one right-turn lane. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the Folsom Boulevard/Blue Ravine Road intersection (Intersection 1).</p>	A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the improvement should be implemented and when fair share funding should be paid.	City of Folsom Public Works Department
53-26	3A.15-1b (FPASP EIR/EIS)	<p><i>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements at the Sibley Street/Blue Ravine Road Intersection (Intersection 2).</i></p> <p>To ensure that the Sibley Street/Blue Ravine Road intersection operates at an acceptable LOS, the northbound approach must be reconfigured to consist of two left-turn lanes, two through lanes, and one right-turn lane. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the Sibley Street/Blue Ravine Road intersection (Intersection 2).</p>	A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the improvement should be implemented and when fair share funding should be paid.	City of Folsom Public Works Department
53-27	3A.15-1c (FPASP EIR/EIS)	<p><i>The Applicant Shall Fund and Construct Improvements to the Scott Road (West)/White Rock Road Intersection (Intersection 28).</i></p>	A phasing analysis shall be performed prior to approval of the first subdivision	City of Folsom Public Works Department

		To ensure that the Scott Road (West)/White Rock Road intersection operates at an acceptable LOS, a traffic signal must be installed.	map to determine when the improvement should be implemented.	
53-28	3A.15-1e (FPASP EIR/EIS)	<i>Fund and Construct Improvements to the Hillside Drive/Easton Valley Parkway Intersection (Intersection 41).</i> To ensure that the Hillside Drive/Easton Valley Parkway intersection operates at an acceptable LOS, the eastbound approach must be reconfigured to consist of one dedicated left turn lane and two through lanes, and the westbound approach must be reconfigured to consist of two through lanes and one dedicated right-turn lane. The applicant shall fund and construct these improvements.	A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the improvement should be implemented.	City of Folsom Public Works Department
53-29	3A.15-1f (FPASP EIR/EIS)	<i>Fund and Construct Improvements to the Oak Avenue Parkway/Middle Road Intersection (Intersection 44).</i> To ensure that the Oak Avenue Parkway/Middle Road intersection operates at an acceptable LOS, control all movements with a stop sign. The applicant shall fund and construct these improvements.	A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the improvement should be implemented.	City of Folsom Public Works Department

<p>53-30</p>	<p>3A.15-1h (FPASP EIR/EIS)</p>	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts to the Hazel Avenue/Folsom Boulevard Intersection (Sacramento County Intersection 2).</i></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>	<p>A phasing analysis shall be performed prior to approval of the first subdivision map to determine when the improvement should be implemented.</p>	<p>Sacramento County Public Works Department and Caltrans</p>
<p>53-31</p>	<p>3A.15-1i (FPASP EIR/EIS)</p>	<p><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></p> <p>Improvements must be made to ensure that the Grant Line Road/White Rock Road intersection operates at an acceptable LOS. The currently County proposed White Rock Road widening project will widen and realign White Rock Road from the Rancho Cordova City limit to the El Dorado County line (this analysis assumes that the Proposed Project and build alternatives will widen White Rock Road to five lanes from Prairie City road to the El Dorado County Line). This widening includes improvements to the Grant Line Road intersection and realigning White Rock Road to be the through movement. The improvements include two eastbound through lanes, one eastbound right turn lane, two northbound left turn lanes, two northbound right turn lanes, two westbound left turn lanes and two westbound through lanes. This improvement also includes the signalization of the White Rock Road and Grant Line Road intersection. With implementation of this improvement, the intersection would operate at an acceptable LOS A. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Grant Line Road/White Rock Road intersection (Sacramento County Intersection 3).</p>	<p>Before project build out. Design of the White Rock Road widening to four lanes, from Grant Line Road to Prairie City Road, with Intersection improvements has begun, and because this widening project is environmentally cleared and fully funded, it’s construction is expected to be complete before the first phase of the Proposed Project or alternative is built.</p>	<p>Sacramento County Public Works Department</p>

<p>53-32</p>	<p>3A.15-1j (FPASP EIR/EIS)</p>	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Hazel Avenue between Madison Avenue and Curragh Downs Drive (Roadway Segment 10).</i></p> <p>To ensure that Hazel Avenue operates at an acceptable LOS between Curragh Downs Drive and Gold Country Boulevard, Hazel Avenue must be widened to six lanes. This improvement is part of the County adopted Hazel Avenue widening project.</p>	<p>Before project build out. Construction of phase two of the Hazel Avenue widening, from Madison Avenue to 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 Avenue and Curragh Downs Drive (Sacramento County Roadway Segment 10).</p>	<p>Sacramento County Public Works Department</p>
<p>53-33</p>	<p>3A.15-1l (FPASP EIR/EIS)</p>	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the White Rock Road/Windfield Way Intersection (El Dorado County Intersection 3).</i></p>	<p>Before project build out. A phasing analysis should be</p>	<p>El Dorado County Department of Transportation</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).	performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	
53-34	3A.15-1o (FPASP EIR/EIS)	<i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 as an alternative to improvements at the Folsom Boulevard/U.S. 50</i> Eastbound Ramps Intersection (Caltrans Intersection 4). Congestion on eastbound U.S. 50 is causing vehicles to use Folsom Boulevard as an alternate parallel route until they reach U.S. 50, where they must get back on the freeway due to the lack of a parallel route. It is preferred to alleviate the congestion on U.S. 50 than to upgrade the intersection at the end of this reliever route. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Folsom Boulevard/U.S. 50 Eastbound Ramps intersection (Caltrans Intersection 4). To ensure that the Folsom Boulevard/U.S. 50 eastbound ramps intersection operates at an acceptable LOS, auxiliary lanes should be added to eastbound U.S. 50 from Hazel Avenue to east of Folsom Boulevard. This was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project.	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department and Sacramento County Department of Transportation
53-35	3A.15-1p (FPASP EIR/EIS)	<i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the Grant Line Road/ State Route 16 Intersection (Caltrans Intersection 12).</i> To ensure that the Grant Line Road/State Route 16 intersection operates at an acceptable LOS, the northbound and southbound approaches must be reconfigured to consist of one left-turn lane and one shared through/right-turn lane. Protected left-turn signal phasing must be provided on the northbound and southbound approaches. Improvements to the Grant Line Road/State Route 16 intersection are contained within the County Development Fee Program and are scheduled for Measure A funding.	Before project build out. A phasing analysis should be performed prior to approval of 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

		<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>		
53-36	3A.15-1q (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 between Zinfandel Drive and Sunrise Boulevard (Freeway Segment 1).</i></p> <p>To ensure that Eastbound U.S. 50 operates at an acceptable LOS between Zinfandel Drive and Sunrise Boulevard, a bus-carpool (HOV) lane must be constructed. This improvement is currently planned as part of the Sacramento 50 Bus-Carpool Lane and Community Enhancements Project. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Eastbound U.S. 50 between Zinfandel Drive and Sunrise Boulevard (Freeway Segment 1).</p>	<p>Before project build out. Construction of the Sacramento 50 Bus-Carpool Lane and Community Enhancements Project is expected to be completed by year 2013, before the first phase of the Proposed Project or alternative is complete. Construction of the Sacramento 50 Bus-Carpool Lane and Community Enhancements Project has started since the writing of the Draft EIS/EIR.</p>	Caltrans
53-37	3A.15-1r (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound U.S. 50 between Hazel Avenue and Folsom Boulevard (Freeway Segment 3).</i></p> <p>To ensure that Eastbound U.S. 50 operates at an acceptable LOS between Hazel Avenue and Folsom Boulevard, an auxiliary lane must be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This</p>	<p>Before project build out. A phasing analysis should be performed to determine during which project</p>	City of Folsom Public Works Department and Sacramento County Department of Transportation

		<p>improvement is included in the proposed 50 Corridor Mobility Fee Program.</p> <p>The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Eastbound U.S. 50 between Hazel Avenue and Folsom Boulevard (Freeway Segment 3).</p>	<p>phase the improvement should be built.</p>	
53-38	3A.15-1s (FPASP EIR/EIS)	<p><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></p> <p>To ensure that Eastbound U.S. 50 operates at an acceptable LOS between Folsom Boulevard and Prairie City Road, an auxiliary lane must be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to Eastbound U.S. 50 between Folsom Boulevard and Prairie City Road (Freeway Segment 4).</p>	<p>Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.</p>	<p>City of Folsom Public Works Department and Sacramento County Department of Transportation</p>
53-39	3A.15-1u (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Westbound U.S. 50 between Prairie City Road and Folsom Boulevard (Freeway Segment 16).</i></p> <p>To ensure that Westbound U.S. 50 operates at an acceptable LOS between Prairie City Road and Folsom Boulevard, an auxiliary lane must be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to Westbound U.S. 50 between Prairie City Road and Folsom Boulevard (Freeway Segment 16).</p>	<p>Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.</p>	<p>City of Folsom Public Works Department and Sacramento County Department of Transportation</p>
53-40	3A.15-1v (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Westbound U.S. 50 between Hazel Avenue and Sunrise Boulevard (Freeway Segment 18).</i></p>	<p>Before project build out. A phasing analysis should be</p>	<p>City of Rancho Cordova Department of Public Works and Sacramento County Department of Transportation</p>

		<p>To ensure that Westbound U.S. 50 operates at an acceptable LOS between Hazel Avenue and Sunrise Boulevard, an auxiliary lane must be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project and included in the proposed Rancho Cordova Parkway interchange project. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Westbound U.S. 50 between Hazel Avenue and Sunrise Boulevard (Freeway Segment 18).</p>	<p>performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.</p>	
53-41	3A.15-1w (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Folsom Boulevard Ramp Merge (Freeway Merge 4).</i></p> <p>To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Folsom Boulevard merge, an auxiliary lane from the Folsom Boulevard merge to the Prairie City Road diverge must be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the U.S. 50 Eastbound/Folsom Boulevard Ramp Merge (Freeway Merge 4).</p>	<p>Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.</p>	<p>City of Folsom Public Works Department and Sacramento County Department of Transportation</p>
53-42	3A.15-1x (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Prairie City Road Diverge (Freeway Diverge 5).</i></p> <p>To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Prairie City Road off-ramp diverge, an auxiliary lane from the Folsom Boulevard merge must be constructed. This improvement was recommended in the Traffic Operations Analysis Report for the U.S. 50 Auxiliary Lane Project. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Eastbound/Prairie City Road diverge (Freeway Diverge 5).</p>	<p>Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.</p>	<p>City of Folsom Public Works Department and Sacramento County Department of Transportation</p>

53-43	3A.15-1y (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Prairie City Road Direct Merge (Freeway Merge 6).</i></p> <p>To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Prairie City Road onramp direct merge, an auxiliary lane to the East Bidwell Street – Scott Road diverge must be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Eastbound/Prairie City Road direct merge (Freeway Merge 6).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department
53-44	3A.15-1z (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Prairie City Road Flyover On-Ramp to Oak Avenue Parkway Off-Ramp Weave (Freeway Weave 8).</i></p> <p>To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Prairie City Road flyover on-ramp to Oak Avenue Parkway off-ramp weave, an improvement acceptable to Caltrans should be implemented to eliminate the unacceptable weaving conditions. Such an improvement may involve a “braided ramp”.</p> <p>The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Eastbound / Prairie City Road flyover on-ramp to Oak Avenue Parkway off-ramp weave (Freeway Weave 8).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department
53-45	3A.15-1aa (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Oak Avenue Parkway Loop Merge (Freeway Merge 9).</i></p> <p>To ensure that Eastbound U.S. 50 operates at an acceptable LOS at the Oak Avenue Parkway loop merge, an auxiliary lane to the East Bidwell Street – Scott Road diverge must be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the</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 Public Works Department

		impacts to the U.S. 50 Eastbound/ Oak Avenue Parkway loop merge (Freeway Merge 9).	improvement should be built.	
53-46	3A.15-1dd (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Empire Ranch Road Loop Ramp Merge (Freeway Merge 23).</i></p> <p>To ensure that Westbound U.S. 50 operates at an acceptable LOS, the northbound Empire Ranch Road loop on ramp should start the westbound auxiliary lane that ends at the East Bidwell Street – Scott Road off ramp. The slip on ramp from southbound Empire Ranch Road would merge into this extended auxiliary lane. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Westbound/Empire Ranch Road loop ramp merge (Freeway Merge 23).</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department
53-47	3A.15-1ee (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Oak Avenue Parkway Loop Ramp Merge (Freeway Merge 29).</i></p> <p>To ensure that Westbound U.S. 50 operates at an acceptable LOS, the northbound Oak Avenue Parkway loop on ramp should start the westbound auxiliary lane that ends at the Prairie City Road off ramp. The slip on ramp from southbound Oak Avenue Parkway would merge into this extended auxiliary lane. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Westbound/Oak Avenue Parkway loop ramp merge (Freeway Merge 29).</p>	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 Public Works Department
53-48	3A.15-1ff (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Prairie City Road Loop Ramp Merge (Freeway Merge 32).</i></p> <p>To ensure that Westbound U.S. 50 operates at an acceptable LOS at the Prairie City Road loop ramp merge, an auxiliary lane to the Folsom Boulevard off ramp diverge must be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other</p>	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project	City of Folsom Public Works Department and Sacramento County Department of Transportation

		appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Westbound/Prairie City Road Loop Ramp Merge (Freeway Merge 32).	phase the improvement should be built.	
53-49	3A.15-1gg (FPASP EIR/EIS)	<i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Prairie City Road Direct Ramp Merge (Freeway Merge 33).</i> To ensure that Westbound U.S. 50 operates at an acceptable LOS at the Prairie City Road direct ramp merge, an auxiliary lane to the Folsom Boulevard off ramp diverge must be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Westbound/Prairie City Road direct ramp merge (Freeway Merge 33).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department and Sacramento County Department of Transportation
53-50	3A.15-1hh (FPASP EIR/EIS)	<i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound/Folsom Boulevard Diverge (Freeway Diverge 34).</i> To ensure that Westbound U.S. 50 operates at an acceptable LOS at the Folsom Boulevard Diverge, an auxiliary lane from the Prairie City Road loop ramp merge must be constructed. Improvements to this freeway segment must be implemented by Caltrans. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Eastbound / Folsom Boulevard diverge (Freeway Diverge 34).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department and Sacramento County Department of Transportation
53-51	3A.15-1ii (FPASP EIR/EIS)	<i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound/Hazel Avenue Direct Ramp Merge (Freeway Merge 38).</i> To ensure that Westbound U.S. 50 operates at an acceptable LOS at the Hazel Avenue direct ramp merge, an auxiliary lane to the Sunrise Boulevard off ramp diverge must be constructed. This auxiliary lane improvement is included in the proposed 50 Corridor Mobility Fee Program. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a	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 and City of Rancho Cordova Department of Public Works

		program established by that agency to reduce the impacts to the U.S. 50 Westbound/Hazel Avenue direct ramp merge (Freeway Merge 38).	phase the improvement should be built.	
53-52	3A.15-2a (FPASP EIR/EIS)	<p><i>Develop Commercial Support Services and Mixed-use Development Concurrent with Housing Development and Develop and Provide Options for Alternative Transportation Modes.</i></p> <p>The project applicant(s) for any particular discretionary development application including commercial or mixed-use development along with residential uses shall develop commercial and mixed-use development concurrent with housing development, to the extent feasible in light of market realities and other considerations, to internalize vehicle trips. Pedestrian and bicycle facilities shall be implemented to the satisfaction of the City Public Works Department. To further minimize impacts from the increased demand on area roadways and intersections, the project applicant(s) for any particular discretionary development application involving schools or commercial centers shall develop and implement safe and secure bicycle parking to promote alternative transportation uses and reduce the volume of single-occupancy vehicles using area roadways and intersections. The project applicant(s) for any particular discretionary development application shall participate in capital improvements and operating funds for transit service to increase the percent of travel by transit. The project's fair-share participation and the associated timing of the improvements and service shall be identified in the project conditions of approval and/or the project's development agreement. Improvements and service shall be coordinated, as necessary, with Folsom Stage Lines and Sacramento RT.</p>	Before approval of improvement plans for all project phases any particular discretionary development application that includes residential and commercial or mixed-use development. As a condition of project approval and/or as a condition of the development agreement for all project phases.	City of Folsom Public Works Department
53-53	3A.15-2b (FPASP EIR/EIS)	<p><i>Participate in the City's Transportation System Management Fee Program.</i></p> <p>The project applicant(s) for any particular discretionary development application shall pay an appropriate amount into the City's existing Transportation System Management Fee Program to reduce the number of single-occupant automobile travel on area roadways and intersections.</p>	Concurrent with construction for all project phases.	City of Folsom Public Works Department
53-54	3A.15-2c (FPASP EIR/EIS)	<p><i>Participate with the 50 Corridor Transportation Management Association.</i></p> <p>The project applicant(s) for any particular discretionary development application shall join and participate with the 50 Corridor Transportation</p>	Concurrent with construction for all project phases.	City of Folsom Public Works Department

		Management Association to reduce the number of single-occupant automobile travel on area roadways and intersections.		
53-55	3A.15-3 (FPASP EIR/EIS)	<i>Pay Full Cost of Identified Improvements that Are Not Funded by the City's Fee Program.</i> In accordance with Measure W, the project applicant(s) for any particular discretionary development application shall provide fair-share contributions to the City's transportation impact fee program to fully fund improvements only required because of the Specific Plan.	As a condition of project approval and/or as a condition of the development agreement for all project phases.	City of Folsom Public Works Department
53-56	3A.15-4a (FPASP EIR/EIS)	<i>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Sibley Street/Blue Ravine Road Intersection (Folsom Intersection 2).</i> To ensure that the Sibley Street/Blue Ravine Road intersection operates at a LOS D with less than the Cumulative No Project delay, the northbound approach must be reconfigured to consist of two left-turn lane, two through lanes, and one dedicated right-turn lane. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the Sibley Street/Blue Ravine Road intersection (Folsom Intersection 2).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department
53-57	3A.15-4b (FPASP EIR/EIS)	<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> To ensure that the Oak Avenue Parkway/East Bidwell Street intersection operates at an acceptable LOS, the eastbound (East Bidwell Street) approach must be reconfigured to consist of two left-turn lanes, four through lanes and a right-turn lane, and the westbound (East Bidwell Street) approach must be reconfigured to consist of two left turn lanes, four through lanes, and a right-turn lane. It is against the City of Folsom policy to have eight lane roads because of the impacts to non-motorized traffic and adjacent development; therefore, this improvement is infeasible.	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department
53-58	3A.15-4c (FPASP EIR/EIS)	<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>	Before project build out. A phasing analysis should be	City of Folsom Public Works Department

		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).	performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	
53-59	3A.15-4d (FPASP EIR/EIS)	<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> To ensure that the East Bidwell Street /Iron Point Road intersection operates at an acceptable LOS, the northbound approach must be reconfigured to consist of two left-turn lanes, four through lanes and a right-turn lane, and the southbound approach must be reconfigured to consist of two left-turn lanes, four through lanes and a right-turn lane. It is against the City of Folsom policy to have eight lane roads because of the impacts to non-motorized traffic and adjacent development; therefore, this improvement is infeasible.	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department
53-60	3A.15-4e (FPASP EIR/EIS)	<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> To improve LOS at the Serpa Way/ Iron Point Road intersection, the northbound approaches must be restriped to consist of one left-turn lane, one shared left-through lanes, and one right-turn lane. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the Serpa Way/Iron Point Road Intersection (Folsom Intersection 23).	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department
53-61	3A.15-4f (FPASP EIR/EIS)	<i>The Applicant Shall Pay a Fair Share to Fund the Construction of Improvements to the Empire Ranch Road/Iron Point Road Intersection (Folsom Intersection 24).</i>	Before project build out. A phasing analysis should be	City of Folsom Public Works Department

		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).	performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	
53-62	3A.15-4g (FPASP EIR/EIS)	<i>The Applicant Shall Fund and Construct Improvements to the Oak Avenue Parkway/Easton Valley Parkway Intersection (Folsom Intersection 33).</i> To ensure that the Oak Avenue Parkway/Easton Valley Parkway intersection operates at an acceptable LOS the southbound approach must be reconfigured to consist of two left-turn lanes, two through lanes, and two right-turn lanes. The applicant shall fund and construct these improvements.	Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.	City of Folsom Public Works Department
53-63	3A.15-4i (FPASP EIR/EIS)	<i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the Grant Line Road/White Rock Road Intersection (Sacramento County Intersection 3).</i> To ensure that the Grant Line Road/White Rock Road intersection operates at an acceptable LOS E or better this intersection should be replaced by some type of grade separated intersection or interchange. Improvements to this intersection are identified in the Sacramento County's Proposed General Plan. Implementation of these improvements would assist in reducing traffic impacts on this intersection by providing acceptable operation. Intersection improvements must be implemented by	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.

		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).	improvement should be built.	
53-64	3A.15-4j (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Grant Line Road between White Rock Road and Kiefer Boulevard (Sacramento County Roadway Segments 5-7).</i></p> <p>To improve operation on Grant Line Road between White Rock Road and Kiefer Boulevard, this roadway segment must be widened to six lanes. This improvement is proposed in the Sacramento County and the City of Rancho Cordova General Plans; however, it is not in the 2035 MTP. Improvements to this roadway segment must be implemented by Sacramento County and the City of Rancho Cordova. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Grant Line Road between White Rock Road and Kiefer Boulevard (Sacramento County Roadway Segments 5-7). The identified improvement would more than offset the impacts specifically related to the Folsom South of U.S. 50 project on this roadway segment.</p>	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.
53-65	3A.15-4k (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Grant Line Road between Kiefer Boulevard and Jackson Highway (Sacramento County Roadway Segment 8).</i></p> <p>To improve operation on Grant Line Road between Kiefer Boulevard Jackson Highway, this roadway segment could be widened to six lanes. This improvement is proposed in the Sacramento County and the City of Rancho Cordova General Plans; however, it is not in the 2035 MTP. Improvements to this roadway segment must be implemented by Sacramento County and the City of Rancho Cordova. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Grant Line Road between Kiefer Boulevard and Jackson Highway (Sacramento County Roadway Segment 8). The identified improvement would more than offset the impacts specifically related to the Folsom South of U.S. 50 project on this roadway segment.</p>	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.

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

53-68	3A.15-4n (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on White Rock Road between Empire Ranch Road and Carson Crossing Road (Sacramento County Roadway Segment 28).</i></p> <p>To improve operation on White Rock Road between Empire Ranch Road and Carson Crossing Road, this roadway segment must be widened to six lanes. Improvements to this roadway segment must be implemented by Sacramento County. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to White Rock Road between Empire Ranch Road and Carson Crossing Road (Sacramento County Roadway Segment 28).</p>	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.
53-69	3A.15-4o (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the White Rock Road/Carson Crossing Road Intersection (El Dorado County 1).</i></p> <p>To ensure that the White Rock Road/Carson Crossing Road intersection operates at an acceptable LOS, the eastbound right turn lane must be converted into a separate free right turn lane, or double right. Improvements to this intersection must be implemented by El Dorado County. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the White Rock Road/Carson Crossing Road Intersection (El Dorado County 1).</p>	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.
53-70	3A.15-4p (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the Hazel Avenue/U.S. 50 Westbound Ramps Intersection (Caltrans Intersection 1).</i></p> <p>To ensure that the Hazel Avenue/U.S. 50 westbound ramps intersection operates at an acceptable LOS, the westbound approach must be reconfigured to consist of one dedicated left turn lane, one shared left through lane and three dedicated right-turn lanes. Improvements to this intersection must be implemented by Caltrans and Sacramento County. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to the Hazel Avenue/U.S. 50 Westbound Ramps Intersection (Caltrans Intersection 1).</p>	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.

53-71	3A.15-4q (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 between Zinfandel Drive and Sunrise Boulevard (Freeway Segment 1).</i></p> <p>To ensure that Eastbound US 50 operates at an acceptable LOS between Zinfandel Drive and Sunrise Boulevard, an additional eastbound lane could be constructed. This improvement is not consistent with the Concept Facility in Caltrans State Route 50 Corridor System Management Plan; therefore, it is not likely to be implemented by Caltrans by 2030. Construction of the Capitol South East Connector, including widening White Rock Road and Grant Line Road to six lanes with limited access, could divert some traffic from U.S. 50 and partially mitigate the project’s impact. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Eastbound U.S. 50 between Zinfandel Drive and Sunrise Boulevard (Freeway Segment 1).</p>	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.
53-72	3A.15-4r (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 between Rancho Cordova Parkway and Hazel Avenue (Freeway Segment 3).</i></p> <p>To ensure that Eastbound US 50 operates at an acceptable LOS between Rancho Cordova Parkway and Hazel Avenue, an additional eastbound lane could be constructed. This improvement is not consistent with the Concept Facility in Caltrans State Route 50 Corridor System Management Plan; therefore, it is not likely to be implemented by Caltrans by 2030. Construction of the Capitol South East Connector, including widening White Rock Road and Grant Line Road to six lanes with limited access, could divert some traffic off of U.S. 50 and partially mitigate the project’s impact. The applicant shall pay its proportionate share of funding of improvements to the agency responsible for improvements, based on a program established by that agency to reduce the impacts to Eastbound U.S. 50 between Rancho Cordova Parkway and Hazel Avenue (Freeway Segment 3).</p>	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.
53-73	3A.15-4s (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on Eastbound US 50 between Folsom Boulevard and Prairie City Road (Freeway Segment 5).</i></p> <p>To ensure that Eastbound US 50 operates at an acceptable LOS between Folsom Boulevard and Prairie City Road, the eastbound auxiliary lane</p>	Before project build out. A phasing analysis should be performed prior to	Sacramento County Department of Transportation.

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

		<p>Prairie City Road flyover on ramp should be braided over the Oak Avenue Parkway off ramp and start an extended full auxiliary lane to the East Bidwell Street – Scott Road off ramp. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Eastbound / Prairie City Road slip ramp merge (Freeway Merge 6).</p>	<p>which project phase the improvement should be built.</p>	
53-76	3A.15-4v (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on the U.S. 50 Eastbound / Prairie City Road Flyover On Ramp to Oak Avenue Parkway Off Ramp Weave (Freeway Weave 7).</i></p> <p>To ensure that Eastbound US 50 operates at an acceptable LOS, the northbound Prairie City Road slip on ramp should start the eastbound auxiliary lane that extends to and drops at the Oak Avenue Parkway off ramp (see mitigation measure 3A.15-4u, v and x), and the southbound Prairie City Road flyover on ramp should be braided over the Oak Avenue Parkway off ramp and start an extended full auxiliary lane to the East Bidwell Street – Scott Road off ramp. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Eastbound / Prairie City Road Flyover On Ramp to Oak Avenue Parkway Off Ramp Weave (Freeway Weave 7).</p>	<p>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>
53-77	3A.15-4w (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Eastbound / Oak Avenue Parkway Loop Ramp Merge (Freeway Merge 8).</i></p> <p>To ensure that Eastbound US 50 operates at an acceptable LOS, the southbound Oak Avenue Parkway loop on ramp should merge with the eastbound auxiliary lane that starts at the southbound Prairie City Road braided flyover on ramp and ends at the East Bidwell Street – Scott Road off ramp (see mitigation measure 3A.15-4u, v and w). Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to U.S. 50 Eastbound / Oak Avenue Parkway Loop Ramp Merge (Freeway Merge 8).</p>	<p>Before project build out. A phasing analysis should be performed prior to approval of the first subdivision map to determine during which project phase the improvement should be built.</p>	<p>Sacramento County Department of Transportation.</p>

53-78	3A.15-4x (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound / Empire Ranch Road Loop Ramp Merge (Freeway Merge 27).</i></p> <p>To ensure that Westbound US 50 operates at an acceptable LOS, the northbound Empire Ranch Road loop on ramp should start the westbound auxiliary lane that ends at the East Bidwell Street – Scott Road off ramp. The slip-on ramp from southbound Empire Ranch Road slip ramp would merge into this extended auxiliary lane. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Westbound / Empire Ranch Road loop ramp merge (Freeway Merge 27).</p>	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.
53-79	3A.15-4y (FPASP EIR/EIS)	<p><i>Participate in Fair Share Funding of Improvements to Reduce Impacts on U.S. 50 Westbound / Prairie City Road Loop Ramp Merge (Freeway Merge 35).</i></p> <p>To ensure that Westbound US 50 operates at an acceptable LOS, the northbound Prairie City Road loop on ramp should start the westbound auxiliary lane that continues beyond the Folsom Boulevard off ramp. The slip-on ramp from southbound Prairie City Road slip ramp would merge into this extended auxiliary lane. Improvements to this freeway segment must be implemented by Caltrans. The applicant shall pay its proportionate share of funding of improvements, as may be determined by a nexus study or other appropriate and reliable mechanism paid for by applicant, to reduce the impacts to the U.S. 50 Westbound / Prairie City Road Loop Ramp Merge (Freeway Merge 35).</p>	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.
UTILITIES AND SERVICE SYSTEMS				
53-80	3A.16-1 (FPASP EIR/EIS)	<p><i>Submit Proof of Adequate On- and Off-Site Wastewater Conveyance Facilities and Implement On- and Off-Site Infrastructure Service Systems or Ensure That Adequate Financing Is Secured.</i></p> <p>Before the approval of the final map and issuance of building permits for all project phases, the project applicant(s) of all project phases shall submit proof to the City of Folsom that an adequate wastewater conveyance system either has been constructed or is ensured through payment of the City’s facilities augmentation fee as described under the Folsom Municipal Code Title 3, Chapter 3.40, “Facilities Augmentation Fee – Folsom South Area Facilities Plan,” or other sureties to the City’s</p>	Before approval of final maps and issuance of building permits for any project phases.	City of Folsom Community Development Department and City of Folsom Public Works Department

		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.		
53-81	3A.16-3 (FPASP EIR/EIS)	<i>Demonstrate Adequate SRWTP Wastewater Treatment Capacity.</i> The project applicant(s) of all project phases shall demonstrate adequate capacity at the SRWTP for new wastewater flows generated by the project. This shall involve preparing a tentative map-level study and paying connection and capacity fees as identified by SRCSD. Approval of the final map and issuance of building permits for all project phases shall not be granted until the City verifies adequate SRWTP capacity is available for the amount of development identified in the tentative map.	Before approval of final maps and issuance of building permits for any project phases.	City of Folsom Community Development Department and City of Folsom Public Works Department
53-82	3A.18-1 (FPASP EIR/EIS)	<i>Submit Proof of Surface Water Supply Availability.</i> a. Prior to approval of any small-lot tentative subdivision map subject to Government Code Section 66473.7 (SB 221), the City shall comply with that statute. Prior to approval of any small-lot tentative subdivision map for a proposed residential project not subject to that statute, the City need not comply with Section 66473.7, or formally consult with any public water system that would provide water to the affected area; nevertheless, the City shall make a factual showing or impose conditions similar to those required by Section 66473.7 to ensure an adequate water supply for development authorized by the map. b. Prior to recordation of each final subdivision map, or prior to City approval of any similar project-specific discretionary approval or entitlement required for nonresidential uses, the project applicant(s) of that project phase or activity shall demonstrate the availability of a reliable and sufficient water supply from a public water system for the amount of development that would be authorized by the final subdivision map or project-specific discretionary nonresidential approval or entitlement. Such a demonstration shall consist of information showing that both existing sources are available or needed supplies and improvements will be in place prior to occupancy.	Before approval of final maps and issuance of building permits for any project phases.	City of Folsom Community Development Department and City of Folsom Public Works Department
53-83	3A.18-2a (FPASP EIR/EIS)	<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>	Before approval of final maps and issuance of	City of Folsom Community Development Department and

		<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>building permits for any project phases.</p>	<p>City of Folsom Public Works Department</p>
53-84	<p>3A.18-2b (FPASP EIR/EIS)</p>	<p><i>Demonstrate Adequate Off-Site Water Treatment Capacity (if the Off-Site Water Treatment Plant Option is Selected).</i></p> <p>If an off-site water treatment plant (WTP) alternative is selected (as opposed to the on-site WTP alternative), the project applicant(s) for any particular discretionary development application shall demonstrate adequate capacity at the off-site WTP. This shall involve preparing a tentative map–level study and paying connection and capacity fees as determined by the City. Approval of the final project map shall not be granted until the City verifies adequate water treatment capacity either is available or is certain to be available when needed for the amount of development identified in the tentative map before approval of the final map and issuance of building permits for all project phases. A certificate of occupancy shall not be issued for any building within the SPA until the water treatment capacity sufficient to serve such building has been constructed and is in place.</p>	<p>Before approval of final maps and issuance of building permits for any project phases.</p>	<p>City of Folsom Community Development Department and City of Folsom Public Works Department</p>
53-85	<p>4.4-1 (Westland/ Eagle SPA)</p>	<p><i>Conduct Environmental Awareness Training for Construction Employees.</i></p> <p>Prior to beginning construction activities, the Project Applicant shall employ a qualified biologist to develop and conduct environmental awareness training for construction employees. The training shall describe the importance of onsite biological resources, including special-status wildlife habitats; potential nests of special-status birds; and roosting habitat for special-status bats. The biologist shall also explain the importance of other responsibilities related to the protection of wildlife during construction such as inspecting open trenches and looking under vehicles and machinery prior to</p>	<p>Before approval of grading or improvement plans or any ground disturbing activities, including grubbing or clearing, for any project phase.</p>	<p>City of Folsom Community Development Department</p>

		<p>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>		
53-86	4.4-7 (Westland/ Eagle SPA)	<p><i>Preconstruction Nesting Bird Survey.</i></p> <p>The Project Applicant shall conduct a preconstruction nesting bird survey of all areas associated with construction activities on the project site within 14 days prior to commencement of construction during the nesting season (1 February through 31 August).</p> <p>If active nests are found, a no-disturbance buffer around the nest shall be established. The buffer distance shall be established by a qualified biologist in consultation with CDFW. The buffer shall be maintained until the fledglings are capable of flight and become independent of the nest, to be determined by a qualified biologist. Once the young are independent of the nest, no further measures are necessary. Pre-construction nesting surveys are not required for construction activity outside of the nesting season.</p>	Before approval of grading or improvement plans or any ground disturbing activities, including grubbing or clearing, for any project phase.	California Department of Fish and Game, and City of Folsom Community Development Department
53-87	3A.5-1a (Westland/ Eagle SPA)	<p><i>Comply with the Programmatic Agreement.</i></p> <p>The PA for the project is incorporated by reference. The PA provides a management framework for identifying historic properties, determining adverse effects, and resolving those adverse effects as required under Section 106 of the National Historic Preservation Act. This document is incorporated by reference. The PA is available for public inspection and review at the California Office of Historic Preservation 1725 23rd Street Sacramento, CA 95816.</p>	During all construction phases	City of Folsom Community Development Department; U.S. Army Corp of Engineers;

<p>53-88</p>	<p>3A.5-2 (Westland/ Eagle SPA)</p>	<p><i>Conduct Construction Personnel Education, Conduct On-Site Monitoring If Required, Stop Work if Cultural Resources are Discovered, Assess the Significance of the Find, and Perform Treatment or Avoidance as Required.</i></p> <p>To reduce potential impacts to previously undiscovered cultural resources, the project applicant(s) of all project phases shall do the following:</p> <ul style="list-style-type: none"> ▶ Before the start of ground-disturbing activities, the project applicant(s) of all project phases shall retain a qualified archaeologist to conduct training for construction workers as necessary based upon the sensitivity of the project APE, to educate them about the possibility of encountering buried cultural resources and inform them of the proper procedures should cultural resources be encountered. ▶ As a result of the work conducted for Mitigation Measures 3A.5-1a and 3A.5-1b, if the archaeologist determines that any portion of the SPA or the off-site elements should be monitored for potential discovery of as-yet-unknown cultural resources, the project applicant(s) of all project phases shall implement such monitoring in the locations specified by the archaeologist. USACE should review and approve any recommendations by archaeologists with respect to monitoring. ▶ Should any cultural resources, such as structural features, unusual amounts of bone or shell, artifacts, or architectural remains be encountered during any construction activities, work shall be suspended in the vicinity of the find and the appropriate oversight agency(ies) (identified below) shall be notified immediately. The appropriate oversight agency(ies) shall retain a qualified archaeologist who shall conduct a field investigation of the specific site and shall assess the significance of the find by evaluating the resource for eligibility for listing on the CRHR and the NRHP. If the resource is eligible for listing on the CRHR or NRHP and it would be subject to disturbance or destruction, the actions required in Mitigation Measures 3A.5-1a and 3A.5-1b shall be implemented. The oversight agency shall be responsible for approval of recommended mitigation if it is determined to be feasible in light of the approved land uses and shall implement the approved mitigation before resuming construction activities at the archaeological site. <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable</p>	<p>Before approval of grading or improvement plans or any ground disturbing activities, including grubbing or clearing, for any project phase.</p>	<p>City of Folsom Community Development Department; U.S. Army Corp of Engineers</p>
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		<p>project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans).</p> <p>The project applicant, in coordination with USACE, shall ensure that an archaeological sensitivity training program is developed and implemented during a pre-construction meeting for construction supervisors. The sensitivity training program shall provide information about notification procedures when potential archaeological material is discovered, procedures for coordination between construction personnel and monitoring personnel, and information about other treatment or issues that may arise if cultural resources (including human remains) are discovered during project construction. This protocol shall be communicated to all new construction personnel during orientation and on a poster that is placed in a visible location inside the construction job trailer. The phone number of the USACE cultural resources staff member shall also be included.</p> <p>The on-site sensitivity training shall be carried out each time a new contractor will begin work in the APE and at the beginning of each construction season by each contractor.</p> <p>If unanticipated discoveries of additional historic properties, defined in 36 CFR 800.16 (l), are made during the construction of the project, the USACE shall ensure that they will be protected by implementing the following measures:</p> <ul style="list-style-type: none">▶ The Construction Manager, or archaeological monitor, if given the authority to halt construction activities, shall ensure that work in that area is immediately halted within a 100-foot radius of the unanticipated discovery until the find is examined by a person meeting the professional qualifications standards specified in Section 2.2 of Attachment G of the HPMP. The Construction Manager, or archaeological monitor, if present, shall notify the USACE within 24 hours of the discovery.▶ The USACE shall notify the State Historic Preservation Officer (SHPO) within one working day of an unanticipated discovery and may initiate interim treatment measures in accordance with this HPTP. Once the USACE makes a formal determination of eligibility for the resource, the USACE will notify the SHPO within 48 hours of the determination and afford the SHPO an opportunity to comment on appropriate treatment. The SHPO shall respond within 72 hours of the request to consult. Failure of the SHPO to respond within 72 hours shall not prohibit the USACE from implementing the treatment measures.		
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		<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>		
<p>53-89</p>	<p>3A.5-3 (Westland/ Eagle SPA)</p>	<p><i>Suspend Ground-Disturbing Activities if Human Remains are Encountered and Comply with California Health and Safety Code Procedures.</i></p> <p>In accordance with the California Health and Safety Code, if human remains are uncovered during ground-disturbing activities, including those associated with off-site elements, the project applicant(s) of all project phases shall immediately halt all ground-disturbing activities in the area of the find and notify the Sacramento County Coroner and a professional archaeologist skilled in osteological analysis to determine the nature of the remains. The coroner is required to examine all discoveries of human remains within 48 hours of receiving notice of a discovery on private or public lands (California Health and Safety Code Section 7050.5[b]). If the coroner determines that the remains are those of a Native American, he or she must contact the NAHC by phone within 24 hours of making that determination (California Health and Safety Code Section 7050[c]).</p> <p>After the coroner’s findings are complete, the project applicant(s), an archaeologist, and the NAHC-designated Most Likely Descendant shall determine the ultimate treatment and disposition of the remains and take appropriate steps to ensure that additional human interments are not disturbed. The responsibilities for acting on notification of a discovery of Native American human remains are identified in Section 5097.9 of the California Public Resources Code.</p> <p>Upon the discovery of Native American remains, the procedures above regarding involvement of the applicable county coroner, notification of the NAHC, and identification of an Most Likely Descendant shall be followed. The project applicant(s) of all project phases shall ensure that the immediate vicinity (according to generally accepted cultural or archaeological standards and practices) is not damaged or disturbed by further development activity until consultation with the Most Likely Descendant has taken place. The Most Likely Descendant shall have 48 hours after being granted access to the site to inspect the site and make recommendations. A range of possible treatments for the remains may be discussed: nondestructive removal and analysis, preservation in place, relinquishment of the remains and associated items to the descendants, or other culturally appropriate treatment. As suggested by AB 2641 (Chapter 863, Statutes of 2006), the concerned parties may extend discussions beyond the initial 48 hours to allow for the discovery of additional remains. AB 2641(e) includes a</p>	<p>During all ground disturbing activities, for any project phase.</p>	<p>Sacramento County Coroner; Native American Heritage Commission; City of Folsom Community Development Department</p>

	<p>list of site protection measures and states that the project applicant(s) shall comply with one or more of the following requirements:</p> <ul style="list-style-type: none">▶ record the site with the NAHC or the appropriate Information Center,▶ use an open-space or conservation zoning designation or easement, or▶ record a reinternment document with the county. <p>The project applicant(s) or its authorized representative of all project phases shall rebury the Native American human remains and associated grave goods with appropriate dignity on the property in a location not subject to further subsurface disturbance if the NAHC is unable to identify an Most Likely Descendant or if the Most Likely Descendant fails to make a recommendation within 48 hours after being granted access to the site. The project applicant(s) or its authorized representative may also reinter the remains in a location not subject to further disturbance if it rejects the recommendation of the Most Likely Descendant and mediation by the NAHC fails to provide measures acceptable to the landowner. Ground disturbance in the zone of suspended activity shall not recommence without authorization from the archaeologist.</p> <p>Mitigation for the off-site elements outside of the City of Folsom’s jurisdictional boundaries must be coordinated by the project applicant(s) of each applicable project phase with the affected oversight agency(ies) (i.e., El Dorado and/or Sacramento Counties, or Caltrans).</p> <p>The project applicants shall be required to submit to the City proof of compliance in the form of a completed training roster and copy of training materials.</p>		
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ATTACHMENT 1

Resolution No. 10731 – A Resolution to Approve a Small Lot Vesting Tentative Subdivision Map, Minor Administrative Modifications, Planned Development Permit deviations to the MLD Development Standards and Design Review to allow 115 residential units and approval of Street Names for the Mangini Ranch 1C South Project

ATTACHMENT 2

Planning Commission Staff Report dated October 6, 2021



AGENDA ITEM NO. 1
Type: Public Hearing
Date: October 6, 2021

Planning Commission Staff Report
 50 Natoma Street, Council Chambers
 Folsom, CA 95630

Project: Mangini Ranch Phase 1C South
File #: PN-21-086
Requests: Small-Lot Vesting Tentative Subdivision Map
 Minor Administrative Modifications
 Development Standards and Design Review
Location: The proposed Mangini Ranch Phase 1C South Subdivision Project is in the Folsom Plan Area Specific Plan on the northwest corner of White Rock Road and Placerville Road/Future Savannah Parkway, south of Mangini Parkway
 APNs: 072-0070-039, 072-3390-003, -004, and -013
Staff Contact: Kathy Pease, AICP, Contract Planner, 916-812-0749
 kpease@masfirm.com

Property Owner
 Arcadian Improvement Co., LLC
 Address: 4370 Town Center Blvd, Suite 100,
 El Dorado Hills, CA 95762

Applicant
 Tri Pointe Homes, LLC
 Address: 2990 Lava Ridge Court
 Suite 190, Roseville, CA 95661

Recommendation: Conduct a public hearing and upon conclusion recommend that the Planning Commission recommend City Council approval of the following entitlements, subject to the proposed Findings (A-Z) and Conditions of Approval (1-54) attached to this report:

- Small-Lot Vesting Tentative Subdivision Map
- Minor Administrative Modification for Land Use Edge Refinements
- Minor Administrative Modification for Transfer of Development Rights
- Planned Development Permit-Development Standards and Design Review
- Approval of Street Names

Project Summary: The proposed project involves several related actions associated with a proposed residential development:



AGENDA ITEM NO. 1
Type: Public Hearing
Date: October 6, 2021

- A Small-Lot Vesting Tentative Subdivision Map seeks to subdivide the area (26.92-acres) into 115 residential lots
- A Minor Administrative Modification to refine the Land Use edge
- A Minor Administrative Modification to transfer three allocated dwelling units to the Project site within the Folsom Plan Area Specific Plan.
- Planned Development Permit- Development Standard Deviations and Design Review of architecture and designs for the proposed homes
- Street Names seeks approval of a list of street names to be used for the proposed Project, as well as the Mangini Ranch 1C North and 1C 4-Pack subdivisions

These proposed actions are described in detail and analyzed later in this report

Table of Contents:

Attachment 1 - Background and Setting

Attachment 2 - Project Description

- Small-Lot Vesting Tentative Subdivision Map
- Minor Administrative Modification Land Use Edge Refinement
- Minor Administrative Modification (Shift of 3 Dwelling Units)
- Planned Development Permit-Development Standard Deviations and Design Review
- Proposed Street Names List

Attachment 3 - Analysis

- Small-Lot Vesting Tentative Subdivision Map
- Minor Administrative Modification Land Use Edge Refinement
- Minor Administrative Modification (Shift of 3 Dwelling Units)
- Planned Development Permit-Development Standard Deviations and Design Review
- Street Names

Attachment 4 - Conditions of Approval

Attachment 5 - Small-Lot Vesting Tentative Subdivision Map, dated July 1, 2021.

Attachment 6 - Preliminary Grading and Drainage Plan, dated July 1, 2021.

Attachment 7 - Residential Schematic Design, dated December 4, 2020.

Attachment 8 - CEQA Exemption and Streamlining Analysis for the Phase 1C South



FOLSOM
CITY OF CALIFORNIA

AGENDA ITEM NO. 1
Type: Public Hearing
Date: October 6, 2021

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ATTACHMENT 1
BACKGROUND AND SETTING

Subdivision Project dated September 17, 2021

- Attachment 9 - Access and Circulation Analysis, dated September 23, 2021
- Attachment 10- Environmental Noise Analysis, dated September 15, 2021.
- Attachment 11- Applicant's General Plan Consistency Analysis
- Attachment 12 - Subdivision Booklet (Separate Bound Document).
- Attachment 13 – Digital Color Board dated May 4, 2021
- Attachment 14- Applicant's Inclusionary Housing Letter dated September 15, 2021.

A. Background: Folsom Plan Area Specific Plan

The proposed Project site is part of the approved Folsom Plan Area Specific Plan (FPASP), a comprehensively planned community that proposes new development based on "Smart Growth" and Transit Oriented Development principles.

The FPASP, approved in 2011, is a development plan for over 3,500 acres of previously undeveloped land located south of Highway 50, north of White Rock Road, east of Prairie City Road, and adjacent to the Sacramento County/EI Dorado County line in the southeastern portion of the City.

The FPASP includes a mix of residential, commercial, employment and public uses, complemented by recreational amenities including a significant system of parks and open space, all within proximity to one another and interconnected by a network of "complete streets", trails and bikeways. The Specific Plan is consistent with the SACOG Blueprint Principles and the requirements of SB 375 (Sustainable Communities and Climate Protection Act).

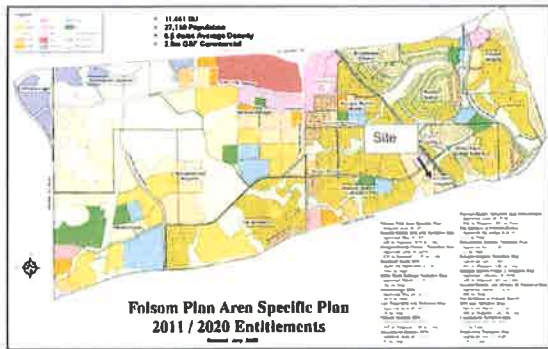
The Multi-Family Low Density (MLD) zoning designation provides for development at 7.0 to 12.0 units per acre. An excerpt from the FPASP Land Use Map is shown below. The proposed land use designations are consistent with the Folsom General Plan.

Submitted,

PAM JOHNS
Community Development Director

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FIGURE 1: FPASP LAND USE MAP EXCERPT



B. Physical Setting

Figure 2, on the following page, shows an aerial photo Project site.

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FIGURE 2: AERIAL PHOTO (2020)



Savannah Parkway provides direct access to the Project site. Mangini Parkway also provides access into the Project via the Mangini Ranch 1C North subdivision proposed to the north. Developments approved in the area near the Project site includes the Mangini Ranch Phase I and II, and White Rock Springs Ranch currently under construction. A new elementary school is west of the Project site.

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**ATTACHMENT 2
PROJECT DESCRIPTION**

APPLICANT'S PROPOSAL

The Applicant is requesting approval of several related actions to allow the development of 115 single family homes on a 26.92-acre site. This Attachment provides project information on the requested approvals.

- A. Small-Lot Vesting Tentative Subdivision Map (Creation of 115 Residential Lots, and landscape and open space parcels- Lots A - L)
- B. Minor Administrative Modification Land Use Boundary Refinement
- C. Minor Administrative Modification (Transfer of 3 Dwelling Units)
- D. Planned Development Permit – Development Standard Deviations and Design Review
- E. Proposed Subdivision Street Names
- A. Small-Lot Vesting Tentative Subdivision Map

The first component of the Applicant's proposal is a Small-Lot Vesting Tentative Map to subdivide large lot parcels 132 and 211, to create 115 single-family residential lots, and several landscape and open space lots (A-L).

The Project subdivision layout is shown in Figure 3 on the following page. (A more detailed version of the subdivision map is included as Attachment 5 to this staff report.)

FIGURE 3: PROPOSED SUBDIVISION LAYOUT



White Rock Road and the future Capital Southeast Connector are adjacent to the Project's southern boundary but no access into the subdivision is planned from those roadways. The Capital Southeast Connector is planned to improve White Rock Road from a local two-lane roadway to a 4- to 6-lane regional thoroughfare. Condition No. 41 includes notice to future residents regarding the proximity of this roadway.

The proposed subdivision features minimum lot sizes of 3,000 square feet (45' x 67'). All lots will have a standard 12.5-foot-wide public utility easement in the front yard (and street side yard for corner lots).

The subdivision uses standard public street right-of-way dimensions, including an internal roadway system with attached sidewalks on both sides of the street, as shown in Figure 5 below. A stormwater detention basin is not a part of the subdivision, but is located in an area east of Lot J and west of Lot I.

One alley is proposed as part of the Project as shown in Figure 6.

Typical residential street entries into the subdivision directly from Savannah Parkway. An entry is also provided from Mangini Parkway through the Mangini Ranch 1C North subdivision to the north (Street F).

There are various landscape parcels that are being created by the SLTSM. Lot I contains an existing waterline easement. Lots J and K contain a future Class I trail. A connection across the trail is provided from Mangini Ranch Phase 1C to the north via Street F. Several landscape lots (Lots A through F) are proposed. Lot C would provide an additional opportunity for a connection to the trail at the end of a cul-de-sac in Court A.

Village	Zoning/Land Use	Gross Acres	Net Units	Density
1	SP-MLD Multi-Family Low Density	15.10	14.42	115
	SP-MLD	0	0.88	0
Lots A-F	SP-MLD Landscape	9.0	9.0	0
Lots G-L	SP-OSZ	2.82	2.82	0
Right of Way	Roads	26.92	26.92	115
Total	Open Space	26.92	26.92	0

TABLE 1: LAND USE SUMMARY

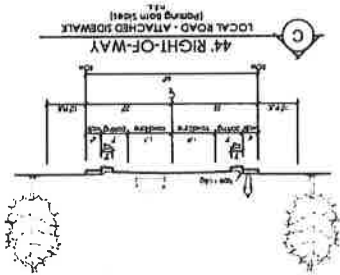


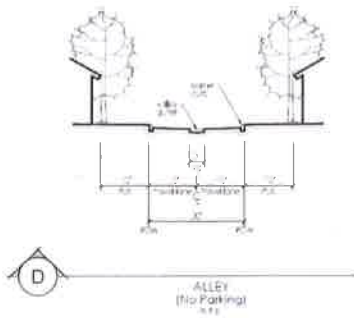
FIGURE 6: INTERNAL ROADWAY CROSS SECTION

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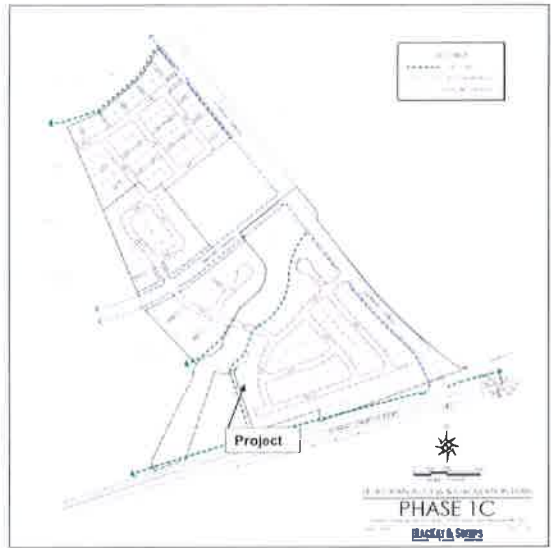
FIGURE 6: PROPOSED ALLEY CROSS SECTION



As shown in Figures 7 and 8 below, a Class 1 bike trail is proposed in the open space that is located along the northern boundary of the Project. Trail connections will be provided at grade and will connect to the proposed sidewalk on Street F. Access would also be available at Lot C which is at the end of cul-de-sac A. Pedestrian access and circulation are also accommodated through the provision of attached sidewalks on all interior streets. Class II bike lanes are provided on Savannah Parkway and Mangini Parkway (as required in the FPASP) and Class II bike routes are provided on all residential streets.

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FIGURE 7: PEDESTRIAN ACCESS



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FIGURE 8: COURT CONNECTION TO OPEN SPACE VIA LOT C



B. Planned Development Permit- Development Standards and Design Review

The Planned Development Permit is designed to allow greater flexibility in the design of a project than otherwise possible through strict application of the land use regulations. The Planned Development Permit process is designed to encourage creative and efficient uses of land. The following are proposed as part of the Applicant's Planned Development Permit:

- Development Standard Deviations
- Building Architecture and Design

Development Standards

The Applicant's desire is to provide a single family detached compact product that meets a land use density of 8 dwelling units per acre. As a result, the Applicant is requesting several deviations to the Specific Plan MLD development standards to achieve this density. The request includes reduced front yard, garage, and side yard setbacks. No bedroom windows are proposed on the side elevations of homes that would conflict with the four-foot side setback, to meet fire code access requirements. The following table outlines the areas that are proposed to deviate from the MLD Development Standards shown in red.

TABLE 2: SP-MLD MULTI-FAMILY LOW DENSITY DEVELOPMENT STANDARDS

Development Standard	Requirement	Proposed Project
Minimum Lot Size	3,000	3,000
Corner Lot	3,500	3,500
Front Porch Setback	12.5 Feet	12.5
Front Primary Structure Setback	15 Feet	12.5
Front Garage Setback	20 Feet	18
Side Yard Setbacks	5 Feet/5 Feet	4
Rear Yard Setback	10 Feet	10
Maximum Lot Coverage	50%	50%

The Applicant has put together a package of amenities that will provide a public benefit to future residents in the community above what would normally be provided. The community will have increased energy efficiency and amenities. The proposed amenities include:

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- All homes will include a WaterSense Rain Bird WiFi irrigation controller for their private rear yard landscapes, capable of servicing both their front and rear yards.
- Third Party Verification. Third-party testing will be included with each home to ensure all energy efficient features installed in the homes have been installed correctly to maximize energy efficiencies. Third-party testing will include Quality Insulation Installation Inspection (HQII), SEER and EER Verifications, and Low Leakage Ducts.
- Cool Roofing. The project will feature tile roofs from Eagle Roofing's California Collection. Tile roofs will be Cool Roof rated with a SR value no less than 0.17.
- Low Voltage Technology: Comfort features will be included in every home.
 - Eero whole home WiFi system with two Beacons for full coverage provided to every home.
 - Amazon Echo Spot voice activated smart device facilitating hands-free control of connected devices throughout the home included in every home.
 - LiftMaster WiFi enabled garage door opener included in every home.
 - Dual combination USB receptacle in kitchen for ease in charging devices included.
 - Two Smart Leviton Decora light switches included in every home.
 - RING Pro video doorbell for added security included in every home.
- Upgraded SuperPaint and Loxon Acrylic Paint: High performance Sherwin Williams Loxon Acrylic Paint that contains agents that inhibit the growth of mildew on the homes surface will be used on all homes.
- Sustainable Features:
 - Energy Star dishwasher
 - Tankless water heaters
 - Insulated garage doors and windows with low u-factors
 - Energy-efficient LED lighting
 - Low-E glass windows to keep heat and cold outside and reduce UV rays
 - Programmable dual zone, "smart" thermostats
 - Right-sized energy efficient HVAC equipment with sealed ducts
 - WaterSense certified faucets and fixtures in bathrooms
 - Right-sized solar systems offsetting average homeowner usage with the option to add panels as desired
 - Garages would be wired for electric vehicle charging but individual occupants would

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Building Architecture and Design

Two of the three proposed plans were previously approved in the Creekstone neighborhood currently under construction by Tri Point Homes, (southeast corner of East Bidwell and Savannah Parkway in the FPASP). There are 35 possible combinations of plan, elevation and color or materials so only three homes would end up being the same within the proposed Project. Plan 2 is new to further ensure that the neighborhood contains its own unique style.

The primary reason for a new plan was so that all three plans would have the highly desired first-floor bedroom. The themes coordinate with the two neighboring Phase 1C plan series (MR 1C 4-Packs and MR 1C North), creating a cohesive design with neighborhoods strung together harmoniously and balanced. The elevations have slight changes as compared to Creekstone to ensure this neighborhood has its own signature. Some examples are as follows:

- Incorporated more hipped roofs on the Italian themes.
- Changed the shutter detail and some eave clay pipe details on the Spanish elevations.
- Changed first floor roofs from shed to gable at certain location on the Farmhouse.
- Incorporated more brick and modified location of siding on the Farmhouse elevations.
- Changed up the garage door designs for the Spanish and Italian elevations.
- Changed window patterns on front elevations.

Differences from Creekstone include the following:

- All plans have a first-floor secondary bedroom
- Lot size increased to meet minimum of MLD Standard
- Larger Rear Yards
- 72% of lots can fit a rear covered patio
- 75% of lots have deeper front setbacks from the minimum proposed (20' garage and 13' front vs. 18' garage and 12.5' front)
- Use of Cool Roofing SR Value of no less than 0.17
- Electric Vehicle Charger pre-wire
- SuperPaint by Sherwin Williams on interior walls
- Loxon Acrylic Paint at exterior

Like Creekstone these are the qualities included in 1C South

- House forward architecture, including glazing from the first-floor secondary bedroom
- Varied Entry Locations
- Private Yards

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- Two-Bay Garages
- Full Size Driveways
- Low Maintenance Landscapes

The Project includes the construction of 115 single family homes. All of the homes are proposed in a two-story configuration and range in size from 2,049 square feet to 2,421 square feet. As indicated, all homes feature a downstairs bedroom.

Three architectural styles are proposed:

- Spanish Colonial
- Italian Villa
- Western Farmhouse

There are three plan types for all three architectural styles, with a variety of colors and materials as shown in the Applicant's submittal (Attachment 7 and 13).

The Applicant's submittal describes the architectural styles as follows:

- *Spanish Colonial* – Based on simple early Spanish missions, the style uses minimal decorative details borrowed from Spanish Revival homes that are most common in southwestern states, particularly California, Arizona, and Texas. Identifying features are low-pitched roofs, with little to no overhang, and tile roof covering. Recessed elements along with gable end details and trim; wall surface is usually stucco, and the facade normally asymmetrical.
- *Italian Villa* – This style provides a classic look. Roofs contain villa-shaped concrete tile and are gently pitched, the homes have two story massing with stucco exterior finish and stone veneer on columns.
- *Western Farmhouse* – Roofs are a lower hip on hip design with flat concrete roof tiles. These roofs contribute to a grounded massing approach highlighted with vertically oriented feature windows. Elevation features are further highlighted with material transitions and color application. Windows kept intentionally without grids and masonry stone veneer styles are the most rectilinear and crisp for differentiation and contemporary theme. Color schemes work with massing design to provide an earthy feel with accent pops of color.

Example illustrations of the three architectural styles and sample floor plans applied to the designs are shown in Figures 7 through 14 on the following pages.

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FIGURE 9: ELEVATIONS 1A



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FIGURE 10: FLOORPLAN 1A

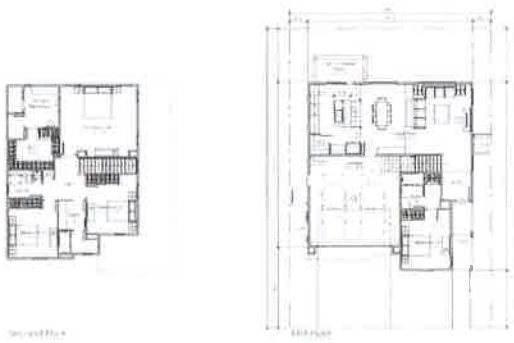


FIGURE 11: ELEVATIONS 2A



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FIGURE 12: FLOORPLAN 2A

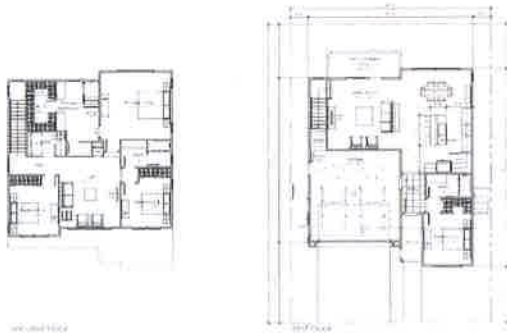


FIGURE 13: ELEVATIONS 3A



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FIGURE 14: PLAN 3 FLOORPLAN



FIGURE 15: FRONT YARD LANDSCAPING

45X67 Product Series



All lots including the one alley, will have a 12.5-foot front yard with landscaping proposed as shown in Figure 15. While one alley is proposed, it contains several large lots because of site constraints and therefore, is able to accommodate a front yard facing the alley. According to the Applicant, 75% of the homesites will actually have a 15' front setback.

C. Minor Administrative Modification

The Project includes two Minor Administrative Modifications (MAMs). The first request is for approval of a MAM to transfer development rights to move three dwelling units among parcels, as shown on Figure 16.

The unit transfer supports the 115 units in the SLVTSM. The transferring and receiving parcels are under a single ownership and located within the FPASP and, after the transfer, they would remain within the General Plan and specific plan density ranges for each respective parcel.

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FIGURE 16: PROPOSED REALLOCATION OF 3 DWELLING UNITS

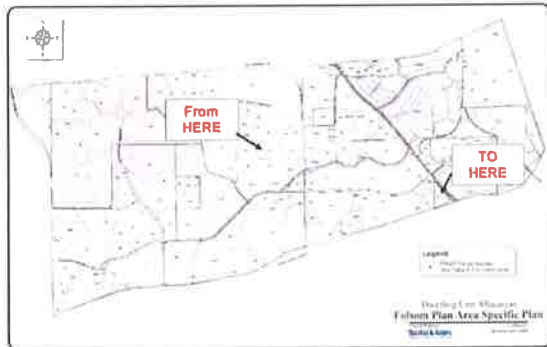
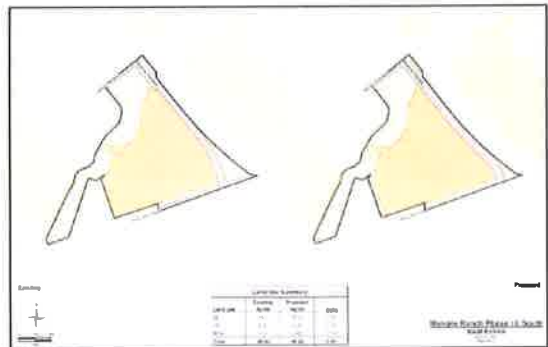


FIGURE 17: MINOR ADMINISTRATIVE MODIFICATION BOUNDARY REFINEMENT



The second MAM is for minor adjustments to the land use boundaries. As shown below, the edges of the development area have been slightly modified to accommodate realignments of planned roadways. The adjustments to the land use boundaries are requested to maximize development efficiencies. Specifically, 1) The boundary line between the Project site and open space are modified to adjust the location of the road crossing the open space (no changes to impacted acres) and addition of open space at the western site boundary (an increase of 0.19 acre), and 2) Savannah Parkway is shifted east to accommodate the planned intersection at White Rock Road.

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E. Street Names

There are seven streets within the 1C South subdivision including the court. Street names are being proposed by the Applicant. The Folsom Municipal Code (FMC Section 16.09.020(C)(6)) requires that all new street names be considered and approved by the Planning Commission.

The list of proposed street names are as follows and includes names that will be shown on the Final Map and will also be used for the Mangini Ranch 1C North and 1C 4-Pack projects:

Proposed New Street Names

- | | |
|------------------|-----------------|
| 1. Apollo | 29. Orbit |
| 2. Artemis | 30. Nightberry |
| 3. Azure | 31. Opal |
| 4. Bedrock | 32. Pegasus |
| 5. Caprock | 33. Raindrop |
| 6. Bellanna | 34. Ranger |
| 7. Burns | 35. Rattan |
| 8. Cantrell | 36. Riata |
| 9. Caraway | 37. Romanini |
| 10. Celestial | 38. Selene |
| 11. Clementine | 39. Sisel |
| 12. Daffodil | 40. Sotilce |
| 13. Equinox | 41. Starlight |
| 14. Firefly | 42. Southpointe |
| 15. Freesia | 43. Sunflower |
| 16. Frontier | 44. Tilly |
| 17. Gibbous | 45. Twilight |
| 18. Hampton | 46. Violet |
| 19. Happy Hollow | 47. Voyager |
| 20. Haven | 48. Williamson |
| 21. Indigo | |
| 22. Lukella | |
| 23. Magnolia | |
| 24. Margaux | |
| 25. Mascon | |
| 26. Monarch | |
| 27. Moonbeam | |
| 28. Neptune | |

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**ATTACHMENT 3
 ANALYSIS**

The following sections provide an analysis of the Applicant's proposal. Staff's analysis addresses the following:

- A. Small-Lot Vesting Tentative Subdivision Map to subdivide into 115 residential lots.
- B. Planned Development Permit – Development Standard Deviations and Design Review
- C. Traffic/Access/Circulation
- D. Parking
- E. Noise Impacts
- F. Inclusionary Housing
- G. Minor Administrative Modification Land Use Boundary Refinement
- H. Minor Administrative Modification (Shift of Dwelling Units to Other Parcels)
- I. Conformance with relevant Folsom General Plan and Folsom Plan Area Specific Plan Objectives and Policies

A. Small Lot Vesting Tentative Subdivision Map

As shown on the submitted Small-Lot Vesting Tentative Subdivision Map (Attachment 5), the proposed subdivision includes 115- single family residential lots, ten open space and landscape lots, and nine internal public streets. The Project will be required to dedicate public right-of-way for the internal public streets.

The Project is on property zoned for residential use. Development is at a density of 8-dwelling units per acre which is within the density allowed (7-12 dwelling units per acre) approved for MLD property including the project site.

Condition 6 requires the Applicant to dedicate public utility easements for underground facilities (i.e., SMUD, Pacific Gas and Electric, cable television, telephone) on properties adjacent to the streets. Staff has determined that the proposed Small-Lot Vesting Tentative Subdivision Map complies with all City requirements, as well as with the requirements of the State Subdivision Map Act.

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B. Planned Development Permit- Development Standard Deviations and Design Review

Development Standard Deviations

As noted earlier within this staff report, the Project is proposing deviations from the development standards established by the FPASP for the MLD land use category including setbacks as shown in Table 2. The Applicant's intent with the subject application is to create a unique set of development standards that will accommodate the development of 115 single-family detached homes.

The regulations of the underlying zone relating to height, setback, lot area and coverage, parking and other provisions may be varied when such deviation will result in improved design of the development and will permit desirable arrangements of structures in relation to parking areas, parks and parkways, pedestrian walks and other such features.

In considering the Planned Development Permit, the proposed development project must be designed to provide open space, circulation, off-street parking and other conditions in such a way as to form a harmonious, integrated project of sufficient quality to justify exceptions to the normal regulations.

Approval of the Project Development Standards would not set a precedent because it is consistent with other approved projects in the City. The City recently approved the 1C 4-Pack project to the north, which included development standard deviations to lot coverage, minimum lot size and setbacks. In this instance, the Applicant is requesting deviations to the setback requirements, which would allow the Applicant to achieve its intent to provide a compact development at an affordable price point. There is high residential demand currently and the Applicant believes this product would meet the demand.

Staff has reviewed the Project and determined that the Project is proposing a product that provides adequate open space, circulation, off-street parking and that provides a quality neighborhood and homes at an affordable price point, with upgraded architectural features, and enhanced amenities.

A major reason for the reduced setbacks according to the Applicant is to provide a deeper rear yard for more usable space. An option allows a covered patio and by pushing up the front yard setback, allows the rear yard to be deeper. See Figure 18 for homes that may have the reduced yard setback. The color codes indicate all garages would be setback 18-feet in homes with the reduced setback. Light blue shows homes with a 12.5-foot front yard setback, and yellow and peach color homes would only have a reduced front setback if the homeowner requests the rear patio option.

FIGURE 18: FRONT YARD REDUCED SETBACK LOCATIONS



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Twenty-three lots (Lots 13, 21-22, 49-55, 72, 81, 90 and 93-102) would have a reduced front yard setback in order to fit the lot configuration. Fifteen lots (Lots 14, 48, 56-64, 79-80, 91 and 104) would have an option to include the rear covered patio if the shallower setback is applied, and Lots 24-42, include 19 lots with high rear yard sound walls, adjacent to White Rock Road. A reduced setback would allow the home to be placed further from the wall.

Recognizing the request for reduced setbacks, the Applicant has included an enhanced amenity package. The proposed amenities including the cool roof features that will reduce energy use and keep the neighborhood cooler than with standard roofs. The Project will also install increased insulation and with third-party verification for energy standards, will ensure that the Project reduces the heat effect of the compact development and saves energy at the same time. Therefore, the findings can be made to support the Planned Development Permit to allow approval of the Project's MLD Development Standards.

Proposed Residential Designs

The Project is located within the central portion of the Folsom Plan Area; thus, it is subject to the Folsom Ranch Central District Design Guidelines, which were approved by the City Council in 2015, and amended in 2018. The Design Guidelines are a complementary document to the Folsom Plan Area Specific Plan and the Folsom Plan Area Specific Plan Community Guidelines.

The following are the general architectural principles intended to guide the design of the Folsom Ranch, Central District to ensure quality development:

- Provide a varied and interesting street scene.
- Focus of the home is the front elevation, not the garage.
- Provide a variety of garage placements.
- Provide detail on rear elevations where visible from the public streets.
- Choose appropriate massing and roof forms to define the architectural styles.
- Ensure that plans and styles provide a degree of individuality.
- Use architectural elements and details to reinforce individual architectural styles.

The Design Guidelines require that specific homes within a subdivision that meet the definition of an "edge condition" lot are required to incorporate enhanced architectural details on the rear and side building elevations, like the enhanced architectural details provided on the front building elevation of the home.

The Applicant has provided enhanced architectural features on the homes that are visible

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from street or open space views including additional windows and enhanced window details, siding details and materials (see Attachment 7, Residential Schematic Design)

In evaluating the proposed project, staff also took into consideration building and design elements that could be considered unique to the Folsom Plan Area. Staff has determined that the proposed architectural styles and master plans do include many unique building and design elements and are consistent with the Folsom Ranch Design Guidelines. Based on this analysis, staff forwards the following design recommendations to the Commission for consideration:

1. This approval is for two-story homes in three master plans and three architectural styles with 12 color and material options. The Applicant shall submit building plans that comply with this approval and the attached building elevations dated December 4, 2020.
2. The design, materials, and colors of the single-family residential units shall be consistent with the approved building elevations, materials samples, and color schemes to the satisfaction of the Community Development Department.
3. The Community Development Department shall approve the individual lot permits to assure no duplication or repetition of the same house, same roof-line, same elevation style, side-by-side, or across the street from each other.
4. All mechanical equipment shall be ground-mounted and concealed from view of public streets, neighboring properties and nearby higher buildings.
5. Decorative light fixtures, consistent with the Folsom Ranch Central District Design Guidelines and unique to each architectural design theme, shall be added to the front elevation of each Master Plan to the satisfaction of the Community Development Department.
6. A minimum of one street tree shall be planted in the front yard of each residential lot within the subdivision. A minimum of two trees are required along the street-side of all corner lots. All front yard irrigation and landscaping shall be installed prior to a Building Permit Final.

These recommendations listed above are included in the conditions of approval presented for consideration by the Planning Commission (Condition No. 50).

F. Traffic/Access/Circulation

The 2011 Folsom Plan Area Specific Plan Environmental Impact Report/Environmental Impact Statement included not only a detailed analysis of traffic-related impacts within the

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Plan Area, but also an evaluation of traffic-related impacts on the surrounding communities. In total, there are fifty-five (55) traffic-related mitigation measures associated with development of the FPASP which are included as conditions of approval for the Mangini Ranch Phase 1C South Subdivision project. Many of these mitigation measures are expected to reduce traffic impacts to East Bidwell Street. Included among the mitigation measures are requirements to fund and construct roadway improvements within the Plan Area, pay a fair-share contribution for construction of improvements north of U.S. Highway 50, participate in the City's Transportation System Management Fee Program, and participate in the U.S. Highway 50 Corridor Transportation Management Association. The Mangini Ranch 1C South Subdivision project is subject to all traffic-related mitigation measures required by the 2011 FPASP EIR/EIS (Condition Nos 53-79).

The Kimley Horn Traffic Impact Analysis concluded that the expected traffic would be minimal and consistent with the assumptions of the plan area, as considered in the FPASP EIR.

As shown on the submitted Small-Lot Vesting Tentative Subdivision Map (Attachment 5), primary access to the Project site is provided by Savannah Parkway. Secondary access would be provided via Street F, through the 1C North subdivision with access to Mangini Parkway. (Condition No. 49 a.)

There are interim improvements that are required for both the ultimate right-of-way for Savannah Parkway, as well as the intersection of Savannah Parkway/White Rock Road and ultimately Savannah Parkway/Southeast Connector. The SMVTM will provide the ultimate right of way, as shown in Figure 18 below and as a condition of approval (No. 49).

Pedestrian Access/Circulation

Pedestrian access will be accommodated via a trail connection at the end of Cul-de-sac A and Lot C. (Condition No. 38 b.) This will connect to planned Class I trail in the open space that is located on the north side of the subdivision. Access throughout the neighborhood will be provided via sidewalks that will connect to Savannah Parkway, Mangini Parkway and White Rock Road.

The following have been included as conditions (Condition No. 49) of approval for the 1C South Subdivision project:

- a. Vehicle Access shall be granted on Street F to provide and maintain secondary access to the north (via the Mangini Ranch Phase 1C North project) for a connection to Mangini Parkway.
- b. Required public and private subdivision improvements, including but not limited to street and frontage improvements on Savannah Parkway, and

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Mangini Parkway shall be completed prior to issuance of the first Certificate of Occupancy for the subdivision.

- c. The northbound left-turn from Savannah Parkway into Street "A" shall be constructed to include a minimum of 125-feet of storage/ deceleration plus a 60-foot bay taper.
- d. The Project shall install the traffic signal control on Savannah Parkway at Mangini Parkway to the satisfaction of the City prior to the issuance of the first certificate of occupancy. The northbound left-turn lane on Savannah Parkway to Mangini Parkway shall be constructed to include a minimum of 160-feet of storage/deceleration plus a 60-foot bay taper.
- e. The Project 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 final map. In lieu of constructing the interim shoulder improvements, the Project 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 in place for a minimum period of 10 years. If shoulder improvements are constructed and/or funded by the Project, then said costs may be included in an applicable fee program established and approved for the Folsom Plan Area subject to approval by the City and the actual costs expended by the owner/applicant may therefore be eligible for a credit and/or reimbursement.
- f. 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 required Subdivision Improvement Agreement, then the shoulder improvement condition will be deemed satisfied, and the security shall be released to the owner/applicant.
- g. With the project, the Savannah Parkway frontage will be constructed and the right-of-way necessary for the ultimate intersection with the Capital Southeast Connector will be dedicated. All right-of-way within the City of Folsom required to construct the interim and ultimate improvements (as per Exhibit 1 of the traffic report and Figure 18 below) shall be provided as part of this Project.

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FIGURE 19: SAVANNAH AND WHITE ROCK ROAD/ FUTURE SOUTHEAST CONNECTOR IMPROVEMENTS



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FIGURE 20: ACCESS AND CIRCULATION EXHIBIT



D. Parking

The Folsom Plan Area Specific Plan requires that single-family residential units located within a Multi-Family Low Density (MLD) designated area provide two covered parking

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spaces per unit. The FPASP also requires that single-family residential units located within an MLD designated area provide a minimum of 0.8 guest parking spaces per unit.

As shown on the submitted residential schematic design (Attachment 7), each home will include a two-car attached garage, thus meeting the covered parking requirement of the FPASP. There will also be the opportunity for parking spaces in driveways and on-street throughout the Project area, which exceeds the minimum of 0.8 parking spaces required by the FPASP.

E. Street Names

The proposed street names were reviewed by emergency services personnel, and staff determined that there are no existing street names in Folsom identical to the proposed street names or that conflict with the proposed street names. Therefore, it is recommended that the street names be approved for use in the Mangirin Ranch 1C subdivisions.

F. Noise Impacts

A Noise Assessment (Attachment 10) was prepared by Bollard Acoustical Consultants on September 15, 2021, to determine whether traffic-related noise would cause noise levels at the Project site to exceed acceptable limits, as described in the Noise Element of the City of Folsom General Plan, and to evaluate compliance with the Folsom Plan Area Specific Plan EIR Noise Mitigation Measures.

Outdoor Noise Levels

The noise analysis projected noise levels adjacent to White Rock Road (Future Southeast Connector) and Savannah Parkway (based on future traffic levels) to determine noise levels at homes adjacent to the roadway. The City's standards are:

- 60 dB L_{A1} for outdoor activity areas (such as rear yards)
- 45 dB L_{A1} for interior areas in dwellings

The noise analysis concluded that, *without mitigation*, noise levels for lots 1-5, 45, 1-3 and 105-115 along Savannah Parkway would exceed 60 dB L_{A1} in the rear yards of homes (up to 66 dB L_{A1}) and thus exceed the City's standard for outdoor activity areas. The second-floor facades of these homes would be up to 68 dB L_{dn} .

On lots 24 through 65, adjacent to White Rock Road/Future Southeast Connector sound levels would be up to 73 L_{dn} and up to 75 L_{dn} at second floor facades.

¹ dB L_{dn} is average noise level over a 24-hour day, measured in decibels (dB). The average includes a +10 decibel weighting applied to noise occurring during nighttime (10:00 p.m. to 7:00 a.m.) hours.

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Standard residential construction (i.e., stucco siding, STC-27 windows, door weather-stripping, exterior wall insulation, composition plywood roof), typically results in an exterior to interior noise reduction of approximately 25 dB with windows closed and approximately 15 dB with windows open. This level of noise reduction would be adequate to reduce future Savannah Parkway and White Rock Road traffic noise levels to 45 dB DNL or less within the first floors of all residences constructed within the development. However, upper-floor window construction upgrades would be warranted at residences constructed adjacent to the roadways.

The Noise Analysis recommends that the Project design include additional solid noise barriers along Savannah Parkway and White Rock Road. The noise barriers would need to be substantial, especially along White Rock Road (six-foot up to ten-foot tall) as described in the Noise Analysis-Attachment 10.

The noise analysis recommendations are found as Condition No. 33, and include the following:

- Six to ten-foot noise barriers shall be constructed along the boundaries adjacent to Savannah Parkway and White Rock Road/Future Southeast Connector. Lots 36-45 require a 10-ft wall, Lots 27-35 require a 9-foot wall, Lots 24-36 an 8-foot wall, Lots 105-115 require a 7-foot wall, and Lots 1-5 a 6-foot wall. The noise barriers could take the form a masonry wall, earthen berm, or combination of the two. For the 9-foot and 10-foot barriers segments adjacent to White Rock Road, the Applicant shall limit the barrier height to 8 feet, as feasible, and implement construction measures (e.g., berming, adjustments to finished grades, etc.) to meet exterior noise standards.
- Suitable materials for the traffic noise barriers include masonry and precast concrete panels. Other materials may be acceptable but shall be reviewed by an acoustical consultant and approved by the Community Development Department prior to use.
- To ensure compliance with the General Plan 45 dB DNL exterior noise level standard (including a factor of safety, all upper-floor bedroom windows of residences constructed adjacent to Savannah Parkway and White Rock Road from which the roadway would be visible shall be upgraded to a minimum STC rating of 32, 34 and 35. Lots 1-5 and Lots 103 - 115 require an STC rating of 32. Lot's 24-35 require an STC rating of 34 and Lot's 36-45 require an STC rating of 35.
- Mechanical ventilation (air conditioning) shall be provided for all residences in this development to allow the occupants to close doors and windows as desired to achieve compliance with the applicable General Plan 45 dB DNL interior noise level standard.

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In addition, the recommended conditions of approval (Condition No. 19) require the Applicant to provide a final design for all walls and fences for review and approval by staff prior to construction.

G. Emergency Services

The Project will be served by Folsom Police and Fire. Similar to other areas of the FPASP, the City has a mutual aid agreement with El Dorado Fire. Until Station 34 is built, there will be areas in the FPASP that will be serviced by El Dorado Hills Fire due to their proximity. This will be for first responder units only. If it is a medical aid, a Folsom Ambulance will be dispatched.

H. Inclusionary Housing

The Applicant proposes to comply with Folsom Municipal Code Chapter 17.104 (Inclusionary Housing) by paying in-lieu fees per Municipal Code Section 17.104.060(G). (See the applicant's Inclusionary Housing letter, included as Attachment 14 to this staff report). Homes within the subdivision will be sold at market prices. Fees paid by the Applicant will help provide affordable housing elsewhere in the city. The Applicant is required to enter into an Inclusionary Housing Agreement with the City. The Final Inclusionary Housing Plan is subject to approval by the City Council. In addition, the Inclusionary Housing Agreement, which will be approved by the City Attorney, must be executed prior to recontaction of the Final Map for the 1C South Subdivision project. Condition No. 41 is included to reflect these requirements.

I. Minor Administrative Modifications

The Project proposes two minor administrative modifications (MAMs) to refine a development edge and to reallocate residential units between parcels, respectively.

Boundary refinement

The boundaries have been slightly modified to accommodate realignments of planned roadways. Specifically, 1) The boundary line between the MLD and OS are modified to adjust the location of the road crossing the OS at Street F (no changes to land use acres) and addition of 0.19 acres of open space at the western site boundary, and 2) Savannah Parkway is shifted east to accommodate the planned intersection at White Rock Road.

Transfer of units

The Applicant is proposing to construct 115 residential units on the subject parcel, and therefore, a Minor Administrative Modification is being requested to reallocate 3 residential units from FPASP parcel 73 (-3 du) which is both a General Plan designation a zoning designation of Single-Family High Density (SFHD) which has a density of 4-7 DU per acre. The units would be transferred to the Project site, FPASP

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parcel 211 (+3) DU to allow up to 8 units per acre. The difference in density of 1 unit per acre would not result in an overall change to the total FPASP unit allocation or total population. Population is calculated based on the single-family residential land use (considered the same for both MLD and SFHD) and the number of units, so total population would be expected to remain the same. The Project does not affect the overall amount of non-residential development in the FPASP.

The Folsom Plan Area Specific Plan provides for Minor Administrative Modifications, "... that are consistent with and do not substantially change its overall intent, such as minor adjustments to the land use locations and parcel boundaries shown in Figure 4.1 – Land Use and Figure 4.4 – Plan Area Parcels and the land use acreages shown in Table 4.1 – Land Use Summary." [FPASP Section 13.3].

Minor administrative modifications can be approved at a staff level, provided the following criteria are met:

- The proposed modification is within the Plan Area.
- The modification does not reduce the size of the proposed town center.
- The modification retains compliance with City Charter Article 7.08, previously known as Measure W.
- The general land use pattern remains consistent with the intent and spirit of the FPASP.
- The proposed changes do not substantially alter the backbone infrastructure network.
- The proposed modification offers equal or superior improvements to development capacity or standards.
- The proposed modification does not increase environmental impacts beyond those identified in the EIR/EIS.

Based on staff's review, the proposed reallocation of three residential units meets all of the required criteria mentioned above. The General Plan and specific plan densities will remain the same. As a result, staff can approve the proposed Minor Administrative Modification.

J. Conformance with Relevant General Plan and Folsom Plan Area Specific Plan Objectives and Policies

The Applicant prepared a detailed analysis of the project's consistency with all of the policies in the Folsom Plan Area Specific Plan; that analysis is included in the CEQA Exemption and Streamlining Analysis in Attachment 8 to this report. Staff concurs with the Applicant's analysis that the project is consistent with the Specific Plan.

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The following is a summary analysis of the project's consistency with the Folsom General Plan and with key policies of the Folsom Plan Area Specific Plan.

GP and SP OBJECTIVE H-1 (Housing)

To provide an adequate supply of suitable sites for the development of a range of housing types to meet the housing needs of all segments of the population.

GP and SP POLICY H-1.1

The City shall ensure that sufficient land is designated and zoned in a range of residential densities to accommodate the City's regional share of housing.

Analysis: The City provides residential lands at a variety of residential densities as specified in the General Plan and in the Folsom Municipal Code. The Folsom Plan Area Specific Plan includes specialized zoning (Specific Plan Designations) that are customized to the Plan Area as adopted in 2011 and as amended over time. The FPASP provides residential lands at densities ranging from 1-4 dwelling units per acre (SF), 4-7 dwelling units per acre (SFHD), 7-12 dwelling units per acre (MLD), 12-20 dwelling units per acre (MMD), 20-30 dwelling units per acre (MHD), and 30-40 dwelling units per acre (MU).

The Phase 1C South Subdivision project is designated MLD and is proposed to be developed at 8 units per acre, which is within the density range for the MLD designation.

SP POLICY 4.1

Create pedestrian-oriented neighborhoods through the use of a grid system of streets where feasible, sidewalks, bike paths and trails. Residential neighborhoods shall be linked, where appropriate, to encourage pedestrian and bicycle travel.

Analysis: The Project proposes a compact single-family neighborhood with a system of local streets linked with sidewalks and connection to the open space to the south. Biking and walking will be accommodated within the Project and will be connect via external sidewalks and Class II and Class III bicycle lanes with nearby neighborhoods, parks, schools, and open space trails with Class I bicycle trails.

SP POLICY 4.4

Provide a variety of housing opportunities for residents to participate in the home-ownership market.

Analysis: The Folsom Plan Area Specific Plan provides home ownership opportunities within the MLD (Multi-Family Low Density) land use category. The Mangini Ranch Phase 1C South Subdivision project is consistent with this policy in that it will provide detached single family home ownership opportunities within the MLD designation zoned parcels at a more affordable price point than in other, less dense residential developments.

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SP POLICY 4.6

As established by the Folsom Plan Area Specific Plan, the total number of dwelling units for the Plan Area shall not exceed 11,461. The number of units within individual land use parcels may vary, so long as the number of units falls within the allowable density range for a particular land use designation.

Analysis: There have been a number of Specific Plan Amendments approved by the City Council within the Folsom Plan Area, which has generally led to an increase in residentially zoned land and a decrease in commercially zoned land. As a result, the number of residential units within the Plan Area increased from 10,210 to 11,461. The various Specific Plan Amendment EIRs and Addenda analyzed impacts from the conversion of the commercial lands to residential lands; impacts and associated mitigation measures can be found in the individual project-specific environmental documents. The increase in population was analyzed and can be accommodated in the excess capacity of the school sites provided in the Plan Area.

The proposed project does not result in any change in total dwelling units in the FPASP. The reallocation of units to these parcels will not exceed the allowable density for the parcels.

SP OBJECTIVE 7.1 (Circulation)

Consistent with the California Complete Streets Act of 2008 and the Sustainable Communities and Climate Protection Act (SB 375), create a safe and efficient circulation system for all modes of travel.

SP POLICY 7.1

The roadway network in the Plan Area shall be organized in a grid-like pattern of streets and blocks, except where topography and natural features make it infeasible, for the majority of the Plan Area in order to create neighborhoods that encourage walking, biking, public transit, and other alternative modes of transportation.

Analysis: Consistent with the requirements of the California Complete Streets Act, the FPASP identified and planned for hierarchy of connect "complete streets" to ensure that pedestrian, bike, bus, and automobile modes are travel are designed to have direct and continuous connections throughout the Plan Area. Every option, from regional connector roadways to arterial and local streets, has been carefully planned and designed. Recent California legislation to reduce greenhouse gas emissions (AB 32 and SB 375) has resulted in an increased market demand for public transit and housing located closer to service needs and employment centers. In response to these changes, the FPASP includes a regional transit corridor that will provide public transportation links between the major commercial, public, and multi-family residential land uses in the Plan Area.

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The Mangini Ranch 1C South project has been designed with multiple modes of transportation options (vehicles, bicycle, walking, access to transit) and internal street organized pattern consistent with the approved FPASP circulation plan.

ENVIRONMENTAL REVIEW

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:

(c) Residential Projects Implementing Specific Plans.

(1) Eligibility. Where a public agency has prepared an EIR on a specific plan after January 1, 1980, a residential project undertaken pursuant to and in conformity to that specific plan is exempt from CEQA if the project meets the requirements of this section. Residential projects covered by this section include but are not limited to land subdivisions, zoning changes, and residential planned unit developments. [CEQA Guidelines section 15182]

The Applicant has prepared an analysis (included as Attachment 8 to this staff report), which determined that the Mangini Ranch Phase 1C South Project qualifies for the exemption provided in CEQA Guidelines 15182(c), since it is consistent with the Folsom Plan Area Specific Plan.

The Applicant's analysis also includes a review of the impacts and mitigation measures addressed in the EIR for the FPASP, which concluded that the project will not result in any impacts not already identified, and that mitigation measures in the EIR will be sufficient to address project impacts. None of the events described in CEQA Guidelines 15182 which would require preparation of a subsequent EIR (substantial changes to the project, substantial changes in the circumstances under which the project is undertaken, or new information of substantial importance) have occurred, as detailed in the CEQA Exemption Analysis (Attachment 8 to this staff report).

The City has reviewed the Applicant's analysis and concurs that the project is exempt from additional environmental review as provided in CEQA Guidelines 15182(c).

RECOMMENDATION/PLANNING COMMISSION ACTION

Staff recommends that the Planning Commission recommend City Council approval of the proposed Project, subject to the proposed Findings and Conditions of Approval attached to this report.

Move to recommend that the City Council:

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- Approve the CEQA Exemption for the proposed project pursuant to CEQA Guidelines section 15182(c).
- Approve a Small-Lot Vesting Tentative Subdivision Map creating 115 single-family residential lots and ten lettered landscape lots.
- Approve a Minor Administrative Modification to reallocate three residential units within the FPASP area from Parcel 73 to Parcel 115.
- Approve a Minor Administrative Modification to refine the parcel boundary.
- Approve the Planned Development Permit- Development Standard Deviations and Design Review of the Applicant's master plan residential designs; and
- Approve the Street Names.

These approvals are subject to the findings (Findings A-Z) and the conditions of approval (Conditions 1-53) attached to this report.

GENERAL FINDINGS

- A. NOTICE OF HEARING HAS BEEN GIVEN AT THE TIME AND IN THE MANNER REQUIRED BY STATE LAW AND CITY CODE.
- B. THE PROJECT IS CONSISTENT WITH THE GENERAL PLAN, THE FOLSOM PLAN AREA SPECIFIC PLAN, AND THE FOLSOM RANCH CENTRAL DISTRICT DESIGN GUIDELINES.

CEQA FINDINGS

- C. THE CITY, AS LEAD AGENCY, PREVIOUSLY CERTIFIED AN ENVIRONMENTAL IMPACT REPORT/ENVIRONMENTAL IMPACT STATEMENT FOR THE FOLSOM PLAN AREA SPECIFIC PLAN.
- D. THE CITY HAS DETERMINED THAT THE MANGINI RANCH PHASE 1C SOUTH PROJECT IS UNDERTAKEN TO IMPLEMENT AND IS CONSISTENT WITH THE FOLSOM PLAN AREA SPECIFIC PLAN.
- E. THE CITY HAS DETERMINED THAT THE IMPACTS OF THE MANGINI RANCH PHASE 1C SOUTH SUBDIVISION PROJECT ARE ADEQUATELY ADDRESSED BY THE FINAL ENVIRONMENTAL IMPACT REPORT FOR THE FOLSOM PLAN AREA SPECIFIC PLAN AND ASSOCIATED MITIGATION MEASURES AND THAT THE MANGINI RANCH PHASE 1C SOUTH SUBDIVISION PROJECT IS EXEMPT FROM THE REQUIREMENTS OF CEQA PURSUANT TO GOVERNMENT CODE SECTION 65457 AND CEQA GUIDELINES 15182(c).
- F. NONE OF THE EVENTS SPECIFIED IN SECTION 21166 OF THE PUBLIC

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RESOURCES CODE OR SECTION 15182 OF THE CEQA GUIDELINES HAVE OCCURRED.

- G. THIS PROJECT IS EXEMPT FROM CEQA IN ACCORDANCE WITH GOVERNMENT CODE SECTION 65457 AND SECTION 15182 OF THE CEQA GUIDELINES.

TENTATIVE SUBDIVISION MAP FINDINGS

- H. THE PROPOSED SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP IS CONSISTENT WITH THE CITY'S SUBDIVISION ORDINANCE AND THE SUBDIVISION MAP ACT IN THAT THE PROJECT IS SUBJECT TO CONDITIONS OF APPROVAL THAT WILL ENSURE THAT THE PROJECT IS DEVELOPED IN COMPLIANCE WITH CITY STANDARDS.
- I. THE PROPOSED SUBDIVISION, TOGETHER WITH THE PROVISIONS FOR ITS DESIGN AND IMPROVEMENT, IS CONSISTENT WITH THE GENERAL PLAN, THE FOLSOM PLAN AREA SPECIFIC PLAN, AND ALL APPLICABLE PROVISIONS OF THE FOLSOM MUNICIPAL CODE.
- J. THE SITE IS PHYSICALLY SUITABLE FOR THE TYPE OF DEVELOPMENT PROPOSED.
- K. THE SITE IS PHYSICALLY SUITABLE FOR THE PROPOSED DENSITY OF THE DEVELOPMENT.
- L. AS CONDITIONED, THE DESIGN OF THE SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP AND THE PROPOSED IMPROVEMENTS ARE NOT LIKELY TO CAUSE SUBSTANTIAL ENVIRONMENTAL DAMAGE OR SUBSTANTIALLY AND AVOIDABLY INJURE FISH OR WILDLIFE OR THEIR HABITAT.
- M. AS CONDITIONED, THE DESIGN OF THE SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP AND THE PROPOSED IMPROVEMENTS ARE NOT LIKELY TO CAUSE SERIOUS PUBLIC HEALTH OR SAFETY PROBLEMS.
- N. THE DESIGN OF THE SMALL-LOT VESTING TENTATIVE SUBDIVISION MAP AND THE TYPE OF IMPROVEMENTS WILL NOT CONFLICT WITH EASEMENTS FOR ACCESS THROUGH OR USE OF PROPERTY WITHIN THE PROPOSED SUBDIVISION.
- O. SUBJECT TO SECTION 66474.4 OF THE SUBDIVISION MAP ACT, THE LAND IS NOT SUBJECT TO A CONTRACT ENTERED INTO PURSUANT TO THE CALIFORNIA LAND CONSERVATION ACT OF 1965 (COMMENCING WITH

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SECTION 51200 OF THE GOVERNMENT CODE).

PLANNED DEVELOPMENT PERMIT FINDINGS

- P. THE PROPOSED PROJECT COMPLIES WITH THE INTENT AND PURPOSES OF CHAPTER 17.38 (PLANNED DEVELOPMENT DISTRICT) OF THE FOLSOM MUNICIPAL CODE AND OTHER APPLICABLE ORDINANCES OF THE CITY.
- Q. THE PROPOSED PROJECT COMPLIES WITH THE INTENT AND PURPOSES OF THE GENERAL PLAN AND FOLSOM AREA SPECIFIC PLAN.
- R. THE PROPOSED PROJECT IS CONSISTENT WITH THE OBJECTIVES, POLICIES AND REQUIREMENTS OF THE DEVELOPMENT STANDARDS OF THE CITY.
- S. THE MINOR MODIFICATIONS TO EXISTING DEVELOPMENT STANDARDS PROPOSED BY THIS PROJECT WILL RESULT IN A DEVELOPMENT THAT IS SUPERIOR TO THAT OBTAINED BY RIGID APPLICATION OF THE STANDARDS.
- T. THE PROPOSED PROJECT IS DESIGNED TO PROVIDE OPEN SPACE, CIRCULATION, OFF-STREET PARKING, AND OTHER CONDITIONS IN SUCH A WAY AS TO FORM A HARMONIOUS, INTEGRATED PROJECT OF SUFFICIENT QUALITY TO JUSTIFY EXCEPTIONS TO THE NORMAL REGULATIONS.
- U. WITH RESPECT TO PROJECT DESIGN, THE PHYSICAL, FUNCTIONAL, AND VISUAL COMPATIBILITY BETWEEN THE PROPOSED PROJECT AND EXISTING AND FUTURE ADJACENT USES AND AREA CHARACTERISTICS IS ACCEPTABLE.
- V. THERE WILL BE AVAILABLE PUBLIC FACILITIES, INCLUDING BUT NOT LIMITED TO WATER, SEWER AND DRAINAGE TO ALLOW FOR THE DEVELOPMENT OF THE PROJECT SITE IN A MANNER CONSISTENT WITH THE PROPOSAL AS CONDITIONED.
- W. THE PROPOSED PROJECT WILL NOT CAUSE ADVERSE ENVIRONMENTAL IMPACTS WHICH HAVE NOT BEEN MITIGATED TO AN ACCEPTABLE LEVEL.
- X. THE PROPOSED PROJECT WILL NOT CAUSE UNACCEPTABLE VEHICULAR TRAFFIC LEVELS ON SURROUNDING ROADWAYS AND THE PROPOSED PROJECT WILL PROVIDE ADEQUATE INTERNAL CIRCULATION INCLUDING INGRESS AND EGRESS.

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- Y. THE PROPOSED PROJECT WILL NOT BE DETERIMENTAL TO THE HEALTH, SAFETY, AND GENERAL WELFARE OF THE PERSONS OR PROPOERTY WITHIN THE VICINITY OF THE PROJECT SITE AND THE CITY AS A WHOLE, ADEQUATE PROVISION IS MADE FOR THE FURNISHING OF SANITATION SERVICE AND EMERGENCY PUBLIC SAFETY SERVICES TO THE PROJECT.
- Z. THE PROJECT IS CONSISTENT WITH THE FOLSOM PLAN AREA SPECIFIC PLAN AND FOLSOM PLAN AREA EIR/EIS. ACCORDININGLY THE PROPOSED PROJECT'S WATER DEMAND CAN BE ACCOMODATED BY THE CITY'S EXISTING WATER SUPPLY ALLOCATED TO SERVE THE FOLSOM PLAN AREA.

DESIGN REVIEW FINDINGS

- AA. THE PROJECT IS IN COMPLIANCE WITH THE GENERAL PLAN, THE FOLSOM PLAN AREA SPECIFIC PLAN AND THE APPLICABLE ZONING ORDINANCES.
- BB. THE PROJECT IS IN CONFORMANCE WITH THE FOLSOM RANCH CENTRAL DISTRICT DESIGN GUIDELINES AND THE PROPOSED DESIGN STANDARD DEVIATIONS REQUESTED THROUGH THE PLANNED DEVELOPMENT PERMIT PROCESS AS A PART OF THIS PROJECT APPLICATION.
- CC. THE BUILDING MATERIALS, TEXTURES, AND COLORS OF THE PROJECT WILL BE COMPATIBLE WITH SURROUNDING DEVELOPMENT AND CONSISTENT WITH THE GENERAL DESIGN THEME OF THE NEIGHBORHOOD.

ATTACHMENT 3

**Planning Commission Modification to Conditions of
Approval (Green Sheet)**

October 6, 2021
**CHANGES/MODIFICATIONS TO
 PLANNING COMMISSION AGENDA**

Agenda Item No. 1

PN 21-086, Mangini Ranch Phase 1C South Small Lot Vesting Tentative Subdivision Map, Minor Administrative Modifications and Planned Development Permit for Development Standard Deviations and Design Review and Street Names to Conditions of Approval

Condition No. 38 Revise as follows:

Landscaping Plans

Final landscape plans and specifications shall be prepared by a registered landscape architect and approved by the City prior to the approval of the first building permit. Said plans shall include all on-site landscape specifications and details including a tree planting exhibit demonstrating sufficient diversity and appropriate species selection to the satisfaction of the Community Development Department. The tree exhibit shall include all street trees, accent trees, parking lot shading trees, and mitigation trees proposed within the development. Said plans shall comply with all State and local rules, regulations, Governor's declarations and restrictions pertaining to water conservation and outdoor landscaping.

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 Phase 1 C South Subdivision project.

- a. Open fencing shall be provided in Lots 5,6 and 9-24 for any property lines that shares open space. Lots 5 and 24 shall also include noise barriers as described in Condition 33
- b. A six-foot concrete pedestrian path shall be provided at the end of Court "A" to provide access to the Class 1 trail located in the open space to the north (Lot K). **A six-foot wide concrete pedestrian path shall be provided on the west end of Street B to provide access to the Class 1 trail located in the open space to the west (Lot I).**
- c. Open space and landscape Lots A-L shall be dedicated to the City.

ATTACHMENT 4
Small Lot Vesting Tentative Subdivision Map,
dated July 1, 2021

LAND USE SUMMARY TABLE						
YEAR	SP	STIPEND	STIPEND	LAND USE / LOT SIZE	SCALE	NET AREAS
11/20/21	RES	100	100	RESIDENTIAL SINGLE-FAMILY (R-1)	1/8" = 10'	11.00 AC
2021	RES	100	100	RESIDENTIAL SINGLE-FAMILY (R-1)	1/8" = 10'	11.00 AC
2021	RES	100	100	RESIDENTIAL SINGLE-FAMILY (R-1)	1/8" = 10'	11.00 AC
2021	RES	100	100	RESIDENTIAL SINGLE-FAMILY (R-1)	1/8" = 10'	11.00 AC
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2021	RES	100	100	RESIDENTIAL SINGLE-FAMILY (R-1)	1/8" = 10'	11.00 AC



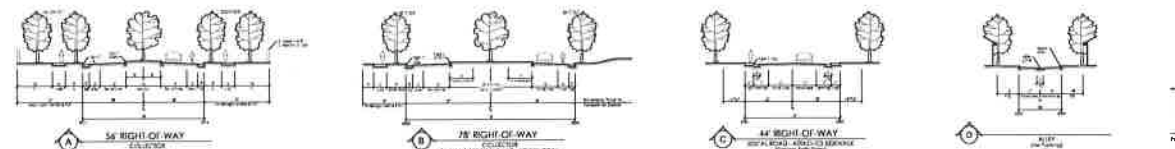
TENTATIVE MAP INFORMATION	
OWNER/PROJECT	TRUCKEE REAL ESTATE HOLDINGS LLC 4055 South Orange Blvd., Suite 100 Fullerton, CA 92610
ENGINEER	BLACK & VEATCH CIVIL ENGINEERS INC 1025 California Plaza Drive, Suite 100 Fullerton, CA 92610 (714) 771-1100
APPLICANT'S PROJECT	300-3000 & 400-3000 (SOUTH) OF AND 0
SCALE/PLACED	1/8" = 10'
DATE/SCALE/ISSUE	As shown and shown from area Specific Plan
NUMBER OF LOTS	127 TOTAL LOTS (1) Single-family detached (SAD) (2) Landscaping (6) Other (see 6.1)
SERVICES PROVIDED	Fullerton City and as follows: PLANNING & DESIGN: City of Fullerton PUBLIC WORKS: City of Fullerton LAND USE: City of Fullerton SCENARIOS: City of Fullerton ELECTRICITY: City of Fullerton WATER: City of Fullerton GAS: City of Fullerton CABLE: City of Fullerton



- NOTES**
1. All dimensions and setbacks are measurements from the centerline of the street.
 2. Easements are shown on the map. All easements are shown on the map.
 3. All easements are shown on the map. All easements are shown on the map.
 4. The final map shall be subject to the approval of the City of Fullerton. The final map shall be subject to the approval of the City of Fullerton.
 5. The final map shall be subject to the approval of the City of Fullerton. The final map shall be subject to the approval of the City of Fullerton.
 6. The final map shall be subject to the approval of the City of Fullerton. The final map shall be subject to the approval of the City of Fullerton.
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 9. The final map shall be subject to the approval of the City of Fullerton. The final map shall be subject to the approval of the City of Fullerton.
 10. The final map shall be subject to the approval of the City of Fullerton. The final map shall be subject to the approval of the City of Fullerton.
 11. The final map shall be subject to the approval of the City of Fullerton. The final map shall be subject to the approval of the City of Fullerton.
 12. The final map shall be subject to the approval of the City of Fullerton. The final map shall be subject to the approval of the City of Fullerton.

BENCHMARK	
IDENTIFICATION NO.	City of Fullerton Benchmark 19-36
ELEVATION	714.83 (BAND 88)
FILE TAG AND MAP	IN THE EAST CORNER OF THE POINT ROAD AND EAST ROWS 1 STREET, BASED ON A LEVEL PLAN BY BLACK & VEATCH IN 1991

ABBREVIATION KEY	
OS	OPEN SPACE
LS	LANDSCAPE
EB	EASEMENT
SW	SEWER
WH	WATER
GS	GAS
CB	CABLE




 SCALE: 1" = 100'
 COVER SHEET
 VESTING SMALL LOT TENTATIVE MAP
PHASE 1C SOUTH
 a portion of Orange Branch Phase 1 of the Fullerton Area Specific Plan
BLACK & VEATCH
 Fullerton, California July 1, 2021
 Sheet 1 of 3

ATTACHMENT 5
Preliminary Grading and Drainage Plan,
dated July 1, 2021

ATTACHMENT 6
Residential Schematic Design,
Dated December 4, 2020



Front Elevation 1A - Spanish Colonial

Front Elevation 2B - Italian Villa

Front Elevation 3C - Western Farmhouse

Mangini Ranch Phase 1C - 45X67 Product Series

SHEET INDEX

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- A0.1 ARTICULATION EXHIBIT

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- A1.1 PLAN 1 FLOOR PLANS
- A1.2 PLAN 1A EXTERIOR ELEVATIONS
- A1.3 PLAN 1B EXTERIOR ELEVATIONS
- A1.4 PLAN 1C EXTERIOR ELEVATIONS

PLAN 2

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- A2.1 PLAN 2 FLOOR PLANS
- A2.2 PLAN 2A EXTERIOR ELEVATIONS
- A2.3 PLAN 2B EXTERIOR ELEVATIONS
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- A3.3 PLAN 3B EXTERIOR ELEVATIONS
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MANGINI RANCH PHASE 1C
45X67 PRODUCT SERIES
FOURCRA, CA 42020-0782

SCHEMATIC DESIGN
28/SEP/2021 4:30:53

TITLE SHEET

A0.0



Front Elevation 1A - Spanish Colonial



Front Elevation 1B - Italian Villa



Front Elevation 1C - Western Farmhouse



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Flagstaff, AZ 86001



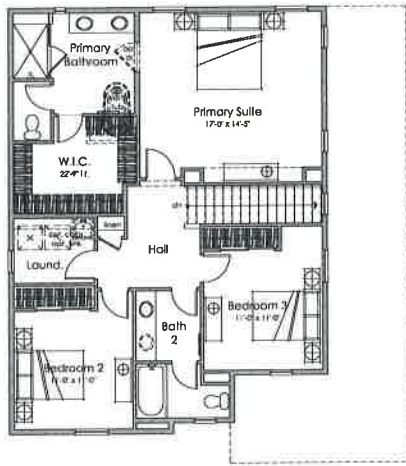
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45X67 PRODUCT SERIES
17 DUBLIN, CA 94568

SCHEMATIC DESIGN
08/20/2021

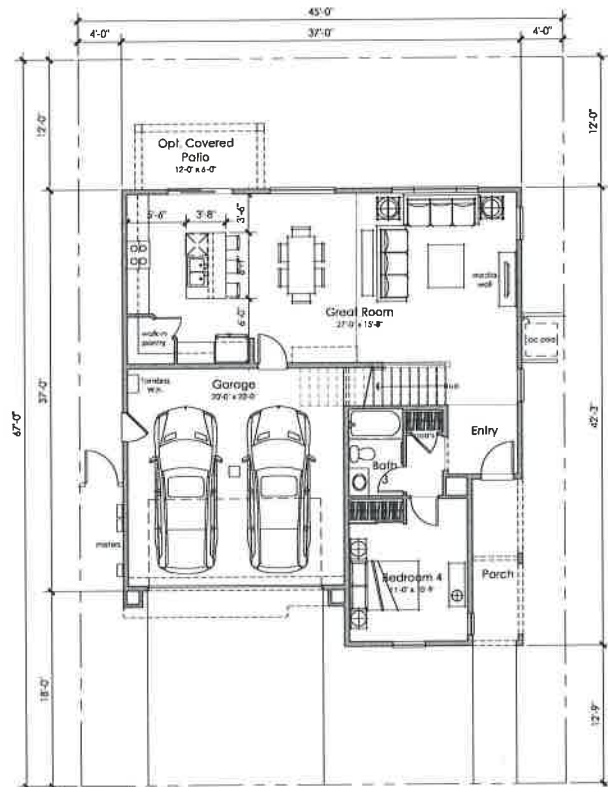


EXTERIOR ELEVATIONS - PLAN 1

A1.0



Second Floor



First Floor

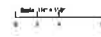


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MANGINI RANCH PHASE 1C
45X67 PRODUCT SERIES
FOLLOON, GA 30229-0758

SCHEMATIC DESIGN
OCTOBER 4, 2020



4 BEDROOM
3 BATH
2049 SF
48.5% BLDG COVERAGE

FLOOR PLAN 1

A1.1

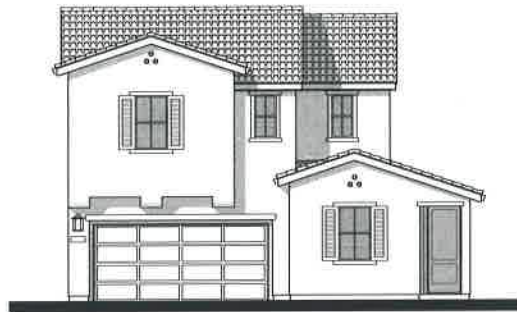
MODERN SPANISH
Characterized by simply articulated
details and adaptability

DESIGN ELEMENTS

Two Story Massing
Stucco Exterior Finish
Villa Shaped Concrete Tile
Gently Pitched Roofs

ENHANCED DESIGN ELEMENTS

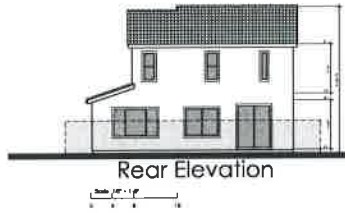
Recessed Windows
Gable Details
Shutters



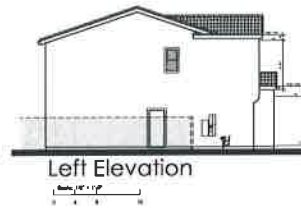
Front Elevation 1A - Spanish Colonial



Right Elevation



Rear Elevation



Left Elevation



Rear Elevation at
Enhanced Lots

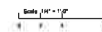


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MANGINI RANCH PHASE 1C
45X67 PRODUCT SERIES
FOLSOM, CA, #2020-0782

SCHEMATIC DESIGN
DECEMBER 1, 2020



EXTERIOR ELEVATIONS - PLAN 1A

A1.2

ITALIAN VILLA
Characterized by a formal and elegant facade.

DESIGN ELEMENTS

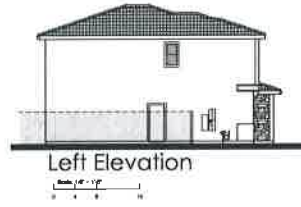
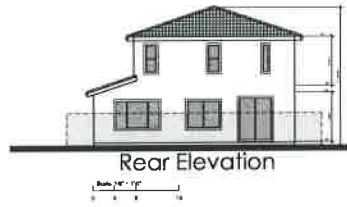
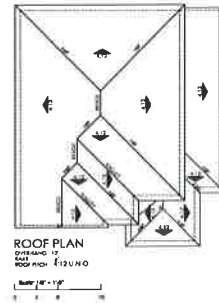
- Two Story Massing
- Stucco Exterior Finish
- Villa Shaped Concrete Tile
- Gently Pitched Roofs

ENHANCED DESIGN ELEMENTS

- Stone Veneer



Front Elevation 1B - Italian Villa



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MANGINI RANCH PHASE 1C
45X67 PRODUCT SERIES
FOLSOM, CA #2020-0782

SCHEMATIC DESIGN
OCTOBER 4, 2020



EXTERIOR ELEVATIONS - PLAN 1B

A1.3

WESTERN FARMHOUSE
Characterized by an asymmetrical, casual cottage look. It represents a practical and picturesque country home.

DESIGN ELEMENTS

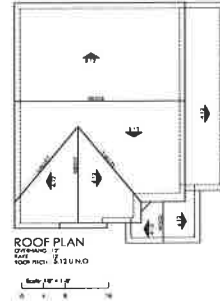
Two Story Massing
Stucco Exterior Finish
Flat Concrete Tile
Steeper Pitched Roofs

ENHANCED DESIGN ELEMENTS

Board and Batt
Brick Veneer



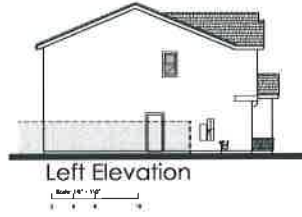
Front Elevation 1C - Western Farmhouse



Right Elevation



Rear Elevation



Left Elevation



Rear Elevation at Enhanced Lots



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MANGINI RANCH PHASE 1C
45X67 PRODUCT SERIES
FOLSOM, CA 95690-6752

SCHEMATIC DESIGN
DECEMBER 4, 2020

Scale 1/8" = 1'-0"

EXTERIOR ELEVATIONS - PLAN 1C

A1.4



Front Elevation 2A - Spanish Colonial



Front Elevation 2B - Italian Villa



Front Elevation 2C - Western Farmhouse



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3000 Lake Forest
Apt. 1000



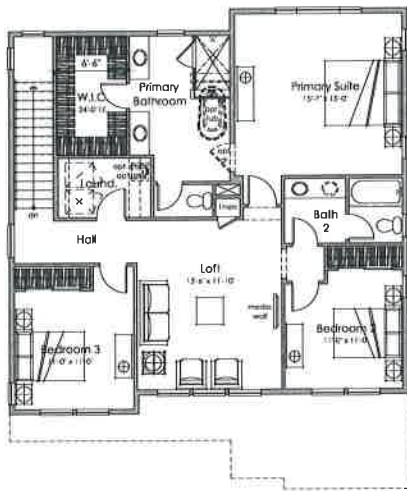
MANGINI RANCH PHASE 1C
45X67 PRODUCT SERIES
FOLSOM, LA #020-0182

SCHEMATIC DESIGN
DECEMBER 4, 2021

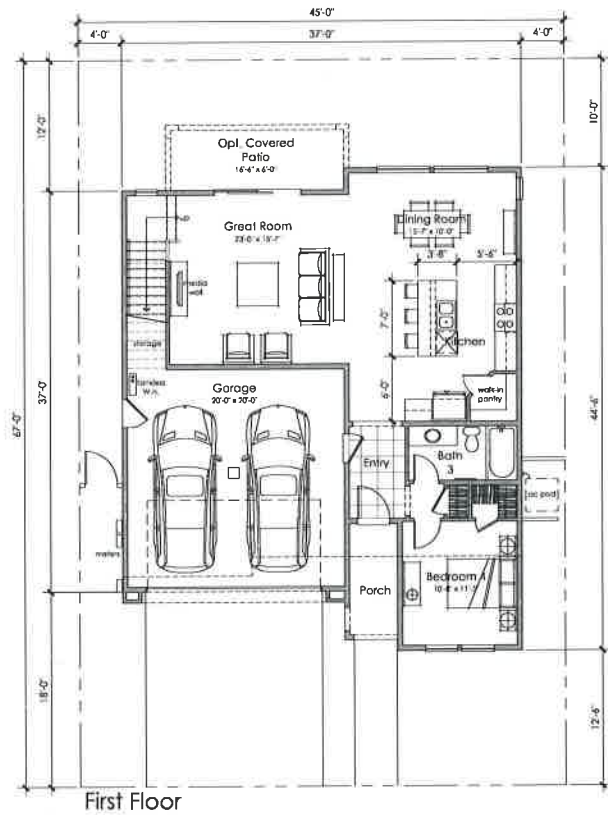


EXTERIOR ELEVATIONS - PLAN 2

A2.0



Second Floor



First Floor



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MANGINI RANCH PHASE 1C
45X67 PRODUCT SERIES
FOCUSON, CA 42220-0142

SCHEMATIC DESIGN
DECEMBER 4, 2020



4 BEDROOM + LOFT
3 BATH
2250 SF
49.5% BLDG COVERAGE

FLOOR PLAN 2

A2.1

MODERN SPANISH
Characterized by simply articulated
details and adaptability

DESIGN ELEMENTS

Two Story Massing
Stucco Exterior Finish
Villa Shaped Concrete Tile
Gently Pitched Roofs

ENHANCED DESIGN ELEMENTS

Recessed Windows
Gable Details
Shutters



Front Elevation 2A - Spanish Colonial



Right Elevation

Rear Elevation

Left Elevation



Rear Elevation at
Enhanced Lots



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MANGINI RANCH PHASE 1C
45X67 PRODUCT SERIES
FOLSOM, CA. 92020-0782

SCHEMATIC DESIGN
DECEMBER 4, 2020



EXTERIOR ELEVATIONS - PLAN 2A

A2.2

ITALIAN VILLA
Characterized by a formal and elegant facade.

DESIGN ELEMENTS

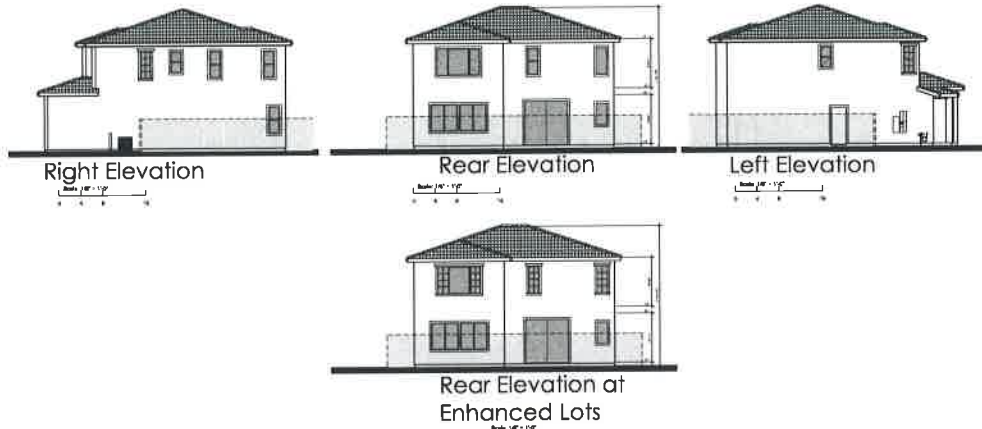
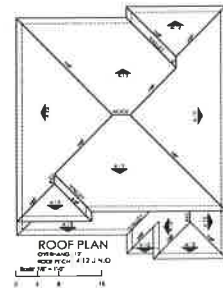
Two Story Massing
Stucco Exterior Finish
Villa Shaped Concrete Tile
Gently Pitched Roofs

ENHANCED DESIGN ELEMENTS

Stone Veneer



Front Elevation 2B - Italian Villa



Right Elevation

Rear Elevation

Left Elevation

Rear Elevation at Enhanced Lots



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MANGINI RANCH PHASE 1C
45X67 PRODUCT SERIES
FOLIO#41, CA. #2020-0742

SCHEMATIC DESIGN
DECEMBER 4, 2020



EXTERIOR ELEVATIONS - PLAN 2B

A2.3

WESTERN FARMHOUSE
Characterized by an asymmetrical, casual cottage look. It represents a practical and picturesque country home.

DESIGN ELEMENTS

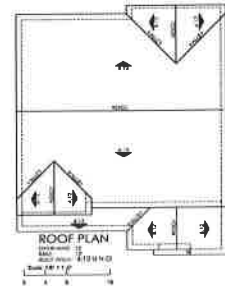
- Two Story Massing
- Stucco Exterior Finish
- Flat Concrete Tile
- Steeper Pitched Roofs

ENHANCED DESIGN ELEMENTS

- Board and Batt
- Brick Veneer



Front Elevation 2C - Western Farmhouse



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High 90111



MANGINI RANCH PHASE 1C
45X67 PRODUCT SERIES
FOLIO#6, CA 92039-0783

SCHEMATIC DESIGN
DECEMBER 4, 2020



EXTERIOR ELEVATIONS - PLAN 2C

A2.4



Front Elevation 3A - Spanish Colonial



Front Elevation 3B - Italian Villa



Front Elevation 3C - Western Farmhouse



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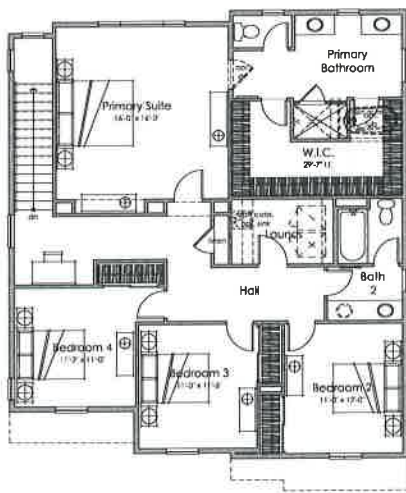
MANGINI RANCH PHASE 1C
45X67 PRODUCT SERIES
FOUSOME CA #1020-0182

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(REVISED 4/2021)

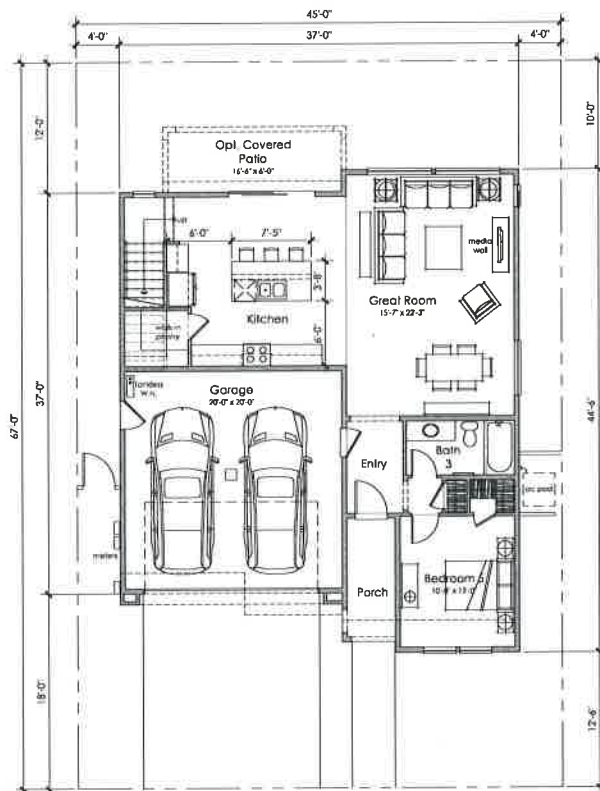


EXTERIOR ELEVATIONS - PLAN 3

A3.0



Second Floor



First Floor



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MANGINI RANCH PHASE 1C
45X67 PRODUCT SERIES
FOULSOM, CA 92020-0782

SCHEMATIC DESIGN
DECEMBER 4, 2020



5 BEDROOM
3 BATH
2421 SF
49.5% BLDG COVERAGE

FLOOR PLAN 3

A3.1

MODERN SPANISH
Characterized by simply articulated
details and adaptability

DESIGN ELEMENTS

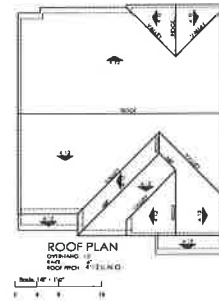
Two Story Massing
Stucco Exterior Finish
Villa Shaped Concrete Tile
Gently Pitched Roofs

ENHANCED DESIGN ELEMENTS

Recessed Windows
Gable Details
Shutters



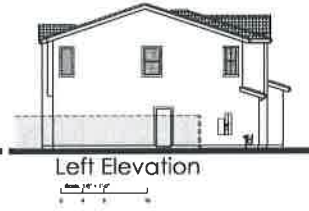
Front Elevation 3A - Spanish Colonial



Right Elevation



Rear Elevation



Left Elevation



Rear Elevation at
Enhanced Lots

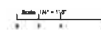


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MANGINI RANCH PHASE 1C
45X67 PRODUCT SERIES
FOLSOM, CA. 92020-0782

SCHEMATIC DESIGN
DECEMBER 4, 2020



EXTERIOR ELEVATIONS - PLAN 3A

A3.2

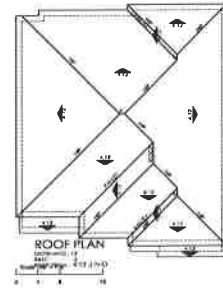
ITALIAN VILLA
Characterized by a formal and elegant facade.

DESIGN ELEMENTS

Two Story Massing
Stucco Exterior Finish
Villa Shaped Concrete Tile
Gently Pitched Roofs

ENHANCED DESIGN ELEMENTS

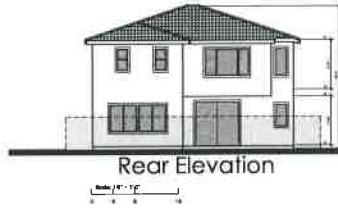
Stone Veneer



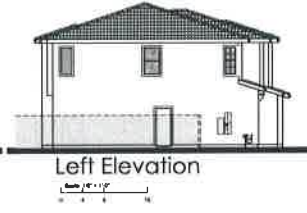
Front Elevation 3B - Italian Villa



Right Elevation



Rear Elevation



Left Elevation



Rear Elevation at
Enhanced Lots



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MANGINI RANCH PHASE 1C
45X67 PRODUCT SERIES
FOLSOM, CA. #2020-0732

SCHEMATIC DESIGN
DECEMBER 4, 2020



EXTERIOR ELEVATIONS - PLAN 3B

A3.3

WESTERN FARMHOUSE
Characterized by an asymmetrical, casual cottage look. It represents a practical and picturesque country home.

DESIGN ELEMENTS

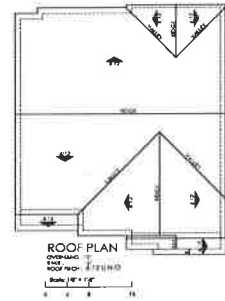
- Two Story Massing
- Stucco Exterior Finish
- Flat Concrete Tile
- Steeper Pitched Roofs

ENHANCED DESIGN ELEMENTS

- Board and Batt
- Brick Veneer
- Shutters



Front Elevation 3C - Western Farmhouse



Right Elevation

Rear Elevation

Left Elevation



Rear Elevation at Enhanced Lots



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MANGINI RANCH PHASE 1C
45X67 PRODUCT SERIES
FOLSOM, GA. 30130-0762

SCHEMATIC DESIGN
DECEMBER 4, 2020

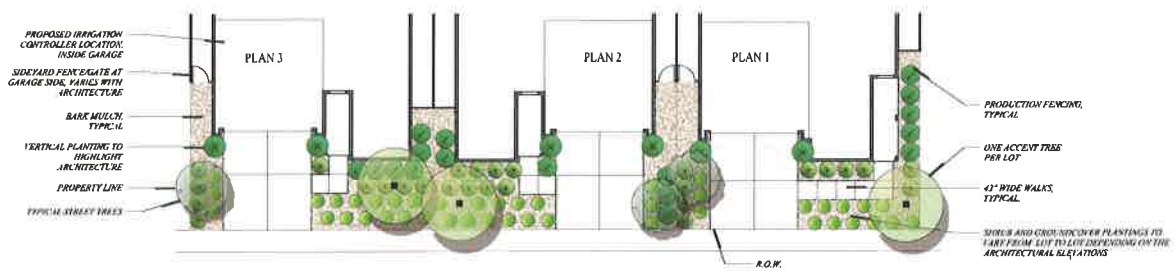


EXTERIOR ELEVATIONS - PLAN 3C

A3.4

Mangini Ranch Phase 1C

45X67 Product Series



TYPICAL FRONTS

PLANT PALETTE (SOUTH & WEST)									
SYM	BOTANICAL NAME	COMMON NAME	SIZE	PF	SYM	BOTANICAL NAME	COMMON NAME	SIZE	PF
SHRUBS (GROUND)									
●	PRUNUS CAROLINIANA	CAROLINA LAUREL CHERRY	15 GALLON	L	●	LAVANGULA L. OTTO QUINN	SPANISH LAVENDER	1 GAL.	L
●					●	FURCIA MARIFF	ATLAS FESCUE	1 GAL.	L
●					●	RHAPHIDOPIS INDICA 'CLARA'	INDIAN HAWTHORN	1 GAL.	L
●					●	ARBUFUS UNEDO 'COMPACT'	DWARF STRAWBERRY TREE	1 GAL.	L
●					●	PRUNUS CAROLINIANA 'DWARF'	DWARF CAROLINA CHERRY	1 GAL.	L
SHRUBS (ELEVATED)									
●	LAURASTRUM INDICA 'MUSKOGEE'	CRAPE MYRTLE	15 GALLON	L	●	RUBIA VAMPYR RUBI	WHITE CARPET RUBUS	1 GAL.	S
●					●	FURCIA MARIFF	ATLAS FESCUE	1 GAL.	L
●					●	RHAPHIDOPIS INDICA 'CLARA'	INDIAN HAWTHORN	1 GAL.	L
●					●	ARBUFUS UNEDO 'COMPACT'	DWARF STRAWBERRY TREE	1 GAL.	L
●					●	LEUCOSTRUM JAPONICUM	JAPANESE PRIVET	15 GAL.	L
SMALLER TREES									
●	QUERUS PARVIFOLIA	AUSTRALIAN WILLOW	15 GALLON	L	●	ROSE ARANCIO 'LITTLESTON CARPET'	ROSE HAWK	1 GAL.	L
●					●	FURCIA MARIFF	ATLAS FESCUE	1 GAL.	L
●					●	RHAPHIDOPIS INDICA 'CLARA'	INDIAN HAWTHORN	1 GAL.	L
●					●	ARBUFUS UNEDO 'COMPACT'	DWARF STRAWBERRY TREE	1 GAL.	L
●					●	LEUCOSTRUM JAPONICUM	JAPANESE PRIVET	15 GAL.	L
PROPOSED TREES (TYPICAL PALETTE)									
●	Adiantum species 'Nectar'	Decorative Tree	15 Gallon	L					
●	Lagerströmia Hybrid 'Madras'	Crape Myrtle	15 Gallon	L					
●	Magnolia G. Little Cloud	Magnolia	15 Gallon	M					

PLANT PALETTE (NORTH & EAST)									
SYM	BOTANICAL NAME	COMMON NAME	SIZE	PF	SYM	BOTANICAL NAME	COMMON NAME	SIZE	PF
SHRUBS (GROUND)									
●	PRUNUS CAROLINIANA	CAROLINA LAUREL CHERRY	15 GALLON	L	●	ARCTOSTAPHYLOS 'WOODS CONTACTA'	MANZANITA	1 GAL.	L
●					●	DIANELLA REVOLUTA 'LITTLE REV'	LITTLE REV FLAX LILY	1 GAL.	L
●					●	RHAPHIDOPIS INDICA 'CLARA'	INDIAN HAWTHORN	1 GAL.	L
●					●	RHAPHIDOPIS UNDO LATA	HAWTHORN	1 GAL.	L
●					●	PRUNUS CAROLINIANA 'DWARF'	DWARF CAROLINA CHERRY	1 GAL.	L
SHRUBS (ELEVATED)									
●	LAURASTRUM INDICA 'MUSKOGEE'	CRAPE MYRTLE	15 GALLON	L	●	ARCTOSTAPHYLOS 'WOODS CONTACTA'	MANZANITA	1 GAL.	L
●					●	DIANELLA REVOLUTA 'LITTLE REV'	LITTLE REV FLAX LILY	1 GAL.	L
●					●	RHAPHIDOPIS INDICA 'CLARA'	INDIAN HAWTHORN	1 GAL.	L
●					●	RHAPHIDOPIS UNDO LATA	HAWTHORN	1 GAL.	L
●					●	LEUCOSTRUM JAPONICUM	JAPANESE PRIVET	15 GAL.	L
SMALLER TREES									
●	QUERUS PARVIFOLIA	AUSTRALIAN WILLOW	15 GALLON	L	●	RUBIA VAMPYR RUBI	WHITE CARPET RUBUS	1 GAL.	S
●					●	DIANELLA REVOLUTA 'LITTLE REV'	LITTLE REV FLAX LILY	1 GAL.	L
●					●	RHAPHIDOPIS INDICA 'CLARA'	INDIAN HAWTHORN	1 GAL.	L
●					●	RHAPHIDOPIS UNDO LATA	HAWTHORN	1 GAL.	L
●					●	PRUNUS CAROLINIANA 'DWARF'	DWARF CAROLINA CHERRY	15 GAL.	L



CONCEPTUAL FRONT YARDS

OCTOBER 27, 2020

ATTACHMENT 7

CEQA Exemption and Streamlining Analysis for the Phase 1C South Subdivision Project, Dated September 17, 2021

CITY OF FOLSOM

**CEQA Exemption and Streamlining Analysis for Mangini Ranch
Phase 1C South (Mangini Ranch Phase 1, Lot 13)**

1. Application No: PN 21-086
2. Project Title: Mangini Ranch Phase 1C South (Mangini Ranch Phase 1, Lot 13)
3. Lead Agency Name and Address:
City of Folsom
50 Natoma Street
Folsom, CA 95630
4. Contact Person and Phone Number:
Scott Johnson, AICP, Planning Manager
Community Development Department
(916) 355-7222
5. Project Location:
32.6 acres located north of White Rock Road and west of Savannah Parkway.
APN: 072-0070-039, 072-3390-003, -004, and -013 (26.92 acres, Arcadian
Improvement Company, LLC.)
6. Project Applicant's/Sponsor's Name and Address:

CMB Improvement Company, LLC.
4370 Town Center Blvd. Ste. 100
El Dorado Hills, CA 95762
7. General Plan Designation: MLD
8. Zoning: SP-MLD
9. Other public agencies whose approval may be required or agencies that may rely on this document for implementing project:

California Department of Fish and Wildlife (for Section 1602 agreement)
Capital Southeast Connector Joint Powers Authority
Central Valley Regional Water Quality Control Board
Folsom-Cordova Unified School District
Sacramento Metropolitan Air Quality Management District

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I. INTRODUCTION

The Mangini Ranch Phase 1C South development proposal (project or Project) is located in the Folsom Plan Area Specific Plan (FPASP) area. As discussed later in this document, the project is consistent with the FPASP.

As a project that is consistent with an existing Specific Plan, Mangini Ranch Phase 1C South is eligible for the exemption from review under the California Environmental Quality Act¹ (“CEQA”) provided in Government Code section 65457 and CEQA Guidelines² section 15182, subdivision (c), as well as the streamlining provisions in Public Resources Code section 21083.3 and CEQA Guidelines section 15183.

Because the Project is exempt from CEQA, the City is not required to provide the following CEQA analysis. Nonetheless, the City provides the following checklist exploring considerations raised by sections 15182 and 15183 to disclose the City’s evidence and reasoning for determining the project’s consistency with the Folsom Plan Area Specific Plan (“FPASP”) and eligibility for the claimed CEQA exemption.

II. PROJECT DESCRIPTION

A. PROJECT OVERVIEW

Mangini Ranch Phase 1C South includes a small lot vesting tentative subdivision map (SLVTSM) to further subdivide a 26.92-acre portion of Mangini Ranch Phase 1 lot 13 and the property formerly known as “Arcadian Heights” into 115 detached residential lots for future development, consistent with the land use designations in the FPASP. The proposed lot size is MLD-45’x67’ and all lots are 3,000sf minimum. Class I multi-purpose trails are located along the drainage corridors in the Open Space areas to the north and west. Trail connections are provided at Mangini Parkway and Savannah Parkway, as well as internally from the project site.

The requested land use entitlements for the Mangini Ranch Phase 1C South project are:

- (1) Small Lot Vesting Tentative Subdivision Map;
- (2) a Minor Administrative Modification – Minor Land Use Boundary Refinements;
- (3) a Minor Administrative Modification – Transfer of Development Rights – Dwelling Units Transferred Between Parcels; and
- (4) a Planned Development Permit – Development Standards & Architecture Design Review.

¹ California Environmental Quality Act, Pub. Resources Code, § 21000 et seq. (hereafter “CEQA”).

² The Guidelines for the Implementation of the California Environmental Quality Act, Cal. Code Regs., tit. 14, § 15000 et seq. (hereafter “CEQA Guidelines” or “Guidelines”).

A Minor Administrative Modification (MAM) is requested to refine the boundaries of the MLD Project site and adjacent OS parcels, consistent with the provisions in the FPASP, to accommodate planned roadways. Acreages of the various land uses remain the same although the edges have been modified.

A Minor Administrative Amendment – Transfer of Development Rights to move 3 dwelling units (du) from FPASP parcel 73 (-3 du) to the Project site (FPASP parcel 211). No change to the overall FPASP unit allocation, total population, will occur. The proposed project does not affect the overall amount of non-residential development in the FPASP.

Infrastructure to serve the Project is proximate and available to the site.

The Project is located within the Folsom Ranch Central District and is designed to comply with the Folsom Ranch Central District Design Guidelines (approved 2015, amended 2018). No deviations from the FPASP Appendix A: Development Standards are sought with this application.

B. PROJECT LOCATION

Located south of U.S. Highway 50 and north of White Rock Road, the 26.92-acre Project site consists of a portion of the Mangini Ranch Phase 1 Large Lot Tentative Subdivision Map and a portion of Arcadian Heights area. The project site is known as Mangini Ranch Phase 1 Lot 13 and FPASP parcel 211, previously known as Arcadian Heights. The site is northwest of the Savannah Parkway and White Rock Road intersection, and south of Mangini Parkway.

Mangini Parkway and Savannah Parkway provide access to the site. Public street access would be provided at proposed Street G and Street H which are centrally located on the site and connect to Mangini Parkway. Adjacent to the project is the Mangini Ranch Phase 1 subdivision at Folsom Ranch, which is under construction.

The FPASP is a 3,513.4-acre comprehensively planned community that creates new development patterns based on the principles of smart growth and transit-oriented development. The Specific Plan designation for the Project site is Multi-Family Low Density (SP-MLD).

See the Project Narrative for exhibits of the proposed project and surrounding land uses.

C. EXISTING SITE CONDITIONS

Currently, the 26.92-acre project site is undeveloped. There are no native trees located within the bounds of the project site, therefore no trees are proposed for removal with this application.

D. CONSISTENCY WITH THE FPASP

The Project is consistent with and aims to fulfill the specific policies and objectives in the Folsom Plan Area Specific Plan. An analysis of the proposed project's consistency with the FPASP is provided in Exhibit 3, the Applicant's FPASP Policy Consistency Analysis.

1. Land Use Designation and Unit Types

The application intends to develop Mangini Ranch Phase 1C South (as shown and described in the Project Narrative) as a Multi-Family Low Density (MLD) Residential site, consistent with the FPASP. A SLVTSM and Planned Development Permit – Development Standards & Architecture Design Review entitlements are sought with this application.

An open space drainage corridor is located on the northern property boundary. Drainage runoff north of this drainage corridor flows to Mangini Parkway and then to Hydromodification Basin 22 located westerly of the Project area, south of the elementary school (the school is currently under construction). Drainage runoff south of the drainage corridor (including the Project) flows to Hydromodification Basin 24 located immediately west of southern area of the Project.

Mangini Ranch Phase 1C South proposes to create 115 detached residential lots. The average density of the subdivision is 8.0 units per acre. The FPASP defines the MLD residential designation as "one of the most flexible residential land use designations in the Plan Area[,]" which includes "single family dwellings (small lot detached, zero-lot-line and patio homes), two family dwellings and multi-family dwellings." (FPASP, p. 4-14.) The density range for MLD is 7 to 12 dwelling units per gross acre. (FPASP, p. 4-14.)

The detached, residential lots proposed by Mangini Ranch Phase 1C South are permitted uses as shown on Table 4.3 of the FPASP. (See also FPASP DEIR, Table 3A.10-4.)

In summary, the proposed land use and the density of residential use proposed for Mangini Ranch Phase 1C South are consistent with the FPASP.

2. Circulation

Access to the Project is provided at Savannah Parkway (east side) and Mangini Parkway (north side) via the proposed Mangini Ranch Phase 1C North subdivision. Improvements to these roadways have been/are being constructed by other FPASP approved projects; additional improvements are planned to Savannah Parkway along the property frontage. City standard residential streets are proposed for this subdivision with attached pedestrian sidewalks and on-street parking. Pedestrian access and circulation are accommodated through the provision of attached and detached sidewalks on all streets, and off-street Class I trails in open space. Class II bike lanes are provided on Savannah Parkway and Mangini Parkway (as required in the FPASP) and Class III bike routes are provided on **Mangini Ranch Phase 1C South (Mangini Ranch Phase 1 Lot 13)**

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all residential streets. The nearest access points to the Class I trail system are provided at Mangini Parkway, Street H, and Savannah Parkway.

The proposed project is consistent with roadway and transit master plans for the FPASP.

3. Water, Sewer, and Storm Drainage Infrastructure

Water infrastructure

The Mangini Ranch Phase 1C South project is being served by Zone 3 water from the north via Mangini Parkway and Savannah Parkway. The project is located within the Zone 3 pressure zone. Water mains are provided within the perimeter streets, including Mangini Parkway.

Sewer infrastructure

The Mangini Ranch Phase 1C South project will be served by the sewer infrastructure within Mangini Parkway.

Storm drainage infrastructure

The Mangini Ranch Phase 1C South project site stormwater system will connect to existing HMB#24.

The proposed project is consistent with planned infrastructure for the FPASP.

III. EXEMPTION AND STREAMLINING ANALYSIS

A. Folsom Plan Area Specific Plan

The City adopted the Folsom Plan Area Specific Plan on June 28, 2011 (Resolution No. 8863).

The City of Folsom and the U.S. Army Corps of Engineers prepared a joint environmental impact report/environmental impact statement (“EIR/EIS” or “EIR”) for the Folsom South of U.S. Highway 50 Specific Plan Project (“FPASP”). (See FPASP EIR/EIS, SCH #2008092051). The Draft EIR/EIS (DEIR) was released on June 28, 2010. The City certified the Final EIR/EIS (FEIR) on June 14, 2011 (Resolution No. 8860). For each impact category requiring environmental analysis, the EIR provided two separate analyses: one for the “Land” component of the FPASP project, and a second for the “Water” component. (FPASP DEIR, p. 1-1 to 1-2.) The analysis in this document is largely focused on and cites to the “Land” sections of the FPASP EIR.

On December 7, 2012, the City certified an Addendum to the EIR for the FPASP for purposes of analyzing an alternative water supply for the project. The revisions to the “Water” component of the FPASP project included: (1) Leak Fixes, (2) Implementation of Metered Rates, (3) Exchange of Water
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Supplies, (4) New Water Conveyance Facilities. (Water Addendum, pp. 3-1 to 3-4.) The City concluded that, with implementation of certain mitigation measures from the FPASP EIR's "Water" sections, the water supply and infrastructure changes would not result in any new significant impacts, substantially increase the severity of previously disclosed impacts or involve any of the other conditions related to changed circumstances or new information that can require a subsequent or supplemental EIR. (See Pub. Resources Code, § 21166; Guidelines, § 15162.) The analysis in portions of the FPASP EIR's "Water" sections that have not been superseded by the Water Addendum are still applicable.

B. Documents Incorporated by Reference

The analysis in this document incorporates by reference the following environmental documents that have been certified by the Folsom City Council:

- i. Folsom South of U.S. Highway 50 Specific Plan Project EIR/EIS and Findings of Fact and Statement of Overriding Considerations, certified by the Folsom City Council on June 14, 2011, a copy of which is available for viewing at the City of Folsom Planning Public Counter located on the 2nd floor of the City Hall Building at 50 Natoma Street in Folsom, CA (from 8:00 a.m. to 1:00 p.m. Monday through Friday).
- ii. CEQA Addendum for the Folsom South of U.S. 50 Specific Plan Project- Revised Proposed Off-site Water Facility Alternative prepared November, 2012, ("Water Addendum"), certified by the Folsom City Council on December 11, 2012, a copy of which is available for viewing at the City of Folsom Planning Public Counter located on the 2nd floor of the City Hall Building at 50 Natoma Street in Folsom, CA (from 8:00 a.m. to 1:00 p.m. Monday through Friday);
- iii. South of Highway 50 Backbone Infrastructure Project Initial Study/Mitigated Negative Declaration (Backbone Infrastructure MND), dated December 9, 2014, adopted by the City Council on February 24, 2015, a copy of which is available for viewing at the City of Folsom Planning Public Counter located on the 2nd floor of the City Hall Building at 50 Natoma Street in Folsom, CA (from 8:00 a.m. to 1:00 p.m. Monday through Friday).

Each of the environmental documents listed above includes mitigation measures imposed on the FPASP and activities authorized therein and in subsequent projects to mitigate plan-level environmental impacts, which are, therefore, applicable to the proposed project. The mitigation measures are referenced specifically throughout this document and are incorporated by reference in the environmental analysis. The Applicant will be required to agree, as part of the conditions of approval for the proposed project, to comply with each of those mitigation measures.

Pursuant to Public Resources Code section 21083.3, subdivision (c), the City will make a finding at a public hearing that the feasible mitigation measures specified in the FPASP EIR will be undertaken.

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Moreover, for those mitigation measures with a financial component that apply plan-wide, the approved Public Facilities Financing Plan and Amended and Restated Development Agreement bind the Applicant to a fair share contribution for funding those mitigation measures.

The May 22, 2014, Record of Decision (ROD) for the Folsom South of U.S. Highway 50 Specific Plan Project—City of Folsom Backbone Infrastructure (Exhibit 2) by the U.S. Army Corps of Engineers is also incorporated by reference.

All impacts from both on-site and off-site features of the Mangini Ranch Phase 1C South project have been analyzed and addressed in the CEQA analysis and other regulatory permits required for the Mangini Ranch Phase 1C South project and/or the Backbone Infrastructure project.

C. Introduction to CEQA Exemption and Streamlining Provisions

The City finds that the Mangini Ranch Phase 1C South development proposal is consistent with the FPASP and therefore exempt from CEQA under Government Code section 65457 and CEQA Guidelines section 15182, subdivision (c), as a residential project undertaken pursuant to and in conformity with a specific plan.

The City also finds that the Mangini Ranch Phase 1C South project is eligible for streamlined CEQA review provided in Public Resources Code section 21083.3, and CEQA Guidelines section 15183 for projects consistent with a community plan, general plan, or zoning. Because the Project is exempt from CEQA, the City is not required to provide the following streamlined CEQA analysis. Nonetheless, the City provides the following checklist exploring considerations raised by sections 15182 and 15183 because the checklist provides a convenient vehicle for disclosing the City's substantial evidence and reasoning underlying its consistency determination.

As mentioned above, the City prepared an addendum to the FPASP EIR in December 2012 for purposes of analyzing an alternative water supply for the FPASP. Although this Water Addendum was prepared and adopted by the City after the certification of the FPASP EIR/EIS, it would not change any of the analysis under Public Resources Code section 21083.3 and CEQA Guidelines section 15183 because it gave the Plan Area a more feasible and reliable water supply.

The City has prepared or will be completing site-specific studies pursuant to the requirements set forth in the mitigation measures and conditions of approval adopted for the FPASP under the FPASP EIR and Water Addendum for subsequent development projects. (See Exhibits 4 [Noise Assessment] and 5 [Access Evaluation Memo].) These studies support the conclusion that the Mangini Ranch Phase 1C South development proposal would not have any new significant or substantially more severe impacts (CEQA Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (CEQA Guidelines, § 15183).

1. Exemption provided by Government Code, § 65457, and CEQA Guidelines, § 15182, subdivision (c)

Government Code section 65457, and CEQA Guidelines section 15182, subdivision (c), exempt residential projects that are undertaken pursuant to a specific plan for which an EIR was previously prepared if the projects are in conformity with that specific plan and the conditions described in CEQA Guidelines section 15162 (relating to the preparation of a supplemental EIR) are not present. (Gov.

Code, § 65457, subd. (a); CEQA Guidelines, §§ 15182, subd. (c), 15162, subd. (a).)

The Applicant's FPASP Policy Consistency Analysis attached as Exhibit 3 supports the determination that the Project is undertaken pursuant to and in conformity with the FPASP.

2. Streamlining provided by Public Resources Code, § 21083.3 and CEQA Guidelines, § 15183

Public Resources Code section 21083.3 provides a streamlined CEQA process where a subdivision map application is made for a parcel for which prior environmental review of a zoning or planning approval was adopted. If the proposed development is consistent with that zoning or plan, any further environmental review of the development shall be limited to effects upon the environment which are peculiar to the parcel or to the project and which were not addressed as significant effects in the prior EIR or which substantial new information shows will be more significant than described in the prior EIR. Effects are not to be considered peculiar to the parcel or the project if uniformly applied development policies or standards have been previously adopted by the city, which were found to substantially mitigate that effect when applied to future projects.

CEQA Guidelines section 15183 provides further detail and guidance for the implementation of the exemption set forth in Public Resources Code section 21083.3.

D. Environmental Checklist Review

The row titles of the checklist include the full range of environmental topics, as presented in Appendix G of the CEQA Guidelines.

The column titles of the checklist have been modified from the Appendix G presentation to assess the Project's qualifications for streamlining provided by Public Resources Code section 21083.3 and CEQA Guidelines sections 15183, as well as to evaluate whether the conditions described in Guidelines section 15162 are present.

Pursuant to Guidelines section 15162, one of the purposes of this checklist is to evaluate the categories in terms of any "changed condition" (i.e. changed circumstances, project changes, or new information of substantial importance) that may result in a different environmental impact significance conclusion.

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If the situations described in Guidelines section 15162 are not present, then the exemption provided by Government Code section 65457 and Guidelines section 15182 can be applied to the Project. Therefore, the checklist does the following: a) identifies the earlier analyses and states where they are available for review; b) discusses whether proposed changes to the previously-analyzed program, including new site specific operations, would involve new or substantially more severe significant impacts; c) discusses whether new circumstances surrounding the previously-analyzed program would involve new or substantially more severe significant impacts; d) discusses any substantially important new information requiring new analysis; and e) describes the mitigation measures which were incorporated or refined from the earlier document and the extent to which they address site-specific conditions for the project. (Guidelines, § 15162, subd. (a).)

The checklist serves a second purpose. Public Resources Code section 21083.3 and its parallel Guidelines provision, section 15183, provide for streamlined environmental review for projects consistent with the development densities established by existing zoning, general plan, or community plan policies for which an EIR was certified. Such projects require no further environmental review except as might be necessary to address effects that (a) are peculiar to the project or the parcel on which the project would be located, (b) were not analyzed as significant effects in the prior EIR, (c) are potentially significant off-site impacts or cumulative impacts not discussed in the prior EIR, or (d) were previously identified significant effects but are more severe than previously assumed in light of substantial new information not known when the prior EIR was certified. If an impact is not peculiar to the parcel or to the project, has been addressed as a significant impact in the prior EIR, or can be substantially mitigated by the imposition of uniformly applied development policies or standards, then an additional EIR need not be prepared for the project solely on the basis of that impact.

A “no” answer does not necessarily mean that there are no potential impacts relative to the environmental category, but that there is no change in the condition or status of the impact since it was analyzed and addressed with mitigation measures in the prior environmental documents approved for the zoning action, general plan, or community plan. The environmental categories might be answered with a “no” in the checklist since the Mangini Ranch Phase 1C South project does not introduce changes that would result in a modification to the conclusion of the FPASP EIR.

The purpose of each column of the checklist is described below.

1. Where Impact Was Analyzed

This column provides a cross-reference to the pages of the environmental documents for the zoning action, general plan, or community plan where information and analysis may be found relative to the environmental issue listed under each topic.

2. Do Proposed Changes Involve New or More Severe Impacts?

Pursuant to Section 15162(a)(1) of the CEQA Guidelines, this column indicates whether the changes represented by the proposed project will result in new significant impacts not disclosed in the prior **Mangini Ranch Phase 1C South (Mangini Ranch Phase 1 Lot 13)** CEQA Exemption and Streamlining Analysis

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EIR or negative declaration or that the proposed project will result in substantial increases the severity of a previously identified significant impact. A yes answer is only required if such new or worsened significant impacts will require "major revisions of the previous EIR or negative declaration." If a "yes" answer is given, additional mitigation measures or alternatives may be needed.

3. Any New Circumstances Involving New or More Severe Impacts?

Pursuant to Section 15162(a)(2) of the CEQA Guidelines, this column indicates whether changed circumstances affecting the proposed project will result in new significant impacts not disclosed in the prior EIR or negative declaration or will result in substantial increases the severity of a previously identified significant impact. A yes answer is only required if such new or worsened significant impacts will require "major revisions of the previous EIR or negative declaration." If a "yes" answer is given, additional mitigation measures or alternatives may be needed.

4. Any New Information of Substantial Importance Requiring New Analysis or Verification?

Pursuant to Section 15162(a)(3) of the CEQA Guidelines, this column indicates whether new information "of substantial importance" is available requiring an update to the analysis of a previous EIR to verify that the environmental conclusions and mitigations remain valid. Any such information is only relevant if it "was not known and could not have been known with reasonable diligence at the time of the previous EIR." To be relevant in this context, such new information must show one or more of the following:

- (A) The project will have one or more significant effects not discussed in the previous EIR or negative declaration;
- (B) Significant effects previously examined will be substantially more severe than shown in the previous EIR;
- (C) Mitigation measures or alternatives previously found not to be feasible would in fact be feasible and would substantially reduce one or more significant effects of the project, but the project proponents decline to adopt the mitigation measure or alternative; or
- (D) Mitigation measures or alternatives which are considerably different from those analyzed in the previous EIR would substantially reduce one or more significant effects on the environment, but the project proponents decline to adopt the mitigation measure or alternative.

This category of new information may apply to any new regulations, enacted after certification of the prior EIR or adoption of the prior negative declaration, which might change the nature of analysis of impacts or the specifications of a mitigation measure. If the new information shows the existence of new significant effects or significant effects that are substantially more severe than were previously disclosed, then new mitigation measures should be considered. If the new information shows that previously rejected mitigation measures or alternatives are now feasible, such measures or alternatives should be considered anew. If the new information shows the existence of mitigation measures or alternatives that are (i) considerably different from those included in the prior EIR, (ii) able to substantially reduce one or more significant effects, and (iii) unacceptable to the project

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proponents, then such mitigation measures or alternatives should also be considered.

5. Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In A Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?

Pursuant to Section 15183, subdivision (b)(1), of the CEQA Guidelines, this column indicates whether there are project-specific significant effects that are peculiar to the project or its site. Although neither section 21083.3 nor section 15183 defines the term “effects on the environment which are peculiar to the parcel or to the project,” a definition can be gleaned from what is now the leading case interpreting section 21083.3, *Wal-Mart Stores, Inc. v. City of Turlock* (2006) 138 Cal.App.4th 273 (*Wal-Mart Stores*). In that case, the court upheld the respondent city’s decision to adopt an ordinance banning discount “superstores.” The city appropriately found that the adoption of the ordinance was wholly exempt from CEQA review under CEQA Guidelines section 15183 as a zoning action consistent with the general plan, where there were no project-specific impacts – of any kind – associated with the ordinance that were peculiar to the project. The court concluded that “a physical change in the environment will be peculiar to [a project] if that physical change belongs exclusively and especially to the [project] or it is characteristic of only the [project].” (*Id.* at p. 294.) As noted by the court, this definition “illustrate[s] how difficult it will be for a zoning amendment or other land use regulation that does not have a physical component to have a sufficiently close connection to a physical change to allow the physical change to be regarded as ‘peculiar to’ the zoning amendment or other land use regulation.” (*Ibid.*)

A “yes” answer in the checklist indicates that the project has effects peculiar to the project relative to the environmental category that were not discussed in the prior environmental documentation for the zoning action, general plan or community plan. A “yes” answer will be followed by an indication of whether the impact is “potentially significant”, “less than significant with mitigation incorporated”, or “less than significant”. An analysis of the determination will appear in the Discussion section following the checklist.

6. Are There Effects Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?

Sections 21083.3 and 15183 include a separate, though complementary, means of defining the term “effects on the environment which are peculiar to the parcel or to the project.” Subdivision (f) of section 15183 provides as follows:

An effect of a project on the environment shall not be considered peculiar to the project or the parcel for the purposes of this section if uniformly applied development policies or standards have been previously adopted by the city or county with a finding that the

development policies or standards will substantially mitigate that environmental effect when applied to future projects, unless substantial new information shows that the policies or standards will not substantially mitigate the environmental effect. The finding shall be based on substantial evidence which need not include an EIR.

This language explains that an agency can dispense with CEQA compliance for environmental impacts that will be “substantially mitigated” by the uniform application of “development policies or standards” adopted as part of, or in connection with, previous plan-level or zoning-level decisions, or otherwise – unless “substantial new information” shows that the standards or policies will not be effective in “substantially mitigating” the effects in question. Section 15183, subdivision (f), goes on to add the following considerations regarding the kinds of policies and standards at issue:

Such development policies or standards need not apply throughout the entire city or county but can apply only within the zoning district in which the project is located, or within the area subject to the community plan on which the lead agency is relying. Moreover, such policies or standards need not be part of the general plan or any community plan but can be found within another pertinent planning document such as a zoning ordinance. Where a city or county, in previously adopting uniformly applied development policies or standards for imposition on future projects, failed to make a finding as to whether such policies or standards would substantially mitigate the effects of future projects, the decision-making body of the city or county, prior to approving such a future project pursuant to this section, may hold a public hearing for the purpose of considering whether, as applied to the project, such standards or policies would substantially mitigate the effects of the project. Such a public hearing need only be held if the city or county decides to apply the standards or policies as permitted in this section.

Subdivision (g) provides concrete examples of “uniformly applied development policies or standards”: (1) parking ordinances; (2) public access requirements; (3) grading ordinances; (4) hillside development ordinances; (5) flood plain ordinances; (6) habitat protection or conservation ordinances; (7) view protection ordinances.

A “yes” answer in the checklist indicates that the project has effects peculiar to the project relative to the environmental category that were not discussed in the prior environmental documentation for the zoning action, general plan or community plan and that cannot be mitigated through application of uniformly applied development policies or standards that have been previously adopted by the agency. A “yes” answer will be followed by an indication of whether the impact is “potentially significant”, “less than significant with mitigation incorporated”, or “less than significant”. An analysis of the determination will appear in the Discussion section following the checklist.

7. Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?

Pursuant to Section 15183, subdivision (b)(2) of the CEQA Guidelines, this column indicates whether there are any effects that were not analyzed as significant effects in the prior EIR for the zoning action,

general plan, or community plan with which the project is consistent.

This provision indicates that, if the prior EIR for a general plan, community plan, or zoning action failed to analyze a potentially significant effect then such effects must be addressed in the site-specific CEQA analysis.

A “yes” answer in the checklist indicates that the project has effects relative to the environmental category that were not analyzed as significant effects in the prior environmental documentation for the zoning action, general plan or community plan. A “yes” answer will be followed by an indication of whether the impact is “potentially significant”, “less than significant with mitigation incorporated”, or “less than significant”. An analysis of the determination will appear in the Discussion section following the checklist.

8. Are There Potentially Significant Off-Site Impacts and Cumulative Impacts That Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan, Or Zoning Action?

Pursuant to Section 15183, subdivision (b)(3), of the CEQA Guidelines, this column indicates whether there are any potentially significant off-site impacts and cumulative impacts that were not discussed in the prior EIR prepared for the general plan, community plan or zoning action with which the project is consistent.

Subdivision (j) of CEQA Guidelines section 15183 makes it clear that, where the prior EIR has adequately discussed potentially significant offsite or cumulative impacts, the project-specific analysis need not revisit such impacts:

This section does not affect any requirement to analyze potentially significant offsite or cumulative impacts if those impacts were not adequately discussed in the prior EIR. If a significant offsite or cumulative impact was adequately discussed in the prior EIR, then this section may be used as a basis for excluding further analysis of that offsite or cumulative impact.

This provision indicates that, if the prior EIR for a general plan, community plan, or zoning action failed to analyze the “potentially significant offsite impacts and cumulative impacts of the [new site-specific] project,” then such effects must be addressed in the site-specific CEQA analysis. (Pub. Resources Code, § 21083.3, subd. (c); see also CEQA Guidelines, § 15183, subd. (j).)

A “yes” answer in the checklist indicates that the project has potentially significant off-site impacts or cumulative impacts relative to the environmental category that were not discussed in the prior environmental documentation for the zoning action, general plan or community plan. A “yes” answer will be followed by an indication of whether the impact is “potentially significant”, “less than significant with mitigation incorporated”, or “less than significant”. An analysis of the determination will appear in the Discussion section following the checklist.

9. Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?

Pursuant to Section (b)(4) of the CEQA Guidelines, this column indicates whether there are previously identified significant effects that are now determined to be more severe than previously assumed based on substantial information not known at the time the EIR for the zoning action, general plan or community plan was certified.

This provision indicates that, if substantial new information has arisen since preparation of the prior EIR for a general plan, community plan, or zoning action with respect to an effect that the prior EIR identified as significant, and the new information indicates that the adverse impact will be more severe, then such effects must be addressed in the site-specific CEQA analysis.

A “yes” answer in the checklist indicates that the project has significant impacts relative to the environmental category that were previously identified in the prior environmental documentation for the zoning action, general plan or community plan but, as a result of new information not previously known, are now determined to be more severe than previously assumed. A “yes” answer will be followed by an indication of whether the impact is “potentially significant”, “less than significant with mitigation incorporated”, or “less than significant”. An analysis of the determination will appear in the Discussion section following the checklist.

10. Mitigation Measures Addressing Impacts.

Pursuant to Public Resources Code section 21083.3, this column indicates whether the prior environmental document and/or the findings adopted by the lead agency decision-making body provides mitigation measures to address effects in the related impact category. In some cases, the mitigation measures have already been implemented. A “yes” response will be provided in either instance. If “NA” is indicated, this Environmental Review concludes that the impact does not occur with this project and therefore no mitigations are needed.

Subdivision (c) of Public Resources Code section 21083.3 further limits the partial exemption for projects consistent with general plans, community plans, and zoning by providing that:

[A]ll public agencies with authority to mitigate the significant effects shall undertake or require the undertaking of any feasible mitigation measures specified in the prior [EIR] relevant to a significant effect which the project will have on the environment or, if not, then the provisions of this section shall have no application to that effect. The lead agency shall make a finding, at a public hearing, as to whether those mitigation measures will be undertaken.

(Pub. Resources Code, § 21083.3, subd. (c).) Accordingly, to avoid having to address a previously identified significant effect in a site-specific CEQA document, a lead agency must “undertake or require the undertaking of any feasible mitigation measures specified in the prior [EIR] relevant to a significant effect which the project will have on the environment.” (Pub. Resources Code, § 21083.3, subd. (c).) Thus, the mere fact that a prior EIR has analyzed certain significant cumulative or off-site effects does not mean that site-specific CEQA analysis can proceed as though such effects do not exist. Rather, to take advantage of the streamlining provisions of section 21083.3, a lead agency must commit itself to carry out all relevant feasible mitigation measures adopted in connection with the general plan, community plan, or zoning action for which the prior EIR was prepared. This

commitment must be expressed as a finding adopted at a public hearing. (See *Gentry v. City of Murrieta* (1995) 36 Cal.App.4th 1359, 1408 [court rejected respondent city's argument that it had complied with this requirement because it made a finding at the time of project approval "that the Project complied with all 'applicable' laws"; such a finding "was not the equivalent of a finding that the mitigation measures in the [pertinent] Plan EIR were actually being undertaken".])

E. Checklist and Discussion

1. AESTHETICS

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts
1. Aesthetics. Would the Project:	FPASP Draft EIR pp. 3A.1-1 to -34									
a. Have a substantial adverse effect on a scenic vista?	pp. 3A.1-24 to -25	No	No	No	No	No	No	No	No	MM 3A.1-1
b. Substantially damage scenic resources, including but not limited to, trees, rock outcroppings, and historic buildings within a state scenic highway?	pp. 3A.1-26 to -27	No	No	No	No	No	No	No	No	No feasible MM
c. Substantially degrade the existing visual character or quality of the site and its surroundings?	pp. 3A.1-27 to -30	No	No	No	No	No	No	No	No	MM 3A.1-1 3A.7-4 3A.1-4
d. Create a new source of substantial light or glare which would	pp. 3A.1-31 to -33	No	No	No	No	No	No	No	No	MM 3A.1-5

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts
1. Aesthetics. Would the Project:	FPASP Draft EIR pp. 3A.1-1 to -34									
adversely affect day or nighttime views in the area?										
<p>Discussion:</p> <p>The FPASP EIR concluded that implementation of the mitigation measures in the EIR would reduce all except the following aesthetic and visual impacts to less than significant levels: Impact 3A.1-1 (Substantial Adverse Effect on a Scenic Vista); Impact 3A.1-2 (Damage to Scenic Resources Within a Designated Scenic Corridor); Impact 3A.1-4 (Temporary, Short-Term Degradation of Visual Character for Developed Project Land Uses During Construction); Impact 3A.1-6 (New Skyglow Effects); and impacts from the off-site improvements constructed in areas under the jurisdiction of El Dorado and Sacramento Counties (Impacts 3A.1-4 and 3A.1-5). (FEIR, pp. 1-15 to 1-19; DEIR, p. 3A.1-34.) The pages indicated in the table above contain the relevant analysis of the potential impacts.</p> <p>Additionally, the 2012 Water Addendum includes a short discussion of how the changes to the water facilities aspects of the FPASP project would have the same or less impacts to aesthetic resources when compared to the FPASP project as analyzed in the 2011 EIR after implementation of the following mitigation measures: MM 3B.1-2a, MM 3B.1-2b, MM 3B.1-3a, and MM 3B.1-3b. (Water Addendum, p. 3-5.)</p> <p>See Exhibit 1 (the Folsom Ranch Central District Design Guidelines) for more discussion of the architectural design guidelines and landscape design guidelines that apply to the Project (Exh. 1, pp. 15-94.) See Exhibit 3 for discussion of the Mangini Ranch Phase 1C South project's consistency with landscaping policies in the FPASP that may be relevant to aesthetic and visual impacts. (Exh. 3, p. 31.)</p> <p>Mitigation Measures:</p> <ul style="list-style-type: none"> • MM 3A.1-1 • MM 3A.1-4 • MM 3A.1-5 • MM 3A.7-4 • MM 3B.1-2a • MM 3B.1-2b • MM 3B.1-3a • MM 3B.1-3b <p>Conclusion:</p> <p>With implementation of the above mitigation measures identified in the FPASP EIR and Water Addendum, the Mangini Ranch Phase 1C South project would not have any new significant or substantially more severe aesthetic impacts (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (Guidelines, § 15183).</p>										

2. AGRICULTURE AND FOREST RESOURCES

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project Is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts
2. Agriculture. Would the project:	FPASP Draft EIR pp. 3A.10-1 to -49									
a. Convert Prime Farmland, Unique Farmland, or Farmland of Statewide Importance (Farmland), as shown on the maps prepared pursuant to the Farmland Mapping and Monitoring Program of the California Resources Agency, to non-agricultural	p. 3A.10-29	No	No	No	No	No	No	No	No	None required
b. Conflict with existing zoning for agricultural use, or a Williamson Act contract?	pp. 3A.10-41 to -43	No	No	No	No	No	No	No	No	No feasible MM
c. Involve other changes in the existing environment which, due to their location or nature,	p. 3A.10-29	No	No	No	No	No	No	No	No	None required

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project Is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
2. Agriculture. Would the project could result in conversion of Farmland, to non-agricultural use?	FPASP Draft EIR pp. 3A.10-1 to -49									
<p>Discussion:</p> <p>The FPASP EIR concluded that there were no feasible mitigation measures that would reduce the two agriculture impacts to less than significant levels. Impacts 3A.10-3 (Cancellation of Existing On-Site Williamson Act Contracts) and 3.10-4 (Potential Conflict with Existing Off-Site Williamson Act Contracts) remain significant and unavoidable. (FEIR, pp. 1-123 to 1-124; DEIR, pp. 3A.10-41 to -43.) The pages indicated in the table above contain the relevant analysis of the potential impacts.</p> <p>Additionally, the 2012 Water Addendum includes a short discussion of how the changes to the water facilities aspects of the FPASP project would have the same or less impacts to agricultural resources when compared to the FPASP project as analyzed in the 2011 EIR after implementation of the following mitigation measures: MM 3B.10-5. (Water Addendum, p. 3-12.)</p> <p>See Exhibit 3 for discussion of the Mangini Ranch Phase 1C South project's consistency with open space policies in the FPASP that may be relevant to agriculture and forest resources impacts. (Exh. 3, pp. 4-5, 14-16.)</p> <p>Mitigation Measures:</p> <ul style="list-style-type: none"> MM 3B.10-5 <p>Conclusion:</p> <p>With implementation of the above mitigation measures identified in the FPASP EIR and Water Addendum, the Mangini Ranch Phase 1C South project would not have any new significant or substantially more severe agriculture and forest resources impacts (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (Guidelines, § 15183).</p>										

3. AIR QUALITY

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts
3. Air Quality. Would the project:	FPASP Draft EIR pp. 3A.2-1 to -63									
a. Conflict with or obstruct implementation of the applicable air quality plan?	pp. 3A.2-23 to -59	No	No	No	No	No	No	No	No	MM 3A.2-1a 3A.2-1b 3A.2-1c 3A.2-1d 3A.2-1e 3A.2-1f 3A.2-1g 3A.2-1h 3A.2-2 3A.2-4a 3A.2-4b 3A.2-5
b. Violate any air quality standard or contribute substantially to an existing or projected air quality violation?	Same as (a) above	No	No	No	No	No	No	No	No	Same as (a) above
c. Result in a cumulatively considerable net increase of any criteria pollutant for which the project region is non-attainment under an	Same as (a) above	No	No	No	No	No	No	No	No	Same as (a) above

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts
3. Air Quality. Would the project	FPASP Draft EIR pp. 3A 2-1 to -63									
applicable federal or state ambient air quality standard (including releasing emissions which exceed quantitative thresholds for ozone precursors)?										
d. Expose sensitive receptors to substantial pollutant concentrations?	Same as (a) above	No	No	No	No	No	No	No	No	Same as (a) above
e. Create objectionable odors affecting a substantial number of people?	pp. 3A.2-59 to -63	No	No	No	No	No	No	No	No	MM 3A.2-6

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In A Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project Is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
3. Air Quality. Would the project:	FPASP Draft EIR pp. 3A.2-1 to -63									
<p>Discussion:</p> <p>The FPASP EIR concluded that implementation of the mitigation measures in the EIR would reduce all except the following air quality impacts to less than significant levels: temporary short-term construction-related emissions of criteria air pollutants and precursors (Impact 3A.2-1, for PM₁₀ concentrations); long-term operation-related, regional emissions of criteria air pollutants and precursors (Impact 3A.2-2); exposure to TACs (Impact 3A.2-4); and exposure to odorous emissions from construction activity (Impact 3A.2-6, for construction diesel odors and for corporation yard odors); and exposure to odorous emissions from operation of the proposed corporation yard (Impact 3A.2-6). (FEIR, pp. 1-22 to 1-34; DEIR, p. 3A.2-63.) The pages indicated in the table above contain the relevant analysis of the potential impacts.</p> <p>Additionally, the 2012 Water Addendum includes a short discussion of how the changes to the water facilities aspects of the FPASP project would have the same or less impacts to air quality when compared to the FPASP project as analyzed in the 2011 EIR after implementation of the following mitigation measures: MM 3B.2-1a, MM 3B.2-1b, MM 3B.2-1c, MM 3B.2-3a, MM 3B.2-3b. (Water Addendum, pp. 3-5 to 3-6.)</p> <p>See Exhibit 3 for discussion of the Mangini Ranch Phase 1C South project's consistency with energy efficiency quality policies in the FPASP that may be relevant to air quality impacts (Exh. 3, pp. 27-28.)</p> <p>The land use mix in the Mangini Ranch Phase 1C South project is consistent with the FPASP, and the mitigation measures in the MMRP for the FPASP EIR are applicable to and will be implemented for the Mangini Ranch Phase 1C South development.</p> <p>Mitigation Measures:</p> <ul style="list-style-type: none"> • MM 3A.2-1a • MM 3A.2-1b • MM 3A.2-1c • MM 3A.2-1d • MM 3A.2-1e • MM 3A.2-1f • MM 3A.2-1g • MM 3A.2-1h • MM 3A.2-2 • MM 3A.2-4a • MM 3A.2-4b • MM 3A.2-5 • MM 3A.2-6 • MM 3B.2-1a 										

Environmental Issue Area	Where Impact Was Analyzed In Prior Environmental Documents	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analyses or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts
3. Air Quality. Would the project:	FPASP Draft EIR pp. 3A.2-1 to -63									
<ul style="list-style-type: none"> * MM 3B.2-1b * MM 3B.2-1c * MM 3B.2-3a * MM 3B.2-3b <p>Conclusion:</p> <p>With implementation of the above mitigation measures identified in the FPASP EIR and Water Addendum, the Mangini Ranch Phase 1C South project would not have any new significant or substantially more severe air quality impacts (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (Guidelines, § 15183).</p>										

4. BIOLOGICAL RESOURCES

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project Is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
4. Biological Resources. Would the project:	FPASP Draft EIR pp. 3A.3-1 to -94									
a. Have a substantial adverse effect, either directly or through habitat modifications, on any species identified as a candidate, sensitive, or special status species in local or regional plans, policies, or regulations, or by the California Department of Fish and Game or U.S. Fish and Wildlife Service?	pp. 3A.3-50 to -72	No	No	No	No	No	No	No	No	MM 3A.3-1a 3A.3-1b 3A.3-2a 3A.3-2b 3A.3-2c 3A.3-2d 3A.3-2g 3A.3-2h 3A.3-3
b. Have a substantial adverse effect on any riparian habitat or other sensitive natural community identified in local or regional plans,	pp. 3A.3-72 to -75	No	No	No	No	No	No	No	No	MM 3A.3-1a 3A.3-1b 3A.3-4a 3A.3-4b

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts
4. Biological Resources. Would the project:	FPASP Draft EIR pp. 3A.3-1 to -94									
polices, regulations or by the California Department of Fish and Game or US Fish and Wildlife Service?										
c. Have a substantial adverse effect on federally protected wetlands as defined by Section 404 of the Clean Water Act (including, but not limited to, marsh, vernal pool, coastal, etc.) through direct removal, filling, hydrological interruption, or other means?	pp. 3A.3-28 to -50	No	No	No	No	No	No	No	No	MM.3A.3-1a 3A.3-1b
d. Interfere substantially with the movement of any native resident or migratory fish and wildlife	pp. 3A.3-68 to -93	No	No	No	No	No	No	No	No	None required

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts
4. Biological Resources. Would the project:	FPASP Draft EIR pp. 3A.3-1 to -94									
species or with established native resident or migratory wildlife corridors, or impede the use of native wildlife nursery sites?										
e. Conflict with any local policies or ordinances protecting biological resources, such as a tree preservation policy or ordinance	pp. 3A.3-75 to -88 (oak woodland and trees)	No	No	No	No	No	No	No	No	MM 3A.3-5
f. Conflict with the provisions of an adopted Habitat Conservation Plan, Natural Community Conservation Plan, or other approved local, regional, or state habitat conservation plan?	pp. 3A.3-93 to -94	No	No	No	No	No	No	No	No	None required

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts
4. Biological Resources. Would the project:	FPASP Draft EIR pp. 3A.3-1 to -94									
<p>Discussion:</p> <p>The FPASP EIR concluded that implementation of the mitigation measures in the EIR would reduce all except the following biological resources impacts to less than significant levels: impacts on jurisdictional waters of the United States, including wetlands (Impact 3A.3-1); cumulative impacts on aquatic resources, oak woodlands, nesting and foraging habitat for raptors, including Swainson's hawk, and potential habitat for special-status plant species (Impact 3A.3-2); impacts on blue oak woodlands and on trees protected under Folsom Municipal Code and County Tree Preservation Ordinance (Impact 3A.3-5); as well as the impacts of off-site improvements which would be located in the jurisdiction of El Dorado County, Sacramento County, or Caltrans. (FEIR, pp. 1-38 to 1-63; DEIR, p. 3A.3-94.)</p> <p>The pages indicated in the table above contain the relevant analysis of the potential impacts.</p> <p>Additionally, the 2012 Water Addendum includes a short discussion of how the changes to the water facilities aspects of the FPASP project would have the same or less impacts to biological resources when compared to the FPASP project as analyzed in the 2011 EIR after implementation of the following mitigation measures: MM 3B.3-1a, MM 3B.3-1b, MM 3B.3-1c, MM 3A.3-1a, and MM 3B.3-2. (Water Addendum, p. 3-7.)</p> <p>See Exhibit 3 for discussion of the Mangini Ranch Phase 1C South project's consistency with wetlands and wildlife policies in the FPASP that may be relevant to biological resources impacts. (Exh. 3, pp. 20-23.)</p> <p>The South Sacramento HCP, which is referenced in the FPASP EIR has been approved and adopted. But the South Sacramento HCP is not relevant to the Mangini Ranch Phase 1C South Project because the City did not choose to participate in the South Sacramento HCP and the project site is outside of the boundaries of the South Sacramento HCP plan area. (See South Sacramento HCP, available at https://www.southsachcp.com/sshcp-chapters-final.html (last visited April 15, 2021).)</p> <p>Mitigation Measures:</p> <ul style="list-style-type: none"> • MM 3A.3-1a • MM 3A.3-1b • MM 3A.3-2a • MM 3A.3-2b • MM 3A.3-2c • MM 3A.3-2d • MM 3A.3-2e • MM 3A.3-2f • MM 3A.3-2g 										

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analyses or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts
4. Biological Resources. Would the project:	FPASP Draft EIR pp. 3A.3-1 to -94									
<ul style="list-style-type: none"> • MM 3A.3-2h • MM 3A.3-3 • MM 3A.3-4a • MM 3A.3-4b • MM 3A.3-5 • MM 3B.3-1a • MM 3B.3-1b • MM 3B.3-1c • MM 3A.3-1a • MM 3B.3-2 <p>Conclusion:</p> <p>With implementation of the above mitigation measures identified in the FPASP EIR and Water Addendum, the Mangini Ranch Phase 1C South project would not have any new significant or substantially more severe biological resources impacts (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (Guidelines, § 15183).</p>										

5. CULTURAL RESOURCES

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project Is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts
5. Cultural Resources. Would the project:	FPASP Draft EIR pp. 3A.5-1 to -25									
a. Cause a substantial adverse change in the significance of a historical resource as defined in §15064.5?	pp. 3A.5-17 to -23	No	No	No	No	No	No	No	No	MM 3A.5-1a 3A.5-1b 3A.5-2
b. Cause a substantial adverse change in the significance of an archaeological resource pursuant to §15064.5?	Same as (a) above	No	No	No	No	No	No	No	No	Same as (a) above
c. Directly or indirectly destroy a unique paleontological resource or site or unique geologic feature?	Same as (a) above	No	No	No	No	No	No	No	No	Same as (a) above
d. Disturb any human remains, including those interred outside the formal cemeteries?	pp. 3A.5-23 to -24	No	No	No	No	No	No	No	No	MM 3A.5-3

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In A Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts
5. Cultural Resources. Would the project:	FPASP Draft EIR pp. 3A.5-1 to -25									
<p>Discussion:</p> <p>The FPASP EIR concluded that implementation of the mitigation measures in the EIR would reduce all except the following cultural resources impacts to less than significant levels: impacts on identified and previously undiscovered cultural resources (Impacts 3A.5-1 and 3A.5-2); and impacts from off-site improvements constructed in areas under the jurisdiction of El Dorado County, Sacramento County, or Caltrans (Impacts 3A.5-1 through 3A.5-3). (FEIR, pp. 1-81 to 1-86; DEIR, p. 3A.5-25.) The pages indicated in the table above contain the relevant analysis of the potential impacts.</p> <p>Additionally, the 2012 Water Addendum includes a short discussion of how the changes to the water facilities aspects of the FPASP project would have the same or less impacts to cultural resources when compared to the FPASP project as analyzed in the 2011 EIR after implementation of the following mitigation measures: MM 3A.5-1a, MM 3A.5-1b, MM 3A.5-2, MM 3A.5-3. (Water Addendum, pp. 3-8 to 3-9.)</p> <p>See Exhibit 3 for discussion of the Mangini Ranch Phase 1C South project's consistency with cultural resources policies in the FPASP that may be relevant to cultural resources impacts. (Exh. 3, p. 24.)</p> <p>Mitigation Measures:</p> <ul style="list-style-type: none"> • MM 3A.5-1a • MM 3A.5-1b • MM 3A.5-2 • MM 3A.5-3 <p>Conclusion:</p> <p>With implementation of the above mitigation measures identified in the FPASP EIR and Water Addendum, the Mangini Ranch Phase 1C South project would not have any new significant or substantially more severe cultural resources impacts (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (Guidelines, § 15183).</p>										

6. GEOLOGY AND SOILS

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts
6. Geology and Soils. Would the project	FPASP Draft EIR pp. 3A.7-1 to -40									
a. Expose people or structures to potential substantial adverse effects, including the risk of loss, injury, or death involving: 1. Rupture of a known earthquake fault, as delineated on the most recent Alquist-Priolo Earthquake Fault Zoning Map issued by the State Geologist for the area or based on other substantial evidence of a known fault? Refer to Division of Mines and Geology Special Publication 42. 2. Strong seismic ground shaking?	pp. 3A.7-24 to -28	No	No	No	No	No	No	No	No	MM 3A.7-1a 3A.7-1b

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
6. Geology and Soils. Would the project:	FPASP Draft EIR pp. 3A.7-1 to -40									
3. Seismic-related ground failure, including liquefaction?										
4. Landslides?										
b. Result in substantial soil erosion or the loss of topsoil?	pp. 3A.7-28 to -31	No	No	No	No	No	No	No	No	MM 3A.7-3
c. Be located on a geologic unit or soil that is unstable, or that would become unstable as a result of the project, and potentially result in on-or off-site landslide, lateral spreading, subsidence, liquefaction or collapse?	pp. 3A.7-31 to -34	No	No	No	No	No	No	No	No	MM 3A.7-1a 3A.7-4 3A.7-5
d. Be located on expansive soil, as defined in Table 18-1-B of the Uniform Building Code (1994).	pp. 3A.7-34 to -35	No	No	No	No	No	No	No	No	MM 3A.7-1a 3A.7-1b

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
6. Geology and Soils. Would the project	FPASP Draft EIR pp. 3A.7-1 to -40									
creating substantial risks to life or property?										
e. Have soils incapable of adequately supporting the use of septic tanks or alternative waste water disposal systems where sewers are not available for the disposal of waste water?	pp. 3A.7.35 to -36	No	No	No	No	No	No	No	No	None required

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In A Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts
6. Geology and Soils. Would the project:	FPASP Draft EIR pp. 3A.7-1 to -40									
<p>Discussion:</p> <p>The FPASP EIR concluded that implementation of the mitigation measures in the EIR would reduce all except the following geology impacts to less than significant levels: impacts from off-site elements under the jurisdiction of El Dorado and Sacramento Counties and Caltrans. (FEIR, pp. 1-89 to 1-95; DEIR, p. 3A.7-40.) The pages indicated in the table above contain the relevant analysis of the potential impacts.</p> <p>Additionally, the 2012 Water Addendum includes a short discussion of how the changes to the water facilities aspects of the FPASP project would have the same or less impacts to geology and soils resources when compared to the FPASP project as analyzed in the 2011 EIR after implementation of the following mitigation measures: MM 3B.7-1a, MM 3B.7-1b, MM 3B.7-4, MM 3B.7-5. (Water Addendum, p. 3-10)</p> <p>See Exhibit 3 for discussion of the Mangini Ranch Phase 1C South project's consistency with floodplain protection policies in the FPASP that may be relevant to geology and soils impacts. (Exh. 3, pp. 25-27.)</p> <p>Mitigation Measures:</p> <ul style="list-style-type: none"> • MM 3A.7-1a • MM 3A.7-1b • MM 3A.7-3 • MM 3A.7-4 • MM 3A.7-5 • MM 3B.7-1a • MM 3B.7-1b • MM 3B.7-4 • MM 3B.7-5 <p>Conclusion:</p> <p>With implementation of the above mitigation measures identified in the FPASP EIR and Water Addendum, the Mangini Ranch Phase 1C South project would not have any new significant or substantially more severe geology and soils impacts (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (Guidelines, § 15183).</p>										

7. GREENHOUSE GAS EMISSIONS

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts
7. Greenhouse Gas Emissions. Would the project:	FPASP Draft EIR pp. 3A.4-1 to -49									
a. Generate greenhouse gas emissions, either directly or indirectly, that may have a significant impact on the environment??	pp. 3A.4-13 to -30	No	No	No	No	No	No	No	No	MM 3A.2-1a 3A.2-1b 3A.4-1 3A.2-2 3A.4-2a 3A.4-2b
b. Conflict with an applicable plan, policy or regulation adopted for the purpose of reducing the emissions of greenhouse gases?	pp. 3A.4-10 to -13	No	No	No	No	No	No	No	No	None required

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts
7. Greenhouse Gas Emissions. Would the project	FPASP Draft EIR pp. 3A.4-1 to -49									
<p>Discussion:</p> <p>The FPASP EIR concluded that FPASP project's incremental contributions to greenhouse gas (GHG) emissions from project-related construction (Impact 3A.4-1) and from long-term operation (Impact 3A.4-2) are cumulatively considerable and significant and unavoidable. (FEIR, pp. 1-70 to 1-79; DEIR, pp. 3A.4-23, 3A.4-30.) The pages indicated in the table above contain the relevant analysis of the potential impacts.</p> <p>Additionally, the 2012 Water Addendum includes a short discussion of how the changes to the water facilities aspects of the FPASP project would have the same or less impacts to GHG emissions and climate change when compared to the FPASP project as analyzed in the 2011 EIR after implementation of the following mitigation measures: MM 3B.4-1a, MM 3B.4-1b. (Water Addendum, p. 3-8)</p> <p>See Exhibit 3 for discussion of the Mangini Ranch Phase 1C South project's consistency with air quality, low impact development, environmental quality, and energy efficiency policies in the FPASP that may be relevant to GHG emissions and climate change impacts. (Exh. 3, pp. 27-28, 31-37.)</p> <p>Mitigation Measures:</p> <ul style="list-style-type: none"> • MM 3A.2-1a • MM 3A.2-1b • MM 3A.4-1 • MM 3A.4-2 • MM 3A.4-2a • MM 3A.4-2b • MM 3B.4-1a • MM 3B.4-1b <p>Conclusion:</p> <p>With implementation of the above mitigation measures identified in the FPASP EIR and Water Addendum, the Mangini Ranch Phase 1C South project would not have any new significant or substantially more severe GHG emissions and climate change impacts (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (Guidelines, § 15183).</p>										

8. HAZARDS AND HAZARDOUS MATERIALS

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
8. Hazards and Hazardous Materials. Would the project:	FPASP Draft EIR pp. 3A.8-1 to -36									
a. Create a significant hazard to the public or the environment through the routine transport, use, or disposal of hazardous materials?	pp. 3A.8-19 to -20	No	No	No	No	No	No	No	No	None required
b. Create a significant hazard to the public or the environment through reasonably foreseeable upset and accident conditions involving the release of hazardous materials into the environment?	pp. 3A.8-20 to -22	No	No	No	No	No	No	No	No	MM 3A.8-2 3A.9-1

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
8. Hazards and Hazardous Materials. Would the project:	FPASP Draft EIR pp. 3A.8-1 to -36									
c. Emit hazardous emissions or handle hazardous or acutely hazardous materials, substances, or waste within one-quarter mile of an existing or proposed school?	pp. 3A.8-31 to -33	No	No	No	No	No	No	No	No	MM 3A.8-6
d. Be located on a site which is included on a list of hazardous materials sites compiled pursuant to Government Code Section 65962.5 and, as a result, would it create a significant hazard to the public or the environment?	pp. 3A.8-22 to -28	No	No	No	No	No	No	No	No	MM 3A.8-3a 3A.8-3b 3A.8-3c
e. For a project located within an airport land use plan or, where	pp. 3A.8-18 to -19	No	No	No	No	No	No	No	No	None required

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts
8. Hazards and Hazardous Materials. Would the project:	FPASP Draft EIR pp. 3A.8-1 to -36									
such a plan has not been adopted, within two miles of a public airport or public use airport, would the project result in a safety hazard for people residing or working in the project area?										
f. For a project within the vicinity of a private airstrip, would the project result in a safety hazard for people residing or working on the project area?	pp. 3A.8-18 to -19	No	No	No	No	No	No	No	No	None required
g. Impair implementation of or physically interfere with an adopted emergency response plan or emergency evacuation plan?	p. 3A.8-29	No	No	No	No	No	No	No	No	None required

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analyses or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts
6. Hazards and Hazardous Materials. Would the project:	FPASP Draft EIR pp. 3A.8-1 to -36									
h. Expose people or structures to a significant risk of loss, injury or death involving wildland fires, including where wildlands are adjacent to urbanized areas or where residences are intermixed with wildlands?	pp. 3A.8-18 to -19	No	No	No	No	No	No	No	No	None require

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts
8. Hazards and Hazardous Materials. Would the project:	FPASP Draft EIR pp. 3A.8-1 to -36									
<p>Discussion:</p> <p>The FPASP EIR concluded that implementation of the mitigation measures in the EIR would reduce all hazards and hazardous materials impacts to less than significant levels, except for the impacts from off-site elements that fall under the jurisdiction of El Dorado and Sacramento Counties (Impacts 3A.8-2, 3A.8-3, 3A.8-5, 3A.8-7). (FEIR, pp. 1-99 to 1-108; DEIR, pp. 3A.8-35 to -36.) The pages indicated in the table above contain the relevant analysis of the potential impacts. The DEIR also analyzes Impact 3A.8-7 related to mosquito and vector control. (See pp. 3A.8-33 to -35; MM 3A.8-7.)</p> <p>Additionally, the 2012 Water Addendum includes a short discussion of how the changes to the water facilities aspects of the FPASP project would have the same or less hazards and hazardous materials impacts when compared to the FPASP project as analyzed in the 2011 EIR after implementation of the following mitigation measures: MM 3B.8-1a, MM 3B.8-1b, MM 3B.16-3a, MM 3B.16-3b, MM 3B.8-3a, MM 3B.8-5b. (Water Addendum, pp. 3-10 to 3-11.)</p> <p>Mitigation Measures:</p> <ul style="list-style-type: none"> • MM 3A.8-2 • MM 3A.9-1 • MM 3A.8-6 • MM 3A.8-3a • MM 3A.8-3b • MM 3A.8-3c • MM 3A.8-7 • MM 3B.8-1a • MM 3B.8-1b • MM 3B.16-3a • MM 3B.16-3b • MM 3B.8-5a • MM 3B.8-5b <p>Conclusion:</p> <p>With implementation of the above mitigation measures identified in the FPASP EIR and Water Addendum, the Mangini Ranch Phase 1C South project would not have any new significant or substantially more severe hazards and hazardous materials impacts (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (Guidelines, § 15183).</p>										

9. HYDROLOGY AND WATER QUALITY

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts
9. Hydrology and Water Quality. Would the Project:	FPASP Draft EIR pp. 3A.9-1 to -51									
a. Violate any water quality standards or waste discharge requirements?	pp. 3A.9-24 to -28	No	No	No	No	No	No	No	No	MM 3A.9-1
b. Substantially deplete groundwater supplies or interfere substantially with groundwater recharge such that there would be a net deficit in aquifer volume or a lowering of the local groundwater table level (e.g., the production rate of pre-existing nearby wells would drop to a level which would not support existing land uses or planned uses for which permits have	pp. 3A.9-45 to -50	No	No	No	No	No	No	No	No	None required

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts
9. Hydrology and Water Quality. Would the Project	FPASP Draft EIR pp. 3A.9-1 to -51									
been granted?										
c. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, in a manner which would result in substantial erosion or siltation on- or off-site?	pp. 3A.9-24 to -28	No	No	No	No	No	No	No	No	MM 3A.9-1
d. Substantially alter the existing drainage pattern of the site or area, including through the alteration of the course of a stream or river, or substantially increase the rate or amount of surface runoff in a manner which would result in flooding on- or off-site?	pp. 3A.9-28 to -37	No	No	No	No	No	No	No	No	MM 3A.9-2

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In A Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts
9. Hydrology and Water Quality. Would the Project:	FPASP Draft EIR pp. 3A.9-1 to -51									
e. Create or contribute runoff water which would exceed the capacity of existing or planned storm water drainage systems or provide substantial additional sources of polluted runoff?	pp. 3A.9-28-42 Also see generally Backbone Infrastructure MND	No	No	No	No	No	No	No	No	MM 3A.9-1 MM 3A.9-2
f. Otherwise substantially degrade water quality?	See generally pp. 3A.9-1 to -51	No	No	No	No	No	No	No	No	None required
g. Place housing within a 100-year flood hazard area as mapped on a federal Flood Hazard Boundary or Flood Insurance Rate Map or other flood hazard delineation map?	p. 3A.9-45	No	No	No	No	No	No	No	No	None required
h. Place within a 100-year flood hazard area structures which	p. 3A.9-45	No	No	No	No	No	No	No	No	None required

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts
9. Hydrology and Water Quality. Would the Project	FPASP Draft EIR pp. 3A.9-1 to -51									
would impede or redirect flood flows?										
i. Expose people or structures to a significant risk of loss, injury or death involving flooding, including flooding as a result of the failure of a levee or dam?	pp. 3A.9-43 to -44	No	No	No	No	No	No	No	No	MM 3A.9-4
j. Inundation by seiche, tsunami, or mudflow?	Not relevant	No	No	No	No	No	No	No	No	None required

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In A Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project Is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
9. Hydrology and Water Quality. Would the Project:	FPASP Draft EIR pp. 3A.9-1 to -51									
<p>Discussion: The FPASP EIR concluded that implementation of the mitigation measures in the EIR would reduce all hydrology and water quality impacts to less than significant levels, except for the impacts from off-site elements that fall under the jurisdiction of El Dorado and Sacramento Counties and Caltrans (impacts 3.10-1, 3.10-2, 3.10-3, 3.10-5) (FEIR, pp. 1-113 to 1-118; DEIR, p. 3A.9-51.) The pages indicated in the table above contain the relevant analysis of the potential impacts.</p> <p>Additionally, the 2012 Water Addendum includes a short discussion of how the changes to the water facilities aspects of the FPASP project would have the same or less impacts to hydrology and water quality when compared to the FPASP project as analyzed in the 2011 EIR after implementation of the following mitigation measures: MM 3B.9-1a, MM 3B.9-1b, MM 3A.3-1a, MM 3A.3-1b, MM 3B.9-3a, MM 3B.9-3b. (Water Addendum, pp. 3-11 to 3-12)</p> <p>See Exhibit 3 for discussion of the Mangini Ranch Phase 1C South project's consistency with water efficiency and low impact development policies in the FPASP that may be relevant to hydrology and water quality impacts. (Exh. 3, pp. 30-31, 35.)</p> <p>Mitigation Measures:</p> <ul style="list-style-type: none"> • MM 3A.9-1 • MM 3A.9-2 • MM 3A.9-4 • MM 3B.9-1a • MM 3B.9-1b • MM 3A.3-1a • MM 3A.3-1b • MM 3B.9-3a • MM 3B.9-3b <p>Conclusion: With implementation of the above mitigation measures identified in the FPASP EIR and Water Addendum, the Mangini Ranch Phase 1C South project would not have any new significant or substantially more severe hydrology and water quality impacts (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (Guidelines, § 15183).</p>										

10. LAND USE AND PLANNING

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
10. Land Use and Planning. Would the project:	FPASP Draft EIR pp. 3A.10-1 to -49									
a. Physically divide an established community?	p. 3A.10-29	No	No	No	No	No	No	No	No	None required
b. Conflict with any applicable land use plan, policy, or regulation of an agency with jurisdiction over the project (including, but not limited to the general plan, specific plan, local coastal program, or zoning ordinance) adopted for the purpose of avoiding or mitigating an environmental effect?	pp. 3A.10-34 to -41	No	No	No	No	No	No	No	No	None require

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts
10. Land Use and Planning. Would the project:	FPASP Draft EIR pp. 3A.10-1 to -49									
c. Conflict with any applicable habitat conservation plan or natural community conservation plan?	pp. 3A.3-93 to -94	No	No	No	No	No	No	No	No	None required
d. Contribute to the decay of an existing urban center?	Not relevant; also see Folsom South of U.S. Highway 50 Specific Plan Project's CEQA Findings of Fact and Statement of Overriding Considerations, pp. 361-363	No	No	No	No	No	No	No	No	

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts
10. Land Use and Planning. Would the project:	FPASP Draft EIR pp. 3A.10-1 to -49									
<p>Discussion:</p> <p>The FPASP EIR concluded that the following land use impacts were less than significant and no mitigation was required: Impacts 3A.10-1 (Consistency with Sacramento LAFCo Guidelines) and 3.10-2 (Consistency with the SACOG Sacramento Region Blueprint). (FEIR, pp. 1-123 to 1- 124; DEIR, pp. 3A.10-36, 3A.10-39.) But impacts from off-site elements that fall under the jurisdiction of El Dorado and Sacramento Counties and Caltrans would be potentially significant and unavoidable. The pages indicated in the table above contain the relevant analysis of the potential impacts.</p> <p>Additionally, the 2012 Water Addendum includes a short discussion of how the changes to the water facilities aspects of the FPASP project would have the same or less impacts to land use when compared to the FPASP project as analyzed in the 2011 EIR after implementation of the following mitigation measures: MM 3B.10-5. (Water Addendum, p. 3-12.)</p> <p>See Exhibit 3 for discussion of the Mangini Ranch Phase 1C South project's consistency with land use policies in the FPASP that may be relevant to land use impacts. (Exh. 3, pp. 1-6.) The Folsom Ranch Central District Design Guidelines (Exhibit 1) is a complementary document to the Folsom Plan Area Specific Plan and the Folsom Plan Area Specific Plan Community Guidelines.</p> <p>The South Sacramento HCP, which is referenced in the FPASP EIR has been approved and adopted, but the South Sacramento HCP is not relevant to the Mangini Ranch Phase 1C South project because the City did not choose to participate in the South Sacramento HCP and the project site is outside of the boundaries of the South Sacramento HCP plan area. (See South Sacramento HCP, available at https://www.southsachcp.com/schcp-chapters--final.html (last visited April 15, 2021).) In any event, the Mangini Ranch Phase 1C South project would not impede the implementation of the South Sacramento HCP.</p> <p>Mitigation Measures:</p> <ul style="list-style-type: none"> • MM 3B.10-5 <p>Conclusion:</p> <p>With Implementation of the above mitigation measures identified in the FPASP EIR and Water Addendum, the Mangini Ranch Phase 1C South project would not have any new significant or substantially more severe land use impacts (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (Guidelines, § 15183).</p>										

11. MINERAL RESOURCES

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts
11. Mineral Resources. Would the Project	FPASP Draft EIR pp. 3A.7-1 to -40									
a. Result in the loss of availability of a known mineral resource that would be of value to the region and the residents of the state?	pp. 3A.7-36 to -38	No	No	No	No	No	No	No	No	MM 3A.7-9
b. Result in the loss of availability of a locally-important mineral resource recovery site delineated on a local general plan, specific plan or other land use plan?	Same as (a) above	No	No	No	No	No	No	No	No	Same as (a) above

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts
11. Mineral Resources. Would the Project:	FPASP Draft EIR pp.3A.7-1 to -4D									
<p>Discussion:</p> <p>The FPASP EIR concluded that implementation of the mitigation measures in the EIR would reduce all except one of the impacts to mineral resources to less than significant levels. Impact 3A.7-9 (Possible Loss of Mineral Resources-Kaolin Clay) remains significant and unavoidable. (FEIR, pp. 1-89 to 1-95; DEIR, pp. 3A.7-37 to -38.) The pages indicated in the table above contain the relevant analysis of the potential impacts.</p> <p>Additionally, the 2012 Water Addendum includes a short discussion of how the changes to the water facilities aspects of the FPASP project would have the same or less impacts to mineral resources when compared to the FPASP project as analyzed in the 2011 EIR and that no mitigation measures were necessary to address the water supply and water facilities aspect of the FPASP project. (Water Addendum, p. 3-13.)</p> <p>Mitigation Measures:</p> <ul style="list-style-type: none"> • None required <p>Conclusion:</p> <p>With implementation of the above mitigation measures identified in the FPASP EIR and Water Addendum, the Mangini Ranch Phase 1C South project would not have any new significant or substantially more severe mineral resources impacts (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (Guidelines, § 15183).</p>										

12. NOISE

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
12. Noise. Would the project result in:	PPASP Draft EIR pp. 3A.11-1 to -32									
a. Exposure of persons to or generation of noise levels in excess of standards established in the local general plan or noise ordinance, or applicable standards of other agencies?	pp. 3A.11-50 to -51	No	No	No	No	No	No	No	No	MM 3A.11-4
b. Exposure of persons to or generation of excessive groundborne vibration or groundborne noise levels?	pp. 3A.11-33 to -35	No	No	No	No	No	No	No	No	MM 3A.11-3
c. A substantial permanent increase in ambient noise levels in the project vicinity above levels existing without the project?	pp. 3A.11-36 to -48	No	No	No	No	No	No	No	No	MM 3A.11-4 3A.11-5

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts
12. Noise. Would the project result in:	FPASP Draft EIR pp. 3A.11-1 to -52									
d. A substantial temporary or periodic increase in ambient noise levels in the project vicinity above levels existing without the project?	pp. 3A.11-27 to -35	No	No	No	No	No	No	No	No	MM 3A.11-1 3A.11-3
e. For a project located within an airport land use plan or where such a plan has not been adopted, within two miles of a public airport or public use airport, would the project expose people residing or working in the project area to excessive noise levels?	pp. 3A.11-27 and 3A.11-49	No	No	No	No	No	No	No	No	None required

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
12. Noise. Would the project result in:	FPASP Draft EIR pp. 3A.11-1 to -52									
f. For a project within the vicinity of a private airstrip, would the project expose people residing or working in the project area to excessive noise levels?	pp. 3A.11-27	No	No	No	No	No	No	No	No	None required

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In A Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project Is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts
12. Noise. Would the project result in:	FPASP Draft EIR pp. 3A.11-1 to -52									
<p>Discussion:</p> <p>The FPASP EIR concluded that implementation of the mitigation measures in the EIR would reduce all except the following noise impacts to less than significant levels: temporary, short-term exposure of sensitive receptors to increased equipment noise and groundborne noise and vibration from project construction (Impacts 3A.11-1, 3A.11-3); long-term exposure of sensitive receptors to increased operational traffic noise levels from project operation (Impact 3A.11-4); and impacts from off-site elements that are under the jurisdiction of El Dorado County, Sacramento County, or Caltrans. (FEIR, pp. 1-127 to 1- 132; DEIR, pp. 3A.11-51 to -52.) The pages indicated in the table above contain the relevant analysis of the potential impacts.</p> <p>Additionally, the 2012 Water Addendum includes a short discussion of how the changes to the water facilities aspects of the FPASP project would have the same or less noise impacts when compared to the FPASP project as analyzed in the 2011 EIR after implementation of the following mitigation measures: MM 3B.11-1a, MM 3B.11-1b, MM 3B.11-1c, MM 3B.11-1d, MM 3B.11-1e, and MM 3B.11-3. (Water Addendum, p. 3-14.)</p> <p>See Exhibit 3 for discussion of the Mangini Ranch Phase 1C South project's consistency with noise policies in the FPASP that may be relevant to noise impacts. (Exh. 3, p. 29.)</p> <p>Mitigation Measures:</p> <ul style="list-style-type: none"> • MM 3A.11-1 • MM 3A.11-3 • MM 3A.11-4 • MM 3A.11-5 • MM 3B.11-1a • MM 3B.11-1b • MM 3B.11-1c • MM 3B.11-1d • MM 3B.11-1e • MM 3B.11-3 • MM 4.12-1 <p>The September 15, 2021, Noise Study completed by Bollard Acoustical Consultants (attached as Exhibit 4) found that, consistent with the noise impact analysis in the FPASP EIR, a portion of the Mangini Ranch Phase 1C South Residential Development project site will be exposed to future traffic noise levels in excess of the City of Folsom's 45 dB Ldn interior noise level standard. The impacts analyzed in the Noise Study are of the same type, scope, and scale as those impacts addressed in the FPASP EIR. In other words, the Noise Study did not find any new impacts, any effects that are peculiar to the project or project site, or any substantially more severe impacts than those analyzed in the FPASP EIR. The Noise Study provides recommendations to implement the FPASP EIR's mitigation measures to achieve compliance with the City's exterior and interior noise standards. These recommendations, which are listed below, are consistent with the mitigation measures in the FPASP EIR and simply add new details about noise barriers (e.g., required height and materials) and building materials required in the previously adopted mitigation measures.</p>										

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In A Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
12. Noise. Would the project result in:	FPASP Draft EIR pp. 3A.11-1 to -52									
<p>The following Noise Study recommendations implement the FPASP EIR's mitigation measures will be required as conditions of approval:</p> <ul style="list-style-type: none"> To comply with the applicable General Plan 60 dB DNL exterior noise level standard, the construction of traffic noise barriers would be required. The heights and locations of the noise barriers are illustrated on Figure 2 of Exhibit 4. Barrier insertion loss calculation worksheets are provided as Appendix C to Exhibit 4. The traffic noise barriers could take the form of masonry wall, earthen berm, or a combination of the two. Other materials may be acceptable but should be reviewed by an acoustical consultant prior to use. 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 of Exhibit 4 from which the adjacent roadways would be visible be upgraded to the minimum STC ratings indicated. Mechanical ventilation (air conditioning) should be provided for all residences in this development to allow the occupants to close doors and windows as desired to achieve compliance with the applicable General Plan 45 dB DNL interior noise level standard. (Exh. 4, p. 8) <p>Conclusion:</p> <p>With implementation of the above mitigation measures identified in the FPASP EIR and Water Addendum, the Mangini Ranch Phase 1C South project would not have any new significant or substantially more severe noise impacts (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (Guidelines, § 15183).</p>										

13. POPULATION AND HOUSING

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts
13. Population and Housing. Would the Project	FPASP Draft EIR pp. 3A.13-1 to -16									
a. Induce substantial population growth in an area, either directly (for example, by proposing new homes and businesses) or indirectly (for example, through extension of roads or other infrastructure)?	pp. 3A.13-11 to -15	No	No	No	No	No	No	No	No	None required
b. Displace substantial numbers of existing housing, necessitating the construction of replacement housing elsewhere?	p. 3A.13-16	No	No	No	No	No	No	No	No	None required

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project Is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
13. Population and Housing, Would the Project:	FPASP Draft EIR pp. 3A.13-1 to -16									
c. Displace substantial numbers of people, necessitating the construction of replacement housing elsewhere?	p. 3A.13-16	No	No	No	No	No	No	No	No	None required
<p>Discussion:</p> <p>The FPASP EIR concluded that all population, employment and housing impacts are less than significant and do not require mitigation. (FEIR, pp. 1-137 to 1- 138; DEIR, p. 3A.13-16) The pages indicated in the table above contain the relevant analysis of the potential impacts.</p> <p>Additionally, the 2012 Water Addendum includes a short discussion of how the changes to the water facilities aspects of the FPASP project would have the same or less impacts to population and housing when compared to the FPASP project as analyzed in the 2011 EIR and, thus, no new mitigation was required. (Water Addendum, p. 3-15.)</p> <p>See Exhibit 3 for discussion of the Mangini Ranch Phase 1C South project's consistency with housing policies in the FPASP that may be relevant to population and housing impacts. (Exh. 3, pp. 7-10.)</p> <p>Mitigation Measures:</p> <ul style="list-style-type: none"> • None required <p>Conclusion:</p> <p>With implementation of the above mitigation measures identified in the FPASP EIR and Water Addendum, the Mangini Ranch Phase 1C South project would not have any new significant or substantially more severe population and housing impacts (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (Guidelines, § 15183).</p>										

14. PUBLIC SERVICES

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project Is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
14. Public Services	FPASP Draft EIR pp. 3A.14-1 to -30									
a. Would the project result in substantial adverse physical impacts associated with the provision of new or physically altered governmental facilities, need for new or physically altered governmental facilities, the construction of which could cause significant environmental impacts, in order to maintain acceptable service ratios, response times or other performance objectives for any the public services?	pp. 3A.14-12 to -13	No	No	No	No	No	No	No	No	MM 3A.14-1
Fire protection?	pp. 3A.14-13 to -20	No	No	No	No	No	No	No	No	MM 3A.14-2 3A.14-3

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project Is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts
14. Public Services.	FPASP Draft EIR pp. 3A.14-1 to -30									
Police protection?	pp. 3A.14-20 to -23	No	No	No	No	No	No	No	No	None required
Schools?	pp. 3A.14-24 to -30	No	No	No	No	No	No	No	No	None required
Parks?	pp. 3A.12-14 to -17 (in Parks and Recreation chapter, not the Public Services chapter)	No	No	No	No	No	No	No	No	None required
Other public facilities?	Same as (a) above	No	No	No	No	No	No	No	No	Same as (a) above

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
14. Public Services.	FPASP Draft EIR pp. 3A.14-1 to -30									
<p>Discussion:</p> <p>The FPASP EIR concluded that implementation of the mitigation measures in the EIR would reduce all public services impacts to less than significant levels, except for impacts from off-site elements constructed in areas under the jurisdiction of El Dorado and Sacramento Counties, or Caltrans (Impact 3A.14-1). (FEIR, pp. 1-138 to 1-141; DEIR, p. 3A.14-30.) The pages indicated in the table above contain the relevant analysis of the potential impacts.</p> <p>Additionally, the 2012 Water Addendum includes a short discussion of how the changes to the water facilities aspects of the FPASP project would have the same or less impacts to public services when compared to the FPASP project as analyzed in the 2011 EIR and, thus, no new mitigation was required. (Water Addendum, p. 3-16.)</p> <p>See Exhibit 3 for discussion of the Mangini Ranch Phase 1C South project's consistency with public services and utilities policies in the FPASP that may be relevant to public services impacts. (Exh. 3, pp. 37-39.)</p> <p>Mitigation Measures:</p> <ul style="list-style-type: none"> • MM 3A.14-1 • MM 3A.14-2 • MM 3A.14-3 <p>Conclusion:</p> <p>With implementation of the above mitigation measures identified in the FPASP EIR and Water Addendum, the Mangini Ranch Phase 1C South project would not have any new significant or substantially more severe public services impacts (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (Guidelines, § 15183).</p>										

15. RECREATION

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts
15. Recreation.	FPASP Draft EIR pp. 3A.12-1 to -17									
a. Would the project increase the use of existing neighborhood and regional parks or other recreational facilities such that substantial physical deterioration of the facility would occur or be accelerated?	pp. 3A.12-12 to -17	No	No	No	No	No	No	No	No	None required
b. Does the project include recreational facilities or require the construction or expansion of recreational facilities which might have an adverse physical effect on the environment?	Same as (a) above	No	No	No	No	No	No	No	No	Same as (a) above

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
15. Recreation.	FPASP Draft EIR pp. 3A.12-1 to -17									
<p>Discussion:</p> <p>The FPASP EIR concluded that all parks and recreation impacts are less than significant and, thus, no mitigation was necessary. (FEIR, p. 1-136; DEIR, p. 3A.12-17.) The pages indicated in the table above contain the relevant analysis of the potential impacts.</p> <p>Additionally, the 2012 Water Addendum includes a short discussion of how the changes to the water facilities aspects of the FPASP project would have the same or less impacts to recreation when compared to the FPASP project as analyzed in the 2011 EIR after implementation of the following mitigation measure: MM 3B.12-1. (Water Addendum, p. 3-15.)</p> <p>See Exhibit 3 for discussion of the Mangini Ranch Phase 1C South project's consistency with parks policies in the FPASP that may be relevant to recreation impacts. (Exh. 3, pp. 16-17.)</p> <p>Mitigation Measures:</p> <ul style="list-style-type: none"> • MM 3B.12-1 <p>Conclusion:</p> <p>With implementation of the above mitigation measures identified in the FPASP EIR and Water Addendum, the Mangini Ranch Phase 1C South project would not have any new significant or substantially more severe recreation impacts (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (Guidelines, § 15183).</p>										

16. TRANSPORTATION/ TRAFFIC

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project Is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
16. Transportation/Traffic. Would the project	PPASP Draft EIR pp. 3A.15-1 to -157									
a. Cause an increase in traffic which is substantial in relation to the existing traffic load and capacity of the street system (i.e., result in a substantial increase in either the number of vehicle trips, the volume to capacity ration on roads, or congestion at intersections)?	pp. 3A.15-25 to -157	No	No	No	No	No	No	No	No	MM 3A.15-1a 3A.15-1b 3A.15-1c 3A.15-1f 3A.15-1i 3A.15-1j 3A.15-1l 3A.15-1o 3A.15-1p 3A.15-1q 3A.15-1r 3A.15-1s 3A.15-1u 3A.15-1v 3A.15-1w 3A.15-1x 3A.15-1y 3A.15-1z 3A.15-1aa 3A.15-1dd 3A.15-1ee 3A.15-1ff 3A.15-1gg 3A.15-1hh 3A.15-1ii 3A.15-2a 3A.15-2b

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts
16. Transportation/Traffic. Would the project	FPASP Draft EIR pp. 3A.15-1 to -157									
										3A.15-3 3A.15-4a 3A.15-4b 3A.15-4c 3A.15-4d 3A.15-4f 3A.15-4g 3A.15-4i 3A.15-4j 3A.15-4k 3A.15-4l 3A.15-4m 3A.15-4n 3A.15-4o 3A.15-4p 3A.15-4q 3A.15-4r 3A.15-4s 3A.15-4t 3A.15-4u 3A.15-4v 3A.15-4w 3A.15-4x 3A.15-4y
b. Exceed, either individually or cumulatively, a level of service standard established by the	Same as (a) above	No	No	No	No	No	No	No	No	Same as (a) above

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts
16. Transportation/Traffic. Would the project:	FPASP Draft EIR pp. 3A.15-1 to -157									
county congestion management agency for designated roads or highways?										
c. Result in a change in air traffic patterns, including either an increase in traffic levels or a change in location that results in substantial safety risks?	Not relevant; no changes to air traffic would result from the Project	No	No	No	No	No	No	No	No	
d. Substantially increase hazards due to a design feature (e.g., sharp curves or dangerous intersections) or incompatible uses (e.g., farm equipment)?	No significant traffic hazards were identified in the EIR	No	No	No	No	No	No	No	No	
e. Result in inadequate emergency access?	3A.14-12 to -13 (in Public Services chapter, not Transportation chapter)	No	No	No	No	No	No	No	No	MM 3A.14-1

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
16. Transportation/Traffic. Would the project	FPASP Draft EIR pp. 3A.15-1 to -157									
f. Result in inadequate parking capacity?	Development will be required to follow City parking standards.	No	No	No	No	No	No	No	No	
g. Conflict with adopted policies, plans, or programs supporting alternative transportation (e.g., bus turnouts, bicycle racks)?	3A.15-27	No	No	No	No	No	No	No	No	None required

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
16. Transportation/Traffic. Would the project	FPASP Draft EIR pp. 3A.15-1 to -157									
<p>Discussion:</p> <p>The FPASP EIR concluded that implementation of the mitigation measures in the EIR would reduce all except the following traffic and transportation impacts to less than significant levels: Impacts 3A.15-1i, 3A.15-1j, 3A.15-1l, 3A.15-1o, 3A.15-1p, 3A.15-1q, 3A.15-1r, 3A.15-1s, 3A.15-1u, 3A.15-1v, 3A.15-1w, 3A.15-1x, 3A.15-1y, 3A.15-1z, 3A.15-1aa, 3A.15-1dd, 3A.15-1ee, 3A.15-1ff, 3A.15-1gg, 3A.15-1hh, 3A.15-1ii, 3A.15-2, 3A.15-4b, 3A.15-4d, 3A.15-4i, 3A.15-4l, 3A.15-4m, 3A.15-4n, 3A.15-4o, 3A.15-4p, 3A.15-4r, 3A.15-4s, 3A.15-4t, 3A.15-4u, 3A.15-4v, 3A.15-4w, 3A.15-4x, 3A.15-4y. (FEIR, pp. 1-142 to 1-175.) These impacts include intersection impacts, such as the intersections at Oak Avenue Parkway/East Bidwell Street and East Bidwell Street/Iron Point Road, and impacts at roadway segments, such as on eastbound U.S. 50, including the Zinfandel Drive to Sunrise Boulevard segment, the Rancho Cordova Parkway to Hazel Avenue segment, and the Folsom Boulevard to Prairie City Road segment. (DEIR, pp. 3A.15-157.) The pages indicated in the table above contain the relevant analysis of the potential impacts.</p> <p>Additionally, the 2012 Water Addendum includes a short discussion of how the changes to the water facilities aspects of the FPASP project would have the same or less transportation and traffic impacts when compared to the FPASP project as analyzed in the 2011 EIR after implementation of the following mitigation measures: MM 3B.15-1a, MM 3B.15-1b. (Water Addendum, p. 3-16.)</p> <p>See Exhibit 3 for discussion of the Mangini Ranch Phase 1C South project's consistency with circulation policies in the FPASP that may be relevant to traffic and transportation impacts. (Exh. 3, pp. 3-4.)</p> <p>The September 17, 2021, Access Evaluation Memo by Kimley-Horn (attached as Exhibit 5), which incorporates the transportation and traffic analysis in the FPASP EIR/EIS, updates the intersection and roadway segment analysis performed for the Mangini Phase 1 project, approved in 2015, analyzes the ingress and egress needs of Mangini Ranch Phase 1C South, the separately proposed Mangini Ranch Phase 1C North and 4-Pack projects, and the Mangini Place Apartments project, and determined that the addition of the Mangini Ranch Phase 1C South project would not result in any additional significant impacts. (Exh. 5, pp. 2-4.) The Kimley-Horn Memo reached this conclusion, in part, based on improvements being constructed by other Projects including the City's approval of the construction of Mangini Parkway through the Project site, including the intersection of Streets 'G' and 'H' with Mangini Parkway and intersection of Mangini Parkway and Savannah Parkway, as well as improvements that the 1C South, North, 4-Pack, and Apartments projects should be conditioned upon, including the intersection of Street 'A' with Savannah Parkway and signalization of the intersection of Mangini Parkway and Savannah Parkway. (Exh. 5, p. 3-4.) These are not new significant impacts, however, because these improvements were already analyzed and found necessary. (Exh. 5, pp. 2-4.) Thus, the Mangini Ranch Phase 1C South would not result in any new or substantially more severe significant transportation and traffic impacts. (See Exh. 5, p. 4.)</p> <p>Mitigation Measures:</p> <ul style="list-style-type: none"> • MM 3A.15-1 • MM 3A.15-1a through MM 3A.15-1c • MM 3A.15-1f • MM 3A.15-1i through MM 3A.15-1j • MM 3A.15-1l • MM 3A.15-1o through MM 3A.15-1s • MM 3A.15-1u through MM 3A.15-1z • MM 3A.15-1aa 										

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project Is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
16. Transportation/Traffic. Would the project:	FPASP Draft EIR pp. 3A.15-1 to -157									
<ul style="list-style-type: none"> • MM 3A.15-1dd through MM 3A.15-1ii • MM 3A.15-2a through MM 3A.15-2b • MM 3A.15-3 • MM 3A.15-4a through MM 3A.15-4d • MM 3A.15-4f through MM 3A.15-4g • MM 3A.15-4i through MM 3A.15-4y • MM 3B.15-1a • MM 3B.15-1b <p>Conclusion: With implementation of the above mitigation measures identified in the FPASP EIR and Water Addendum, the Mangini Ranch Phase 1C South project would not have any new significant or substantially more severe transportation/traffic impacts (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (Guidelines, § 15183).</p>										

17. UTILITIES

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts
17. Utilities and Service Systems. Would the Project:	FPASP Draft EIR pp. 3A.16-1 to -43									
a. Exceed wastewater treatment requirements of the applicable Regional Water Quality Control Board?	pp. 3A.16-13 to -28	No	No	No	No	No	No	No	No	MM 3A.16-1 3A.16-3 3A.16-4 3A.16-5
b. Require or result in the construction of new water or wastewater treatment facilities or expansion of existing facilities, the construction of which could cause significant environmental effects?	Same as (a) above	No	No	No	No	No	No	No	No	Same as (a) above
c. Require or result in the construction of new storm water drainage facilities or expansion of existing facilities,	pp. 3A.9-28 to -43 Also see generally Backbone Infrastructure MND	No	No	No	No	No	No	No	No	

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In A Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
17. Utilities and Service Systems. Would the Project	FPASP Draft EIR pp. 3A.16-1 to -43									
the construction of which could cause significant environmental effects?										
d. Have sufficient water supplies available to serve the project from existing entitlements and resources, or are new or expanded entitlements needed?	Water Addendum, pp. 2-1 to 4-1. See generally DEIR, pp. 3A.18-7 to -53	No	No	No	No	No	No	No	No	
e. Result in a determination by the wastewater treatment provider which serves or may serve the project that it has adequate capacity to serve the project's projected demand in addition to the provider's existing commitments?	Same as (a) above	No	No	No	No	No	No	No	No	Same as (a) above

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project Is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant, Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts
17. Utilities and Service Systems. Would the Project:	FPASP Draft EIR pp. 3A.16-1 to -43									
f. Be served by a landfill with sufficient permitted capacity to accommodate the project's solid waste disposal needs?	pp. 3A.16-28 to -32	No	No	No	No	No	No	No	No	None required
g. Comply with federal, state, and local statutes and regulations related to solid waste?	pp. 3A.16-28 to -32	No	No	No	No	No	No	No	No	None required

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts
17. Utilities and Service Systems. Would the Project:	FPASP Draft EIR pp. 3A.16-1 to -43									
<p>Discussion:</p> <p>The FPASP EIR concluded that implementation of the mitigation measures in the EIR would reduce all except the following utilities impacts to less than significant levels: impacts that result from increased demand for SRWTP facilities and that are related to air quality impacts identified in the 2020 Master Plan EIR (Impact 3A.16-3); and impacts associated with improvements to treatment plant facilities for which feasible mitigation may not be available to reduce impacts to a less-than-significant level (Impacts 3A.16-4, 3A.16-5). (FEIR, pp. 1-177 to 1-182; DEIR, p. 3A.16-43.) The pages indicated in the table above contain the relevant analysis of the potential impacts.</p> <p>In the Utilities and Service Systems chapter, the DEIR also addresses energy impacts, citing Appendix F of the CEQA Guidelines. See Impact 3A.16-8 (Electricity Demand and Infrastructure, pp. 3A.16-33 to -36); Impact 3A.16-9 (Natural Gas, pp. 3A.16-36 to -39); Impact 3A.16-10 (Telecommunications, pp. 3A.16-39 to -40); Impact 3A.16-11 (Cable TV, pp. 3A.16-40 to -41); Impact 3A.16-12 (Increased Energy Demand, pp. 3A.16-41 to -43).</p> <p>Additionally, the 2012 Water Addendum includes a short discussion of how the changes to the water facilities aspects of the FPASP project would have the same or less impacts to utilities and service systems when compared to the FPASP project as analyzed in the 2011 EIR after implementation of the following mitigation measures: MM 3B.16-3a, MM 3B.16-3b. (Water Addendum, p. 3-17.)</p> <p>See Exhibit 3 for discussion of the Mangini Ranch Phase 1C South project's consistency with utilities, water efficiency, and energy efficiency policies in the FPASP that may be relevant to utilities and service systems impacts. (Exh. 3, pp. 31-35, 38-39.) All the permanent, offsite water and storm drainage infrastructure elements are consistent with and were included in pre-existing City plans – such as the Backbone Infrastructure Project – that have been considered in the FPASP EIR and Water Addendum.</p> <p>Mitigation Measures:</p> <ul style="list-style-type: none"> • MM 3A.16-1 • MM 3A.16-3 • MM 3A.16-4 • MM 3A.16-5 • MM 3B.16-3a • MM 3B.16-3b <p>Conclusion:</p> <p>With implementation of the above mitigation measures identified in the FPASP EIR and Water Addendum, the Mangini Ranch Phase 1C South project would not have any new significant or substantially more severe utilities and service systems impacts (Guidelines, § 15162), nor would it result in any new significant impacts that are peculiar to the project or its site (Guidelines, § 15183).</p>										

18. MANDATORY FINDINGS OF SIGNIFICANCE

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which the Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts.
18. Mandatory Findings of Significance.										
a. Does the project have the potential to degrade the quality of the environment, substantially reduce the habitat of a fish or wildlife species, cause a fish or wildlife population to drop below self-sustaining levels, threaten to eliminate a plant or animal community, substantially reduce the number or restrict the range of an endangered, rare or threatened species, or eliminate important examples of the	See Folsom South of U.S. Highway 50 Specific Plan Project's CEQA Findings of Fact and Statement of Overriding Considerations, pp. 45-316	No	No	No	No	No	No	No	No	n/a

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In a Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project Is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project Is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts
1A. Mandatory Findings of Significance.										
major periods of California history or prehistory?										
b. Does the project have impacts that are individually limited, but cumulatively considerable? ("Cumulatively considerable" means that the incremental effects of a project are considerable when view in connection with the effects of past projects, the effects of other current projects, and the effects of probable future projects)?	Folsom South of U.S. Highway 50 Specific Plan Project's CEQA Findings of Fact and Statement of Overriding Considerations, pp. 316-345	No	No	No	No	No	No	No	No	n/a

Environmental Issue Area	Where Impact Was Analyzed in Prior Environmental Documents.	Do Proposed Changes Involve New Significant Impacts or Substantially More Severe Impacts?	Any New Circumstances Involving New Significant Impacts or Substantially More Severe Impacts?	Any New Information of Substantial Importance Requiring New Analysis or Verification?	Are There Effects That Are Peculiar To The Project Or The Parcel On Which The Project Would Be Located That Have Not Been Disclosed In A Prior EIR On The Zoning Action, General Plan, Or Community Plan With Which The Project is Consistent?	Are There Effects That Are Peculiar To The Project That Will Not Be Substantially Mitigated By Application Of Uniformly Applied Development Policies Or Standards That Have Been Previously Adopted?	Are There Effects That Were Not Analyzed As Significant Effects In A Prior EIR On The Zoning Action, General Plan Or Community Plan With Which The Project is Consistent?	Are There Potentially Significant Off-Site Impacts And Cumulative Impacts Which Were Not Discussed In The Prior EIR Prepared For The General Plan, Community Plan Or Zoning Action?	Are There Previously Identified Significant Effects That, As A Result Of Substantial New Information Not Known At The Time The EIR Was Certified, Are Now Determined To Have A More Severe Adverse Impact?	Prior Environmental Document's Mitigation Measures Addressing Impacts
18. Mandatory Findings of Significance.										
c. Does the project have environmental effects which will cause substantial adverse effects on human beings, either directly or indirectly?	Folsom South of U.S. Highway 50 Specific Plan Project's CEQA Findings of Fact and Statement of Overriding Considerations, pp.	No	No	No	No	No	No	No	No	n/a
<p>Discussion:</p> <p>The City finds that: (a) impacts on the environment under a wide range of topics, including extensive detail regarding on-site biological resources and their habitats, were analyzed and disclosed in the FPASP EIR; (b) cumulative impacts were analyzed for each impact topic throughout the FPASP EIR; and (c) adverse impacts on humans were included and analyzed where relevant as part of the environmental impact analysis of all required topics under CEQA in the FPASP EIR (e.g., air quality, hazards, noise, etc.).</p> <p>Mitigation Measures: See those listed in sections E.1 (Aesthetics) to E.17 (Utilities) above.</p>										

F. Conclusion

As indicated above, the City finds that the Mangini Ranch Phase 1C South Project is exempt from CEQA under Government Code section 65457 and Guidelines section 15182, subdivision (c).

Though not required to do so, the City also makes the following additional findings to facilitate informed decision-making:

- Based on the preceding review, the City's FPASP EIR and Water Addendum have adequately addressed the following issues, and no further environmental review is required pursuant to CEQA Guidelines section 15183: Aesthetics, Agriculture and Forestry Resources, Air Quality, Biological Resources, Cultural Resources, Geology and Soils, Greenhouse Gas Emissions, Hazards and Hazardous Materials, Hydrology and Water Quality, Mineral Resources, Population and Housing, Public Services, and Recreation.
- The following site-specific impacts have been analyzed and determined to be less than significant: Land Use and Planning, Noise, and Transportation/Traffic. Thus, pursuant to CEQA Guidelines section 15183, no further environmental analysis is required.
- The following site-specific issues reviewed in this document were within the scope of issues and impacts analyzed in the FPASP EIR, and site-specific analyses did not identify new significant impacts: Land Use and Planning, Noise, and Transportation/Traffic.

IV. REFERENCES

1. City of Folsom. City of Folsom General Plan. January 1993.
2. City of Folsom. Folsom Plan Area Specific Plan. June 28, 2011.
3. City of Folsom. Folsom South of U.S. Highway 50 Specific Plan Project Public Draft EIR/EIS (June 2010) and Final EIR/EIS (May 2011).
4. City of Folsom. Folsom South of U.S. Highway 50 Specific Plan Project's CEQA Findings of Fact and Statement of Overriding Considerations (May 2011).
5. City of Folsom. CEQA Addendum for the Folsom South of U.S. 50 Specific Plan Project- Revised Proposed Off-site Water Facility Alternative. November, 2012.
6. City of Folsom. South of Highway 50 Backbone Infrastructure Project Initial Study/Mitigated Negative Declaration. December 9, 2014.

Exhibit 1: Folsom Ranch Central District Design Guidelines (Amended 2018)

Exhibit 2: ROD for the Folsom South of U.S. Highway 50 Specific Plan Project—City of Folsom Backbone Infrastructure (May 22, 2014)

Exhibit 3: Applicant's Policy Consistency Analysis (September 2021)

Exhibit 4: Noise Assessment by Bollard Acoustical Consultants (September 15, 2021)

Exhibit 5: Mangini Ranch Mangini Ranch Phase 1C South Access Evaluation Memo by Kimley-Horn (September 17, 2021)

ATTACHMENT 8
Access and Circulation Analysis,
dated September 23, 2021

Memorandum

To: Kris Steward
 From: Matt Weir, P.E., T.E., PTOE, RSP₁
 Re: **Access Evaluation**
Mangini Ranch – Phase 1C South
 Date: September 23, 2021

Per your request, we have prepared this access evaluation specific to Phase 1C South of the above referenced project in Folsom. The assumptions upon which this evaluation was prepared were identified by the City of Folsom¹ and the project team. The following is discussion of our evaluation, findings, and recommendations.

As a framework for this evaluation, the City specifically requested¹ the following:

- Consider all four projects (1C South, 1C North, 1C Four Pack, and Mangini Place Apartments) together. By evaluating the four projects together, the City can more easily condition the completion of the various internal roadways to ensure adequate access and circulation are provided. Note that the other three projects (1C North, 1C Four Pack, and Mangini Place Apartments) have previously been approved by the City with their own conditions of approval.
- Consider that the City is currently in the process of constructing Mangini Parkway from its current terminus, east to the future Savannah Parkway intersection (along the 1C North and Mangini Place Apartments projects' frontage). Consideration is required for the traffic control and lane configuration at the Mangini Parkway intersection with "Street G"/"Street H" that serves Phase 1C North and to which Phase 1C South connects and gains secondary access.
- Consider Street "A" intersection with Savannah Parkway (i.e., turn movements, traffic control etc.), and its proximity to and interaction with the adjacent Mangini Parkway and White Rock Road/Capital SouthEast Connector intersections.
- Consider the ultimate Savannah Parkway roadway will be constructed along the projects' frontage, including the Mangini Parkway/Savannah Parkway intersection. Consideration should be given to the transition, both north and south, to existing Placerville Road as well as the trigger of the need for conversion to traffic signal control at this intersection.

I. Land Use, Trip Generation, and Primary Access

- Phase 1C South, 115-unit single family detached residential units
- Phase 1C North, 76-unit single-family detached residential units
- Phase 1C Four Pack, 100-unit single-family detached residential units
- Mangini Place Apartments, 152-units
 - Highest peak-hour volume²:
 - 232-trips IN (PM) [73 of which are Phase 1C South]
 - 213-trips OUT (AM) [64 of which are Phase 1C South]

A previously completed traffic study³ is understood to form the basis of the ultimate Savannah Parkway corridor, including traffic control at the Mangini Parkway intersection. This and other prior efforts are included by reference allowing this access evaluation to focus exclusively on ingress and egress for the combination of the four projects (1C South, 1C North, 1C Four Pack, and Mangini Place

¹ Telephone conference with Steve Krahn, City of Folsom, April 5, 2021.

² *Trip Generation Manual, 10th Edition*, Land Use 210 Single-Family Detached Housing and 220 Multifamily Housing (Low-Rise) regression equations, Institute of Transportation Engineers (ITE). Combination of all four projects' trips.

³ *Folsom South of U.S. Highway 50 Specific Plan DEIR/DEIS*, City of Folsom and USACE, June 2010.



Apartments). Accordingly, in addition to the assumptions summarized above, the following considerations were also incorporated as part of this evaluation:

- *Project Sites' Land Use*
The projects are understood to be consistent with the Specific Plan's land use. This consistency is specified in the projects' narratives.
- *Mangini Parkway and Savannah Parkway Access*
Exhibit 3A.15-103 (Cumulative Plus Project (with Mitigated Network) Conditions) of the prior traffic study³ specifies the lane configuration, including the addition of traffic signal control, at the Mangini Parkway intersection with Savannah Parkway. Mangini Parkway improvements, including the construction of the Street "G"/Street "H" intersection within the Phase 1C North project and the access driveway for the Mangini Place Apartments, are assumed to be constructed prior to this project's (Phase 1C South) occupancy. The projects' Savannah Parkway frontage is also anticipated to be improved to its ultimate width, including completion of the Mangini Parkway intersection with Savannah Parkway intersection. This project (Phase 1C South) will complete the Savannah Parkway improvements along its frontage, between Mangini Parkway and White Rock Road (see Exhibit 1).

II. Access Conditions and Trip Assignment

- *Combined Projects (291 single-family detached residential units and 152 apartment units) (see Exhibit 2)*
 1. Mangini Parkway @ Street "G"/Street "H": full access, side-street stop control (SSSC)*
 2. Mangini Parkway @ Savannah Parkway: full access, traffic signal**
 3. Savannah Parkway @ Street "A": full access, SSSC

* At the time of this memorandum, the City is in the process of approving the construction of Mangini Parkway along the Phase 1C North and Mangini Place Apartments projects' frontage. These improvements are assumed to be constructed prior to this project's (Phase 1C South) occupancy.

** This evaluation considers the trigger for the conversion from All-Way Stop Control (AWSC) to traffic signal control.

Lastly it was necessary to approximate the peak-hour turning movements associated with the combined projects at the four noted access locations to allow for an evaluation and recommendation of treatments. These trips were developed as summarized below:

- *Global Trip Assignment*
Per other traffic studies in the general project area:
 - 80% of the trips originate from or are destined for points north
 - 20% trips originating from or destined for points assumed to access White Rock Rd (Capital SouthEast Connector) south of the project site
- *Approximate "Four Projects Only" Peak-Hour Intersection Volumes (see Exhibit 2)*

III. Access Review

Based on our coordination with the City and project team, and review of the prior study³ and related project documentation, we offer the following recommendations for the conditions anticipated to result from the completion of this project (Phase 1C South) in the context of completion of all four projects:

- *Exterior Roadways*
As previously discussed, the City is constructing Mangini Parkway along the Phase 1C North and Mangini Place Apartments projects' frontage. These improvements, including the construction of the Street "G"/Street "H" intersection within the Phase 1C North project, are assumed to be constructed prior to this project's (Phase 1C South)

occupancy. The projects' (1C Four Pack and Mangini Place Apartments) Savannah Parkway frontage, including its intersection (unsignalized) with Mangini Parkway, is understood to be a condition of their approval prior to the first occupancy permit. Accordingly, this project (1C South) is evaluating the need for conversion to traffic signal control.

- *Mangini Parkway Access (1C North, Street "G"/Street "H")*
The Mangini Parkway improvement plans (MacKay & Soms, April 2021) depict the Street "G"/Street "H" intersection with left-turn pockets in a manner generally consistent with the existing intersections previously constructed to the west. Although these plans indicate all-way stop control (AWSC), it is anticipated that this intersection will operate adequately with SSSC, as the other intersections to the west. This configuration and traffic control are anticipated to be adequate with the addition of this project (1C South) considering the mix of volumes and speeds. Adequate corner sight distance (unobstructed sight lines of sufficient length to allow for safe, conflicting movements) should be provided, and maintained at this intersection for vehicles exiting on both sides of Mangini Parkway in a manner consistent with published City standards.
- *Savannah Parkway Access (Street "A")*
As shown in Exhibit 2, this project driveway is located approximately 500-foot south of the Mangini Parkway intersection with Savannah Parkway. This intersection location, coupled with the relatively low driveway trips, is anticipated to facilitate full access with side-street stop control. Adequate corner sight distance (unobstructed sight lines of sufficient length to allow for safe, conflicting movements) should be provided, and maintained at this intersection for vehicles exiting and entering the project site in a manner consistent with published City standards. Consistent with other intersection improvements associated with the subject projects (1C North, 1C Four Pack, and Mangini Place Apartments), the northbound left-turn from Savannah Parkway into Street "A" (1C South) should be constructed to include a minimum of 125-foot of storage/deceleration plus a 60-foot bay taper.
- *Mangini Parkway @ Savannah Parkway Intersection*
Informed by the analyses previously completed for the adjacent projects (1C North, 1C Four Pack, and Mangini Place Apartments), and at the City's direction, this intersection is understood to be converted to traffic signal control by this project (1C South). It is important to note that the intersection's lane configuration and associated traffic signal accoutrement placement are essentially predetermined³. Accordingly, the northbound approach should be constructed to include a northbound left-turn lane and a northbound through-right lane. The northbound left-turn lane should be constructed to include a minimum of 180-foot of storage/deceleration plus a 60-foot bay taper. This project (1C South) should be required to install the traffic signal control to the satisfaction of the City at the time of issuance of the first occupancy permit.
- *Savannah Parkway @ White Rock Road/Capital SouthEast Connector*
As depicted in Exhibit 1, the project's Savannah Parkway frontage will be completed along with preservation of the right-of-way necessary for the ultimate intersection with the Capital SouthEast Connector. In the near-term until such time that White Rock Road is constructed to Capital SouthEast Connector standards, the existing White Rock Road intersection will persist. Accordingly, transitions will be provided by which the existing Savannah/White Rock intersection connects to the ultimate Savannah Parkway alignment north, along the project frontage. All right-of-way required to construct the interim and ultimate improvements (as per Exhibit 1) is being provided as part of this project.

- The intersection configuration depicted in **Exhibit 1** was considered as part of this evaluation. The City will continue to monitor this intersection's operations as additional development occurs, and future studies will consider triggers for modified access control at that time.

IV. Summary of Findings and Recommendations

Based on the assessment documented above, the following is a summary of our findings and recommendations:

- o The consideration of the four projects together, and the resulting internal connectivity linking the projects and providing access to both Mangini Parkway and Savannah Parkway, allows for a comprehensive review of the combined traffic volumes and localized traffic access and circulation considerations.
- o The City is in the process of constructing Mangini Parkway, including completion of the Mangini Parkway intersection with Savannah Parkway (unsignalized). The four projects (including 1C South) should be conditioned to construct these improvements prior to the first occupancy permit should their completion be delayed from what has been assumed in this evaluation.
- o This project (1C South) should be required to install traffic signal control at the Mangini Parkway intersection with Savannah Parkway at the time of issuance of the first occupancy permit. The northbound left-turn lane should be constructed to include a minimum of 180-feet of storage/deceleration plus a 60-foot bay taper.
- o The Savannah Parkway intersection with Street "A" is anticipated to be adequately served with full-access, side-street stop control. Consistent with other intersection improvements associated with the subject projects (1C North, 1C Four Pack, Mangini Place Apartments), the northbound left-turn from Savannah Parkway into Street "A" should be constructed to include a minimum of 125-feet of storage/deceleration plus a 60-foot bay taper.
- o With the project, the Savannah Parkway frontage will be constructed and the right-of-way necessary for the ultimate intersection with the Capital SouthEast Connector will be dedicated. All right-of-way within the City of Folsom required to construct the interim and ultimate improvements (as per **Exhibit 1**) is being provided as part of this project.

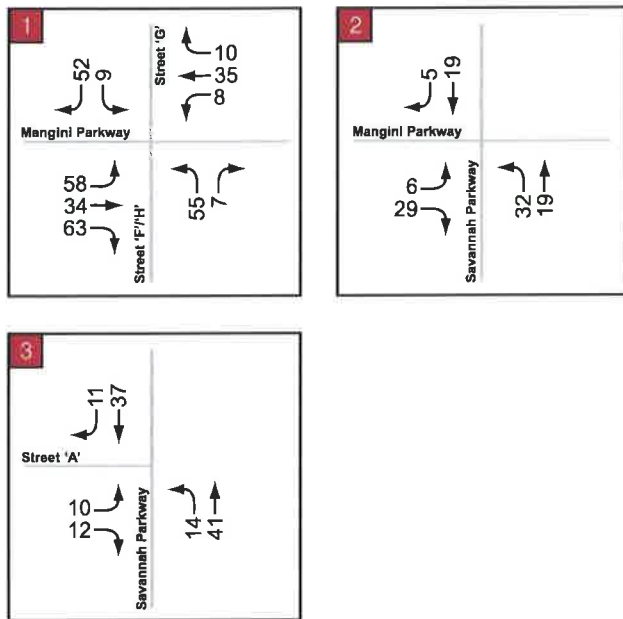
Attachments

Exhibit 1 – Savannah Parkway Interim Improvements

Exhibit 2 – Study Intersections and Traffic Control

Mangini Ranch – Phase 1C South

Turn Movements - Highest Peak Hour Volume
 (Combination of 1C North, 1C Four Pack, Mangini Place Apts, and 1C South Projects)



*Conversion from All-Way Stop Control to Signal Control to be completed by this project

ATTACHMENT 9
Environmental Noise Analysis,
Dated September 15, 2021

Traffic Noise Assessment

Mangini Ranch Development – Phase 1C South

Folsom, California

BAC Job # 2021-152

Prepared For:

Arcadian Improvement Company

Attn: William B. Bunce
4370 Town Center Boulevard, Suite 100
El Dorado Hills, CA 95762

Prepared By:

Bollard Acoustical Consultants, Inc.



Dario Gotchet, Consultant

September 15, 2021



Introduction

The Mangini Ranch Development is located within the Folsom South of U.S. Highway 50 Specific Plan in Folsom, California. The specific component of the overall Mangini Ranch Development analyzed in this study is Phase 1C South (project) which includes single-family residential and open space uses. The Phase 1C South project area is located west of Savannah Parkway and north of White Rock Road. The project area and site plan are shown on Figures 1 and 2, respectively.

Due to the potential for elevated Savannah Parkway and White Rock Road traffic noise levels at the project site, Bollard Acoustical Consultants, Inc. (BAC) was retained by the project applicant to prepare this noise assessment. Specifically, this assessment was prepared to determine whether future traffic noise levels would exceed acceptable limits of the Folsom General Plan. This assessment also includes an evaluation of compliance with the Folsom South of U.S. Highway 50 Specific Plan EIR Noise Mitigation Measures.

Noise Fundamentals and Terminology

Noise is often described as unwanted sound. Sound is defined as any pressure variation in air that the human ear can detect. If the pressure variations occur frequently enough (at least 20 times per second), they can be heard, and thus are called sound. Measuring sound directly in terms of pressure would require a very large and awkward range of numbers. To avoid this, the decibel scale was devised. The decibel scale allows a million-fold increase in pressure to be expressed as 120 dB. Another useful aspect of the decibel scale is that changes in levels (dB) correspond closely to human perception of relative loudness. Appendix A contains definitions of Acoustical Terminology. Figure 3 shows common noise levels associated with various sources.

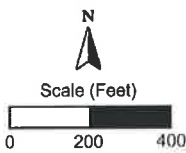
The perceived loudness of sounds is dependent upon many factors, including sound pressure level and frequency content. However, within the usual range of environmental noise levels, perception of loudness is relatively predictable, and can be approximated by weighing the frequency response of a sound level meter by means of the standardized A-weighting network. There is a strong correlation between A-weighted sound levels (expressed as dBA) and community response to noise. For this reason, the A-weighted sound level has become the standard tool of environmental noise assessment. All noise levels reported in this section are in terms of A-weighted levels in decibels.

Community noise is commonly described in terms of the “ambient” noise level, which is defined as the all-encompassing noise level associated with a given noise environment. A common statistical tool to measure the ambient noise level is the average, or equivalent, sound level (L_{eq}) over a given time period (usually one hour). The L_{eq} is the foundation of the Day-Night Average Level noise descriptor, L_{dn} or DNL, and shows very good correlation with community response to noise.



Legend

--- Project Boundary (Approximate)

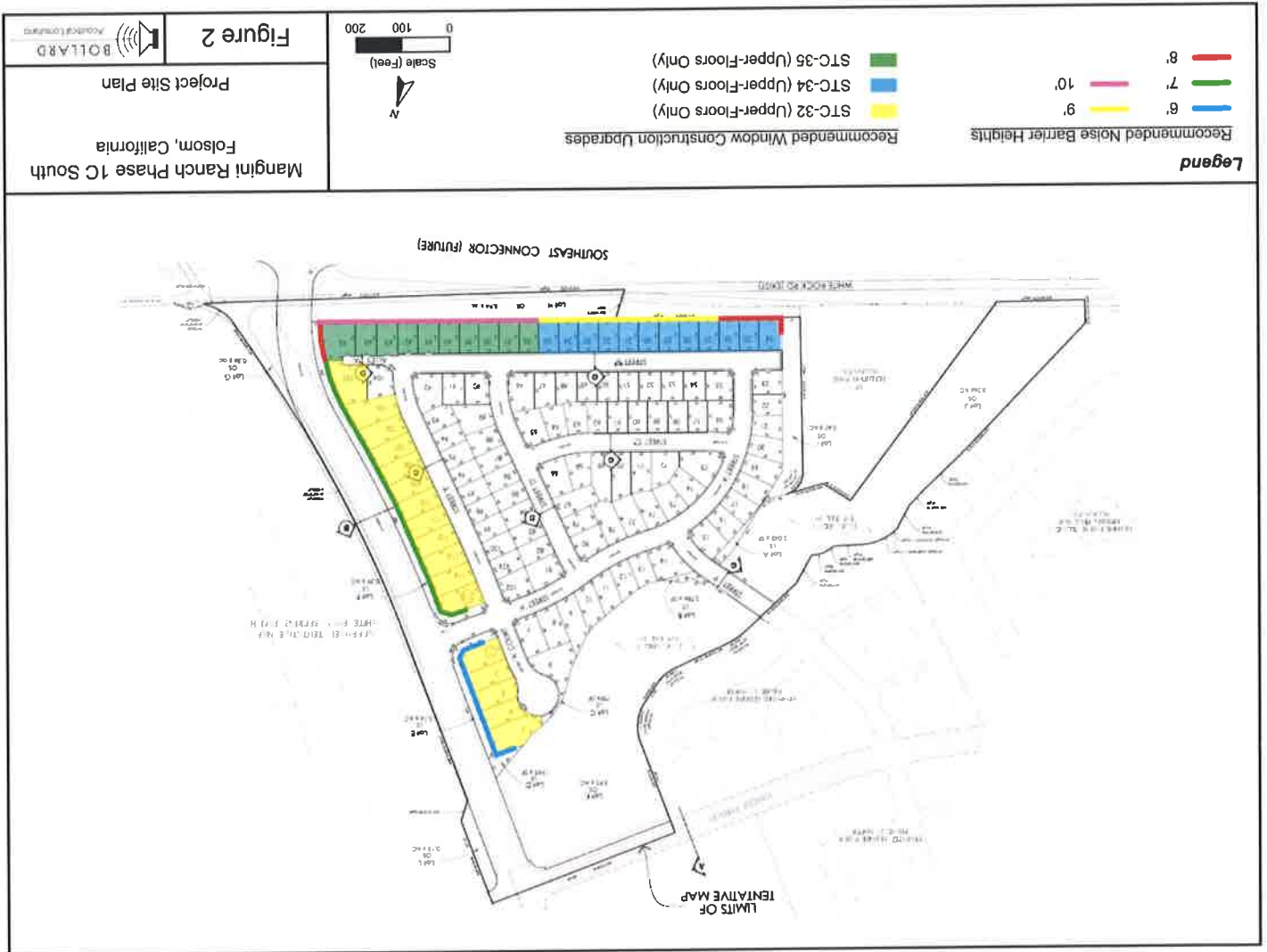


Mangini Ranch Phase 1C South
Folsom, California

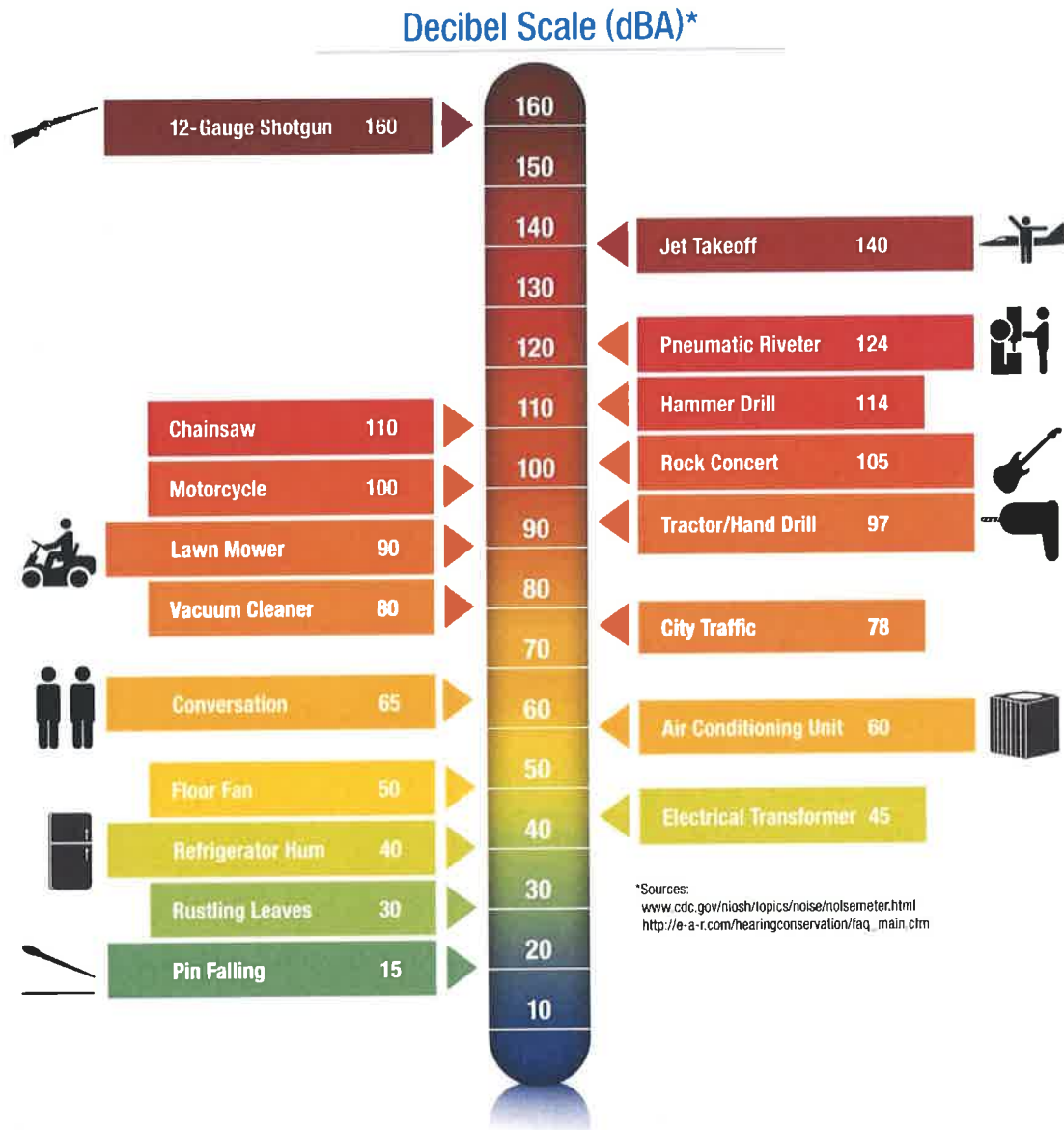
Project Area

Figure 1





**Figure 3
Typical A-Weighted Sound Levels of Common Noise Sources**



DNL is based upon the average noise level over a 24-hour day, with a +10-decibel weighting applied to noise occurring during nighttime (10:00 p.m. to 7:00 a.m.) hours. The nighttime penalty is based upon the assumption that people react to nighttime noise exposures as though they were twice as loud as daytime exposures. Because DNL represents a 24-hour average, it tends to disguise short-term variations in the noise environment. DNL-based noise standards are commonly used to assess noise impacts associated with traffic, railroad, and aircraft noise sources.

Criteria for Acceptable Noise Exposure

Folsom 2035 General Plan - Transportation Noise Sources

The Safety and Noise Element of the Folsom 2035 General Plan establishes exterior noise level standards for residential outdoor activity areas exposed to transportation noise sources (i.e., traffic). For single-family residential uses, such as those proposed by the project (Phase 1C South), the General Plan applies an exterior noise level limit of 60 dB DNL at the outdoor activity areas (i.e., backyards). The intent of this criteria is to provide an acceptable exterior noise environment for outdoor activities. The General Plan utilizes an interior noise level standard of 45 dB DNL or less within noise-sensitive project dwellings. The intent of this interior noise limit is to provide a suitable environment for indoor communication and sleep.

Folsom South of U.S. Highway 50 Specific Plan Noise Mitigation Measures

The noise mitigation measures shown below have been incorporated into the Folsom South of U.S. Highway 50 Specific Plan to mitigate identified environmental impacts. The noise-related mitigation measure which is applicable to the development of residential land uses within the Mangini Ranch development are reproduced below. Following the mitigation measure is a brief discussion as to the applicability of the measure to this project.

MM 3A.11-4 Implement Measures to Prevent Exposure of Sensitive Receptors to Increases in Noise from Project-Generated Operational Traffic on Off-Site and On-Site Roadways.

To meet applicable noise standards as set forth in the appropriate General Plan or Code (e.g., City of Folsom, County of Sacramento, and County of El Dorado) and to reduce increases in traffic-generated noise levels at noise-sensitive uses, the project applicant(s) of all project phases shall implement the following:

- Obtain the services of a consultant (such as a licensed engineer or licensed architect) to develop noise-attenuation measures for the proposed construction of on-site noise-sensitive land uses (i.e., residential dwellings and school classrooms) that will produce a minimum composite Sound Transmission Class (STC) rating for buildings of 30 or greater, individually computed for the walls and the floor/ceiling construction of buildings, for the proposed construction of on-site noise-sensitive land uses (i.e., residential dwellings and school classrooms).
- Prior to submittal of tentative subdivision maps and improvement plans, the project applicant(s) shall conduct a site-specific acoustical analysis to determine predicted roadway noise impacts attributable to the project, taking into account site-specific conditions (e.g., site design, location of structures, building characteristics). The acoustical analysis shall evaluate stationary- and mobile-source noise attributable to the proposed use or uses and impacts on nearby noise-sensitive land uses, in accordance with adopted City noise standards. Feasible measures shall be identified to reduce project-related noise impacts. These measures may include, but are not limited to, the

following:

- Limiting noise-generating operational activities associated with proposed commercial land uses, including truck deliveries;
- Constructing exterior sound walls;
- Constructing barrier walls and/or berms with vegetation;
- Using "quiet pavement" (e.g., rubberized asphalt) construction methods on local roadways; and,
- Using increased noise-attenuation measures in building construction (e.g., dual-pane, sound-rated windows; exterior wall insulation).

Pursuant to this mitigation measure, this report includes an analysis of future traffic noise impacts at the single-family residential lots within the Phase 1C South component of the Mangini Ranch Development. As determined in the following assessment, portions of the Phase 1C South are predicted to be exposed to future traffic noise levels in excess of the applicable Folsom General Plan exterior and interior noise level criteria for single-family residential uses. As a result, this assessment prescribes specific noise control measures as required to achieve satisfaction with the General Plan's exterior and interior noise level standards applicable to single-family residential uses.

Evaluation of Future Traffic Noise Levels at the Project Site

Traffic Noise Prediction Methodology

The Federal Highway Administration Highway Traffic Noise Prediction Model (FHWA-RD-77-108) was used to predict traffic noise levels at the project site. The FHWA Model is based upon the CALVENO noise emission factors for automobiles, medium trucks and heavy trucks, with consideration given to vehicle volume, speed, roadway configuration, distance to the receiver, and the acoustical characteristics of the site. The FHWA Model was developed to predict hourly L_{eq} values for free-flowing traffic conditions and is considered to be accurate within 1.5 dB in most situations.

Predicted Future Exterior Traffic Noise Levels

The FHWA Model was used with future traffic data to predict future traffic noise levels at the Phase 1C South component of the Mangini Ranch Development. Future traffic volumes for Savannah Parkway and White Rock Road were obtained from the Folsom South of Highway 50 Specific Plan EIR. The day/night distribution, truck percentages, and traffic speeds for the roadways were also obtained from the Specific Plan EIR. The FHWA Model inputs and predicted future traffic noise levels at Phase 1C South are provided in Appendix B and are summarized in Table 1.

It should be noted that the provided grading plans indicate that White Rock Road will be re-located farther from the project site in the future, eventually becoming Southeast Connector Road. Because the scheduled completion of the future roadway re-alignment is not currently known,

future White Rock Road traffic noise levels at the project site were conservatively assessed relative to the existing location of the roadway.

Table 1
Predicted Future Exterior Traffic Noise Levels at Phase 1C South¹

Roadway	Nearest Lots	Receiver Location	Predicted DNL (dBA) ²
Savannah Parkway	1-5, 45, 103, 105-115	Outdoor activity areas	66
		First-floor facades	65
		Upper-floor facades	68
White Rock Road (Existing)	24-35	Outdoor activity areas	72
		First-floor facades	71
		Upper-floor facades	74
	36-41	Outdoor activity areas	72
		First-floor facades	72
		Upper-floor facades	75
	42-45	Outdoor activity areas	73
		First-floor facades	72
		Upper-floor facades	75

¹ A complete listing of FHWA Model inputs and results for the roadways are provided in Appendix B.
² A +3 dB offset was applied at upper-floor facades for reduced ground absorption at elevated positions.
Source: Bollard Acoustical Consultants, Inc. (2021)

Evaluation of Exterior Noise Compliance

As indicated in Table 1, future Savannah Parkway and White Rock Road traffic noise levels are predicted to exceed the applicable Folsom General Plan 60 dB DNL exterior noise level standard at the outdoor activity areas (backyards) proposed nearest to the roadways. As a result, further consideration of exterior traffic noise reduction measures would be warranted for future Savannah Parkway and White Rock Road traffic noise levels at the project site.

To achieve compliance with the Folsom General Plan 60 dB DNL exterior noise level standard, it is recommended that traffic noise barriers be constructed at the heights and locations 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 materials may be acceptable but should be reviewed by an acoustical consultant prior to use. Provided that the project design includes the construction of noise barriers at the heights and locations illustrated on Figure 2, no further consideration of exterior traffic noise mitigation measures would be warranted for the project relative to the General Plan 60 dB DNL exterior noise level limit.

Evaluation of Interior Noise Compliance

After construction of traffic noise barriers required to comply with the Folsom General Plan's 60 dB DNL exterior noise level standard, future exterior Savannah Parkway and White Rock Road traffic noise levels are predicted to be 60 dB DNL or less at the first-floor facades of the residences constructed nearest to the roadways. Due to reduced ground absorption at elevated positions and lack of shielding by the recommended noise barriers, noise levels at the upper-floor facades

of those residences are predicted to range from 68 to 75 dB DNL. To satisfy the Folsom General Plan 45 dB DNL interior noise level standard, minimum noise reductions of 15 dB and 30 dB would be required of the first- and upper-floor building facades (respectively) of the residences constructed nearest to the roadways.

Standard residential construction (i.e., stucco siding, STC-27 windows, door weather-stripping, exterior wall insulation, composition plywood roof), typically results in an exterior to interior noise reduction of approximately 25 dB with windows closed and approximately 15 dB with windows open. This level of noise reduction would be adequate to reduce future Savannah Parkway and White Rock Road traffic noise levels to 45 dB DNL or less within the first-floors of all residences constructed within the development. However, upper-floor window construction upgrades would be warranted at residences constructed adjacent to the roadways.

To comply with the General Plan 45 dB DNL interior noise level standard including a factor of safety, it is recommended that all upper-floor window assemblies of residences constructed on the lots identified on Figure 2 with a view of the adjacent roadways be upgraded to the minimum Sound Transmission Class (STC) ratings indicated in Figure 2. In addition, mechanical ventilation (air conditioning) should be provided for all residences of the development to allow the occupants to close doors and windows as desired for additional acoustical isolation.

Conclusions and Recommendations

Portions of the Phase 1C South component of the Mangini Ranch Development are predicted to be exposed to future Savannah Parkway and White Rock Road traffic noise levels in excess of the applicable Folsom General Plan exterior and interior noise level standards for single-family residential uses. As a result, the following specific noise mitigation measures are recommended for this project:

- 1) To comply with the applicable General Plan 60 dB DNL exterior noise level standard, the construction of traffic noise barriers 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 materials may be acceptable but should be reviewed by an acoustical consultant prior to use.
- 2) 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 the minimum STC ratings indicated.
- 3) Mechanical ventilation (air conditioning) should be provided for all residences in this development to allow the occupants to close doors and windows as desired to achieve compliance with the applicable General Plan 45 dB DNL interior noise level standard.

Bollard Acoustical Consultants, Inc. (BAC)

These conclusions are based on the traffic data cited in Appendix B, the project grading plans dated July 1, 2021, and on noise reduction data for standard residential dwellings and for typical STC rated window data. Deviations from the resources cited above could cause future traffic noise levels to differ from those predicted in this assessment. In addition, Bollard Acoustical Consultants, Inc. is not responsible for degradation in acoustic performance of the residential construction due to poor construction practices, failure to comply with applicable building code requirements, or for failure to adhere to the minimum building practices cited in this report.

This concludes BAC's traffic noise assessment for the Phase 1C South component of the Mangini Ranch Development. Please contact BAC at (530) 537-2328 or darioq@bacnoise.com with any questions regarding this assessment.

Appendix A Acoustical Terminology

Acoustics	The science of sound.
Ambient Noise	The distinctive acoustical characteristics of a given space consisting of all noise sources audible at that location. In many cases, the term ambient is used to describe an existing or pre-project condition such as the setting in an environmental noise study.
Attenuation	The reduction of an acoustic signal.
A-Weighting	A frequency-response adjustment of a sound level meter that conditions the output signal to approximate human response.
Decibel or dB	Fundamental unit of sound. A Bell is defined as the logarithm of the ratio of the sound pressure squared over the reference pressure squared. A Decibel is one-tenth of a Bell.
CNEL	Community Noise Equivalent Level. Defined as the 24-hour average noise level with noise occurring during evening hours (7 - 10 p.m.) weighted by a factor of three and nighttime hours weighted by a factor of 10 prior to averaging.
Frequency	The measure of the rapidity of alterations of a periodic signal, expressed in cycles per second or hertz.
IIC	Impact Insulation Class (IIC): A single-number representation of a floor/ceiling partition's impact generated noise insulation performance. The field-measured version of this number is the FIIC.
L_{dn}	Day/Night Average Sound Level. Similar to CNEL but with no evening weighting.
L_{eq}	Equivalent or energy-averaged sound level.
L_{max}	The highest root-mean-square (RMS) sound level measured over a given period of time.
Loudness	A subjective term for the sensation of the magnitude of sound.
Masking	The amount (or the process) by which the threshold of audibility is for one sound is raised by the presence of another (masking) sound.
Noise	Unwanted sound.
Peak Noise	The level corresponding to the highest (not RMS) sound pressure measured over a given period of time. This term is often confused with the "Maximum" level, which is the highest RMS level.
RT₆₀	The time it takes reverberant sound to decay by 60 dB once the source has been removed.
STC	Sound Transmission Class (STC): A single-number representation of a partition's noise insulation performance. This number is based on laboratory-measured, 16-band (1/3-octave) transmission loss (TL) data of the subject partition. The field-measured version of this number is the FSTC.



**Appendix B-1
FHWA Traffic Noise Prediction Model (FHWA-RD-77-108)
Noise Prediction Worksheet**

Project Information:

Job Number: 2021-152
Project Name: Mangini Ranch Development - Phase 1C South
Roadway Name: Savannah Parkway

Traffic Data:

Year: Future
Average Daily Traffic Volume: 15,700
Percent Daytime Traffic: 83
Percent Nighttime Traffic: 17
Percent Medium Trucks (2 axle): 1.5
Percent Heavy Trucks (3+ axle): 1
Assumed Vehicle Speed (mph): 40
Intervening Ground Type (hard/soft): **Soft**

Traffic Noise Levels:

Nearest Lots	Receiver Description	Distance	Offset (dB)	----- DNL (dB) -----			Total
				Autos	Medium Trucks	Heavy Trucks	
1-5, 45, 103, 105-115	Outdoor activity areas	70		65	55	58	66
	First-floor facades	80		64	55	58	65
	Upper-floor facades	80	3	67	58	61	68

Traffic Noise Contours (No Calibration Offset):

DNL Contour (dB)	Distance from Centerline (feet)
75	18
70	38
65	81
60	175

Notes:

1. Future ADT, day/night percentages, truck percentages, and vehicle speed obtained from the Folsom South of Highway 50 Specific Plan EIR.
2. Distances scaled from the centerline of roadway to said locations using provided site plans.
3. A +3 dB offset was applied to upper-floor facades to account for reduced ground absorption of sound at elevated locations.



**Appendix B-2
FHWA Traffic Noise Prediction Model (FHWA-RD-77-108)
Noise Prediction Worksheet**

Project Information:

Job Number: 2021-152
Project Name: Mangini Ranch Development - Phase 1C South
Roadway Name: White Rock Road

Traffic Data:

Year: Future
Average Daily Traffic Volume: 31,100
Percent Daytime Traffic: 83
Percent Nighttime Traffic: 17
Percent Medium Trucks (2 axle): 2
Percent Heavy Trucks (3+ axle): 1
Assumed Vehicle Speed (mph): 55
Intervening Ground Type (hard/soft): **Soft**

Traffic Noise Levels:

Nearest Lots	Receiver Description	Distance	Offset (dB)	----- DNL (dB) -----			Total
				Autos	Medium Trucks	Heavy Trucks	
24-26	Outdoor activity areas	80		71	61	62	72
	First-floor facades	90		70	60	61	71
	Upper-floor facades	90	3	73	63	64	74
27-29	Outdoor activity areas	80		71	61	62	72
	First-floor facades	90		70	60	61	71
	Upper-floor facades	90	3	73	63	64	74
30-32	Outdoor activity areas	80		71	61	62	72
	First-floor facades	90		70	60	61	71
	Upper-floor facades	90	3	73	63	64	74
33-35	Outdoor activity areas	75		71	61	62	72
	First-floor facades	85		70	61	61	71
	Upper-floor facades	85	3	73	64	64	74
36-38	Outdoor activity areas	70		72	62	63	72
	First-floor facades	80		71	61	62	72
	Upper-floor facades	80	3	74	64	65	75

Traffic Noise Contours (No Calibration Offset):

DNL Contour (dB)	Distance from Centerline (feet)
75	48
70	102
65	221
60	476

Notes:

1. Future ADT, day/night percentages, truck percentages, and vehicle speed obtained from the Folsom South of Highway 50 Specific Plan EIR.
2. Distances scaled from the centerline of roadway to said locations using provided site plans.
3. A +3 dB offset was applied to upper-floor facades to account for reduced ground absorption of sound at elevated locations.



**Appendix B-3
FHWA Traffic Noise Prediction Model (FHWA-RD-77-108)
Noise Prediction Worksheet**

Project Information:

Job Number: 2021-152
Project Name: Mangini Ranch Development - Phase 1C South
Roadway Name: White Rock Road

Traffic Data:

Year: Future
Average Daily Traffic Volume: 31,100
Percent Daytime Traffic: 83
Percent Nighttime Traffic: 17
Percent Medium Trucks (2 axle): 2
Percent Heavy Trucks (3+ axle): 1
Assumed Vehicle Speed (mph): 55
Intervening Ground Type (hard/soft): **Soft**

Traffic Noise Levels:

Nearest Lots	Receiver Description	Distance	Offset (dB)	----- DNL (dB) -----			Total
				Autos	Medium Trucks	Heavy Trucks	
39-41	Outdoor activity areas	70		72	62	63	72
	First-floor facades	80		71	61	62	72
	Upper-floor facades	80	3	74	64	65	75
42-45	Outdoor activity areas	60		73	63	64	73
	First-floor facades	70		72	62	63	72
	Upper-floor facades	70	3	75	65	66	75

Traffic Noise Contours (No Calibration Offset):

DNL Contour (dB)	Distance from Centerline (feet)
75	48
70	102
65	221
60	476

Notes:

1. Future ADT, day/night percentages, truck percentages, and vehicle speed obtained from the Folsom South of Highway 50 Specific Plan EIR.
2. Distances scaled from the centerline of roadway to said locations using provided site plans.
3. A +3 dB offset was applied to upper-floor facades to account for reduced ground absorption of sound at elevated locations.

**Appendix C-1
FHWA Traffic Noise Prediction Model (FHWA-RD-77-108)
Noise Barrier Effectiveness Prediction Worksheet**

Project Information: Job Number: 2021-152
Project Name: Mangini Ranch Development - Phase 1C South
Roadway Name: Savannah Parkway

Noise Level Data: Year: Future
Auto DNL (dB): 65
Medium Truck DNL (dB): 55
Heavy Truck DNL (dB): 58

Site Geometry: Receiver Description: Lots 1-3
Centerline to Barrier Distance (C₁): 60
Barrier to Receiver Distance (C₂): 10
Automobile Elevation: 490
Medium Truck Elevation: 492
Heavy Truck Elevation: 498
Pad/Ground Elevation at Receiver: 487
Receiver Elevation: 492
Base of Barrier Elevation: 487
Starting Barrier Height: 6

Barrier Effectiveness:

Top of Barrier Elevation (ft)	Barrier Height (ft)	----- DNL (dB) -----				Barrier Breaks Line of Sight to...		
		Autos	Medium Trucks	Heavy Trucks	Total	Autos?	Medium Trucks?	Heavy Trucks?
493	6	59	50	53	60	Yes	Yes	Yes
494	7	57	49	53	59	Yes	Yes	Yes
495	8	56	47	52	58	Yes	Yes	Yes
496	9	54	46	50	56	Yes	Yes	Yes
497	10	54	45	49	55	Yes	Yes	Yes
498	11	52	44	48	54	Yes	Yes	Yes
499	12	51	42	47	53	Yes	Yes	Yes
500	13	51	42	46	52	Yes	Yes	Yes
501	14	50	41	45	52	Yes	Yes	Yes

Notes: 1. Standard receiver elevation is five feet above grade/pad elevations at the receiver location(s).
2. Roadway and lot elevations obtained from the provided grading plans dated July 1, 2021.



Appendix C-2
FHWA Traffic Noise Prediction Model (FHWA-RD-77-108)
Noise Barrier Effectiveness Prediction Worksheet

Project Information: Job Number: 2021-152
 Project Name: Mangini Ranch Development - Phase 1C South
 Roadway Name: Savannah Parkway

Noise Level Data: Year: Future
 Auto DNL (dB): 65
 Medium Truck DNL (dB): 55
 Heavy Truck DNL (dB): 58

Site Geometry: Receiver Description: Lots 4 & 5
 Centerline to Barrier Distance (C₁): 60
 Barrier to Receiver Distance (C₂): 10
 Automobile Elevation: 490
 Medium Truck Elevation: 492
 Heavy Truck Elevation: 498
 Pad/Ground Elevation at Receiver: 488
 Receiver Elevation: 493
 Base of Barrier Elevation: 488
 Starting Barrier Height: 6

Barrier Effectiveness:

Top of Barrier Elevation (ft)	Barrier Height (ft)	----- DNL (dB) -----				Barrier Breaks Line of Sight to...		
		Autos	Medium Trucks	Heavy Trucks	Total	Autos?	Medium Trucks?	Heavy Trucks?
494	6	59	50	53	60	Yes	Yes	Yes
495	7	57	48	53	59	Yes	Yes	Yes
496	8	56	47	51	57	Yes	Yes	Yes
497	9	54	45	50	56	Yes	Yes	Yes
498	10	53	44	48	55	Yes	Yes	Yes
499	11	52	43	47	54	Yes	Yes	Yes
500	12	51	42	46	53	Yes	Yes	Yes
501	13	50	42	45	52	Yes	Yes	Yes
502	14	50	41	45	52	Yes	Yes	Yes

- Notes:**
1. Standard receiver elevation is five feet above grade/pad elevations at the receiver location(s).
 2. Roadway and lot elevations obtained from the provided grading plans dated July 1, 2021.



**Appendix C-3
FHWA Traffic Noise Prediction Model (FHWA-RD-77-108)
Noise Barrier Effectiveness Prediction Worksheet**

Project Information: Job Number: 2021-152
Project Name: Mangini Ranch Development - Phase 1C South
Roadway Name: Savannah Parkway

Noise Level Data: Year: Future
Auto DNL (dB): 65
Medium Truck DNL (dB): 55
Heavy Truck DNL (dB): 58

Site Geometry: Receiver Description: Lots 45 & 103
Centerline to Barrier Distance (C₁): 60
Barrier to Receiver Distance (C₂): 10
Automobile Elevation: 485
Medium Truck Elevation: 487
Heavy Truck Elevation: 493
Pad/Ground Elevation at Receiver: 478
Receiver Elevation: 483
Base of Barrier Elevation: 478
Starting Barrier Height: 6

Barrier Effectiveness:

Top of Barrier Elevation (ft)	Barrier Height (ft)	----- DNL (dB) -----				Barrier Breaks Line of Sight to...		
		Autos	Medium Trucks	Heavy Trucks	Total	Autos?	Medium Trucks?	Heavy Trucks?
484	6	59	50	54	61	Yes	Yes	No
485	7	58	49	53	60	Yes	Yes	Yes
486	8	57	48	52	58	Yes	Yes	Yes
487	9	55	46	51	57	Yes	Yes	Yes
488	10	54	45	49	56	Yes	Yes	Yes
489	11	53	44	48	55	Yes	Yes	Yes
490	12	52	43	47	54	Yes	Yes	Yes
491	13	51	42	46	53	Yes	Yes	Yes
492	14	50	41	45	52	Yes	Yes	Yes

- Notes:**
1. Standard receiver elevation is five feet above grade/pad elevations at the receiver location(s).
 2. Roadway and lot elevations obtained from the provided grading plans dated July 1, 2021.



**Appendix C-4
FHWA Traffic Noise Prediction Model (FHWA-RD-77-108)
Noise Barrier Effectiveness Prediction Worksheet**

Project Information: Job Number: 2021-152
Project Name: Mangini Ranch Development - Phase 1C South
Roadway Name: Savannah Parkway

Noise Level Data: Year: Futuro
Auto DNL (dB): 65
Medium Truck DNL (dB): 55
Heavy Truck DNL (dB): 58

Site Geometry: Receiver Description: Lots 105-107
Centerline to Barrier Distance (C₁): 60
Barrier to Receiver Distance (C₂): 10
Automobile Elevation: 490
Medium Truck Elevation: 492
Heavy Truck Elevation: 498
Pad/Ground Elevation at Receiver: 480
Receiver Elevation: 485
Base of Barrier Elevation: 480
Starting Barrier Height: 6

Barrier Effectiveness:

Top of Barrier Elevation (ft)	Barrier Height (ft)	----- DNL (dB) -----				Barrier Breaks Line of Sight to...		
		Autos	Medium Trucks	Heavy Trucks	Total	Autos?	Medium Trucks?	Heavy Trucks?
486	6	60	51	54	61	Yes	No	No
487	7	59	50	53	60	Yes	Yes	Yes
488	8	57	49	53	59	Yes	Yes	Yes
489	9	56	47	52	58	Yes	Yes	Yes
490	10	55	46	50	56	Yes	Yes	Yes
491	11	54	45	49	55	Yes	Yes	Yes
492	12	53	44	48	54	Yes	Yes	Yes
493	13	51	43	47	53	Yes	Yes	Yes
494	14	51	42	46	52	Yes	Yes	Yes

- Notes:**
- Standard receiver elevation is five feet above grade/pad elevations at the receiver location(s).
 - Roadway and lot elevations obtained from the provided grading plans dated July 1, 2021.



**Appendix C-5
FHWA Traffic Noise Prediction Model (FHWA-RD-77-108)
Noise Barrier Effectiveness Prediction Worksheet**

Project Information: Job Number: 2021-152
Project Name: Mangini Ranch Development - Phase 1C South
Roadway Name: Savannah Parkway

Noise Level Data: Year: Future
Auto DNL (dB): 65
Medium Truck DNL (dB): 55
Heavy Truck DNL (dB): 58

Site Geometry: Receiver Description: Lots 108-110
Centerline to Barrier Distance (C₁): 60
Barrier to Receiver Distance (C₂): 10
Automobile Elevation: 490
Medium Truck Elevation: 492
Heavy Truck Elevation: 498
Pad/Ground Elevation at Receiver: 482
Receiver Elevation: 487
Base of Barrier Elevation: 482
Starting Barrier Height: 6

Barrier Effectiveness:

Top of Barrier Elevation (ft)	Barrier Height (ft)	----- DNL (dB) -----				Barrier Breaks Line of Sight to...		
		Autos	Medium Trucks	Heavy Trucks	Total	Autos?	Medium Trucks?	Heavy Trucks?
488	6	60	50	54	61	Yes	Yes	No
489	7	58	50	53	60	Yes	Yes	Yes
490	8	57	48	52	59	Yes	Yes	Yes
491	9	55	47	51	57	Yes	Yes	Yes
492	10	54	45	50	56	Yes	Yes	Yes
493	11	53	44	48	55	Yes	Yes	Yes
494	12	52	43	47	54	Yes	Yes	Yes
495	13	51	42	46	53	Yes	Yes	Yes
496	14	51	42	45	52	Yes	Yes	Yes

- Notes:**
1. Standard receiver elevation is five feet above grade/pad elevations at the receiver location(s).
 2. Roadway and lot elevations obtained from the provided grading plans dated July 1, 2021.



**Appendix C-6
FHWA Traffic Noise Prediction Model (FHWA-RD-77-108)
Noise Barrier Effectiveness Prediction Worksheet**

Project Information: Job Number: 2021-152
Project Name: Mangini Ranch Development - Phase 1C South
Roadway Name: Savannah Parkway

Noise Level Data: Year: Future
Auto DNL (dB): 65
Medium Truck DNL (dB): 55
Heavy Truck DNL (dB): 58

Site Geometry: Receiver Description: Lots 111-113
Centerline to Barrier Distance (C₁): 60
Barrier to Receiver Distance (C₂): 10
Automobile Elevation: 485
Medium Truck Elevation: 487
Heavy Truck Elevation: 493
Pad/Ground Elevation at Receiver: 484
Receiver Elevation: 489
Base of Barrier Elevation: 484
Starting Barrier Height: 6

Barrier Effectiveness:

Top of Barrier Elevation (ft)	Barrier Height (ft)	----- DNL (dB) -----				Barrier Breaks Line of Sight to...		
		Autos	Medium Trucks	Heavy Trucks	Total	Autos?	Medium Trucks?	Heavy Trucks?
490	6	58	50	53	61	Yes	Yes	Yes
491	7	57	48	52	59	Yes	Yes	Yes
492	8	55	47	51	57	Yes	Yes	Yes
493	9	54	45	49	56	Yes	Yes	Yes
494	10	53	44	48	55	Yes	Yes	Yes
495	11	52	43	47	54	Yes	Yes	Yes
496	12	51	42	46	53	Yes	Yes	Yes
497	13	50	41	45	52	Yes	Yes	Yes
498	14	50	41	44	51	Yes	Yes	Yes

- Notes:** 1. Standard receiver elevation is five feet above grade/pad elevations at the receiver location(s).
2. Roadway and lot elevations obtained from the provided grading plans dated July 1, 2021.



Appendix C-7
FHWA Traffic Noise Prediction Model (FHWA-RD-77-108)
Noise Barrier Effectiveness Prediction Worksheet

Project Information: Job Number: 2021-152
 Project Name: Mangini Ranch Development - Phase 1C South
 Roadway Name: Savannah Parkway

Noise Level Data: Year: Future
 Auto DNL (dB): 65
 Medium Truck DNL (dB): 55
 Heavy Truck DNL (dB): 58

Site Geometry: Receiver Description: Lots 114 & 115
 Centerline to Barrier Distance (C₁): 60
 Barrier to Receiver Distance (C₂): 10
 Automobile Elevation: 490
 Medium Truck Elevation: 492
 Heavy Truck Elevation: 498
 Pad/Ground Elevation at Receiver: 485
 Receiver Elevation: 490
 Base of Barrier Elevation: 485
 Starting Barrier Height: 6

Barrier Effectiveness:

Top of Barrier Elevation (ft)	Barrier Height (ft)	----- DNL (dB) -----				Barrier Breaks Line of Sight to...		
		Autos	Medium Trucks	Heavy Trucks	Total	Autos?	Medium Trucks?	Heavy Trucks?
491	6	59	50	54	61	Yes	Yes	No
492	7	58	49	53	59	Yes	Yes	Yes
493	8	56	47	52	58	Yes	Yes	Yes
494	9	55	46	50	56	Yes	Yes	Yes
495	10	54	45	49	55	Yes	Yes	Yes
496	11	53	44	48	54	Yes	Yes	Yes
497	12	52	43	47	53	Yes	Yes	Yes
498	13	51	42	46	52	Yes	Yes	Yes
499	14	50	41	45	52	Yes	Yes	Yes

- Notes:**
1. Standard receiver elevation is five feet above grade/pad elevations at the receiver location(s).
 2. Roadway and lot elevations obtained from the provided grading plans dated July 1, 2021.



**Appendix C-8
FHWA Traffic Noise Prediction Model (FHWA-RD-77-108)
Noise Barrier Effectiveness Prediction Worksheet**

Project Information: Job Number: 2021-152
Project Name: Mangini Ranch Development - Phase 1C South
Roadway Name: White Rock Road

Noise Level Data: Year: Future
Auto DNL (dB): 71
Medium Truck DNL (dB): 61
Heavy Truck DNL (dB): 62

Site Geometry: Receiver Description: Lots 24-26
Centerline to Barrier Distance (C₁): 70
Barrier to Receiver Distance (C₂): 10
Automobile Elevation: 456
Medium Truck Elevation: 458
Heavy Truck Elevation: 464
Pad/Ground Elevation at Receiver: 473
Receiver Elevation: 478
Base of Barrier Elevation: 473
Starting Barrier Height: 6

Barrier Effectiveness:

Top of Barrier Elevation (ft)	Barrier Height (ft)	----- DNL (dB) -----				Barrier Breaks Line of Sight to...		
		Autos	Medium Trucks	Heavy Trucks	Total	Autos?	Medium Trucks?	Heavy Trucks?
479	6	61	52	54	62	Yes	Yes	Yes
480	7	60	51	52	61	Yes	Yes	Yes
481	8	59	49	51	60	Yes	Yes	Yes
482	9	58	48	50	59	Yes	Yes	Yes
483	10	57	47	49	58	Yes	Yes	Yes
484	11	56	47	48	57	Yes	Yes	Yes
485	12	56	46	47	57	Yes	Yes	Yes
486	13	55	46	47	56	Yes	Yes	Yes
487	14	55	45	47	56	Yes	Yes	Yes

Notes: 1. Standard receiver elevation is five feet above grade/pad elevations at the receiver location(s).
2. Roadway and lot elevations obtained from the provided grading plans dated July 1, 2021.



**Appendix C-9
FHWA Traffic Noise Prediction Model (FHWA-RD-77-108)
Noise Barrier Effectiveness Prediction Worksheet**

Project Information: Job Number: 2021-152
Project Name: Mangini Ranch Development - Phase 1C South
Roadway Name: White Rock Road

Noise Level Data: Year: Future
Auto DNL (dB): 71
Medium Truck DNL (dB): 61
Heavy Truck DNL (dB): 62

Site Geometry: Receiver Description: Lots 27-29
Centerline to Barrier Distance (C₁): 70
Barrier to Receiver Distance (C₂): 10
Automobile Elevation: 462
Medium Truck Elevation: 464
Heavy Truck Elevation: 470
Pad/Ground Elevation at Receiver: 474
Receiver Elevation: 479
Base of Barrier Elevation: 474
Starting Barrier Height: 6

Barrier Effectiveness:

Top of Barrier Elevation (ft)	Barrier Height (ft)	----- DNL (dB) -----				Barrier Breaks Line of Sight to...		
		Autos	Medium Trucks	Heavy Trucks	Total	Autos?	Medium Trucks?	Heavy Trucks?
480	6	62	53	55	63	Yes	Yes	Yes
481	7	61	51	53	62	Yes	Yes	Yes
482	8	60	50	52	61	Yes	Yes	Yes
483	9	59	49	51	60	Yes	Yes	Yes
484	10	57	48	50	59	Yes	Yes	Yes
485	11	57	47	49	58	Yes	Yes	Yes
486	12	56	46	48	57	Yes	Yes	Yes
487	13	55	46	47	56	Yes	Yes	Yes
488	14	55	46	47	56	Yes	Yes	Yes

Notes: 1. Standard receiver elevation is five feet above grade/pad elevations at the receiver location(s).
2. Roadway and lot elevations obtained from the provided grading plans dated July 1, 2021.



**Appendix C-10
FHWA Traffic Noise Prediction Model (FHWA-RD-77-108)
Noise Barrier Effectiveness Prediction Worksheet**

Project Information: Job Number: 2021-152
Project Name: Mangini Ranch Development - Phase 1C South
Roadway Name: White Rock Road

Noise Level Data: Year: Future
Auto DNL (dB): 71
Medium Truck DNL (dB): 61
Heavy Truck DNL (dB): 62

Site Geometry: Receiver Description: Lots 30-32
Centerline to Barrier Distance (C₁): 70
Barrier to Receiver Distance (C₂): 10
Automobile Elevation: 465
Medium Truck Elevation: 467
Heavy Truck Elevation: 473
Pad/Ground Elevation at Receiver: 475
Receiver Elevation: 480
Base of Barrier Elevation: 475
Starting Barrier Height: 6

Barrier Effectiveness:

Top of Barrier Elevation (ft)	Barrier Height (ft)	----- DNL (dB) -----				Barrier Breaks Line of Sight to...		
		Autos	Medium Trucks	Heavy Trucks	Total	Autos?	Medium Trucks?	Heavy Trucks?
481	6	63	53	55	64	Yes	Yes	Yes
482	7	61	52	54	62	Yes	Yes	Yes
483	8	60	50	52	61	Yes	Yes	Yes
484	9	59	49	51	60	Yes	Yes	Yes
485	10	58	48	50	59	Yes	Yes	Yes
486	11	57	47	49	58	Yes	Yes	Yes
487	12	56	47	48	57	Yes	Yes	Yes
488	13	56	46	47	57	Yes	Yes	Yes
489	14	55	46	47	56	Yes	Yes	Yes

Notes: 1. Standard receiver elevation is five feet above grade/pad elevations at the receiver location(s).
2. Roadway and lot elevations obtained from the provided grading plans dated July 1, 2021.



**Appendix C-11
FHWA Traffic Noise Prediction Model (FHWA-RD-77-108)
Noise Barrier Effectiveness Prediction Worksheet**

Project Information: Job Number: 2021-152
Project Name: Mangini Ranch Development - Phase 1C South
Roadway Name: White Rock Road

Noise Level Data: Year: Future
Auto DNL (dB): 71
Medium Truck DNL (dB): 61
Heavy Truck DNL (dB): 62

Site Geometry: Receiver Description: Lots 33-35
Centerline to Barrier Distance (C₁): 65
Barrier to Receiver Distance (C₂): 10
Automobile Elevation: 465
Medium Truck Elevation: 467
Heavy Truck Elevation: 473
Pad/Ground Elevation at Receiver: 475
Receiver Elevation: 480
Base of Barrier Elevation: 475
Starting Barrier Height: 6

Barrier Effectiveness:

Top of Barrier Elevation (ft)	Barrier Height (ft)	----- DNL (dB) -----				Barrier Breaks Line of Sight to...		
		Autos	Medium Trucks	Heavy Trucks	Total	Autos?	Medium Trucks?	Heavy Trucks?
481	6	63	53	55	64	Yes	Yes	Yes
482	7	61	52	54	62	Yes	Yes	Yes
483	8	60	51	52	61	Yes	Yes	Yes
484	9	59	49	51	60	Yes	Yes	Yes
485	10	58	48	50	59	Yes	Yes	Yes
486	11	57	48	49	58	Yes	Yes	Yes
487	12	57	47	48	58	Yes	Yes	Yes
488	13	56	47	48	57	Yes	Yes	Yes
489	14	55	46	47	56	Yes	Yes	Yes

- Notes:**
- Standard receiver elevation is five feet above grade/pad elevations at the receiver location(s).
 - Roadway and lot elevations obtained from the provided grading plans dated July 1, 2021.



Appendix C-12
FHWA Traffic Noise Prediction Model (FHWA-RD-77-108)
Noise Barrier Effectiveness Prediction Worksheet

Project Information: Job Number: 2021-152
 Project Name: Mangini Ranch Development - Phase 1C South
 Roadway Name: White Rock Road

Noise Level Data: Year: Future
 Auto DNL (dB): 72
 Medium Truck DNL (dB): 62
 Heavy Truck DNL (dB): 63

Site Geometry: Receiver Description: Lots 36-38
 Centerline to Barrier Distance (C₁): 60
 Barrier to Receiver Distance (C₂): 10
 Automobile Elevation: 470
 Medium Truck Elevation: 472
 Heavy Truck Elevation: 478
 Pad/Ground Elevation at Receiver: 476
 Receiver Elevation: 481
 Base of Barrier Elevation: 476
 Starting Barrier Height: 6

Barrier Effectiveness:

Top of Barrier Elevation (ft)	Barrier Height (ft)	----- DNL (dB) -----				Barrier Breaks Line of Sight to...		
		Autos	Medium Trucks	Heavy Trucks	Total	Autos?	Medium Trucks?	Heavy Trucks?
482	6	64	54	57	65	Yes	Yes	Yes
483	7	62	53	55	63	Yes	Yes	Yes
484	8	61	52	54	62	Yes	Yes	Yes
485	9	60	51	52	61	Yes	Yes	Yes
486	10	59	49	51	60	Yes	Yes	Yes
487	11	58	48	50	59	Yes	Yes	Yes
488	12	57	48	49	58	Yes	Yes	Yes
489	13	57	47	49	58	Yes	Yes	Yes
490	14	56	47	48	57	Yes	Yes	Yes

- Notes:**
1. Standard receiver elevation is five feet above grade/pad elevations at the receiver location(s).
 2. Roadway and lot elevations obtained from the provided grading plans dated July 1, 2021.



**Appendix C-13
FHWA Traffic Noise Prediction Model (FHWA-RD-77-108)
Noise Barrier Effectiveness Prediction Worksheet**

Project Information: Job Number: 2021-152
Project Name: Mangini Ranch Development - Phase 1C South
Roadway Name: White Rock Road

Noise Level Data: Year: Future
Auto DNL (dB): 72
Medium Truck DNL (dB): 62
Heavy Truck DNL (dB): 63

Site Geometry: Receiver Description: Lots 39-41
Centerline to Barrier Distance (C₁): 60
Barrier to Receiver Distance (C₂): 10
Automobile Elevation: 472
Medium Truck Elevation: 474
Heavy Truck Elevation: 480
Pad/Ground Elevation at Receiver: 477
Receiver Elevation: 482
Base of Barrier Elevation: 477
Starting Barrier Height: 6

Barrier Effectiveness:

Top of Barrier Elevation (ft)	Barrier Height (ft)	----- DNL (dB) -----				Barrier Breaks Line of Sight to...		
		Autos	Medium Trucks	Heavy Trucks	Total	Autos?	Medium Trucks?	Heavy Trucks?
483	6	64	55	57	65	Yes	Yes	Yes
484	7	62	53	55	64	Yes	Yes	Yes
485	8	61	52	54	62	Yes	Yes	Yes
486	9	60	51	52	61	Yes	Yes	Yes
487	10	59	50	51	60	Yes	Yes	Yes
488	11	58	49	50	59	Yes	Yes	Yes
489	12	57	48	49	58	Yes	Yes	Yes
490	13	57	47	49	58	Yes	Yes	Yes
491	14	56	47	48	57	Yes	Yes	Yes

- Notes:**
1. Standard receiver elevation is five feet above grade/pad elevations at the receiver location(s).
 2. Roadway and lot elevations obtained from the provided grading plans dated July 1, 2021.



**Appendix C-14
FHWA Traffic Noise Prediction Model (FHWA-RD-77-108)
Noise Barrier Effectiveness Prediction Worksheet**

Project Information: Job Number: 2021-152
Project Name: Mangini Ranch Development - Phase 1C South
Roadway Name: White Rock Road

Noise Level Data: Year: Future
Auto DNL (dB): 73
Medium Truck DNL (dB): 63
Heavy Truck DNL (dB): 64

Site Geometry: Receiver Description: Lots 42-45
Centerline to Barrier Distance (C₁): 50
Barrier to Receiver Distance (C₂): 10
Automobile Elevation: 473
Medium Truck Elevation: 475
Heavy Truck Elevation: 481
Pad/Ground Elevation at Receiver: 478
Receiver Elevation: 483
Base of Barrier Elevation: 478
Starting Barrier Height: 6

Barrier Effectiveness:

Top of Barrier Elevation (ft)	Barrier Height (ft)	----- DNL (dB) -----				Barrier Breaks Line of Sight to...		
		Autos	Medium Trucks	Heavy Trucks	Total	Autos?	Medium Trucks?	Heavy Trucks?
484	6	64	55	58	66	Yes	Yes	Yes
485	7	63	54	56	64	Yes	Yes	Yes
486	8	62	52	54	63	Yes	Yes	Yes
487	9	60	51	53	62	Yes	Yes	Yes
488	10	59	50	52	60	Yes	Yes	Yes
489	11	59	49	51	60	Yes	Yes	Yes
490	12	58	48	50	59	Yes	Yes	Yes
491	13	57	48	49	58	Yes	Yes	Yes
492	14	57	48	49	58	Yes	Yes	Yes

- Notes:**
1. Standard receiver elevation is five feet above grade/pad elevations at the receiver location(s).
 2. Roadway and lot elevations obtained from the provided grading plans dated July 1, 2021.



ATTACHMENT 10

Applicant's General Plan Consistency Analysis

Mangini Ranch Phase 1C South: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
Section 4 - Land Use			
4.1	Create pedestrian-oriented neighborhoods through the use of a grid system of streets where feasible, sidewalks, bike paths and trails. Residential neighborhoods shall be linked, where appropriate, to encourage pedestrian and bicycle travel.	Yes	The street and trail system is based on an efficient grid system that connects the project with nearby park, school, and open space with roadways, sidewalks, and trails.
4.2	Residential neighborhoods shall include neighborhood focal points such as schools, parks, and trails. Neighborhood parks shall be centrally located and easily accessible, where appropriate.	Yes	The project is part of a residential neighborhood, and connects to schools, trails, and parks via the roadway, sidewalk, and trail network.
4.3	Residential neighborhoods that are directly adjacent to open space shall provide at least two defined points of pedestrian access into the open space area.	Yes	Two defined points of access to adjacent open space is provided.
4.4	Provide a variety of housing opportunities for residents to participate in the home-ownership market.	Yes	The project contains housing types within the allowable density range of the MLD zoning, which is the zoning for the project site.
4.5	All multi-family high density residential sites shall provide on-site recreational amenities for its residents, unless directly adjacent to a park site.	n/a	The project does not include multi-family, high-density residential uses.

Mangini Ranch Phase 1C South: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
4.6	As established by the FPASP, the total number of dwelling units for the Plan Area is 11,461 and the total commercial square footage is 2,788,8441. The number of units within individual residential land use parcels may vary, so long as the number of dwelling units falls within the allowable density range for a particular land use designation. For purposes of CEQA compliance for discretionary projects, the combination of the total maximum number of residential units and commercial square footage analyzed in the Folsom Plan Area Specific Plan Environmental Report/Environmental Impact Statement (SCH#200092051) shall not be exceeded without requiring further CEQA compliance.	Yes	The project does not exceed the total number of dwelling units for the Plan Area and does not include commercial uses.
4.6A	A maximum of 937 low, medium and high density residential dwelling units are allowed only in the three General Commercial (SP-GC) parcels and the Regional Commercial (SP-RC) parcel located at the intersection of East Bidwell Street and Alder Creek Parkway. No more and no less than 377 high density residential dwelling units on a minimum of 15.7 acres shall be provided on these parcels. Other than the SP-RC and three SP-GC parcels specifically identified herein, this policy 4.6A shall not apply to any other Plan Area SP-RC or SP-GC parcels.	n/a	The project is not located at the intersection of East Bidwell Street and Alder Creek Parkway.
4.7	Transfer of dwelling units is permitted between residential parcels, or the residential component of SP-RC and SP-GC parcels, as long as 1) the maximum density within each land use designation is not exceeded, unless the land use designation is revised by a specific plan amendment, and 2) the total number of Plan Area dwelling units does not exceed 11,461.	Yes	The proposed transfer of 3 MLD development units will not exceed the maximum density (7-12 units per acre) permitted within those land use categories, nor will the overall FPASP dwelling unit maximum be exceeded.
4.8	Each new residential development shall be designed with a system of local streets, collector streets, and access to an arterial road that protects the residents from through traffic.	Yes	The project has a heircharial street layout to provide an efficient circulation system consistent with the Specific Plan.

Mangini Ranch Phase 1C South: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
4.9	Subdivisions of 200 dwellings units or more not immediately adjacent to a neighborhood or community park are encouraged to develop one or more local parks as needed to provide convenient resident access to children's play areas, picnic areas and unprogrammed open turf area. If provided, these local parks shall be maintained by a landscape and lighting district or homeowner's association and shall not receive or provide substitute park land dedication credit for parks required by the FPASP.	n/a	The project includes 115 residential lots, and thus, this policy is not applicable to the Project. Additionally, the Project does provide two points of access to the public trail system on adjacent open space, which connects to nearby parks.
Commercial Policies			
4.10	The mixed-use town center should contain unique retail, entertainment and service-based establishments, as well as public gathering spaces.	n/a	The Project does not propose any mixed-use development. Therefore the policy does not apply to the project.
4.11	The mixed-use neighborhood center should contain retail and service-based establishments that are intended to serve the immediate area in which it is located.	n/a	The Project does not propose any mixed-use development. Therefore the policy does not apply to the project.
4.12	Commercial and office areas should be accessible via public transit routes, where feasible.	n/a	The Project does not propose any commercial development. Therefore the policy does not apply to the project.
4.13	The Plan Area land use plan should include commercial, light industrial/office park and public/quasipublic land uses in order to create employment.	n/a	The Project does not propose any commercial development. Therefore the policy does not apply to the project.
4.14	The transfer of commercial intensity is permitted as provided in Section 13.3 - Administrative Procedures.	n/a	The Project does not propose any commercial development. Therefore the policy does not apply to the project.
Open Space Policies			

Mangini Ranch Phase 1C South: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
4.15	Thirty percent (30%) of the Plan Area shall be preserved and maintained as natural open space, consistent with Article 7.08.C of the Folsom City Charter.	Yes	The project will not reduce the amount of preserved natural open space.
4.16	The open space land use designation shall provide for the permanent protection of preserved wetlands.	Yes	The project includes land use edge refinements along the adjacent open space parcel but does not alter the land use designation, which provides for the permanent protection of preserved wetlands.

Mangini Ranch Phase 1C South: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
<i>Parks Policies</i>			
4.17	Land shall be reserved for parks as shown in Figure 4.3 – Specific Plan Land Use Designations and Table 4.2 – Land Use Summary. On future tentative subdivision maps or planned development applications, park sites shall be within 1/8 of a mile of the locations shown in Figure 4.3 – Specific Plan Land Use Designations. Park sites adjacent to school sites should remain adjacent to schools to provide for joint use opportunities with the Folsom-Cordova Unified School District. Park sites adjacent to open space shall remain adjacent to open space to provide staging areas and access points to the open space for the public.	n/a	No park sites are proposed, and no proposed park sites will be altered by the project. Therefore the policy does not apply to the project.
4.18	Sufficient land shall be dedicated for parks to meet the City of Folsom requirement (General Plan Policy 35.8) of 5-acres of parks for every 1,000 residents.	Yes	The project does not reduce the land to be dedicated for parks.
4.19	Parks shall be located throughout the Plan Area and linked to residential neighborhoods via sidewalks, bike paths and trails, where appropriate. During the review of tentative maps or planned development applications, the city shall verify that parks are provided in the appropriate locations and that they are accessible to resident via sidewalks, bike paths and trails.	Yes	Nearby parks will be accessible by all residents in the project via sidewalks and public trails.
4.20	Elementary school sites shall be co-located with parks to encourage joint-use of parks where feasible.	n/a	The project does not propose school or park uses. Therefore the policy does not apply to the project.

Mangini Ranch Phase 1C South: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
<i>Public/Quasi-Public Policies</i>			
4.21	Land shall be reserved for public services and facilities, as required by the City of Folsom. Public services and facilities sites shall be in the general locations as shown in Figure 4.3 – Specific Plan Land Use Designations.	Yes	The infrastructure needed to serve the Project area is consistent with the adopted Specific Plan and the updated infrastructure plans.
4.22	Land shall be reserved for schools as required by the City of Folsom and the Folsom Cordova Unified School District in accordance with state law. School sites shall be in the general locations shown in Figure 4.3 – Specific Plan Land Use Designations and have comparable acreages as established in Table 4.2 – Land Use Summary.	Yes	The project would not alter the location of proposed school sites.
4.23	Elementary school sites shall be co-located with parks to encourage joint-use of parks.	n/a	The project does not propose school or park uses. Therefore the policy does not apply to the project.
4.24	All Public/Quasi-Public sites shown in Figure 4.3 – Specific Plan Land Use Designations may be relocated or abandoned as a minor administrative modification of the FPASP. The land use designation of the vacated site or sites will revert to the lowest density adjacent residential land use. In no event shall the maximum number of Plan Area dwelling units exceed 11,461 and the total commercial building area exceed 2,788,884 square feet. For purposes of CEQA compliance for discretionary projects, the combination of the total maximum number of residential units and commercial square footage analyzed in the Folsom Plan Area Specific Plan Environmental Impact Report/Environmental Impact Statement (SCH#200809205) shall not be exceeded without requiring further CEQA compliance.	Yes	The project would not alter the location of proposed public/quasi-public sites.

Mangini Ranch Phase 1C South: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
Section 5 - Housing Strategies			
<i>City of Folsom General Plan Housing Element Policies Incorporated in the FPASP</i>			
H-1.1	The city shall ensure that sufficient land is designated and zoned in a range of residential densities to accommodate the city's regional share of housing.	n/a	This policy directs the City in its decision-making and planning processes. The project proposes residential land uses that comply with the existing zoning and land use designation at the project site.
H-1.2	The city shall endeavor to designate future sites for higher density housing near transit stops, commercial services, and schools where appropriate and feasible.	n/a	This policy directs the City in its decision-making and planning processes. The project proposes residential land uses that comply with the existing zoning and land use designation at the project site.
H-1.3	The city shall encourage home builders to develop their projects on multi-family designated land at the high end of the applicable density range.	n/a	This policy directs the City in its decision-making and planning processes. The project proposes a density of 8.0 units per acre, which is within the applicable range of 7-12 units per acre.
H-1.4	The City shall support and facilitate the development of second units on single-family designated and zoned parcels.	n/a	This policy directs the City in its decision-making and planning processes. The project site is zoned MLD.
H-1.6	The city shall ensure that new development pays its fair share in financing public facilities and services and pursues financial assistance techniques to reduce the cost impact on the production of affordable housing.	n/a	This policy directs the City in its decision-making and planning processes. The project will comply with all mitigation measures in the FPASP EIR and Addendums. See MMRP.

Mangini Ranch Phase 1C South: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
H-1.8	The city shall strive to create additional opportunities for mixed-use and transit oriented development.	n/a	This policy directs the City in its decision-making and planning processes.
H-3.1	The city shall encourage residential projects affordable to a mix of household incomes and disperse affordable housing projects throughout the city to achieve a balance of housing in all neighborhoods and communities.	n/a	This policy directs the City in its decision-making and planning processes. The Project proposes residential development within the overall mix of household incomes.
H-3.2	The city shall continue to use federal and state subsidies, as well as inclusionary housing in-lieu fees, affordable housing impact fees on non-residential development, and other fees collected into the Housing Trust Fund in a cost-efficient manner to meet the needs of lower-income households, including extremely low-income households.	n/a	This policy directs the City in its decision-making and planning processes. The Project proposes residential development.
H-3.3	The city shall continue to make density bonuses available to affordable and senior housing projects, consistent with State law and Chapter 17.102 of the Folsom Municipal Code.	n/a	This policy directs the City in its decision-making and planning processes. The Project does not seek a density bonus.
H-3.4	Where appropriate, the city shall use development agreements to assist housing developers in complying with city affordable housing goals.	n/a	This policy directs the City in its decision-making and planning processes. The Project is subject to the Amended and Revised Development Agreement.
H-3.5	The city shall make incentives available to property owners with existing development agreements to encourage the development of affordable housing.	n/a	This policy directs the City in its decision-making and planning processes. The Project is subject to the Amended and Restated Development Agreement.
H-5.2	The city shall encourage housing for seniors and persons with disabilities to be located near public transportation, shopping, medical, and other essential services and facilities.	n/a	This policy directs the City in its decision-making and planning processes. The project does not propose housing for seniors or persons with disabilities.

Mangini Ranch Phase 1C South: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
H-5.4	The city shall encourage private efforts to remove physical barriers and improve accessibility for housing units and residential neighborhoods to meet the needs of person with disabilities.	n/a	This policy directs the City in its decision-making and planning processes. The Project complies with the Folsom Ranch, Central District Design Guidelines and City standards for residential neighborhoods.
H-5.7	The city shall continue to provide zoning to accommodate future need for facilities to serve city residents in need of emergency shelter.	n/a	This policy directs the City in its decision-making and planning processes.
H-5.10	The city shall encourage developers to include spaces in proposed buildings or sites on which child care facilities could be developed or leased by a child care operator.	n/a	This policy directs the City in its decision-making and planning processes. The Project does not propose non-residential uses.
H-6.2	The city shall assist in the enforcement of fair housing laws by providing information and referrals to organizations that can receive and investigate fair housing allegations, monitor compliance with fair housing laws, and refer possible violations to enforcing agencies.	n/a	This policy directs the City in its decision-making and planning processes.
H-7.1	The city shall continue to implement state energy-efficient standards to new residential development.	n/a	This policy directs the City in its decision-making and planning processes.
H-7.2	The city shall include energy conservation guidelines as part of the development standards for the specific plan area.	n/a	This policy directs the City in its decision-making and planning processes.
H-7.3	The city shall reduce residential cooling needs associated with the urban heat island effect.	n/a	This policy directs the City in its decision-making and planning processes.
H-7.4	The city shall promote an increase in the energy efficiency of new and existing housing beyond minimum state requirements.	n/a	This policy directs the City in its decision-making and planning processes.

Mangini Ranch Phase 1C South: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
H-7.5	The city shall encourage the increased use of renewable energy.	n/a	This policy directs the City in its decision-making and planning processes.
H-7.6	The city shall encourage "smart growth" that accommodates higher density residential uses near transit, bicycle and pedestrian friendly areas of the city that encourage and facilitate the conservation of resources by reducing the need for automobile use.	n/a	This policy directs the City in its decision-making and planning processes. East Bidwell Street is part of the FPASP transit corridor.
Section 7 - Circulation			
<i>Circulation Policies</i>			
7.1	The roadway network in the Plan Area shall be organized in a grid-like pattern of streets and blocks, except where topography and natural features make it infeasible, for the majority of the Plan Area in order to create neighborhoods that encourage walking, biking, public transit and other alternative modes of transportation.	Yes	Topography and natural features make grid layout infeasible, but the proposed roadway connects future residents of the project to adjacent school, park, open space, and commercial uses.
7.2	Circulation within the Plan Area shall be ADA accessible and minimize barriers to access by pedestrians, the disabled, seniors and bicyclists. Physical barriers such as walls, berms, and landscaping that separate residential and nonresidential uses and impede bicycle or pedestrian access or circulation shall be minimized.	Yes	The Project complies with the Folsom Ranch, Central District Design Guidelines and City standards for residential neighborhoods.
7.3	The Plan Area shall apply for permanent membership in the 50 Corridor TMA. Funding to be provided by a Community Facilities District or other non-revocable funding mechanism.	n/a	The Project does not effect the Plan Area's permanent membership in the 50 Corridor TMA.
7.4	Submit a General Plan Amendment to the city to modify General Plan Policy 17.17 regarding Traffic Level of Service 'C'. This level of service may not be achieved throughout the entire Plan Area at buildout.	n/a	The applicable Level of Service under the General Plan is 'D.' The streets are designed to meet traffic requirements and are consistent with the Specific Plan.
<i>Roadway Classification Policies</i>			

Mangini Ranch Phase 1C South: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
7.5	A framework of arterial and collector roadways shall be developed that accommodate Plan Area traffic while accommodating through-traffic demands to adjoining city areas.	n/a	Project street layout is consistent with the Specific Plan.
7.6	Major and minor arterials, collectors, and minor collectors shall be provided with sidewalks that safely separate pedestrians from vehicular traffic and class II bicycle lanes that encourage transportation choices within the Plan Area.	n/a	Mangini Parkway and Savannah Parkway have separated sidewalks from the street to enhance pedestrian design.
7.7	Traffic calming measures shall be utilized, where appropriate, to minimize neighborhood cut-through traffic and excessive speeds in residential neighborhoods. Roundabouts and traffic circles shall be considered on low volume neighborhood streets as an alternative to four-way stops or where traffic signals will be required at project build-out. Traffic calming features included in the City of Folsom's Neighborhood Traffic Management Program Guidelines (NTMP) may also be utilized in the Plan Area.	Yes	The street system has been designed to discourage traffic through the neighborhood.
7.8	Roadway improvements shall be constructed to coincide with the demands of new development, as required to satisfy city minimum level of service standards.	Yes	The streets are designed to meet traffic requirements and are consistent with the Specific Plan.
Public Transit Policies			
7.8A	Concurrent with development of the SP-RC and SP-GC parcels located at the intersection of East Bidwell Street and Alder Creek Parkway, the following roadway improvements will be constructed: <ul style="list-style-type: none"> • Alder Creek Parkway from Prairie City Road to East Bidwell Street. • East Bidwell Street from White Rock Road to U.S. Highway 50. • Rowberry Road (including the over-crossing of U.S. Highway 50). The timing, extent of improvements and interim improvements shall be predicated on the extent and type of development proposed for the above referenced parcels	n/a	The project is not located at the intersection of East Bidwell Street and Alder Creek Parkway. Therefore the policy does not apply to the project.

Mangini Ranch Phase 1C South: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
7.9	Public transportation opportunities to, from, and within the Plan Area shall be coordinated with the City Public Works Transit Division and the Sacramento Regional Transit District (RT). Regional and local fixed and circulator bus routes through the Plan Area shall be an integral part of the overall circulation network to guarantee public transportation service to major destinations for employment, shopping, public institutions, multi-family housing and other land uses likely to attract public transit use.	Yes	The project is consistent with the adopted Specific Plan, which addresses public transportation opportunities.
7.10	Consistent with the most recent update of the RT master plan and the Plan Area Master Transit Plan, a transit corridor shall be provided through the Plan Area for future regional 'Hi-Bus's service (refer to Figure 7.29 and the FPASP Transit Master Plan). Sufficient right-of-way shall be dedicated for the transit corridor as described in Section 7.3 and Figures 7.2, 7.3, 7.14 & 7.15.	Yes	The project is consistent with the adopted Specific Plan, which addresses public transportation opportunities.
7.11	Future transit bus stops and associated amenities shall be placed at key locations in the Plan Area according to the recommendation of the FPASP Transit Master Plan.	Yes	The project is consistent with the adopted Specific Plan, which addresses public transportation opportunities.
7.12	Provide interim park-and-ride facilities for public transit use as shown in the FPASP Transit Master Plan.	Yes	The project is consistent with the adopted Specific Plan, which addresses public transportation opportunities.
7.13	The City of Folsom shall participate with the El Dorado County Transportation Commission in an update of the "Folsom El Dorado Corridor Transit Strategy Final Report dated December 2005. The update shall include the Plan Area and Sacramento County.	n/a	This policy directs the City in its decision-making and planning processes. Therefore the policy does not apply to the project.
7.14	The City of Folsom shall participate with the Sacramento Area Council of Government in a revision of the City of Folsom Short-Range Transit Plan Update Final Report, dated September 2005. The update shall include the Plan Area.	n/a	This policy directs the City in its decision-making and planning processes. Therefore the policy does not apply to the project.
7.15	The Sacramento Regional Transit District (RT) "A Guide to Transit Oriented Development (TOD)" shall be used as a design guideline for subsequent project level approvals for all projects along the Plan Area transit corridor.	Yes	The guideline was used in the preparation of the Specific Plan. The project is consistent with the Specific Plan.

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Mangini Ranch Phase 1C South: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
<i>Sidewalks, Trails and Bikeway Policies</i>			
7.16	A system of sidewalks, trails, and bikeways shall internally link all land uses and connect to all existing or planned external street and trail facilities contiguous with the Plan Area to provide safe routes of travel for pedestrians and bicyclists as depicted in Figure 7.32 and as indicated on the applicable roadway sections. Pedestrian and bicycle facilities shall be designed in accordance with City design standards, including the latest version of the Bikeway Master Plan, the FPASP and the FPASP Community Design Guidelines.	Yes	The project includes sidewalks that are consistent with the adopted Specific Plan and City standards.
7.17	Public accessibility to open space and scenic areas within the Plan Area shall be provided via roadway, sidewalks, trail and bikeway connections, where appropriate.	Yes	Access to nearby open space areas is provided via roadways, sidewalks, and trails.
7.18	Traffic calming measures and signage shall be used to enhance the safety of sidewalk, trail and bikeway crossings of arterial and collector streets.	n/a	The project does not include sidewalk, trail, or bikeway crossings of arterial or collector streets.
7.19	Class I bike path and trail crossings of Alder Creek and intermittent drainages channels shall be minimized and located and designed to cause the least amount of disturbance to the creek environment.	n/a	Alder Creek is not located in this phase. Therefore the policy does not apply to the project.
7.20	Per state and federal programs, safe routes to schools shall be identified and signed.	Yes	The proposed project connects to the separated sidewalk along Mangini Parkway, which serves as the Safe Route to School. Signage shall be identified in the improvements plans.
7.21	All Plan Area land uses shall be located within approximately 1/2 mile of a Class I bike path or a Class II bike lane.	Yes	The project is within 1/2 mile of Mangini Parkway, which will be developed with class II bike lanes as part of the planned Bicycle network.

Mangini Ranch Phase 1C South: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
7.22	Site design and building placement shall minimize barriers to pedestrian access and interconnectivity. Physical barriers such as walls, berms, landscaping and slopes between residential and non-residential land uses that unnecessarily impede bicycle or pedestrian circulation shall be minimized. Clearly marked shaded paths shall be provided through commercial and mixed use parking lots.	n/a	The Project does not include commercial or mixed use development and complies with the Folsom Ranch, Central District Design Guidelines and City standards for residential neighborhoods.
7.23	Adequate short and long term bicycle parking shall be provided for all Plan Area land uses (except for single-family and single-family high density residential uses) as specified in Table A.14.	Yes	The project includes adequate bicycle parking, as specified in Table A.14.
Section 8 - Open Space			
8.1	Open Space areas shall be created throughout the entirety of the Plan Area.	n/a	The project does not include open space uses. Therefore the policy does not apply to the project.
8.2	Create a preserve open space zone that will include all of the preserved wetlands and required buffers that are under the jurisdiction of the U.S. Army Corp of Engineers (USACE).	n/a	The project does not include open space uses. Therefore the policy does not apply to the project.
8.3	Create a passive open space zone that may contain limited recreation uses and facilities, storm water quality detention basins, water quality structures, wetland and tree mitigation areas and limited public utilities.	n/a	The project does not include open space uses. Therefore the policy does not apply to the project.
8.4	Where feasible, locate schools and parks adjacent or near to open space.	n/a	The project does not include school or park uses. Therefore the policy does not apply to the project.
8.5	Open space areas shall incorporate sensitive Plan Area natural resources, including oak woodlands, Alder Creek and its tributaries, hillside areas, cultural resources, and tributaries of Carson, Buffalo and Coyote Creeks within the boundaries of the Plan Area.	n/a	The project does not include open space uses. Therefore the policy does not apply to the project.

Mangini Ranch Phase 1C South: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
8.6	Open space improvements shall comply with City of Folsom General Plan Policy 27.1 and the Americans with Disabilities Act (ADA) standards.	n/a	The project does not include open space uses. Therefore the policy does not apply to the project.
8.7	Natural parkways, thirty-feet (30') in width or larger, shall be considered part of the required thirty percent (30%) Plan Area natural open space provided the following minimum criteria is met: 8.7a: They include a paved path or trail. 8.7.b: They have the ability to be utilized for tree mitigation plantings or other appropriate mitigation measures and; 8.7.c: They are planted primarily with California central valley and foothills native plants as described in the most current edition of River-Friendly Landscape Guidelines.	n/a	No natural parkways are proposed in the project area. Therefore the policy does not apply to the project.
8.8	Locate Class I bicycle paths and paved and unpaved trails throughout the open space.	n/a	The project does not include open space uses. Therefore the policy does not apply to the project.
8.9	Carefully site infrastructure, including roads, wastewater and water facilities, trailheads, equestrian trails and the like to minimize impact to the oak woodlands, Alder Creek and its tributaries, hillside areas, cultural resources and intermittent tributaries of Carson, Buffalo and Coyote Creeks within the boundaries of the Plan Area.	Yes	No cultural resources identified to be preserved, oak woodlands/trees, or hillsides are present in the project. The project has been designed to avoid the wetland areas to the extent feasible.
8.10	Provide the opportunity for educational programs that highlight the value of the various natural features of the Plan Area.	n/a	The project does not include open space uses. Therefore the policy does not apply to the project.
8.11	All open space improvements, including erosion control planting and landscaping, within the 200-year flood plain shall be designed to withstand inundation during a 200-year flood event.	n/a	The project does not include open space uses. Therefore the policy does not apply to the project.
8.12	All open space improvements, including erosion control planting and landscaping adjacent to Alder Creek and its tributaries shall be consistent with Section 10.2.6 - Alder Creek & Floodplain Protection.	n/a	Alder Creek is not located in this phase. Therefore the policy does not apply to the project.

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Mangini Ranch Phase 1C South: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
8.13	The FASP Open Space Management Plan shall describe the ownership, funding, and maintenance of open space areas.	n/a	The project does not propose open space uses. Therefore the policy does not apply to the project.
8.14	The FPASP Community Design Guidelines shall include recommendations for the design of natural parkways and other passive open space recreation facilities, storm water quality detention basins, water quality structures, wetland and tree mitigation areas, and public utilities.	n/a	The document submitted to the City contains this information. Therefore the policy does not apply to the project.
8.15	All entitlements within the FPASP shall be reviewed to ensure that thirty percent (30%) of the Plan Area is maintained as natural open space to preserve oak woodlands and sensitive habitat areas.	Yes	The project does not reduce the amount of open space in the Plan Area.
Section 9 - Parks			
9.1	To promote walking and cycling, community and neighborhood parks shall be connected to the pedestrian and bicycle network.	Yes	The project's sidewalks and bike routes are consistent with the connected pedestrian network in the Specific Plan.
9.2	Park designs shall accommodate a variety of active and passive recreational facilities and activities that meet the needs of Plan Area residents of all ages, abilities and special interest groups, including the disabled.	n/a	The project does not propose park uses. Therefore the policy does not apply to the project.
9.3	Neighborhood parks shall feature active recreational uses as a priority and provide field lighting for nighttime sports uses and other activities as deemed appropriate by the City of Folsom Parks and Recreation Department.	n/a	The project does not propose park uses. Therefore the policy does not apply to the project.
9.4	The sports facilities listed in Table 9.1 are suggested facilities for inclusion in community, neighborhood and local parks. The City may amend Table 9.1 as City needs change without amending the FPASP.	n/a	The project does not propose park uses. Therefore the policy does not apply to the project.
9.5	All park master plans shall include a lighting plan and all park lighting fixtures shall be shielded and energy efficient.	n/a	The project does not propose park uses. Therefore the policy does not apply to the project.

Mangini Ranch Phase 1C South: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
9.6	Parks shall be designed and landscaped to provide shade, easy maintenance, water efficiency, and to accommodate a variety of recreational uses. Park improvements will comply with Folsom Municipal Code Chapter 13.26 Water Conservation and all applicable mitigations measures set forth in the FPASP EIR/EIS.	n/a	The project does not propose park uses. Therefore the policy does not apply to the project.
9.7	Park furniture and structures shall be selected based on durability, vandal resistance and long term maintenance, as approved by the City.	n/a	The project does not propose park uses. Therefore the policy does not apply to the project.
9.8	Public art is encouraged in parks where appropriate and feasible in compliance with the City's Arts and Culture Master Plan.	n/a	The project does not propose park uses. Therefore the policy does not apply to the project.
9.9	Easements and designated open space shall not be credited as parkland acreage. These areas may be used for park activities, but not to satisfy Quimby park land dedication requirements.	n/a	The project Therefore the policy does not apply to the project. The Proeject does not propose park uses.
9.10	Placement of stand alone cell towers or antennae in parks in strongly discouraged. Cell towers or antennae are permitted to be located on sports field lighting poles with a use permit.	n/a	Cell towers are not proposed with this application. Therefore the policy does not apply to the project.
9.11	All parks shall be sited and designed with special attention to safety and visibility. Park designs shall follow the use restrictions as outlined in the Folsom Municipal Code Chapter 9.68: Use of Park Facilities. The Parks and Recreation Commission shall review all park master development plans and make recommendations to the City Council for approval.	n/a	The project does not propose park uses. Therefore the policy does not apply to the project.
9.12	A Parks Master Plan shall be prepared for the Plan Area.	n/a	This policy affects the City and does not apply to individual developers.

Mangini Ranch Phase 1C South: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
9.13	If the existing slope of a park site shown on Figure 9.1 exceeds five percent, the site shall be rough graded by owner/developer/builder dedicating the park land in accordance with grading plans approved by the City of Folsom Parks and Recreation Department. The cost to grade sites may be credited against park impact fees subject to city approval.	n/a	The project does not propose park uses. Therefore the policy does not apply to the project.
9.14	Park land dedications are net areas in acres and exclude easements, wetlands, public rights-of-way and steep slopes or structures.	n/a	The project does not propose park uses. Therefore the policy does not apply to the project.
Section 10 - Resource Management & Sustainable Design			
Wetland Policies			
10.1	Delineated wetlands shall be preserved to the greatest extent possible within open space areas and corridors, or otherwise provided for in protected areas.	Yes	Wetland permit has been issued for the project.
10.2	Where preservation is not feasible, mitigation measures shall be carried out as specified in the FPASP EIR/EIS.	Yes	Wetland permit has been issued for the project.

Mangini Ranch Phase 1C South: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
10.3	Water quality certification based on Section 401 of the Clean Water Act shall be obtained before issuance of the Section 404 permit.	Yes	A water quality certification was issued.
10.4	<p>Construction, maintenance, and monitoring of compensation wetlands shall be in accordance with requirements of the USACE, pursuant to the issuance of a Section 404 permit. Compensation wetlands may consist of one of the following:</p> <p>10.4a: Constructed wetlands within designated open space areas or corridors in the Plan Area;</p> <p>10.4b: Wetland credits purchased from a mitigation bank; and /or;</p> <p>10.4c: The purchase of land at an off-site location to preserve or construct mitigation wetlands.</p> <p>To ensure successful compensation wetlands, wetland feasibility studies shall be carried out in conjunction with request for permits from regulatory agencies prior to any construction.</p>	Yes	Wetland permit has been issued for the project.
10.5	As part of the Section 404 permitting process, the project applicants shall prepare a wetland mitigation and monitoring plan (MMP). The plan shall include detailed information on the habitats present within the preservation and mitigation areas, the long-term management and monitoring of these habitats, legal protection for the preservation and mitigation areas (e.g., conservation easement, declaration of restrictions), and funding mechanism information (e.g., endowment). The plan shall identify participation within mitigation banks.	Yes	Wetland permit has been issued for the project.
10.6	Maintenance and monitoring of all compensation wetlands, whether constructed or purchased, shall be carried out by an approved monitoring agency or organization, and shall be in accordance with all federal, state, and local regulations. Monitoring shall continue for a minimum of 5 years from completion of mitigation or until performance standards have been met, whichever is longer	Yes	Wetland permit has been issued for the project.

Mangini Ranch Phase 1C South: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
10.7	Special status vernal pool invertebrates shall be protected as required by State and federal regulatory agencies. Where protection is not feasible, vernal pool invertebrates shall be mitigated per the wetland mitigation and monitoring plan.	Yes	No special status species were identified in the project area and any impacts to offsite areas are covered by the Biological Opinion.
<i>Wildlife Policies</i>			
10.8	Tricolored blackbird nesting colony habitat, if any, shall be protected as required by State and federal regulatory agencies.	Yes	The Project will comply with mitigation measures in the FPASP EIR, including conducting preconstruction surveys. See MMRP.
10.9	A Swainson's Hawk mitigation plan shall be prepared to avoid loss of nesting areas if applicable.	Yes	It is the applicant's understanding that the City will soon approve a Swainson's Hawk Mitigation Plan. The project will comply with all relevant mitigation measures in this plan.
10.10	An incidental take permit shall be obtained to avoid impacts on the Valley Elderberry Longhorn Beetle (VELB), unless delisting has occurred.	Yes	The Project will comply with mitigation measures in the FPASP EIR. See MMRP. No Valley Elderberry Longhorn Beetle (VELB) were identified on the proposed project site.
10.11	Special-status bat roosts shall be protected as required by State and federal regulatory agencies.	Yes	The Project will comply with mitigation measures in the FPASP EIR, including conducting preconstruction surveys. See MMRP.
10.12	The Sacramento-Yolo Mosquito and Vector Control District will provide year-round mosquito and vector control in accordance with state regulations and its Mosquito Management Plan.	n/a	This policy applies to the Sacramento-Yolo Mosquito and Vector Control District. Therefore the policy does not apply to the project.
<i>Oak Woodlands & Isolated Oak Tree Policies</i>			

Exhibit 3

September 2021

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Mangini Ranch Phase 1C South: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
10.13	Preserve and protect in perpetuity approximately 399-acres of existing oak woodlands.	n/a	The proposed project does not have any oak woodlands or oak tree canopy to be preserved. Therefore the policy does not apply to the project.
10.14	The details of ownership, long term maintenance and monitoring of the preserved and mitigated oak woodlands and isolated oak tree canopy shall be specified in the FPASP Open Space Management Plan approved concurrently with the FPASP.	n/a	The proposed project does not have any oak woodlands or oak tree canopy to be preserved. Therefore the policy does not apply to the project.

Mangini Ranch Phase 1C South: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks																								
10.15	<p>Oak trees included in residential and non-residential development parcel impacted oak woodlands are encouraged to be preserved wherever practical, provided preservation does not:</p> <p>a) Cause a reduction in the number of lots or a significant reduction in the size of residential lots.</p> <p>b) Require mass grading that eliminates level pads or requires specialized foundations.</p> <p>c) Require the use of retaining wall or extended earthen slopes greater than 4 feet in height, as measured from the bottom of the footing to the top of the retaining wall.</p> <p>d) Require the preservation of any trees certified by an arborist to be dead or in poor or hazardous or non-correctable condition or trees the pose a safety risk to the public.</p> <p>e) Cost more to preserve the tree than to mitigate for its loss, based on the Isolated Oak Tree Mitigation requirements listed below.</p>	n/a	The proposed project does not have any oak woodlands or oak tree canopy to be preserved. Therefore the policy does not apply to the project.																								
10.16	<p>Isolated oak trees in residential and non-residential development parcels shall be rated according to the following national rating system developed by the American Society of Consulting Arborists (ASCA):</p> <table border="1" data-bbox="293 1226 967 1467"> <thead> <tr> <th colspan="3">TABLE 10.1 ASCA TREE RATING SYSTEM</th> </tr> <tr> <th>RATING</th> <th>RATING NO.</th> <th>RATING DESCRIPTION</th> </tr> </thead> <tbody> <tr> <td>Excellent</td> <td>5</td> <td>No problem(s)</td> </tr> <tr> <td>Good</td> <td>4</td> <td>No apparent problem(s)</td> </tr> <tr> <td>Fair</td> <td>3</td> <td>Minor problem(s)</td> </tr> <tr> <td>Poor</td> <td>2</td> <td>Major problem(s)</td> </tr> <tr> <td>Hazardous or non-correctable</td> <td>1</td> <td>Extreme problem(s)</td> </tr> <tr> <td>Dead</td> <td>0</td> <td>Dead</td> </tr> </tbody> </table>	TABLE 10.1 ASCA TREE RATING SYSTEM			RATING	RATING NO.	RATING DESCRIPTION	Excellent	5	No problem(s)	Good	4	No apparent problem(s)	Fair	3	Minor problem(s)	Poor	2	Major problem(s)	Hazardous or non-correctable	1	Extreme problem(s)	Dead	0	Dead	n/a	The proposed project does not have any oak woodlands or oak tree canopy to be preserved. Therefore the policy does not apply to the project.
TABLE 10.1 ASCA TREE RATING SYSTEM																											
RATING	RATING NO.	RATING DESCRIPTION																									
Excellent	5	No problem(s)																									
Good	4	No apparent problem(s)																									
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Mangini Ranch Phase 1C South: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
10.17	As part of any small lot tentative subdivision map application submittal, prepare and submit a site map, a tree preservation program and arborist's report and both a canopy survey of oak trees in the development parcel as well as a survey of individual free standing oak trees. The surveys will show trees to be preserved and trees to be removed consistent with the requirements of FMC Chapter 12.16.	n/a	The proposed project does not have any oak woodlands or oak tree canopy to be preserved. Therefore the policy does not apply to the project.
10.18	For small lot tentative subdivision parcels that contain oak trees, a pre-application and conceptual project review is required to ensure that every reasonable and practical effort has been made by the applicant to preserve oak trees. At a minimum, the submittal shall consist of a completed application form, the site map, the tree preservation program, the arborist's report, an aerial photograph of the project site, the oak tree surveys, and a conceptual site plan and grading plan showing road and lot layouts and oak trees to be preserved or removed.	n/a	The proposed project does not contain oak trees. Therefore the policy does not apply to the project.
10.19	Minor administrative modifications to the FPASP development standards, including but not limited to reduced parking requirements, reduced landscape requirement, reduced front and rear yard building setbacks, modified drainage requirements, increased building heights; and variations in lot area, width, depth and site coverage are permitted as part of the Design Review approval process in order to preserve additional oak trees within development parcels.	n/a	The proposed project does not have any oak woodlands or oak tree canopy to be preserved. Therefore the policy does not apply to the project.
10.20	When oak trees are proposed for preservation in a development parcel, ensure their protection during and after construction as outlined in FMC Chapter 12.16 – Tree Preservation. Once an individual residence or commercial building has received an occupancy permit, preserved trees on the property are subject to the requirements of FMC Chapter 12.16 – Tree Preservation.	n/a	The proposed project does not have any oak woodlands or oak tree canopy to be preserved. Therefore the policy does not apply to the project.

Mangini Ranch Phase 1C South: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
Cultural Resources Policies			
10.21	<p>The following shall be prepared prior to extensive grading or excavation:</p> <p>10.21a: Existing archeological reports relevant to the Plan Area shall be reviewed by a qualified archaeologist.</p> <p>fully surveyed, to the extent required, to characterize and record the site. Any artifacts</p> <p>10.21c: An Archaeological Resources Report shall be prepared, as appropriate.</p> <p>10.21d: Copies of all records shall be submitted to the appropriate information center in the California Historical Resource Information System (CHRIS).</p>	Yes	The proposed project has completed the archaeological surveys and reports described here and they have been submitted to the California Historical Resource Information System (CHRIS).
10.22	Publicly accessible trails and facilities in open space areas shall be located so as to ensure the integrity and preservation of historical and cultural resources as specified in the FPASP Community Design Guidelines and the Open Space Management Plan.	n/a	The project proposes connections to trails, but does not propose publicly accessible trails or facilities. Therefore the policy does not apply to the project.
10.23	Views toward cultural resources from publicly accessible trails and facilities shall be protected, where appropriate.	n/a	The project proposes connections to trails, but does not propose publicly accessible trails or facilities. Therefore the policy does not apply to the project.
10.24	Interpretive displays near cultural resources shall be unobtrusive and compatible with the visual form of the resources.	n/a	There are no cultural resources that require displays on the project site. Therefore the policy does not apply to the project.
Water Quality Policies			
10.25	Natural drainage courses within the Plan Area along Alder, Carson, Coyote, and Buffalo Creeks and their tributaries shall be preserved as required by state and federal regulatory agencies and incorporated into the overall storm water drainage system.	Yes	The proposed project is consistent with the drainage master plan, including the preservation measures for the referenced drainage features and waterways.

Mangini Ranch Phase 1C South: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
10.26	Trails located within open space corridors and areas shall be designed to include soil erosion control measures to minimize sedimentation of nearby creeks and maintain the natural state of drainage courses.	n/a	The project proposes connections to trails, but does not propose publicly accessible trails or facilities. Therefore the policy does not apply to the project.
10.27	Public recreational facilities (e.g., picnic areas and trails) located within open space corridors or areas shall be subject to urban storm water best management practices, as defined in Section 10.3 – Sustainable Design.	n/a	The project does not propose open space uses. Therefore the policy does not apply to the project.
10.28	Best management practices shall be incorporated into construction practices to minimize the transfer of water borne particulates and pollutants into the storm water drainage system in conformance with FMC Chapters 8.70 – Stormwater Management & Discharge Control and 14.29 – Grading as well as current NPDES permit requirements and State Water Resources Control Board's Construction General Permit requirements.	Yes	The described BMPs will be incorporated in the notes section for the final improvement plans for the proposed project.
10.29	All mitigation specified in the FPASP EIR/EIS shall be implemented.	Yes	Mitigation Measures will be implemented.
10.30	Preference shall be given to biotechnical or non-structural alternatives, over alternatives involving revetments, bank regrading or installation of stream training structures.	Yes	Project will include measures in improvement plans.
<i>Alder Creek & Floodplain Protection Policies</i>			
10.31	Alder Creek shall be preserved in its natural state, to the extent feasible, to maintain the riparian and wetland habitat adjacent to the creek.	n/a	The proposed project does not impact Alder Creek. Therefore the policy does not apply to the project.
10.32	All improvements and maintenance activity, including creek bank stabilization, adjacent to Alder Creek shall comply with the Clean Water Act Section 404 permits and the Central Valley Flood Protection Act of 2008 (SB 5).	n/a	The proposed project does not impact Alder Creek. Therefore the policy does not apply to the project.

Mangini Ranch Phase 1C South: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
10.33	Bank stabilization and other erosion control measure shall have a natural appearance, wherever feasible. The use of biotechnical stabilization methods is required within Alder Creek where it is technically suitable can be used instead of mechanical stabilization.	n/a	The proposed project does not impact Alder Creek. Therefore the policy does not apply to the project.
10.34	New drainage outfalls within or near Alder Creek, or improvements to existing outfalls, shall be designed and constructed utilizing low impact development (LID) practices in conformance with the most current National Pollutant Discharge Elimination (NPDE) regulations. Consistent with these practices, storm water collection shall be decentralized, its quality improved and its peak flow contained in detention facilities that will slowly release it back into the creek drainage outfalls and improvements shall be unobtrusive and natural in appearance (refer to Section 12.6 - Stormwater).	n/a	The proposed project does not impact Alder Creek. Therefore the policy does not apply to the project.
10.35	All Plan Area development projects shall avoid encroaching on the Alder Creek 200-year flood plain to ensure that no adverse alterations to the creek or the floodplain occur where practical. However, in the event encroachment is unavoidable, construction shall comply with the FPASP EIR/EIS mitigation measures, and all relevant provisions of the Central Valley Flood Protection Plan and FMC Chapter 14.23 – Flood Damage Prevention.	n/a	The proposed project does not impact Alder Creek. Therefore the policy does not apply to the project.
10.36	Plan Area streets that cross Alder Creek may be grade-separated from the creek to allow uninterrupted passage of wildlife and trail users. Adequate vertical clearance shall be provided under all such street crossings to allow safe, visible bicycle, pedestrian and equestrian travel. Any streets that cross Alder Creek and are grade-separated shall follow the standards established in FMC Chapter 10.28 – Bridges.	n/a	The proposed project does not impact Alder Creek. Therefore the policy does not apply to the project.
10.37	Emergency vehicle access along Alder Creek may be provided on Class I bike paths and/or separately designated emergency access roads (refer to Figure 7.29).	n/a	The proposed project does not impact Alder Creek. Therefore the policy does not apply to the project.

Mangini Ranch Phase 1C South: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
10.38	All lighting adjacent to Alder Creek shall be limited to bridges, underpasses, trailheads, public facilities and for other public safety purposes. Lighting fixtures shall be fully shielded and energy efficient.	n/a	The proposed project does not impact Alder Creek. Therefore the policy does not apply to the project.
10.39	Class I bike paths and other paved and unpaved trails may be constructed near Alder Creek in the SP-OS2 passive open space zone consistent with the FPASP Community Design Guidelines.	n/a	The proposed project does not impact Alder Creek. Therefore the policy does not apply to the project.
10.40	Public access points shall be located in areas where they have the least impact to the Alder Creek environment and designed to avoid sensitive plant wildlife habitat areas.	n/a	The proposed project does not impact Alder Creek. Therefore the policy does not apply to the project.
10.41	Re-vegetation and new planting along Alder Creek shall use California central valley and foothills native plants as described in the most current edition of River-Friendly Landscape Guidelines.	n/a	The proposed project does not impact Alder Creek. Therefore the policy does not apply to the project.
10.42	Adhere to the recommendations and policies of the Alder Creek Watershed Management Action Plan where feasible.	n/a	The proposed project does not impact Alder Creek. Therefore the policy does not apply to the project.
Air Quality Policies			
10.43	An Operational Air Quality Mitigation Plan has been prepared and approved by the Sacramento Metropolitan Air Quality Management District based on the District's CEQA guidelines dated July 2004. As required by LAFCO Resolution 1195 (dated 6 June 2001) the plan achieves a 35% reduction in potential emissions than could occur without a mitigation program.	Yes	The proposed project will comply with all applicable air quality mitigation measures.
10.44	The approved Operational Air Quality Mitigation measures shall be included as policies in the relevant sections of the FPASP.	Yes	The proposed project will comply with all applicable air quality mitigation measures.

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FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
10.45	Based on advisory recommendations included in Table 1-1 of the California Air Resources Board document entitled Air Quality and Land Use Handbook, avoid locating residential land uses within 500-feet of U.S. Highway 50.	Yes	Proposed residential land uses are more than 500-feet from U.S. Highway 50.
10.46	Prohibit wood burning fireplaces in all residential construction.	Yes	Consistent with the Specific Plan and the Air Quality Management Plan, Wood burning fireplaces are not included in the project.
10.47	Provide complimentary electric lawnmowers to each residential buyer in the SF, SFHD and the MLD land uses.	Yes	The Project Site is zoned MLD and will comply with all applicable air quality mitigation measures.

Mangini Ranch Phase 1C South: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
<i>Noise Policies</i>			
10.48	Residential developments must be designed and/or located to reduce outdoor noise levels generated by traffic to less than 60 dB.	Yes	The Project will comply with mitigation measures in the FPASP EIR , including noise reduction measures. See MMRP.
10.49	Noise from Aerojet propulsion system and routine component testing facilities affecting sensitive receptor areas shall be mitigated based on recommendations in the acoustical study.	n/a	The project will not be impacted by the Aerojet facilities. Therefore the policy does not apply to the project.
10.50	The Conditions, Covenants and Restrictions in the Department of Real Estate Public Report shall disclose that the Plan Area is within the Mather Airport flight path and that over flight noise may be present at various times.	Yes	Avigation easements have been recorded on the property and disclosures will be provided in CC&R's.
10.51	Landowner shall, prior to Tier 2 Development Agreement, record an easement over the property relating to noise caused by aircraft arriving or departing from Mather Airport.	Yes	Avigation easements have been recorded on the property.

Mangini Ranch Phase 1C South: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
<i>Low Impact Development Policies</i>			
10.52	<p>Site specific development projects shall incorporate LID design strategies that include:</p> <p>10.52a: Minimizing and reducing the impervious surface of site development by reducing the paved area of roadways, sidewalks, driveways, parking areas, and roof tops;</p> <p>10.2b: Breaking up large areas of impervious surface area and directing stormwater flows away from these areas to stabilized vegetated areas;</p> <p>10.52c: Minimizing the impact of development on sensitive site features such as streams, floodplains, wetlands, woodlands, and significant on-site vegetation;</p> <p>10.52d: Maintaining natural drainage courses; and</p> <p>10.52e: Provide runoff storage dispersed uniformly throughout the site, using a variety of LID detention, retention, and runoff techniques that may include:</p> <ul style="list-style-type: none"> · Bioretention facilities and swales (shallow vegetated depressions engineered to collect, store, and infiltrate runoff); and 	Yes	<p>The project is consistent with the City's Backbone Infrastructure Master Plan, which includes stormwater requirements. The portion of the proposed project that includes site-specific development has incorporated LID design strategies as described in section 10.52 of the EIR for the FPASP.</p>

Mangini Ranch Phase 1C South: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
	Landscape buffers, parkways, parking medians, filter strips, vegetated curb extensions, and planter boxes (containing grass or other close-growing vegetation planted between polluting sources (such as a roadway or site development) and downstream receiving water bodies).		
<i>Landscaping Policies</i>			
10.53	The Plan Area landscape palette shall consist of California Central Valley and foothills native plant species as described in the most current edition of River-Friendly Landscape Guidelines and drought tolerant adaptive plant species except at neighborhood entry gateways and similar high visibility locations where ornamental plant species may be preferred.	Yes	The project is designed to be consistent with the applicable design guidelines.
10.54	The use of turf is not allowed on slopes greater than 25% where the toe of the slope is adjacent to an impermeable hardscape. Consistent with CALGreen Tier 2 voluntary recommendations, all development projects within the Plan Area shall be encouraged to limit the use of turf to 25% of the total landscaped area.	n/a	The project does not include any slopes greater than 25%. Therefore the policy does not apply to the project.
10.55	Open space areas adjacent to buildings and development parcels shall maintain a fuel modification and vegetation management area in order to provide the minimum fuel modification fire break as required by State and local laws and ordinances. Additionally, development parcels adjacent to open space areas may be required to provide emergency access through the property to the open space by means of gates, access roads or other means approved by the City of Folsom Fire Department. Ownership and maintenance of open space areas, including fuel modification requirements and fire hazard reduction measures are outlined in the FPASP Open Space Management Plan.	Yes	The FPASP Open Space Management Plan provides for fuel modification measures.
10.56	Trees shall be interspersed throughout parking lots so that in fifteen (15) years, forty (40) percent of the parking lot will be in shade at high noon. At planting, trees shall be equivalent to a #15 container or larger.	n/a	The project does not include any parking lots. Therefore the policy does not apply to the project.
<i>Energy Efficiency Policies</i>			

Mangini Ranch Phase 1C South: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
10.57	Conservation of energy resources will be encouraged through site and building development standards.	Yes	The proposed project will comply with all applicable energy conservation development standards.
10.58	Buildings shall incorporate site design measures that reduce heating and cooling needs by orienting buildings on the site to reduce heat loss and gain depending on the time of day and season of the year.	Yes	Where site conditions permit, the project incorporates site design measures that reduce heating and cooling needs through building orientation.
10.59	Solar access to homes shall be considered in the design of residential neighborhoods to optimize the opportunity for passive and active solar energy strategies.	Yes	The project will comply with applicable residential building codes, including providing solar access.
10.60	Multi-family and attached residential units shall be oriented toward southern exposures, where site conditions permit.	n/a	The Project proposes single-family, detached residential uses.
10.61	Buildings shall be designed to incorporate the use of high quality, energy efficient glazing to reduce heat loss and gain.	Yes	The project is designed to comply with the applicable Design Guidelines and standards. The required features will be verified during the building plan check process.
10.62	Energy efficient appliances, windows, insulation, and other available technologies to reduce energy demands will be encouraged.	Yes	The project is designed to comply with the applicable Design Guidelines and standards. The required features will be verified during the building plan check process.
10.63	Office park uses shall install automatic lighting and thermostat features.	n/a	The project does not include office uses. Therefore the policy does not apply to the project.

Mangini Ranch Phase 1C South: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
10.64	Commercial and public buildings shall use energy efficient lighting with automatic controls to minimize energy use.	n/a	The project does not include commercial or public buildings. Therefore the policy does not apply to the project.
10.65	Energy Star certified equipment and appliances shall be installed, to include: 10.65a - Residential appliances; heating and cooling systems; and roofing; and 10.65b - Nonresidential appliances and office equipment; heating, cooling, and lighting control systems; and roofing	Yes	The project is designed to comply with the applicable Design Guidelines and standards. The required features will be verified during the building plan check process.
10.66	Commercial, residential, and public projects shall be designed to allow for the possible installation of alternative energy technologies including active solar, wind, or other emerging technologies, and shall comply with the following standards: 10.66a - Installation of solar technology on buildings such as rooftop photovoltaic cell arrays shall be installed in accordance with the State Fire Marshal safety regulations and guidelines. 10.66b - Standard rooftop mechanical equipment shall be located in such a manner so as not to preclude the installation of solar panels. 10.66c - Alternative energy mechanical equipment and accessories installed on the roof of a building, they shall be integrated with roofing materials and/or blend with the structure's architectural form.	Yes	The project will comply with applicable residential building codes, including providing solar access.
10.67	Radiant solar heating or similar types of energy efficient technologies, shall be installed in all swimming pools.	Yes	The project is designed to comply with the applicable Design Guidelines and standards. The required features will be verified during the building plan check process.

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FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
10.68	Electrical outlets shall be provided along the front and rear exterior walls of all single family homes to allow for the use of electric landscape maintenance tools.	Yes	The project is designed to comply with the applicable Design Guidelines and standards. The required features will be verified during the building plan check process.
10.69	The city will strive to ensure that all new publicly owned buildings within the Plan Area will be designed, constructed and certified at LEED-NC certification levels.	n/a	The project does not propose any publicly owned buildings. Therefore the policy does not apply to the project.
10.70	The City of Folsom shall undertake all cost-effective operational and efficiency measures and consider the installation of onsite renewable energy technologies within appropriate portions of the Plan Area, including parks, landscape corridors and open space areas.	n/a	This is a City requirement, not a project specific requirement. The City of Folsom has plans in place to undertake the described cost-effective operational and efficiency measures and consider the installation of onsite renewable energy technologies within appropriate portions of the Plan Area, including parks, landscape corridors and open space areas.
Water Efficiency Policies			
10.71	All office, commercial, and residential land uses shall be required to install water conservation devices that are generally accepted and used in the building industry at the time of development, including low-flow plumbing fixtures and low-water-use appliances.	Yes	The project is designed to comply with the applicable Design Guidelines and standards. The required features will be verified during the building plan check process.

Mangini Ranch Phase 1C South: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
10.72	A backbone "purple pipe" non-potable water system shall be designed and installed where feasible and practical to supply non-potable water to park sites, landscape corridors, natural parkways and other public landscaped spaces within the Plan Area.	n/a	Purple pipe has been incorporated into the Specific Plan for major collector roadway landscaping and funding is provided in the PFFP. Purple pipe infrastructure is not the applicant's responsibility.
10.73	Water efficient irrigation systems, consistent with the requirements of the latest edition of the California Model Water Efficient Landscape Ordinance, or similar ordinance adopted by the City of Folsom, shall be mandatory for all public agency projects and all private development projects with a landscape area equal to or greater than 2,500 square feet requiring a building or landscape permit, plan check or design review.	Yes	The project is designed to comply with the applicable Design Guidelines. Water efficient irrigation systems will be employed for use in project-area landscaping.

Mangini Ranch Phase 1C South: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
<i>Material Conservation & Resource Efficiency Policies</i>			
10.74	Use "Green" certified construction products whenever feasible.	Yes	Builders in the proposed project will be required to use "Green" certified construction products whenever feasible. The project will comply with all relevant requirements in the City Code and State Building Code.
10.75	Prepare a construction waste management plan for individual construction projects.	Yes	Prior to construction, a construction waste management plan will be prepared for individual construction projects within the proposed project.
10.76	A minimum of 50% of the non-hazardous construction waste generated at a construction site shall be recycled or salvaged for reuse.	Yes	The plan described in Section 10.75 will provide for a minimum of 50% of the non-hazardous construction waste generated at a construction site to be recycled or salvaged for reuse.
10.77	Topsoil displaced during grading and construction shall be stockpiled for reuse in the Plan Area.	Yes	Topsoil displaced during grading and construction of the proposed project shall be stockpiled for reuse in the Plan Area.
<i>Environmental Quality Policies</i>			
10.78	All HVAC and refrigeration equipment shall not contain chlorofluorocarbons (CFCs).	Yes	California outlawed the use of HFCs in 2018. The project is designed to comply with California law.

Mangini Ranch Phase 1C South: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
10.79	All fire suppression systems and equipment shall not contain halons.	Yes	The project is designed to comply with the applicable Design Guidelines and standards. The required features will be verified during the building plan check process.
10.80	Provide accessible screened areas that are identified for the depositing, storage and collection of non-hazardous materials for recycling for commercial, industrial/office park, mixed-use, public-use and multi-family residential projects.	Yes	Same remark as in Section 10.79.
10.81	Particleboard, medium density fiberboard (MDF) and hardwood plywood shall comply with low formaldehyde emission standards.	Yes	Same remark as in Section 10.79.
10.82	Limit the use of volatile organic compounds (VOC) in all construction materials.	Yes	same remark as in Section 10.79.
Section 11 - Public Services and Facilities			
11.1	Public schools will be constructed in the Plan Area in accordance with the City Charter and state law.	n/a	There are no public schools or public service facilities in the proposed project. Therefore the policy does not apply to the project.
11.2	All public service facilities shall participate in the City's recycling program.	n/a	No public facilities are being proposed with this project. Therefore the policy does not apply to the project.
11.3	Energy efficient technologies shall be incorporated in all Public Service buildings	n/a	No public facilities are being proposed with this project. Therefore the policy does not apply to the project.

Mangini Ranch Phase 1C South: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
11.4	Passive solar design and/or use of other types of solar technology shall be incorporated in all public service buildings.	n/a	No public facilities are being proposed with this project. Therefore the policy does not apply to the project.
11.5	The city shall strive to ensure that all public service buildings shall be built to silver LEED NC standards.	n/a	No public facilities are being proposed with this project.
11.6	Utilize Crime Prevention Through Environmental Design (CPTED) principles in the design of all public service buildings.	n/a	No public facilities are being proposed with this project. Therefore the policy does not apply to the project.
11.7	If the existing slope of a public facilities site shown on Figure 11.1 exceeds five percent, the site shall be rough graded by the owner/developer/builder dedicating the public facilities site in accordance with grading plans approved by the City of Folsom, subject to a credit and/or reimbursement agreement.	n/a	There are no public schools or public service facilities in the proposed project. Therefore the policy does not apply to the project.
11.8	Plan Area landowners shall, prior to approval of the annexation by LAFCo and prior to any Tier 2 Development Agreement, whichever comes first, comply with the schools provision in Measure W (Folsom Charter Provision Section 7.08D) and incorporate feasible school impact mitigation requirements as provided in LAFCo Resolution No. 1196, Section 13.	Yes	Project will comply with school district and charter requirements with respect to Measure W.
Section 12 - Utilities			
12.1	Consistent with the provisions of City Charter Article 7.08 (A), the FPASP shall "identify and secure the source of water supply(is) to serve the Plan Area. This new water supply shall not cause a reduction in the water supplies designated to serve existing water users north of Highway 50 and the new water supply shall not be paid for by Folsom residents north of Highway 50.	Yes	This is a City requirement, not a project specific requirement. The project is consistent with the FPASP and complies with the City's water supply agreement.

Mangini Ranch Phase 1C South: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
12.2	Design and construct the necessary potable water, non-potable water for irrigation, wastewater and stormwater infrastructure require to serve the Plan Area. All infrastructure improvements shall follow the requirements established in the Water Master Plan, Wastewater Master Plan and the Storm Drainage Master Plan. Improvements will be based on phasing of development.	n/a	The policy affects the City and does not apply to individual developers. Therefore the policy does not apply to the project.
12.3	Land shall be reserved for the construction of public utility facilities that are not planned within road rights-of-way, as required by the City of Folsom.	Yes	Land is being reserved for public utilities as described where needed.
12.4	Utilize Best Management Practices (BMPs) where feasible and appropriate.	Yes	BMPs will be utilized where feasible and appropriate.
12.5	Urban runoff will be treated prior to discharging to a water of the state (i.e. creek, wetland) in accordance with the City's most current Municipal Stormwater Permit requirements for new development.	Yes	The project complies with permit requirements.
12.6	Employ Low Impact Development (LID) practices, as required by the City of Folsom, in conformance with the City's stormwater quality development standards.	Yes	The project is consistent with the Specific Plan requirements and the City requirements as they are updated from time to time.
Section 13 - Implementation			
<i>Financing Policies</i>			
13.1	The Plan Area shall fund its proportional share of regional backbone infrastructure costs and the full costs for primary and secondary backbone infrastructure.	Yes	Project is consistent with Public Facilities Financing Plan.
13.2	The Plan Area shall fund the its proportional share of the costs for Plan Area public facilities including the municipal center, police and fire department stations, the city corp yard and community, neighborhood and local parks.	Yes	Project is consistent with Public Facilities Financing Plan.
13.3	The City of Folsom shall apply for Sacramento Countywide Transportation Mitigation fee funding to help fund all eligible regional road backbone infrastructure.	n/a	This is a City requirement. Therefore the policy does not apply to the project.

Mangini Ranch Phase 1C South: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
13.4	A Plan Area fee will be created to fund backbone infrastructure and a proportional cost allocation system will be established for each of the Plan Area property owners.	n/a	The policy affects the City and does not apply to individual developers. Therefore the policy does not apply to the project.
13.5	City of Folsom impact and capital improvement fees shall be used to fund Plan Area backbone infrastructure and public facilities where allowed by law.	n/a	The policy affects the City and does not apply to individual developers. Therefore the policy does not apply to the project.
13.6	One or more Community Facilities Districts shall be created in the Plan Area to help finance backbone infrastructure and public facilities costs and other eligible improvements and/or fees.	n/a	The policy affects the City and does not apply to individual developers. Therefore the policy does not apply to the project.

Mangini Ranch Phase 1C South: Applicant's FPASP Policy Consistency Analysis

FPASP Policy No.	FPASP Policy Description	Map Consistent	Remarks
<i>Phasing Policies</i>			
13.7	Submit a conceptual backbone infrastructure phasing plan for the appropriate development area with the first tentative map or building permit submittal. Updating of the conceptual backbone infrastructure phasing plan shall be a requirement of subsequent tentative map or building permit applications for each development area.	n/a	The policy affects the City and does not apply to individual developers. Therefore the policy does not apply to the project.
<i>Maintenance Policies</i>			
13.8	Create one or more Landscaping and Lighting Districts in the Plan Area for the maintenance and operation of public improvements and facilities and open space.	Yes	A Community Facilities District will be formed to implement policy.

ATTACHMENT 11
Subdivision Booklet (Separate Bound Document)

ATTACHMENT 12
Digital Color Board dated May 4, 2021

tri pointe
HOMES

45x67, Phase 1C at Mangini Ranch

FOLSOM, CA

PRELIMINARY | 05.04.2021

Exterior Color/Material Boards & Specifications



AT DESIGN CONSULTING, INC

2211 Michelson Drive Suite 450 Irvine, CA 92612

P: 949.724.1619 WWW.ATDESIGNCONSULTING.COM

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Exterior Color + Material Specifications

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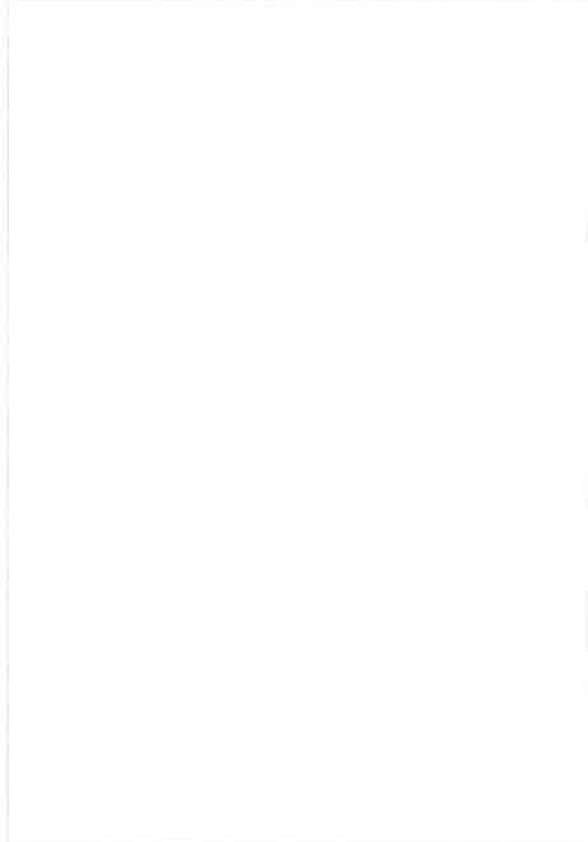
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SCHEME 1: Elevation A, Spanish Colonial

PRELIMINARY - 05.04.21 3

PRIMARY BODY
SW 7551, Greek Villa



TRIM & GARAGE DOOR
SW 7743, Mountain Road



FRONT DOOR
SW 6146, Umber



SHUTTERS
SW 7743, Mountain Road



FAUX CLAY PIPES
SW 6061, Tanbark



CONCRETE ROOF TILE ("S"-TILE)
Eagle Roof: Malibu - 2645, Sunrise Blend



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45x67, Phase 1C South
MANGINI RANCH

EXTERIOR COLOR/MATERIAL BOARDS & SPECIFICATIONS



SCHEME 2: Elevation A, Spanish Colonial

PRELIMINARY - 05.04.21 4

PRIMARY BODY
SW 7569, Stucco



TRIM & GARAGE DOOR
SW 7047, Porpoise



FRONT DOOR
SW 6061, Tanbark



SHUTTERS
SW 7047, Porpoise



FAUX CLAY PIPES
SW 6061, Tanbark



CONCRETE ROOF TILE (1"5"-TILE)
Eagle Roof: Malibu - 2636, Piedmont Blend



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45x67, Phase 1C South
MANGINI RANCH

EXTERIOR COLOR/MATERIAL BOARDS & SPECIFICATIONS



SCHEME 3: Elevation A, Spanish Colonial

PRELIMINARY - 05.04.21 5

PRIMARY BODY
SW 6133, Muslin

TRIM & GARAGE DOOR
SW 7034, Status Bronze

FRONT DOOR
SW 2811, Rookwood Blue
Green

SHUTTERS
SW 7034, Status Bronze



FAUX CLAY PIPES
SW 6061, Tanbark



CONCRETE ROOF TILE ("S"-TILE)
Eagle Roof: Malibu - SCM 8806, Tucson Blend



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45x67, Phase 1C South
MANGINI RANCH

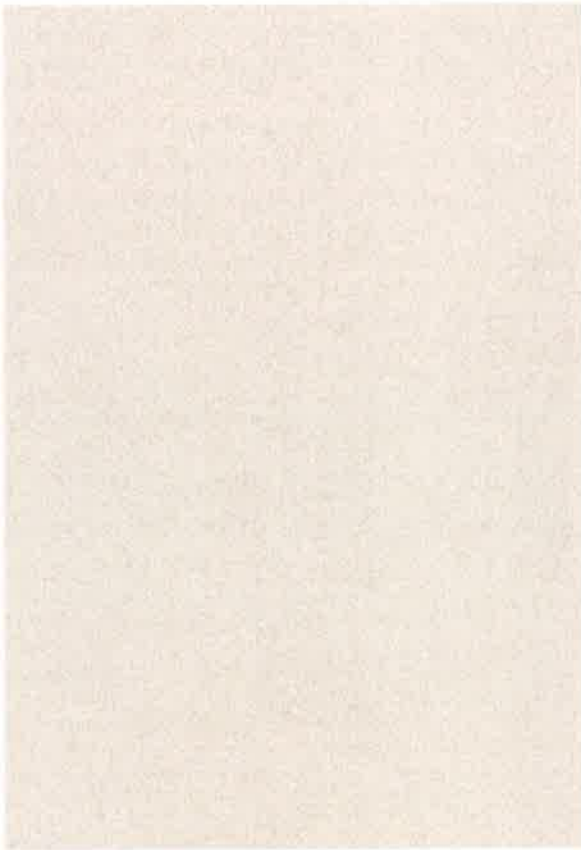
EXTERIOR COLOR/MATERIAL BOARDS & SPECIFICATIONS



SCHEME 4: Elevation A, Spanish Colonial

PRELIMINARY - 05.04.21 6

PRIMARY BODY
SW 7527, Nantucket Dune



TRIM & GARAGE DOOR
SW 7060, Attitude Gray



FRONT DOOR
SW 7048, Urbane Bronze



SHUTTERS
SW 7060, Attitude Gray



FAUX CLAY PIPES
SW 6061, Tanbark



CONCRETE ROOF TILE (12"X18")
Eagle Roof: Malibu - 2646, Sunset Blend



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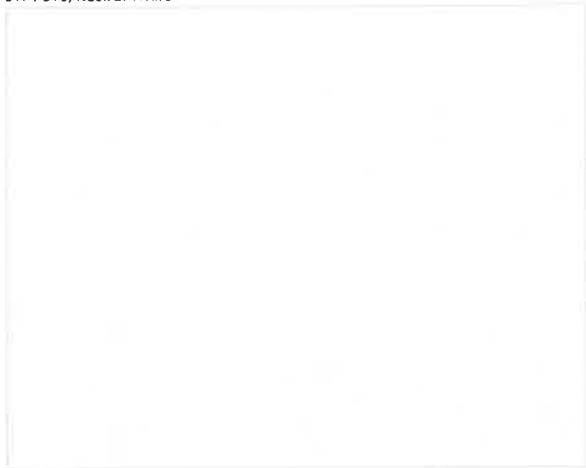
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45x67, Phase 1C South
MANGINI RANCH

EXTERIOR COLOR/MATERIAL BOARDS & SPECIFICATIONS

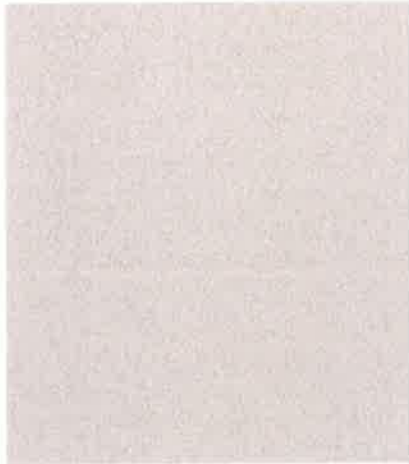


SCHEME 5: Elevation B, Italian Villa

PRIMARY BODY
SW 7516, Kestrel White



ACCENT BODY
SW 6080, Utterly Beige



GARAGE DOOR
SW 7019, Gauntlet Gray



FRONT DOOR
SW 7020, Black Fox



STONE
Cultured Stone: Cast-Fit, French Gray



CONCRETE ROOF TILE (1/2"-TILE)
Eagle Roof: Malibu - 2605, San Benito Blend



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45x67, Phase 1C South
MANGINI RANCH

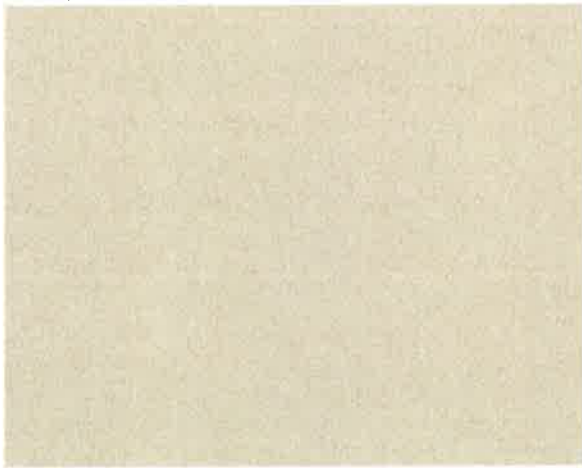
EXTERIOR COLOR/MATERIAL BOARDS & SPECIFICATIONS



SCHEME 6: Elevation B, Italian Villa

PRELIMINARY - 05.04.21 8

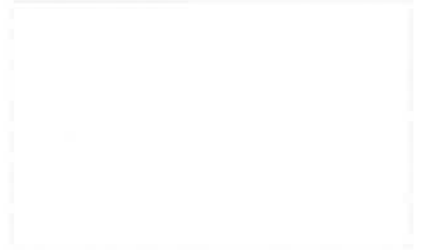
PRIMARY BODY
SW 6157, Favorite Tan



ACCENT BODY
SW 7013, Ivory Lace



GARAGE DOOR
SW 7013, Ivory Lace



FRONT DOOR
SW 6201, Thunderous



STONE
Eldorado Stone: Longitude24, Snowdrift



CONCRETE ROOF TILE ("S"-TILE)
Eagle Roof: Malibu - 2645, Sunrise Blend



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	<p>45x67, Phase 1C South MANNING RANCH</p>	<p>EXTERIOR COLOR/MATERIAL BOARDS & SPECIFICATIONS</p>	
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SCHEME 7: Elevation B, Italian Villa

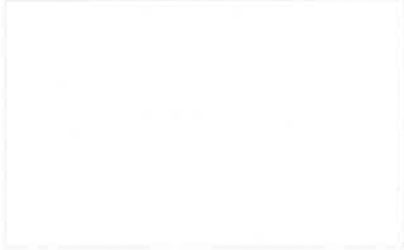
PRIMARY BODY
SW 6101, Sands of Time



ACCENT BODY
SW 7516, Kestrel White



GARAGE DOOR
SW 7516, Kestrel White



FRONT DOOR
SW 7041, Van Dyke Brown



STONE
Cultured Stone: Cast-Fit, Parchment



CONCRETE ROOF TILE (12" S-TILE)
Eagle Roof: Malibu - 2646, Sunset Blend



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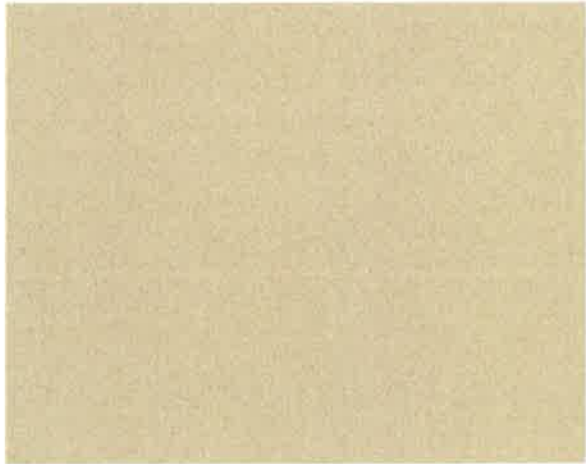
tri pointe **45x67, Phase 1C South** MANGINI RANCH

EXTERIOR COLOR/MATERIAL BOARDS & SPECIFICATIONS

AT DESIGN CONSULTING

SCHEME 8: Elevation B, Italian Villa

PRIMARY BODY
SW 7539, Cork Wedge



ACCENT BODY
SW 7010, White Duck



GARAGE DOOR
SW 7053, Adaptive Shade



FRONT DOOR
SW 9100, Umber Rust



STONE
Eldorado Stone: Longitude24, Snowdrift



CONCRETE ROOF TILE (12"x18")
Eagle Roof: Malibu - SCM 8806, Tucson Blend



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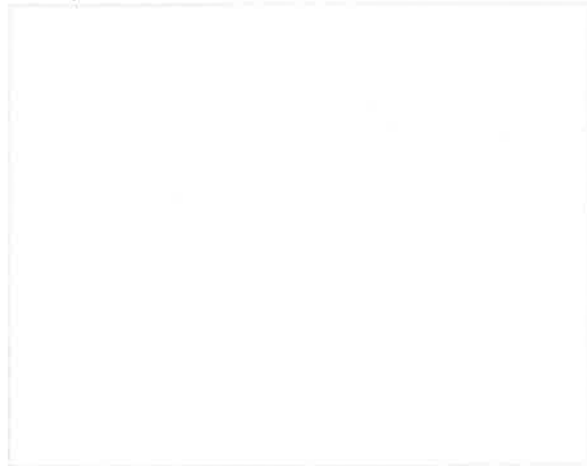
EXTERIOR COLOR/MATERIAL BOARDS & SPECIFICATIONS



SCHEME 9: Elevation C, Western Farmhouse

PRELIMINARY - 05.04.21 11

PRIMARY BODY
SW 7011, Natural Choice



SECONDARY BODY & GARAGE DOOR
SW 7061, Night Owl



TRIM
SW 7061, Night Owl



FRONT DOOR
SW 2814, Rookwood Antique Gold



SHUTTERS
SW 7041, Van Dyke Brown



BRICK
Meridian Brick: Stags Creek Crest, Queen



CONCRETE ROOF TILE (FLAT TILE)
Eagle Roof: Ponderosa - 5690, Pewter Bronze Blend



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45x67, Phase 1C South
MANGINI RANCH

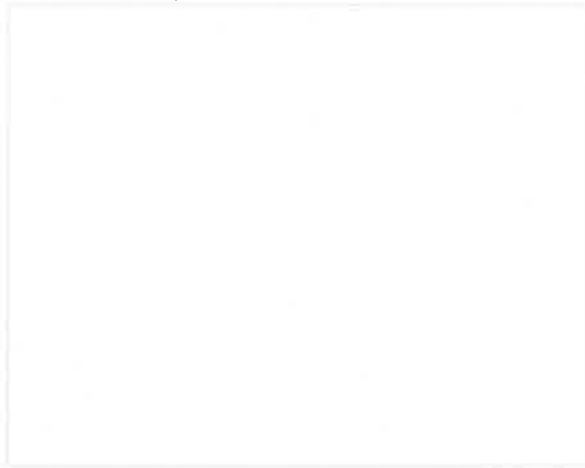
EXTERIOR COLOR/MATERIAL BOARDS & SPECIFICATIONS



SCHEME 10: Elevation C, Western Farmhouse

PRELIMINARY - 05.04.21 **12**

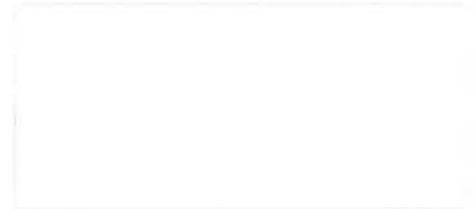
PRIMARY BODY
SW 7541, Grecian Ivory



SECONDARY BODY & GARAGE DOOR
SW 2843, Roycroft Brass



TRIM
SW 7551, Greek Villa



FRONT DOOR
SW 7710, Brandywine



SHUTTERS
SW 6214, Underseas



BRICK
Eldorado Stone: Tundra Brick - Latigo



CONCRETE ROOF TILE (FLAT TILE)
Eagle Roof: Ponderosa - 5502, Arcadia Canyon Brown



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MANGINI RANCH

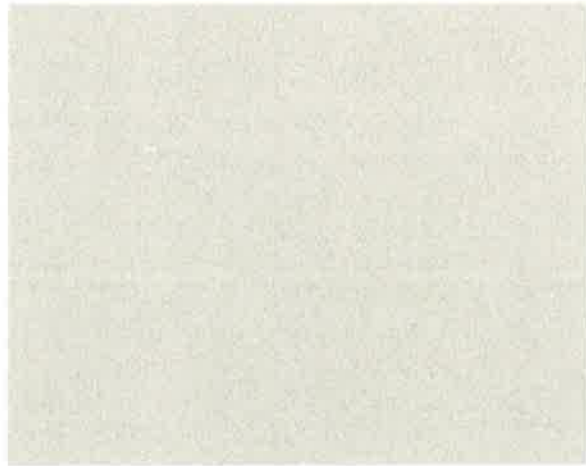
EXTERIOR COLOR/MATERIAL BOARDS & SPECIFICATIONS



SCHEME 11: Elevation C, Western Farmhouse

PRELIMINARY - 05.04.21 13

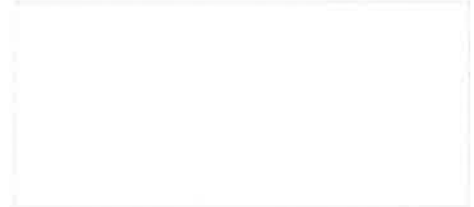
PRIMARY BODY
SW 7542, Naturel



SECONDARY BODY & GARAGE DOOR
SW 7053, Adaptive Shade



TRIM
SW 6385, Dover White



FRONT DOOR
SW 6207, Retreat



SHUTTERS
SW 7055, Enduring Bronze



BRICK
Eldorado Stone: Tundra Brick - Chalk Dust



CONCRETE ROOF TILE (FLAT TILE)
Eagle Roof: Ponderosa - 5582, Fawn Gray Flashed



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45x67, Phase 1C South
MANGINI RANCH

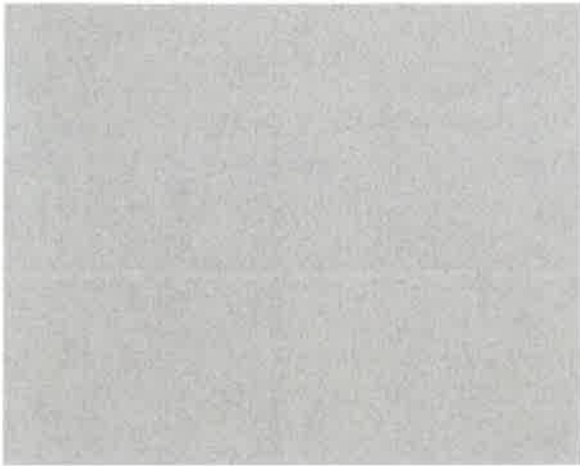
EXTERIOR COLOR/MATERIAL BOARDS & SPECIFICATIONS



SCHEME 12: Elevation C, Western Farmhouse

PRELIMINARY - 05.04.21 14

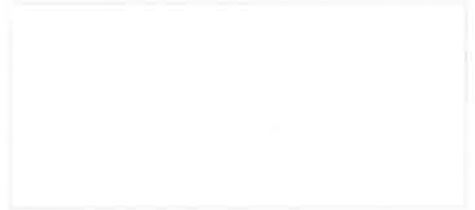
PRIMARY BODY
SW 9170, Acier



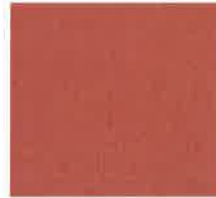
SECONDARY BODY & GARAGE DOOR
SW 6070, Heron Plume



TRIM
SW 6070, Heron Plume



FRONT DOOR
SW 0006, Toile Red



SHUTTERS
SW 7069, Iron Ore



BRICK
Eldorado Stone: Tundra Brick - Ashland



CONCRETE ROOF TILE (FLAT TILE)
Eagle Roof: Ponderosa - 5679, Light Gray Range



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tri pointe

45x67, Phase 1C South
MANGINI RANCH

EXTERIOR COLOR/MATERIAL BOARDS & SPECIFICATIONS



ATTACHMENT 13
Applicant's Inclusionary Housing Letter,
Dated September 15, 2021

ARCADIAN IMPROVEMENT COMPANY, LLC

September 15, 2021

Mr. Scott Johnson
Planning Manager
Community Development Department
City of Folsom
50 Natoma Street
Folsom, CA 95630

Re: Mangini Ranch – Phase 1C South Tentative Map Compliance with Chapter 17.104- Inclusionary Housing

Dear Mr. Johnson,

In accordance with Chapter 17.104 of the Folsom Municipal Code, Arcadian Improvement Company, LLC hereby elects to satisfy the Inclusionary Housing Ordinance requirements for the proposed Small Lot Tentative Map (Mangini Ranch Phase 1C South) with the payment of the In-Lieu Fee as permitted in Section 17.104.060(G).

If you have any questions or comments, please feel free to contact me.

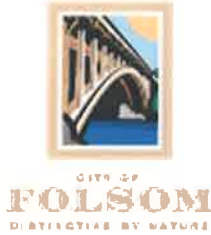
Sincerely,

Arcadian Improvement Company, LLC
a California limited liability company

By: HBT 1C, LLC,
a California limited liability company
Its: Manager

By: 
William B. Bunce, Member

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Folsom City Council Staff Report

MEETING DATE:	10/26/2021
AGENDA SECTION:	Scheduled Presentations
SUBJECT:	PG&E Overhead Transmission Lines Vegetation Management and Tree Removal and Direction to Staff
FROM:	Community Development Department

RECOMMENDATION / CITY COUNCIL ACTION

Staff recommends that the City Council receive an update regarding PG&E's overhead transmission lines vegetation management and tree removal project and provide direction to City staff.

ATTACHMENT

None.

Respectfully submitted,

Pam Johns, Community Development Department

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Folsom City Council Staff Report

MEETING DATE:	10/26/2021
AGENDA SECTION:	Old Business
SUBJECT:	Update on Online Mapping Tools and Public Hearing Dates for By-District Election Under the California Voting Rights Act
FROM:	City Attorney's Office

RECOMMENDATION / CITY COUNCIL ACTION

Staff recommends that the City Council receive updates from the City's demographic consultant, National Demographics Corporation, on the progress of making the online mapping tools available for Folsom residents to use.

BACKGROUND / ISSUE

On July 27, 2021, the City Council adopted a Resolution of Intention to transition from at-large to by-district elections. The City Council has completed the initial two of the five public hearings required for the transition process. While the City had anticipated that the online mapping tools would be available by now, the overwhelming demand for mapping tools nationwide unfortunately have resulted in a supply chain bottleneck.

The City's demographic consultant will update the Council and the public on the delay, as well as when the online mapping tools will likely be made available for the public to use.

POLICY / RULE

California Government Code Section 34886 authorizes the legislative body of a city to adopt an ordinance that requires the members of the legislative body to be elected "by district". The change must be made in furtherance of the purposes of the California Voting Rights Act.

ANALYSIS

The process to transition to by-district election requires five public hearings where the community is invited to provide input regarding the composition of future City Council districts. The first two public hearings were held on September 14 and October 12, 2021 to inform and educate the public about the districting process. The City is required to publish draft districting maps at least 7 days prior to holding the third public hearing.

Notwithstanding the City's efforts in engaging the community early and educating the public about the upcoming online mapping tools, the digital mapping tools have been delayed significantly due to the overwhelming demand across the country for districting purposes following the release of the 2020 Census. City staff have been informed that the online mapping tools may finally be available on or prior to December 1, 2021, thus in order to allow the public time to draw and submit their suggested and preferred districting maps, the public hearing schedule has been adjusted as follows:

Date	Meeting Type	Public Hearing	Item Topic at Meeting
9/14/2021	Public Hearing	1	Completed. Public input on composition of districts (before maps are drawn, hold 2 public hearings on composition of districts over period of no more than 30 days)
10/12/2021	Public Hearing	2	Completed. Continue to receive public input on composition of districts (must be held within 30 days of Public Hearing No. 1)
1/11/2022	Public Hearing	3	Discussion of proposed district maps and sequence of elections. First draft of map must be published 7 days before Public Hearing No. 3
2/8/2022	Public Hearing	4	Public input and possible revisions to proposed District Map (hold 2 public hearings within 45 days of Public Hearing No. 3)
2/22/2022	Public Hearing	5	Adoption of District Map, transition to district elections Ordinance introduced
3/8/2022	Regular Meeting		Second reading of Ordinance (effective 30 days after)

Cities must comply with the following legally required criteria under federal and state law:

1. Each district must have substantially equal population as determined by the census.
2. Race cannot be the predominant factor or criteria when drawing districts.
3. Council districts shall not be adopted for the purpose of favoring or discriminating against a political party.
4. Incarcerated persons may not be counted toward a city's population, except if their last known place of residence is assigned to a census block in the city.
5. The districting plan must comply with the Federal Voting Rights Act, which prohibits districts from diluting minority voting rights and encourages a majority-minority district if the minority group is sufficiently large and such a district can be drawn without race being the predominant factor.
6. The City Council shall adopt district boundaries using the following criteria as set forth in the following order of priority:
 - A. To the extent practicable, council districts shall be geographically contiguous. Areas that meet only at the points of adjoining corners are not contiguous. Areas that are separated by water and not connected by a bridge, tunnel, or regular ferry service are not contiguous.
 - B. To the extent practicable, the geographic integrity of any local neighborhood or local community of interest shall be respected in a manner that minimizes its division. A "community of interest" is a population that shares common social or economic interests that should be included within a single district for purposes of its effective and fair representation (e.g., school district boundaries, neighborhood boundaries, homeowners' associations, retail/commercial districts, etc.). Communities of interest do not include relationships with political parties, incumbents, or political candidates.
 - C. Council district boundaries should be easily identifiable and understandable by residents. To the extent practicable, council districts shall be bounded by natural and artificial barriers, by streets, or by the boundaries of the city.
 - D. To the extent practicable, and where it does not conflict with the preceding criteria, council districts shall be drawn to encourage geographical compactness in a manner that nearby areas of population are not bypassed in favor of more distant populations.

To increase public awareness of the transition to district elections, the City has activated a variety of public communication channels to engage the Folsom community. Districting information is featured on the City's website and City newsletters. Numerous frequently asked questions have been posted on the dedicated districting webpages on the City's website.

Folsom residents may submit draft maps by either drawing on a paper map or through an electronic mapping software that will be made available to the public on or prior to December 1, 2021. Draft maps must be submitted to the City **no later than January 3, 2022** in order for the City's demographer to compile population data for each map prior to Public Hearing No. 3 scheduled for January 11, 2022. The public is encouraged to provide input via emails to attydept@folsom.ca.us. Input may also be dropped off at City Hall.

FINANCIAL IMPACT

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

ENVIRONMENTAL REVIEW

The California Environmental Quality Act (CEQA) does not apply to activities that will not result in a direct or reasonably foreseeable indirect physical change in the environment (CEQA Guidelines §15061(c)(3)), or is otherwise not considered a project as defined by Public Resources Code §21065 and CEQA Guidelines §15060(c)(3) and §15378. The Council's decision regarding by-district elections meets the above criteria and is not subject to CEQA. No environmental review is required.

ATTACHMENT

None.

Respectfully submitted,

Steven Wang, City Attorney